

IN PARLIAMENT  
HOUSE OF COMMONS  
SESSION 2013-14

High Speed Rail (London - West Midlands) Bill

Against the Bill – 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 WELLS HOUSE ROAD RESIDENTS ASSOCIATION~~

*MR ROBERT JOHN ARCHER RTA*

SHEWETH as follows:-

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”.

- 1 The Bill is presented by Secretary Patrick 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.
- 2 Objections are being presented around numerous issues arising from the scheduled works in the Old Oak Common area in the London Boroughs of Ealing and Hammersmith and Fulham, the lack of mitigation of effects and the lack of compensation for communities impacted by the construction and operation of HS2.
- 3 Clauses 1 to 18 set out the Bill's objectives in relation to the authorisation of works and the acquisition of land and rights over land. Clauses 19 to 36 make provision for the deeming of planning permission and the disapplication of powers contained in other legislation on matters such as heritage issues, trees, traffic, and noise. Clauses 37 to 42 set out the regulatory regime for the railway. Clauses 43 to 56 establish further powers

relating to the nominated undertaker, additional related works, and the Crown. Clauses 57 to 65 of the Bill deal with miscellaneous and general provisions.

- 4 The works proposed to be authorised by the Bill are specified in clauses 1 and 2 of and Schedules 1, 2 and 3 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, and which are works authorised to be constructed by the nominated undertaker (defined in the Bill and hereinafter referred to as "the nominated undertaker").
- 5 Your Petitioner is owner of and resides at 105 Wells House, London NW10 6EA and is employed by a transport company operating in St Leonards Road, London NW10 6SX and thereby is directly affected by the HS2 Old Oak Common interchange construction and operation, and the works described in the HS2 Environmental Statement. Their rights, interests and property are injuriously affected by the Bill.
- 6 Your Petitioners take objection to the part of the works and the provisions of the Bill that are injurious to them to which your Petitioners object for reasons amongst others, hereinafter appearing.

## **Community**

- 7 Scant mention is made for mitigation of adverse effects to me as a resident of Wells House Road and employee in Park Royal Business Park within HS2 Limited's proposals. The Station site borders Wells House Road's western edge in fact only just across the road, the Haul Road will run the full length of the southern side and HS2 land designated for, compounds, cross over box, conveyor, and building demolition will be located on the western boundary. Therefore Wells House Road will be surrounded by proposed HS2's construction works for a period of at least 10 years and at times for 24 hours a day, 7 days a week. Wells House Road is an extremely close-knit community, many residents are of longstanding, and we will be subjected to years of upheaval from the construction works and ongoing change during the operation of HS2. I am and as I understand from others in Wells House Road to believe our voices are not being heard and I am helpless unable to make any alteration or compromise to the proposals I have been presented with by HS2 Ltd. I have attended community meetings with HS2 Ltd since the issue of the draft Environmental Statement in mid 2013 and I have not seen evidence from them that they have made any effective consideration to our views. In a meeting with HS2 on 9<sup>th</sup> July 2013, HS2 representative stated that proposals at that stage were only "10% formulated". Now almost a year later many details in the documents presently available are still not clearly defined in order that I am able to comment fully. Ealing Council has stated the need for Wells House Road to be recognised as a sensitive receptor and this is also supported by my MP Angie Bray. It has been discussed and agreed in every Wells House Road Residents meeting and noted in our responses.
- 8 I request more engagement from HS2 with this community. HS2 should prioritise listing this road for a programme of continued protection not only to maintain the exceptional

community represented here but also to preserve the considerable heritage contained within this Edwardian, tree lined, and triangular cul-de-sac.

- 9 I request that Wells House Road residents be recognised as "Sensitive receptors" and believe this is instrumental in provision of adequate protection against the adverse effects of HS2 Limited's proposals upon me and my family's health, wellbeing and right to live a reasonable life.
- 10 I request that as a Wells House Road Resident I should be allowed a further opportunity to comment on details when fully formulated and in the event of any subsequent change so that any negative impact can be mitigated.

## **Transport**

- 11 I believe from experience and local knowledge that not only during the construction period but once HS2 is fully operational that access solely by via Old Oak Common Lane is flawed as both this and Victoria Road are repeatedly blocked with traffic tail backs causing the whole area to become grid locked which currently occurs frequently at all times of the day. The infrastructure is already at breaking point and although Road widening has been proposed in Victoria Road and Old Oak Common Lane there are pinch points that will negate any advantage and expended cost. Traffic accessing the station during construction and once operational has not been considered adequately within the current inadequate infrastructure.
- 12 I request that the proposals are reviewed.
- 13 A further access road is provided linking the Eastern side of the Station with the West.
- 14 Public transport only access is provided (i.e. Single decker buses and no taxi's) to reduce the number of traffic movements within the area.

