

**IN PARLIAMENT
HOUSE OF COMMONS
SESSION 2013-14**

HIGH SPEED RAIL (LONDON – WEST MIDLANDS) BILL

Against – on Merits – Praying to be heard By Counsel. &c.

To the Honourable the Commons of the United Kingdom of Great Britain and Northern Ireland
in Parliament assembled.

The humble Petition of Aston-le-Walls Parish Council

SHEWETH as follow:-

1. A Bill (hereinafter referred to as “the Bill”) has been introduced and is now pending in your honourable House intituled “A Bill to make provision for a railway between Euston in London and a junction with the West Coast Main Line at Handsacre in Staffordshire, with a spur from Old Oak Common in the London Borough of Hammersmith and Fulham to a junction with the Channel Tunnel Rail Link at York Way in the London Borough of Islington and a spur from Water Orton in Warwickshire to Curzon Street in Birmingham; and for connected purposes.”
2. The Bill is presented by Mr. Secretary McLoughlin, supported by The Prime Minister, The Deputy Prime Minister, Mr. Chancellor of the Exchequer, Secretary Theresa May, Secretary Vince Cable, Secretary Iain Duncan Smith, Secretary Eric Pickles, Secretary Owen Paterson, Secretary Edward Davey, and Mr. Robert Goodwill.

Clauses of the Bill

3. Clauses 1 to 36, together with Schedules 1-26 set out the Bill’s objectives in relation to the construction and operation of the railway mentioned in paragraph 1 above. They include provision for the construction of works, highways and road traffic matters, the compulsory acquisition of land and other provisions relating to the use of land, planning permission, heritage issues, trees and noise. They include clauses which would disapply and modify various enactments relating to special categories of land including burial grounds, consecrated land, commons and open spaces and other matters, including overhead lines, water, building regulations and party walls, street works and the use of lorries.
4. Clauses 37 to 42 of the Bill, together with Schedules 27-28 deal with the regulatory regime for the railway.
5. Clauses 43 to 65 of the Bill, together with Schedules 29-31 set out a number of miscellaneous and general provisions, including provision of the appointment of a nominated undertaker (“the Nominated Undertaker”) to exercise the powers under the Bill, transfer schemes, provisions relating to statutory undertakers and the Crown, provision about the compulsory acquisition of land for regeneration, reinstatement works and provision about further high speed railway works.

Provision is also made about the application of Environmental Impact Assessment Regulations.

6. The Works proposed to be authorized by the Bill (“the Authorised Works”) are specified in clauses 1 and 2 of Schedule 1 to the Bill. They consist of scheduled works, which are described in Schedule 1 to the Bill and other works, which are described in clause 2 of the Bill.

Your Petitioners and their Concerns

7. Your Petitioner is Aston-le-Walls Parish Council. Your Petitioner represents 300 residents in the village of Aston-le-Walls and the hamlet of Appletree in the district of South Northamptonshire. Together they form the Parish of Aston-le-Walls. The Parish lies in a rural and tranquil location on the route of the proposed rail line, between the parishes of Boddington and Chipping Warden and Edgecote. The proposed rail line will pass through the Parish, between Aston-le-Walls and Appletree, in the Chipping Warden Green Tunnel. It will emerge half way through the Parish. The line then continues on viaducts and embankments across the valley to Highfurlong Brook where it enters the Parish of Boddington. Your Petitioner represents all residents who will be subject to considerable noise, dust and disruption during the extended construction period and those who will suffer intolerable noise and negative visual impact during the operation of the line. Your Petitioner’s concerns are explained below and solutions to these concerns have been identified where possible. Your Petitioner recognizes that these solutions are not exhaustive and other solutions may be put forward and, insofar as those are to be preferred, it would wish to associate itself with them.
8. Your Petitioner’s rights, interests and property are injuriously affected by the Bill, to which your petitioner objects for reasons amongst others, hereinafter appearing.
9. Your Petitioner has endeavored to work with the Promoters throughout the development of the proposals. However, your Petitioner still has outstanding issues relating to noise, visual blight, safety, road usage, as well as major concerns during the construction phase of the project.
10. Your Petitioner is extremely concerned about the effect the proposed rail line will have on the International Equestrian Centre at Washbrook Farm. This is a centre of equestrian excellence of National and International importance. It provides extensive local employment and supports a wide range of rural businesses in the area, many of which would not survive without the events held at the Centre throughout the year.

Your Petitioner respectfully requests that the Chipping Warden Green Tunnel is extended across the valley past Washbrook Farm, over Highfurlong Brook and further across in front of Lower Boddington, nearer to the location of the proposed Maintenance Loop. This would allow the activities at Washbrook Farm to continue, relieve the problems faced by Lower Boddington and Upper Boddington and remove the need for a Portal Maintenance Building and satellite construction camp in their current location in Aston-le-Walls. The Mid Point Auto Transformer Station could also be located next to the Maintenance Loop.

