

IN PARLIAMENT  
HOUSE OF COMMONS  
SESSION 2013-14

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

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 Anthony John Cotterill

SHEWETH as follows:-

- 1 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.”
- 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 (“the Authorised Works”) are specified in clauses 1 and 2 of and Schedule 1 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 the Bill.
- 7 I am Anthony John. Cotterill of Westward Red Lane, a property that will be greatly affected by the construction of the HS2 new line. During the construction phase my property will be

affected by noise ,vibration and dust of construction traffic .My use of the Geenway ,local footpaths and the Village Hall, which I have enjoyed unfettered for the last 40 years I have lived in Burton Green will be eradicated.

- 8 My rights, interests and property are injuriously affected by the Bill, to which I object for reasons amongst others, hereinafter appearing.

The Bill has been rushed through despite warnings from auditing bodies that the figures suggested for the cost of Phase 1 HS2 are greatly underestimated . He Government has gone so far as to ban the publication of the latest audit HS2 report using no less than the Official Secrets Act to prevent its publication; hardly the act of a Government which professes transparency in all its dealings

- 9 I am unreasonably and unnecessarily affected by HS2.The current design as described in the Bill and the supporting documents,including the Environmental Statement ,is simply unsound. The proposed design has been insufficiently investigated as to the effects of the scheme at completion and more significantly no account has been taken of the enormous impact of the proposed construction of a cut and cover tunnel which dissects the village. This can be overcome, if we are to have HS2. , by the construction of a Bored Tunnel under the village.

- 10 My property which lies 120-300 metres from the line has already been affected by blight since the project was first announced 3-4yrs ago. It will continue to be blighted from the noise created by the proposed railway,during and after construction and will continue in perpetuity from the noise created which will preclude my peaceful enjoyment of my garden and open adjacent spaces.

- 11 My property is on the proposed traffic route during construction and therefore will be subjected to increased traffic noise and, more importantly greater road safety issues resulting from the large increase in the volume of traffic since It is situated on a sharp bend where a significant number of accidents have occurred over past years, one if which resulted in a fatality.

- 12 I use The Greenway on a daily basis for walking including the local paths nearby and the local ancient woods ; this enjoyment will be lost alongside the significant losses to the woodlands themselves.

- 13 I am a regular user of Burton Green Village Hall which is scheduled for demolition with obvious implications for all users The relocation of the facility and the reconstruction of the same must be completed well away from the location of the line and construction routes before construction works commence.

- 14 At my age ,74 yrs, I do not wish to leave Burton Green but if I did ,to date there has been no official policy on compensation except for compulsory purchase of properties that are located on the line.

- 15 There should be in place at this time, a comprehensive compensation package so tha people like myself have the time to consider every aspect as whether they should leave or stay.

- 16 I request that the whole scheme in the Burton Green area should be reexamined afresh , taking account of the human and environmental costs ,and undertaken in an open and transparent manner.

- 17 Despite many requests during the engagement process, the weightings of the SIFT criteria are still unpublished so I would ask you to draw your own conclusions on this one.

- 18 The proponents of this scheme seem unwilling to compensate all those who are detrimentally affected by this proposal . It is only reasonable ,therefore ,to ask for the very best design which will save Burton Green

- 19 In conclusion ,I specifically request that full consideration be given to the bored tunnel proposal which is described as

- 20 "Option F" within the HS2 documents which I believe would solve many of the concerns if the project is to proceed

- 21 For the foregoing and connected reasons your Petitioners respectfully submit that, unless the Bill is amended as proposed above, the Bill so far as affecting your Petitioners, should not be allowed to pass into law.

- 22 There are other clauses and provisions of the Bill which, if passed into law as they now stand

I agree to obey and observe the orders and practice of the House of Commons and any rules prescribed by the Speaker in relation to the proceedings on this petition.

Signature of petitioner/agent/member/officer: .....