

Organisation details

Organisation name

HS2 Parkgate Steering Group, representing Abbots Bromley Parish Council, Hoar Cross Parish Council and Newborough Parish Council

Details of individual in organisation

First name(s)

Bethan

Last name

Waite

Address line 1

Holly Cross

Address line 2

Newborough

Post Code

DE13 8SU

Country

England, Great Britain

Email

bkeirl@aol.com

x Check this box to receive updates from the High Speed Rail (West Midlands to Crewe) Bill Committee?

Phone

01283 575049

Who should be contacted about this petition?

Individual above x

Another contact

If another contact, complete the 'main contact's details' section.

Main contact's details

First name(s)

Last name

Address line 1

Address line 2

Post Code

Country

Email

Check this box to receive updates from the High Speed Rail (West Midlands to Crewe) Bill Committee?

Phone

Terms and conditions

Personal information

A copy of this petition and information provided in the online form will be:

- kept in the Private Bill Office and as a record in the Parliamentary Archives.
- sent to the Department for Transport and High Speed Two (HS2) Limited after the petition has been received by the Private Bill Office.

We will publish your petition on UK Parliament's website. This will include your name and address.

The personal information you have provided may be kept in a database by both Private Bill Offices.

Communications

Private Bill Office staff may call or email any of the people named in the petition to verify the information provided.

Communications may be stored in databases to keep track of information you have given or received. This information may be shared between the Private Bill Offices.

Consent and confirmation

The information you have provided in the petition and online form is accurate.

If you have completed the form on behalf of an individual, a group of individuals, an organisation, or a group of organisations, you have been authorised to do so.

x Check this box if you agree to the terms and conditions

Hybrid Bill Petition

House of Commons

Session 2017-19

Second Additional Provision (AP2) to the High Speed Rail (West Midlands to Crewe) Bill February 2019

Do not include any images or graphics in your petition. There will be an opportunity to present these later if you give evidence to the committee.

Your bill petition does not need to be signed.

Expand the size of the text boxes as you need.

1. Petitioner information

In the box below, give the name and address of each individual, business or organisation(s) submitting the petition.

Cllr Bethan Waite, Chairman of HS2 Parkgate Steering Group, Holly Cross, Newborough, DE13 8SU, representing:

Abbots Bromley Parish Council, The Hayloft, Marsh Farm, Uttoxeter Road, Abbots Bromley, WS15 3EJ

Hoar Cross Parish Council, 100 Byrds Lane, Uttoxeter, ST14 7NB

Newborough Parish Council, Middlebeck House, Duffield Lane, Newborough, DE13 8SH

In the box below, give a description of the petitioners. For example, “we are the owners/tenants of the addresses above”; “my company has offices at the address above”; “our organisation represents the interests of...”; “we are the parish council of...”.

We are a Steering Group formed of councillors and parishioners of the parish councils of Abbots Bromley, Hoar Cross and Newborough in the Borough of East Staffordshire, representing the interests of their parishioners

2. Objections to the Second Additional Provision (AP2) to the Bill

In the box below, write your objections to the Second Additional Provision (AP2) to the Bill

and why your property or other interests are [specially and directly affected](#). Please number each paragraph.

Only objections outlined in this petition can be presented when giving evidence to the committee. You will not be entitled to be heard on new matters.