Your Petitioner kindly requests that planting of trees to screen the construction work should begin without delay to allow optimum maturity at the commencement of work on the proposed rail line.

11. Your Petitioner is concerned about the location of the Chipping Warden Green Tunnel North Portal Building, the Chipping Warden Mid Point Auto Transformer Sub-station and the Chipping Warden Green Tunnel north portal satellite compound together with the access road for these resources.

Your Petitioner requests that these buildings are located near the Maintenance Loop between Lower Boddington and Wormleighton or on the West side of the line away from the village of Aston-le-Walls, closer to Field Farm, which is a group of derelict farm buildings. Map CT-06-076.

12. Your Petitioner is extremely concerned about the planned use of Appletree Lane and Welsh Road to provide access to the satellite compound for the Chipping Warden tunnel North Portal (rail systems) as described in the Community Forum Area Report (CFA15), page 264, point 12.4.9, Table 19. This means that construction traffic would have to use Main Street or Blacksmiths Lane. Both these roads are totally unsuitable due to the location of St Mary's Roman Catholic Primary School and our busy village hall, both on Main Street.

Your Petitioner is extremely concerned about the safety of school children and parents attending the school and residents using the village hall.

Your Petitioner requests that all construction traffic is banned from using Main Street and Blacksmiths Lane. Traffic should access the satellite compound, north portal building and the auto transformer station from the west using the A361, Appletree Road then Appletree Lane, thus removing the need to enter the village.

13. Your Petitioner is extremely concerned about the safety of children using the school bus stop on Welsh Road, as this road is a designated transport route for construction traffic. Welsh Road is also the only route for residents of Aston-le-Walls to take in order to catch a bus to Banbury or Daventry. The main bus stop is located at the crossroads of Welsh Road and the A361. The school bus stop is located opposite Main Street. Walking from Aston-le-Walls to the A361 and from the A361 to Aston-le-Walls is extremely hazardous. Footpaths to the east of the village, across Welsh Road, will be the only ones realistically available to dog walkers during the construction period. Walkers, and school children waiting for their bus risk injury from construction traffic.

Your Petitioner respectfully requests that a paved footpath is constructed from the village to the A361 to prevent accidents.

14. Your Petitioner is concerned about the substantial interference from noise the proposed rail line will have on Aston-le-Walls, in particular those residents on the West and North West side of the village and the residents of the hamlet of Appletree.
15. Your Petitioner is extremely concerned that the impact on the residents of Aston-le-Walls has been underestimated by the Promoter as data collected by the Promoter

differs significantly from that collected by South Northamptonshire Council. The Promoter states that the current daytime level is 45 dB and the nighttime level is 40 dB (Volume 2 CFA Report CFA15 page 246, 11.2.5). Readings taken by South Northamptonshire Council show 28 dB during the day and 25 dB at night. Your Petitioner acknowledges that the methodology used to measure noise readings, and the date on which these were taken may differ from that used by the Council. However, your Petitioner is not satisfied that the predicted noise increases stated in the Environmental Statement are accurate or credible (Volume 2 Mapbooks CFA15 SV-05-038).

Your Petitioner is extremely concerned that the 50dB noise baseline established by the Promoter to consider significant noise mitigation is set too high for such rural locations as Aston-le-Walls and Appletree taking into account the peace and tranquility that currently exists.

Your Petitioner requests that the Promoter should be required to modify the design of the proposed rail line to overcome this problem. The mitigation level should be reduced to reflect the existing lower noise levels in rural areas. The Chipping Warden Green Tunnel should be extended past Washbrook Farm, Highfurlong Brook and Lower Boddington to ensure residents continue to benefit from this peaceful location. South Northamptonshire Council has independently measured noise levels. The mitigation noise thresholds should be considerably reduced in order to reflect the tranquil nature of this location.

16. Your Petitioner is extremely concerned about the dangerous road junction of the A361 and Welsh Road. This junction has been described by the Promoter as suffering a 'moderate adverse effect' (Volume 2 CFA Report CFA15, page 266, 12.4.13). Your Petitioner begs to differ from this assessment. Northamptonshire County Council has designated the A361 as a 'Red Route', a dangerous road with a higher than average accident rate. The junction is already highly treacherous and will experience a significant increase in the amount of traffic turning left and right at the junction in order to access the satellite construction compounds at Chipping Warden and Culworth, in one direction, and Lower Boddington in the other direction. The volume of traffic at this junction will also be exacerbated by diverted traffic caused by the proposed permanent closure of Culworth Road in Chipping Warden. The speed of the traffic approaching from the south is likely to increase due to the proposed by-pass. Your Petitioner understands that Northamptonshire County Council is proposing a staggered junction on the A361 at this point. Your Petitioner is concerned that this will further increase the dangers of this junction and lead to an increase in traffic accidents as vehicles attempt to cross and are stranded in the centre of a very busy road.

