

PIN PARLIAMENT,
HOUSE OF COMMONS
SESSION 2013-14

HIGH SPEED RAIL (LONDON – WEST MIDLANDS) BILL

Against – on Merits – {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 Kings Bromley Parish Council.

SHEWETH as follows:-

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, Mr. Chancellor of the Exchequer and Secretary Theresa May, Secretary Vince Cable, Secretary Iain Duncan Smith, Secretary Eric Pickles, Secretary Owen Paterson, Secretary Edward Davey and Mr. Robert Goodwill.
3. The Bill clauses 1 to 36 set out the Bill’s objectives in relation to the construction and operation of the railway transport system mentioned in paragraph 1 above. They include provision for compulsory acquisition, planning permission, heritage issues, trees and noise. Clauses 37 to 42 of the Bill establish a regulatory regime for the railway transport system. Clauses 43 to 46 of the Bill deal with nominated and statutory undertakers and other Phase One function-holders. Clauses 47 to 48 provide provisions for regeneration and reinstatement. Clauses 49 to 52 address further high speed rail works, including powers for the Scottish Ministers. Clauses 53 to 56 concern matters pertaining to The Crown. Clauses 57 and 58 provide for administration of deposited plans and sections. Clauses 59 to 61 contain miscellaneous and general provisions and the remaining clauses 62 to 65 contain interpretation of words and terms used in the Bill, financial provisions, commencement day and short title of the Bill.
4. The works proposed to be authorised by the Bill are specified in Schedule 1 to the Bill and the scheduled works are defined in the Bill as the works specified in Schedule 1 to the Bill which are works authorised to be constructed by the nominated undertaker (defined in the Bill and hereinafter referred to as “the nominated undertaker”. Your petitioner is the Kings Bromley Parish Council (hereinafter referred to as “the Petitioner”). The Bill would authorise the construction and operation of the railway system and its associated development through Kings Bromley County Parish and your petitioner objects to the part of the works outlined below.
5. Your petitioner supports Staffordshire County Council and the Lichfield District Council in their mitigation proposals relating to the lowering of Phase 1 HS2 alignment at Streethay, relating to the lowering of the line going under the West Coast Main Line, South Staffs Line and the A38 roadway (reference CT-05-125)
6. Your Petitioner supports the Inland Waterways and Canal River Trust mitigation proposals relating to the track realignment to avoid crossing the canal twice (reference CT-05-127) with the potential saving of £50 million pounds.

7. Your petitioner supports the Staffordshire County Council and the Lichfield District Council in their mitigation proposals to upgrade and widen Wood End Lane from and including the Hilliards Cross junction to the junction of the A515. Concern is raised that in excess of 1000 HS2 vehicle movements are proposed along the route of Wood End Lane to the A515 main construction compound. There is also concern that there should be adequate off-road parking provision for vehicles waiting to enter the construction compound.
8. Reference CT-05-129, your petitioner is concerned with regard to the haulage road/access route onto the Handsacre main compound south of the Wood End Lane junction. It is felt that the access should be directly opposite Wood End Lane creating a crossroad and alleviating a multi-function traffic management system.
9. The planned permanent closure of Shaw Lane Hanch bridge crossing over the West Coast Main Line causes major concern to residents and businesses in the locality. It will result in a major diversion for residents' and agricultural contractors' vehicles and machinery going about their daily business, forcing them onto the A515 at Riley Hill. Your petitioner proposes that the haul road from Shaw Lane to the A515 be maintained as a permanent public highway. This would alleviate HS2's proposal to enhance Shaw Lane Hanch with passing places and the strengthening of the canal bridge crossing the Trent Mersey Canal. We strongly oppose construction traffic using Tuppenhurst Lane and Shaw Lane Hanch/Kings Bromley.
10. Reference CT-05-128-R1. Your petitioner objects to the use for access of Common Lane onto private track/driveway giving access to Wood End Common Farm as access can be obtained from a Bailey bridge on the Trent and Mersey Canal via Willow Cottage/Lock Cottage. The use of cranes and concreting pumps could be utilised for the works on the Wood End Common Farm side of the canal. The use of this section of Common Lane would cause major disruption to Common Lane Farm, Barn Farm and Bromley Hayes Cattery. HS2 North Spur crosses Common Lane. Your petitioner objects to the closure of Common Lane as the traffic from two farms will have to pass through the village of Kings Bromley and its junior school.
11. Reference CT-06-128-R1. Your petitioner objects to the use of the private track/driveway giving access to Wood End Common Farm as a permanent maintenance route as access could be used from Willow Cottage/Lock Cottage maintenance route (reference CT-06-128).
12. Reference CT-06-129. HS2 proposes to install a balancing pond which would link into Bourne Brook. Your petitioner is concerned that, if Bourne Brook and subsequent culverts are not widened or enlarged, the excess water will not be able to be taken along the existing stream/brook and therefore flooding within Kings Bromley will be more likely to occur.

