



KINGS BROMLEY PARISH COUNCIL

Clerk to the Parish Council: Mr. Ian Colclough,
Rainbows End, 17 Lightwood Road, Yoxall, Burton Upon Trent, DE13 8QD
Tel.: 07751 603031 E-mail: parish.council@kingsbromley.com

Response from Kings Bromley Parish Council - Consultation on the Environment Statement

The major points of concern for the Parish Council are:

1. Closure of Common Lane and the impact of increased traffic on Crawley Lane

- Increased traffic - particularly farm traffic and HCV's past the school will create a significant safety problem and put lives at risk. The road is narrow and has difficulty coping with the traffic that uses it now without the increase that this proposal will force on it.
- Adverse impact on businesses in the area both large and small because of access to their premises being blocked off and having to find alternative routes which will increase the traffic on Crawley Lane.
- This problem has been made worse just recently with vehicles, including HCV's parking in Crawley Lane to use the new Co-op store.
- We understand that the school is looking to build an extra class-room and make alterations to its grounds. This will cause additional congestion whilst the construction work is in progress.
- Parents use Common Lane to take their children to school. Closing this route will inevitably cause increased congestion at the Crawley Lane/A515 junction especially now the entrance to the Co-op Car Park is adjacent to this.
- As well as vehicles, cyclists, runners and walkers all use Common Lane as part of the only circular route from Kings Bromley. Its loss would be a serious loss of amenity.
- The 100 year old Kings Bromley Show uses Crawley Lane as an entrance to their field and Common Lane as an exit. Using Crawley Lane for both an entrance and an exit will cause significant congestion.

Recommended Solution - Build an underpass under the HS2 track where it crosses Common Lane (or a bridge if the embankment is lowered sufficiently). It needs to be large enough to allow farm traffic and HCV's to use it. This would alleviate all the points outlined above. Concern has been expressed about the risk of the underpass flooding. This risk is considered to be extremely small and should not be allowed to

stand in the way of the advantages an underpass would bring. It is interesting to note that the HS2 Flood Risk Assessment does not show this area to be 'at risk'.

2. The height of the Embankment required for the HS2 track.

- We believe that work should be carried out to keep the height of the track to a minimum. This will make it less obtrusive to the village and hopefully reduce the sound impact when it is in use.
- Most importantly, the lower the embankment is, the less sand and gravel will be required and hence the need for borrow pits in the area will be reduced. Also, less traffic will be required to fill in the borrow pits on completion.
- The lower the embankment is, the easier it will be to screen the track, again making it more environmentally friendly and reduce the noise level.

3. Power Lines

- We understand that it will be necessary to increase the height of the electricity pylons that run close to the edge of the village so that they can clear the height of the embankment.

Recommended solution - The opportunity should be taken to re-locate the power lines underground as has happened in other areas. It will cost money to increase the height of the pylons and so some extra investment now will permanently improve the outlook of the village.

4. Borrow Pits

- It is in the interests of everybody to keep the number and size of the Borrow Pits to a minimum.
- Before agreeing to establishing new Borrow Pits, consideration should be given to maximise the use of existing quarries to ensure they are fully exhausted, such as the Hanson's Quarry on the outskirts of the village and quarries either side of the A38.

5. Traffic in the village

- A commitment has been given by HS2 that no construction traffic, either HS2 owned or contractors vehicles will use the roads through the village. This commitment needs to be written into their Traffic Management Plan. Each vehicle needs to be easily identified with a large 'HS2 Construction Traffic' logo to ensure that this commitment is kept.

6. Impact on Local Services

- A commitment should be given that the accommodation sites for the construction workers should contain provision for medical support, canteen facilities and adequate security to prevent increased use of our already over-stretched services.
- Consideration should be given to having staggered starting and finishing times to reduce the increase of traffic movement through the village at these times.

7. Impact on local businesses.

- Wherever possible, work should be offered to local companies to ensure there is some benefit to the local community.
- Sympathetic consideration should be given to businesses adversely affected by the construction and running of HS2 - particularly the small business units working out of rented accommodation owned by the farms and self-financed businesses such as the Cattery in Common Lane which will be particularly affected during the construction phase.