

PETITION AGAINST A PRIVATE BILL

IN PARLIAMENT
HOUSE OF COMMONS
SESSION 2013–14

HIGH SPEED RAIL (LONDON - WEST MIDLANDS) BILL

Against – on merits – Praying to be heard in Person &c.

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

THE HUMBLE PETITION of COUNCILLOR MARYAM ESLAMDOUST AND
COUNCILLOR THOMAS GARDINER

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 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.
3. Clauses 1 to 36 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 deal with the regulatory regime for the railway.

5. Clauses 43 to 65 of the Bill set out a number of miscellaneous and general provisions, including provision for 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 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.
7. Your Petitioners are London Borough of Camden residents, Councillors and Council candidates of Camden Town Hall, Members Room, Judd Street, London WC1H 9JE whom represent and advocate on behalf of thousands of residents of Kilburn ward of the London Borough of Camden who will all be affected by tunnelling directly underneath their homes, more than 500 of the homes affected are Grade II* listed apartments and maisonettes. Your Petitioners in their capacity as Councillors commute between Kilburn Ward and Camden Town Hall daily, whose work will be impacted by the disruption to local transport routes and major road closures which will block access to Alexander and Ainsworth Estate. The construction phase of HS2 will entail heavy HGV traffic to this area, causing road closures, congestion, traffic diversion and parking suspension for many years. This will in turn have detrimental impact on air quality due to heavy HGV traffic, dust and green demolition. Your petitioners are gravely concerned by the structural and vibration impact of tunnelling underneath all homes and specifically the tall blocks which have not had structural survey to assess subsidence or vibration impact. The construction of an enormous ventilation shaft further entails demolition of essential amenities such as commercial and residential units, planted walkway and vegetation. The construction of the ventilation shaft will entail years of noise pollution in a densely populated community most notably on two sheltered accommodation blocks for older people and a residential school for disabled pupils all within 50 meters of the shaft. Your petitioners are further worried on the detrimental impact of HS2 and the vent shaft on the cultural heritage and landscape of Grade II listed Alexandra and Ainsworth Estate, which has had Heritage Lottery funding to improve the landscaping and green space on the site prior to HS2 works commence. Finally your petitioners urge you to consider the impact of HS2 tunnelling and ventilation shaft construction on thousands of homes potentially required or otherwise have their utilities affected for many years, many of whom are senior citizens in sheltered accommodation, disabled and social tenants with no opportunity to move.
8. Your Petitioners and their interests are injuriously affected by the Bill, to which your Petitioners object for reasons amongst others, hereinafter appearing.

9. The Bill includes powers for the Secretary of State and the Nominated Undertaker to undertake works of construction which are estimated to take 10 years to complete and will include lorry movements, creation of dust and noise, poor air quality, adverse visual impact and 24 hour working leading to sleep deprivation and health issues in a ward with the lowest life expectancy in the borough of Camden. The problems that emerge from the scheme in Kilburn ward include: The construction of a ventilation shaft in close proximity of homes; demolition of essential amenities such as the only launderette in a neighbourhood where hundreds of homes have no laundry facilities; blocking of access to an estate housing over 1000 residents; endangering the newly established further education college for disabled young adults; a headhouse which will blight one of the most important modern architecture conservation areas in the UK; tunnelling under thousands of homes; untested effects on the unique foundation design of several buildings; heavy traffic for a number of years; disruption to local transport services; and a failure to compensate affected residents.

10. Your Petitioners object to the powers that are proposed to be provided by the Bill to the Secretary of State and the Nominated Undertaker and respectfully submit that the Bill should be amended or undertakings should be required to be given so that HS2 Limited, the Secretary of State and/or the Nominated Undertaker must review the construction strategy for the project and its related works activities by putting weight on their cumulative impacts on area communities, and come forward with necessary changes arising from that review before works packages design and tendering strategies have been finalised. Further these alternatives should be considered: the ventilation shaft should be relocated to an alternative site; the line should be re-routed either to run underneath the City of Westminster, as originally envisaged, or to run underneath the West Coast Main Line, avoiding tunnelling under Kilburn homes; the headhouse should be designed in a way which closely complements existing buildings adjacent to it; construction traffic should use the existing rail lines instead of roads; essential amenities should be re-provided locally before work begins; compensation should be offered to Kilburn residents on terms at least as good as rural residents who are affected; detailed survey of the effects on the buildings and foundations of along the route should be carried out before work commences, in particular on Rowley Way and on Mary Green tower; the line should temporarily stop at Old Oak Common until such times as the plan can avoid the outlines negative impacts on Kilburn; a guarantee should be made that no local transport will be disrupted and that in particular the 31 bus route and the London Overground services from South Hampstead and Kilburn High Road will run without interruption.

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

YOUR PETITIONERS 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 Themselves 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

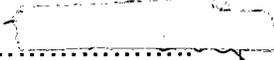
other relief may be given to your Petitioner in the premises as your Honourable House shall deem meet.

AND your Petitioners will ever pray, &c.

Signed Maryam Eslamdoust



Signed Thomas Gardiner



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PETITION OF MARYAM ESLAMDOUST and THOMAS GARDINER

AGAINST &c.

Councillor Maryam Eslamdoust
Councillor Thomas Gardiner
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