Your Petitioner respectfully requests that a roundabout is constructed at this junction. This would have the effect of slowing down the traffic where the majority of cars are travelling above the speed limit and ensure the safety of vehicles turning left and right, many of which, at certain times of day, are carrying children on their way to and from school.

17. Your Petitioner is concerned about the closure of Appletree Lane, and the location of such closure, on the corner between Aston-le-Walls and Valley View Farm, for a

period of 4.5 years. This is the road that joins the two areas of our Parish. Closure of this road will seriously inconvenience residents and add approximately 6km to a journey from one part of the Parish to the other to get to school, church, the Village Hall and other events with the resulting increase in the cost of travel. Volume 2 Map book CT-05-076 does not show a clear reason for the closure of the road from Valley View Farm east towards the village.

Your Petitioner would be humbly grateful if Appletree Lane remains open from Aston-le-Walls to the entrance to Valley View Farm, to allow access, and only be closed from this point for the minimum amount of time to allow construction of the rail line to be completed.

18. Your Petitioner is extremely grateful that the footpath AA8 is shown as temporarily diverted, and not closed, for the period of construction. This is the only footpath to the west of the village due to AE17 being 'temporarily stopped up'. (Volume 2 Map book CT-05-076)

Your Petitioner requests that this is upheld.

19. Your Petitioner is concerned about the location of the Temporary Material Stockpile located to the east of the proposed line as shown in Volume 2, Map book, CT-05-076, ref. A6, A7 & A8. This is a location of significant environmental interest.

Your Petitioner respectfully requests that the Temporary Material Stockpile is relocated to the west side of the line in order to protect the abundance of wildlife on the currently designated site.

20. The Promoter has stated that, in respect of the main Chipping Warden Construction Site, the average daily combined two-way vehicle trips during busy periods and within the peak month of activity are 190 – 200 cars/LGV and 890 – 1,300 HGV movements (Volume 2, CFA15, page 264, 12.4.9, Table 19). At peak periods this amounts to some 3,000-vehicle movements per day. The estimated duration of use of the compound is five years. The Petitioner considers that this volume of construction movement over such an extended period of time will place an unreasonable and intolerable burden on users of the A361, and on local communities, which will not be sufficiently alleviated by any proposals to build a by-pass at Chipping Warden.

Your Petitioner requests that the majority of HGV movements are made along the rail route to minimize use of narrow lanes and the A361. The Promoter should also consider all other options for reducing the volume of construction traffic at peak periods from 3,000 to 1,500 vehicle movements per day and the duration of use of the main Chipping Warden compound from five years to three years, in accordance with best construction practice and the most efficient use of taxpayers money.

21. Your Petitioner is concerned about the sensitivity of the natural water resources that are relied upon by the farm at Appletree. The farm is home to a large dairy herd. The welfare of the herd is dependent on a reliable water supply.

Your Petitioner requests that appropriate surveys are carried out to ensure continuous and consistent water supply from the natural sources throughout construction and operation of the proposed rail line.

22. Your Petitioner is concerned about the effects of dust on the welfare of the animals at Appletree Farm. This farm is home to an organic dairy herd that relies on good quality, clean grazing for milk production.

Your Petitioner respectfully requests that strategies are put in place to guarantee that dust from the construction of the proposed rail line does not contaminate the grazing at Appletree Farm, interfere with the wellbeing of the cows, and consequently have a detrimental effect on milk production.

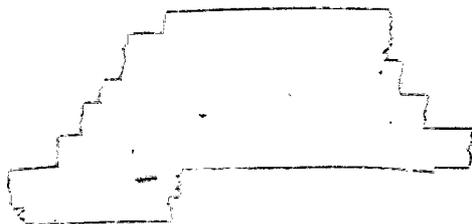
Conclusion

For the forgoing and connected reasons your Petitioner respectfully submits that, unless those clauses of the Bill referring to the proposed construction of HS2 as it affects Aston-le-Walls and Appletree are removed or amended, then the Bill should not be allowed to pass into law.

There are other clauses and provisions of the Bill, which, if passed into law as they now stand will prejudicially affect your Petitioner and the rights, interests and property of the residents represented by the Petitioner and for which no adequate provision is made to protect them.

Your Petitioner therefore humbly pray your Honourable House that the Bill may not be allowed to pass into law as it now stands and that they may be heard by their Counsel, Agents and witnesses in support of the allegations of this Petition against so much of the Bill as affects the property, rights and interests of your Petitioners and in support of such other clauses and provisions as may be necessary or expedient for their protection, or that such other relief may be given to your Petitioners in the premises as your Honourable House shall deem meet.

AND your Petitioner will ever pray, &c.



JOANNA MARGARET WILSON.



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