

**IN PARLIAMENT  
HOUSE OF COMMONS  
SESSION 2013–14**

**HIGH SPEED RAIL (LONDON - WEST MIDLANDS) BILL**

**PETITION**

**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 JOHN AND LOUISE FLETCHER**

**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 reside at 1 Glenridding, Amptill Square Estate (hereinafter referred to as "the Estate"), a leasehold property. We moved to the Estate three and a half years ago having been attracted by the tranquility of the Estate, the green spaces within the Estate, the security of the Estate, local amenities and the ease of access to Central London. We are concerned that, whilst our property will not be demolished as a result of the Bill, we are located within 200mt of the proposed option 8 station, 100mt from various construction compounds, we are surrounded by main roads that will be used for the HGV traffic to and from the station for the duration of the reconstruction and are also 150mt from Hampstead Road Bridge which is due to be demolished and rebuilt under the Bill.
8. The Estate is geographically located directly north of and separated from Euston station by Barnby Street its southern boundary. To the east the Estate is bounded by the busy A4200 Eversholt Street which runs for some of its length adjacent to the east side of Euston station. The northern boundary forms part of the London Red Route network for a short length along Lidlington Place/Harrington Square while the western boundary is contiguous with the retaining wall of the railway approach and tracks some 10m below the level of the Estate. The Estate abuts the bridge crossing the railway on the busy 6-lane A400 Hampstead Road which also forms part of the Red Route network and joins Harrington Square to the north to complete the boundary. The geographical location and proximity of the Estate makes it particularly vulnerable to adverse impacts caused by construction of the High Speed Two railway and Euston Station.
9. Your Petitioners and their rights, interests and property are injuriously affected by the Bill, to which your Petitioners object for reasons amongst others, hereinafter appearing.
10. As residents on Amptill Square Estate and members of the TRA we fully endorse the content, arguments and mitigation suggestions set out within the Petition submitted to your Honourable House by AMPHILL SQUARE TENANTS AND RESIDENTS ASSOCIATION in the name of FRAN HERON on behalf of all residents and with our express approval.
11. In addition to those mentioned in the document referred to above [10] we would like to draw the attention of your Honourable House to the following additional concerns.
12. It is understood that the Promotor of the Bill intends to abandon the proposals set out in the Hybrid Bill in favour of a "level deck option" as proposed by Sir David Higgins. Until your Petitioners have better understanding of future proposals, it is difficult to determine precisely what they should be petitioning against.

13. As stated in the paragraph 7 above, your Petitioners are located adjacent to the considerable demolition and construction work that will be undertaken in relation to the Bill in the area of the Estate. Therefore the tranquil lifestyle that attracted us to the Estate will cease for at least 10 years of demolition and construction. The surrounding main roads will be clogged with over 700 lorries a day for the duration of this demolition and construction.
14. We will, therefore, suffer considerably for at least ten years with the noise, vibration, pollution and dirt due to destruction/construction work that will take place immediately around us, at times, for 24 hours per day (effectively surrounding us with continuous activity relating to the operations envisaged by the Bill).
15. The lorry movements will create significant additional air pollution (to say nothing of the contribution from the construction/destruction activities themselves) to add to the current poor air quality in the area (levels of particulate matter – PM2.5 - in the air in London are already understood to be the worst in Europe).
16. The activity in the Estate (construction compounds and trenching) will further damage the tranquil atmosphere which is a significant attraction of the Estate and will also inevitably ruin the security of the Estate that has been painstakingly developed over a number of years with access restricted to residents for the most part.
17. Your Petitioners do not own a car and are dependent upon pedestrian routes and public transportation. Your Petitioners are concerned about the effects of the increased traffic congestion, lorry movements and decreased access to public transportation on their ability to safely get around.
18. The Estate will itself become a construction site for much of the ten years envisaged with one of the proposed construction compounds located on the Estate with lorries travelling to and from the compound resulting in traffic safety issues along with the increased noise, pollution and dirt previously mentioned.
19. The demolition and construction activity will disturb populations of rats that currently live within the station area and pest control will thus become a major issue in the area during this period.
20. Japanese Knotweed is present in and around the railway tracks. This will be disturbed during excavation and the spoil will be removed by lorry. Your Petitioners are concerned that this highly invasive and destructive plant will be spread through the Estate during this process.
21. While HS2 Ltd deny any intention of using compulsory purchase powers within the Estate, nevertheless your Petitioners would like to draw the attention of your Honourable House to the very significant potential financial losses which we would face should we wish to move and sell our leasehold during the construction of the station and subsequent development.