Access to Land for Surveying

13. Your petitioner is concerned that rights of entry and authorisations to enter land for surveying purposes goes beyond the rights that are reasonably necessary. Your petitioner notes that these clauses are primarily designed for preparatory work to be undertaken on Phase 2 of HS2. Your petitioner submits that the powers in the Hybrid Bill are too broad and should be subject to independent oversight.
14. Your Petitioner requests that Clauses 51 and 52 should be amended so that land can only be accessed with the landowner's/occupier's consent.

Draft Code of Construction

15. Your petitioner requests that the following changes be made to the Draft Code of Construction Practice:
 - a) Advance notice of works 5.1.2 is unacceptable. Named personnel with contact numbers for each section of work is required.

- b) Core working hours as detailed in 5.2.1 are unacceptable and should be restricted to 08.00 to 17.00 hours on weekdays and 08.00 to 12.00 hours on Saturdays, with no Sunday working.
- c) Start up and close down periods are not acceptable and should be reduced from the proposed allowance of work to be carried out on a 12 hour per day basis.
- d) Additional Working Hours 5.2.5, 5.2.6, 5.2.7 and 5.2.8 as proposed are not acceptable and your petitioner requests that they be reduced, as they allow contractors to work on a 7-day, 24-hour basis for 365 days per year if deemed necessary.
- e) Work should be curtailed during the hours of darkness, which in winter, if clause 5.2.4 is taken into account, would allow working under lighting to take place for up to 5 hours a day. Information is required as to how HS2 proposes to protect those living within the locality from the light pollution, dust and noise which, under current proposals, will be permitted to continue on a 24-hour, 7-day per week basis.

16. Effect of Construction on Residential Amenities

Your petitioner supports the Staffordshire Country Council and the Lichfield District Council in their mitigation proposals that greater use of the A38 and Wood End Lane should be made by construction traffic. Your petitioner is also concerned that the A515 and A513 routes through the village of Kings Bromley will be used by construction traffic to the detriment of the village. These routes are already heavily congested with HGV vehicles. Many of the houses within the village are listed buildings which have already been affected by the level of vibration caused by HGV traffic. There is a primary school in close proximity to the A515 and there is a large number of older residents within the village, all of whom will be put at risk by a further increase in traffic of this nature.

- 17. Your petitioner is particularly concerned at the loss of prime agricultural land and green corridor, including ancient woodland, caused by the construction of the new railway line. Furthermore, the green corridor is the habitat of flora and fauna which should be protected in the interests of nature conservation. Its loss would be contrary to the Lichfield Biodiversity Plan.
- 18. Your petitioner supports the Staffordshire County Council and the Lichfield District Council in their mitigation proposal that there should be appropriate co-ordination between HS2 Phase 1 and Phase 2 HS2 to avoid protracted disruption to the local environment during the construction process. There will be two crossings of the A515, one during Phase 1 and one during phase 2 and these should be carried out concurrently. Your petitioner would also ask that there is a timely reinstatement of all land to be returned after construction.
- 19. Your petitioner supports the Staffordshire County Council and the Lichfield District Council in their mitigation proposal that the upper limit of deviation on the track height should be reduced to 1 metre.

YOUR PETITIONER therefore humbly prays your Honourable House that the Bill may not be allowed to pass into law as it now stands and that it 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 Petitioner and in support of such other clauses and provisions as may be necessary or expedient for its protection, or that such other relief may be given to your Petitioner in the premises as your Honourable House shall deem meet.

AND your Petitioner will ever pray, &c.

[Signature of Petitioner in person, or Agent for the Petitioner]

S. R. BROWNE

A handwritten signature in black ink, appearing to be 'S. R. Browne', written over a horizontal dashed line.

Agent for:

Kings Bromley Parish Council

IN PARLIAMENT
HOUSE OF COMMONS
SESSION 2013-14

HIGH SPEED RAIL (LONDON – WEST MIDLANDS) BILL

PETITION OF KINGS BROMLEY PARISH COUNCIL

AGAINST, By Counsel, &c.