1. Your Petitioners are specially and directly affected by the Second Additional Provision (AP2) to the High Speed Rail (West Midlands – Crewe Hybrid Bill (the Bill). As Parish Councils, your Petitioners represent the interests of landowners, occupiers (totalling 75 in all) and residents in the vicinity of the Parkgate Grid Supply Point (GSP) and the proposed 7.7 km twin Overhead Line (OHL) connecting the site at Parkgate to the Auto Transformer Feeder Station (AFTS) proposed at Newlands Lane.
2. The Parkgate GSP and the OHL are to be constructed in open countryside in a rural area of East Staffordshire which is largely unspoilt and, importantly for the community and those visiting, currently unaffected by the proposals for HS2.
3. Your Petitioners consider that the interests of those that they represent are prejudiced by the proposal to power HS2 from Parkgate, that HS2 has not fully considered all possible design alternatives, such as undergrounding of cables, and puts HS2 to proof that the proposal in AP2 is the only viable alternative to power the railway.
4. The need for a GSP connection on Phase 2a is accepted at face value.
5. It is said the location of a suitable National Electricity Transmission System NETS connection and associated ATFS on Phase 2a is influenced by the location of the northernmost HS2 Phase 1 NETS connection.
6. The proposals for AP2 explain that a power connection in Cheshire is not feasible and therefore there is a need to take a supply from HS2 Phase 1 NETS as far north as possible. It is stated “this is in the vicinity of Newlands Lane.”
7. However, upon a review of the Community Area Reports CA1: Fradley to Colton neither the working Draft Environmental Impact Assessment September 2016, the Environmental Statement July 2017 nor the Supplementary Environmental Statement 2 and Additional Provisions 2 Environmental Statement February 2019 justify why the position of the AFTS is **precisely and only** as proposed at Newlands Lane.
8. The document “Grid Supply Point Connection at Parkgate” at paragraph 3.2.3 states National Grid confirms the NETS asset, being the Rugeley 400 kV substation at the decommissioned Rugeley Power Station, is the closest NETS supply point for Newlands Lane AFTS.
9. Whilst that may be the case it is now clear that, for a variety of reasons, the Rugeley site has been discounted. We submit this requires the precise location of the AFTS on Newlands Lane be re-evaluated in the context of the NETS in the area.
10. The route of HS2 and NETS meet approximately 5 km south at Riley Hill near Kings Bromley. The Hybrid Bill requires significant land take in that vicinity for the construction and operation of the railway, including diversion of existing overhead power supplies. It follows that there is considerable disturbance and change in the character of that area because of the proposals contained in the Bill.

11. We suggest that relocation of the AFTS to Riley Hill near Kings Bromley could achieve significant benefits over the Parkgate proposal by aligning the AFTS and NETS in one location. where there is sufficient power. Such benefits could include

- Reduction in additional environmental impact by constructing both facilities adjacent or in close proximity to one another in an area already impacted by the scheme;
- Possible reduction in site area of two separate sites by engineering a combined solution;
- Opportunity to provide improved screening of a combined solution
- Removal of twin overhead power lines approximately 7.7km in length (which at an indicative costing of £3.2m/km (average of the figures quoted in the Electricity Transmission Costing Study , an Independent Report by Parsons Brinckerhoff issued on 31 January 2012) could save approaching £50m) by a short section of underground cables to connect the adjacent uses
- Improved access for construction and maintenance vehicles utilising the A515, rather than the narrow B5234 through Newborough
- Reduced construction time

12. Importantly, such a solution would impact upon significantly fewer landowners, occupiers and other stakeholders than the published AP2 proposal.

13. We request HS2 be put to proof as to why, in absence of the power connection coming from the NETS at Rugeley Power Station, it has not gone back to basics to evaluate a scheme for combining the AFTS and NETS at Riley Hill, near Kings Bromley.

14. If compelling evidence can be produced to support why the AFTS has to be precisely and only located at Newlands Lane and in absence of the power connection coming from the NETS at Rugeley Power Station we request HS2 revisit the options for bringing power to the AFTS.

15. At paragraph 2.5.48 of ES Volume 2: CA1: Fradley to Colton, Option 2 outlines the construction a substation at Lawnmeadow Covert. This site is adjacent to the 400kv National Grid supply and is only 3.6km from Newlands Lane. Compared to Parkgate a substation in this location could offer significant benefits which might include:

- A reduction in cable length from 7.7km to 3.6km (costed as above) could save over £25m;
- The substation would be nearer to the corridor of activity associated with HS2 rather than spreading the effects of the scheme into open and undisturbed countryside;
- The cable route could in part follow the route in the Bill, thereby creating fewer new environmental impacts than a wholly new route alignment;
- The site and reduced length of cables would impact fewer new landowners, occupiers and stakeholders than the Parkgate proposal;
- Reduced construction time.
- Reduced ongoing maintenance costs

16. Unlike the other options considered at this stage Option 2 Lawnmeadow Covert was dismissed by National Grid as “unviable”; no specific reasons were given.