## **Temporary closure of Old Oak Common Lane**

The CFA Report - Kilburn (Brent) to Old Oak Common/No 4  
Overview of the area and description of the Proposed Scheme note the following facilities as:

### **Notable community facilities**

- 2.2.11 The main shops and services are located on A404 Harrow
- 2.2.12 The area includes 12 community halls/centres and two libraries
- 2.2.13 Educational facilities in the area
- 2.2.14 Here are three doctors' surgeries, six medical centres and six dentist practices. The area includes 14 religious facilities and/or places of worship.

### **Recreation, leisure and open space**

2.2.15 The key recreational facilities within the area include: five sports/fitness centres an outdoor running track (just outside the CFA boundary) at the Linford Christie Stadium at Wormwood Scrubs open and recreation space Wormwood Scrubs, Little Wormwood Scrubs and Queen's Park.

These facilities are accessed either by walking along Old Oak Common Lane under the railway bridges in direction of A40 or via the number 228 bus. Importantly the number 228 bus gives access to the Central Middlesex hospital, and also via the terminus in Old Oak Common Lane the considerable extended area of Holland Park, Ladbroke Grove and Harrow, Russell Square, Richmond and Barnes.

- 15 I object to the above closure of Old Oak Common Lane due to removal of access to fundamental facilities and essential services to both myself and the community of Wells House Road.
- 16 I believe its closure will cause serious traffic congestion in the area and have an adverse and detrimental effect on local businesses of which I and my family have an interest as long term employees
- 17 I question the cost of this major operation as proportional to any gain in benefit. Promotion of the use of single decker buses as opposed to double decker buses. Single decker buses already have access and the increased frequency of a single decker service rather than volume as provided by double deckers would be beneficial to all. (ie. Single decker buses only access both Heathrow and Stansted airports and car park transfers)
- 18 I request the provision of traffic and pedestrian access along the full length of Old Oak Common Lane at all times in order to maintain all the aforementioned facilities, the direct link to the A40, access to East Acton central line underground and the extensive London bus routes all within 5 to 10 minutes walking distance.
- 19 Any programme of alteration works to be limited to one year maximum (Current indicative closure duration of approximately one year is too open ended)
- 20 There is no contingency plan for access to Wells House Road in cases of emergency should access be restricted through congestion caused from HS2 construction or operation.

### **Old Oak Common station and surrounding area**

Please refer to the Aerial view of the Proposed Scheme at Old Oak Common station as indicated by figure 3 on page 18 of the:

LONDON WEST MIDLANDS ENVIRONMENTAL STATEMENT

November 2013

Volume 2

Community Forum Area report

Kilburn (Brent) to Old Oak Common/No 4

- 21 The pictorial proposals indicate that the eastern end of Wells House Road will be protected aesthetically from the proposed station by a considerable green area to the stations western end.
- 22 I request that this area be planted with trees to further screen and create sound deadening for the residents of Wells House Road and in line with the London bio-diversity plan
- 23 I seek assurance that this will be maintained as a limited access green space in perpetuity which does not impinge adversely but enhances Wells House Road and its environs.
- 24 The wooded areas to the western boundary of Wells House Road is shown as planted as this is currently designated a green corridor running within the boundary of this part of the North London line. I understand that the ground to the far side of this area is intended for use by HS2. I request to mitigate effect from HS2 and prior to the commencement of works the width of this green corridor be extended. I request that on completion the remainder of the area be allocated for low- rise residential development.

### **Construction waste and material resources**

- 25 I note Wells House Road residents received assurances from representatives of HS2 at the Community Meeting held at the Ramada Hotel, Acton in July 2013 that the North London lines that run behind the western side of Wells House Road will not be used for transport of construction materials or spoil for HS2 construction works. They commented in fact that usage of this line would decrease on completion of cross rail and from then we would expect no further increase in frequency or volume of traffic on this line.
- 26 Also the document and comment provided by HS2 representatives in recent meeting with residents of Thursday 1/5/2014 confirms this.
- 27 I welcome this and request concrete assurances that this decision/planning will not be overturned.