22. Of great concern to your Petitioners is the suggestion that the considerable costs of station reconstruction at Euston will be offset by allowing property developers carte blanche in developing buildings above the new station and approaches. This proposal would appear to run counter to the principle that it is appropriate to acquire land in the national interest; to use this legal facility for commercial purposes is morally repugnant and extends the duration of construction in the area for a further considerable period of time after the station is completed, many people in the area will be looking at seeing out their lives in the midst of a semi-permanent building site.

### **Mitigation Measures during the Construction Phase**

23. If the Promoters of the Bill insist on Euston as the main London terminus for HS2, your Petitioners urge your Honourable House to instruct the Promoter to design a station within the current footprint of Euston station. HS2 Ltd have conspicuously not explored sufficiently in their own designs a plan to restrict expansion outside the confines of Euston Station and have failed to properly appraise such alternatives, including the emerging Double-Deck Down design generated by concerned professionals from within the community. This would cut down on the amount of demolition required thereby reducing disruption to the community as well as a reduced quantity of spoil and the resultant removal which causes pollution, noise and dust.

24. Given the uncertainty with regard to future plans for Euston Station and proposals for a 'level deck' option which would extend the period of disruption from one to almost two decades and the desire to recoup costs from real estate development that could conceivably last a further decade, your Petitioners urge your Honourable House to use Old Oak Common as the London terminus, at least on temporary basis, until properly costed and acceptable plans for an alternative London terminus have been devised.

25. Your Petitioners urge your Honourable House to instruct the Promoter to require the new station design to remove the spoil by rail to reduce the number of lorries on the roads and their resultant pollution, noise and traffic congestion.

26. Should your Petitioners need to sell their leasehold during the construction of the new station, they need to be guaranteed equivalent value at a non-impacted market price + 10%.

27. Your Petitioners request your Honourable House to require the Promoters to monitor the current level of noise, air and dust pollution and that this should be independently verified. Current air pollution levels breach EU legislation giving rise to potential health risk and no increase in pollution levels should be tolerated.

28. Your Petitioners are greatly concerned at HS2 Ltd's excessive reliance on 'where reasonably practicable' when referring to mitigation measures that might be employed. HS2 Ltd. are therefore not committed to any mitigation measures unless the assessment of "reasonably practical" is left to a fully independent assessor to establish in each instance or a definition that is acceptable to affected communities is defined prior to the commencement of operations. Your Petitioners ask your Honourable House to either

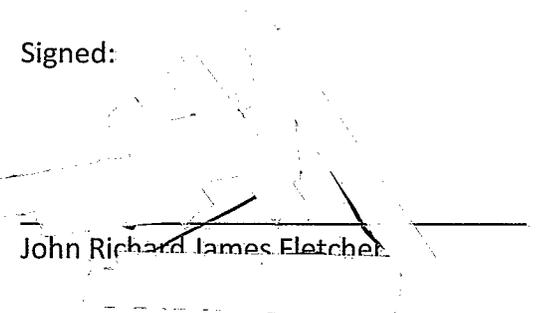
appoint a fully independent assessor or clearly define the term 'reasonably practicable' and how it will apply in all instance where it has been used by HS2 Ltd.

29. Your Petitioners request that sufficient bus routes and bus stops will remain on Eversholt Street and Hampstead Road to ensure convenient access to the public.
30. Your Petitioners request safe pedestrian access both on the Estate and on the surrounding roads with sufficient safe road crossing put in place with traffic signals to stop traffic.
31. Your Petitioners request that adequate pest control measures be put in place and monitored to ensure that health hazards are minimised.
32. Your Petitioners would welcome the opportunity of presenting evidence to the Hybrid Bill Select Committee appointed by your Honourable House and also we would be happy to arrange site visits to Ampthill Square Estate in order for the Select Committee to assess for themselves the extent of likely impacts.
33. 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, interests and property and for which no adequate provision is made to protect all residents living on the Ampthill Square Estate.

**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, 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 Petitioners in the premises as Your Honourable House shall deem meet.

**AND Your Petitioners will ever pray, &c.**

Signed:



John Richard James Fletcher

Signed:



Louise Abigail Fletcher

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