

HIGH SPEED RAIL (LONDON – WEST MIDLANDS) BILL

P E T I T I O N

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 THE CAMPAIGN TO PROTECT RURAL ENGLAND  
WARWICKSHIRE BRANCH

SHEWETH as follows:-

1. A Bill (hereinafter referred to as “the Bill”) has been introduced and is now pending in your honourable House entitled “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 with a spur from Water Orton in Warwickshire to Curzon Street in Birmingham; and for connected purposes”.

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7. The works proposed to be authorised by the Bill are specified in clauses 1 and 2 of and Schedules 1 and 2 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 and Schedules 2 and 3 to the Bill.

8. Your petitioners are the Warwickshire Branch of the Campaign to Protect Rural England (“CPRE Warwickshire”). CPRE Warwickshire was established in 1963, and was originally called the Council for the Preservation of Rural England. CPRE Warwickshire aims to protect and enhance the beauty, tranquillity and local distinctiveness of the countryside and to influence land use in town and country for people and nature. Its Memorandum and Articles of Association, as incorporated in 2001, give as its principal object to promote and encourage, for the benefit of the public, the improvement, protection and conservation of the English countryside and in particular that of the County of Warwickshire. The area of benefit includes the City of Birmingham (including Sutton Coldfield), the City of Coventry and the Borough of Solihull. The Borough of Solihull includes a significant part of the County of Warwickshire as it was before 1974.

9. CPRE Warwickshire in April 2014 has 894 members, of which 796 are individuals, 79 are Parish or Parish and Town Councils in Warwickshire, and 19 are affiliated local organisations.
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### *Birmingham Curzon Street Station*

33. The proposed station at Curzon Street as published has only terminal platforms for high-speed trains. (Schedule 1, Work no 3/205 in City of Birmingham, page 90 in Bill). It has no interchange with the majority of services in the Birmingham area which start from, terminate at or run through New Street station. New Street station despite upper-level rebuilding is too small a site to be enlarged or run efficiently in the long term. The Curzon Street station should be revised in design to include platforms for through services on the lines running out of New Street to the east and should be revised in the Bill to become a major main-line station for Birmingham. Such a proposal for a larger and better station at Curzon Street than that proposed in the Bill has been made in the recent past (in 2007 by Arup). Plans therefore exist which can be drawn on and developed further.

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### *Other issues*

35. Your Petitioners object to the proposed high-speed train maintenance depot at Washwood Heath in Birmingham. (Schedule 1, various Works in City of Birmingham, Bill pages 90-91.) This is a potential location for major employment development in Birmingham and is the largest brownfield site available. The consequence of the Bill proposal is that the current Birmingham Development Plan is unable to allocate this land for employment development to meet the City's needs, and is instead proposing major employment use on currently Green Belt land at Peddimore, 6 km further east and outside the built-up area in a much less sustainable location. The proposal to release Green Belt land for employment at Peddimore is a direct result of the Washwood Heath location being included in the Bill, and is very damaging to the Green Belt and thus to the interests of your Petitioners. The Washwood Heath location should be removed from the Bill, so that the land can be instead be allocated for the employment uses that the City Council wishes it to have; and so that the proposed Peddimore employment site in the Green Belt can be deleted from the Birmingham Development Plan.
36. An alternative location for the high-speed train maintenance depot can and should be sought. Your Petitioners would submit that locations in the West Midlands can be found which do not require land needed for employment policies of any Local Plan. Hams Hall is one potential location.