### **Construction traffic routes**

- 28 The Haul Road was not evident until comment from HS2 during our meeting at the Ramada Hotel, Acton on 9<sup>th</sup> July 2013. It runs the full length of Wells House Road on its southern boundary. It has the potential to cause significant adverse effects to Wells House Road residents during its times of operation.

- 29 I request operation times including maintenance to be restricted and in agreement with Wells House Road residents.
- 30 I request that once the station is in operation the haul road should be dismantled completely and planted as a green wildlife corridor for flora and fauna. The area to become a green barrier creating a natural screening between Wells House Road and the West Coast main line
- 31 In the meeting of July 2013 we were assured this would **not** become a permanent road. I seek assurances that it would not be used other than for nature conservation and not set a precedent for continued or future usage as a roadway/highway.

### **Construction Works- generally and not limited to;**

HS2 interchange station and associated infrastructure, will be constructed.

Demolition of the HEx depot and the FGW depot .

Short twin-bored tunnels (referred to as the Old Oak Common tunnel), beneath Wells House Road and will connect with the Victoria Road crossover box.

Vent shafts located between Chase Road, and Victoria Road.

Construction of retaining walls to accommodate widening of and improvements to Old Oak Common Lane.

Lowering of Old Oak Common Lane under the GWML bridges, in order to provide improved headroom and enable access for double-decker buses via Old Oak Common Lane south of the station.

A new NR substation and access road on land to the south of Wells House Road,

Widening and improvements to the A4000 Victoria Road to provide four traffic lanes

Alterations to the existing railway network infrastructure and new infrastructure provisions

Construction of new GWML bridge over Old Oak Common Lane and London

Underground Central line north of existing rail crossing;

Reconstruction of existing GWML bridge over Old Oak Common Lane and London

Underground Central line

Realignment of GWML tracks into the new Old Oak Common station.

Landscaping will be undertaken within Old Oak Common station site along the eastern verge of Old Oak Common Lane.

The footpath and steps between Wells House Road and Old Oak Common Lane will be realigned.

Two underground attenuation tanks for rail and station drainage will be located within the Old Oak Common station site.

Works to the following utilities will be required:

Permanent diversion of Thames Water combined sewer located within the Old Oak Common station site, approximately 30m to the east for a length of approximately 200m;

Permanent diversion of existing 6.6kV NR ring main and associated substation located within the Old Oak Common station site;

Permanent decommissioning/removal of two NR transformers to land south of Wells House Road and the ANL tracks

Permanent diversion, approximately 45m to the east, for a length of approximately 300m of multiple utilities which currently run along Old Oak Common Lane.

Utilities include Thames Water water mains; Thames Water sewer; National Grid gas main; UK Power Network 132kV and five 11kV power cables; BT and Virgin Media fibre optic cables; various telecom network cables and NR high

Old Oak Common station main compound will be in place for approximately ten years starting with railway demolition support approximately 530 workers each day on average throughout the eight

Old Oak Common tunnel and Victoria Road crossover box will be located to the west of Old Oak Common station. The crossover box will be approximately 240m in length and will be located below ground level with the exception of the head houses. The crossover box will not be covered to allow natural ventilation of the tunnels. Construction of concrete diaphragm walls (42.5m deep) to form the crossover, 240m long and up to 37.5m wide at the each end.

Two head houses will be constructed above the Victoria Road crossover box

An auto-transformer station will be built adjacent to the crossover box at ground level; Diversion of Thames Water sewer and water mains; National Grid gas main; diversion of BT cables, cabinets and equipment; and diversion of Scottish and Southern Electric substations and 11kV cables; and permanent closure and removal of Bethune Road

- 32 The time predicted for the construction of the encompassing and proposed facility in the Park Royal area is approximately 10 years. I consider that the effects on my living conditions for this length of time are unacceptable.

**Engineering works and link of Willesden Euroterminal main compound, Atlas Road satellite compound and Victoria Road crossover box main compound via conveyor.**

- 33 I request restricted usage, enclosure and sound proofing of the conveyor.

- 34 I have visited Cross Rail/Royal Oak Portal and noted the level of noise and light pollution generated by the conveyor in operation there. Its proposed location to residential property in Midland Terrace would create a level of noise, light and dust pollution that would be unbearable, to the extreme detriment and ruin of the normal lives of all residents in its environs and is not acceptable.

- 35 I request that as the cross over box has been relocated the conveyor could possibly be located to the far/western side of Victoria Road rather than along the back of Midland Terrace.