17. SES2 and AP2 ES states at paragraphs 5.15.7 and 5.15.8 that development of the traction power design has balanced the HS2 power supply requirements for Phase 2a whilst maintaining

resilience in National Grid's overall supply to the local area. No explanation is provided as to why that cannot be achieved from a substation at Lawnmeadow Covert.

18. We request HS2 be put to proof as to why it has not provided a full, detailed and costed explanation as to the benefits of Parkgate over Option 2 (Lawnmeadow Covert) in the ES

19. Since design lockdown on AP2 a new potential solution has emerged. Stratera Energy have submitted proposals for a new 49.99MW Gas Fired Electricity Generating Facility at Bellamour Lane, close to Colton. The facility is designed to provide back-up electricity at short notice. It will remain switched off for most of the time but when required, the facility can switch on to full power in under five minutes.

20. If the original proposal to run two circuits from the substation on the former Rugeley Power Station site is revisited, the Stratera Facility may provide the third circuit, giving the required resilience to the power supply without the large costs of constructing a new substation.

21. The proposed Bellamour Lane facility is less than 3km from Newlands Lane, further reducing the cost compared to Parkgate.

22. We request HS2 investigate and provide a full, detailed and costed comparison of this alternative to the Parkgate proposal.

23. Notwithstanding the potential for alternatives to Parkgate, its potential construction and proposed 7.7 km twin pylon overhead cable route would cross unspoilt farmland and the River Blythe valley, an area of great natural beauty in the Midlands which as a region sees virtually constant erosion of its natural assets, making the pockets which remain even more valuable and even more worthy of preservation.

24. The proposed pylon route passes within 800m of and downstream of the dam at Blithfield Reservoir (a site of SSSI), which stores 18 billion litres of water. At paragraph 5.15.38 of the SES2 and AP2 ES it is stated that risk of failure of the reservoir dam is considered to be negligible, however it remains a threat to the OHL. We understand that overhead power cables close to the reservoir represent a serious threat to bird life, including the seriously endangered ospreys which visit each year.

25. The proposed route for construction traffic is via the narrow B5234 through the village of Newborough. Adjacent to this road is a primary school and the majority of its pupils travel by bus or private car. At peak dropping off and collecting times, the village is frequently gridlocked with consequent risk to pedestrians, many of whom are young children. A TRO between the hours of 08.15 – 09.30 and 15.00 – 16.30 in school term time is currently in place for the construction of four dwellings in the village.

3. What do you want to be done in response?

In the box below, tell us what you think should be done in response to your objections. You do not have to complete this box if you do not want to.

The committee cannot reject the Bill outright or propose amendments which conflict with the principle of the Bill. But it can require changes to the Government's plans in response to petitioners' concerns, which can take the form of amendments to the Bill or commitments by

HS2 Ltd.

You can include this information in your response to section two 'Objections to the Second Additional Provision (AP2) to the Bill' if you prefer. Please number each paragraph.

26. **We Request:** that further consideration is given to the alternative sources of power outlined in section 2 which may be significantly cheaper, cause less harm to the environment and affect significantly fewer landowners, occupiers and residents than the Parkgate proposal.

27. **We Request:** with the majority support of directly affected landowners, the overwhelming support of parishioners, and with the support of Michael Fabricant MP, Staffordshire County Council and East Staffordshire Borough Council, that consideration is given to burying the cables as an alternative to twin overhead power lines on tall pylons, should Parkgate be the final solution.

28. **We request** that a TRO for construction traffic between the hours of 08.15 – 09.30 and 15.00 – 16.30 in school term time in the village of Newborough be considered, should Parkgate be the final solution.

If you have already petitioned against the High Speed Rail (West Midlands to Crewe) Bill, please give your petition number.

n/a

Next steps

Once you have completed your petition template, save it and either email it to prbohoc@parliament.uk, post to Hybrid Bills Office, Houses of Parliament, London, SW1A 0AA, or call 020 7219 3250 to arrange a time to deliver it in person.