- 36 With regard all engineering works in general I have no way of checking on the levels or personally counteracting any of these effects. The documentation related to usage of compounds and associated work is far too technical for my comprehension and this

should be made available in a format or explained in a manner that a layman is able to understand. Phrases such as "good neighbour", "reasonably accepted" and "not including maintenance works" within documentation are very open-ended and allows for opt out of regulations and agreements to the detriment of those to be safeguarded by such measures. The Code of Construction Practice pays lip service only to local residents and I have no faith whatsoever in it protecting me or my environment. Both as a resident and employee in Park Royal I will be surrounded by and subjected to construction works 24 hours a day for possibly 10 years or more. I have little if no ability to monitor and check on construction practices, how will I know if infringements occur? In any case they are only covered by Codes of Practice, it is unlikely anything will be done to stop or rectify the occurrence before damage is caused.

### **Traffic diversion via School Road, St. Leonard's Road and Chandos Road.**

- 37 The impact of the proposed works in this area and in particular those noted above have been underestimated. The road network here is currently at breaking point and closing roads and diverting traffic along School Road, St Leonards Road and Chandos Road is not feasible. These road are narrow, congested with use from the local businesses, and provide the only parking in this area for both customers and employees accessing those businesses.
- 38 These roads are not wide enough to accommodate the level of traffic being proposed for diversion.

### **Property Compensation.**

- 39 Wells House Road is my home and I chose to live here because of the community and I do not want to move. I am however a sitting duck awaiting anything HS2 wishes to throw at me with no direct way of mitigating any of their decisions.
- 40 I am concerned that as I purchased my property in November 2011 I will not be eligible for any compensation. However the vast and significant environmental factors associated with HS2 were not evident at that time. Even in July 2013 as an HS2 representative fully admitted plans were still only 10% formulated. In fact much of the detail has only recently been available to me and is constantly changing. For example the emergence of the Haul Road, safeguarding of gardens to Wells House Road, the conveyor, traffic diversions and road closures, the location, position, depth of the crossover box, tunnel and station. The construction site encompasses all three sides of Wells House Road, the station site on Old Oak Common Lane, the haul road on the southerly side and the cross over box and other construction sites on the third side. Noise and pollution and other adverse affects of the enabling and subsequent actual construction works may be expected for an extended period upward of 10 years. All with the effect of significant disruption to normal life but not known to me in November 2011.

- 41 I request Wells House Road be considered under the circumstances as a special case and Compensation be available to property owners in order that the community can be protected and the area does not become blighted.
- 42 Any compensation for either the sale of properties or works instigated to mitigate the detrimental effects of HS2 must be on offer to all owners of property in Wells House Road without exception.
- 43 Due to the extreme case of Wells House Road being surrounded by HS2 work and such an extended duration the cut off point for consideration for compensation of 2010 should be extended as the impact of HS2 construction works could not have reasonably been known until recently.
- 44 I request that HS2 provide an independent community caretaker to ensure that the close knit and long established community of Wells House Road is not eroded by either general property blight or the detrimental effects of HS2 construction. We do not want the area to become a cheap rental community. Wells House Road is currently a fantastic community of friendly supportive and caring neighbours, quite exceptional for its city location and as such I request it must be treated as an exceptional case.
- 45 In light of all matters referred to above, your Petitioner reserves the right to raise the above matters and any further matters of concern relating to the substance of the High Speed Rail (London – West Midlands) Bill and this Petition that may arise from continuing discussions, the preparation and publication of reports, any possible revisions that may be made to current work site proposals or any other matters relevant to my expressed concerns that may occur in due course and prior to your Petitioners representation before the Select Committee.
- 46 For the foregoing and connected reasons your Petitioners respectfully submit that, unless the Bill is amended and undertakings given as proposed above, the provisions of the Bill, so far affecting your Petitioners, should not be allowed to pass into law.
- 47 There are other clauses and provisions in the Bill which, if passed into law as they now stand will prejudicially affect your Petitioners and their rights, (including their human rights) interests and property and for which no provision is made to protect your Petitioners and other clauses and provisions necessary for their protection and benefit are omitted therefrom.

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 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 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.

[Signature of Petitioner in person]



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IN PARLIAMENT

HOUSE OF COMMONS

SESSION 2013-14

High Speed Rail (London – West Midlands) Bill

PETITION OF Robert John Archer

AGAINST, By Counsel, &c.

[Name, address and telephone number(s) of the Petitioner in Person]

Robert John Archer