

1219

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 Southam Area Action Group (SAAG)

SHEWETH as follows:-

1. A Bill (hereinafter called 'the Bill') has been introduced into 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 ('Phase One of HS2') 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 the Southam Area Action Group (hereinafter referred to as your Petitioners) constituted in 2010 to represent the interests and concerns of thousands of residents and businesses of the town of Southam, and surrounding parishes, with regard to the impact of the High Speed 2 project. Their rights, interests and, in some cases, property are injuriously affected by the Bill, either directly or indirectly, by the works referred to above. Your Petitioners have little confidence that the benefits claimed for the proposed works will be realised, and that it will damage both the national economy and the environment and amenity enjoyed by the population. However, in recognition of the determination of the Promoters to proceed with the scheme, your Petitioners have worked assiduously to win for the people of Southam and surrounding parishes the best possible mitigation of the harmful impacts.

Your Petitioners were invited to attend, and were active participants in, the all rounds of Community Forum meetings arranged by HS2 Ltd between March 2012 and September 2013, and in addition held formal and informal Bilateral meetings with HS2 engineers and other HS2 staff, compensation meetings, and set up meeting with local farmers, business people and individuals to encourage them to engage with HS2 staff.

8. Your Petitioners aver that they and their property, rights and interests in their area and the inhabitants thereof would be injuriously and prejudicially affected by the provisions of the Bill if passed into law in their present form and they accordingly object to the Bill for the reasons, amongst others, hereinafter appearing.

9. Your Petitioners oppose the Bill in principle. Whilst your Petitioners acknowledge that the principle of the Bill is established at second reading, your Petitioners' views on the subject are so strong, they must be recorded in this petition.

10. Mitigation

A number of communities in the District lie close to the line of the route of the proposed railway and will be affected to varying degrees. None of the communities affected will gain any benefit from the railway. In your Petitioners' submission, it is entirely reasonable to expect the Promoters and the Nominated Undertaker to provide mitigation over and above that which, is currently being proposed, and also to provide compensation to communities by the provision of additional infrastructure, facilities and funding which will benefit them as a whole. In the following paragraphs, your Petitioners set out a range of expectations in that regard, but consider that the Promoters should be required to consider further suggestions provided by your Petitioners and the local communities themselves.

11. Isolation

Southam & the surrounding community is Uniquely, Severally and Adversely affected by the construction phase and the running phase of the infrastructure project called HS2. Your Petitioners aver that Southam and its surrounding area will be significantly affected by the construction and operation of the proposed railway. Overall, the town of Southam will be very badly hit by the construction of the railway, with no benefits arising for its residents and businesses, and many negatives from the project in its current form. It is a small market town and serves as the local centre for surrounding villages. It is important that the community is compensated for the disruption caused by the construction and operation of the railway.

12. In its Environmental Statement, the Promoters described the impact upon Southam as '*minor adverse effect*' and '*isolation effect on residents is assessed as negligible*'. It made no comment about the impact on businesses and employment.

13. In actual fact, for up to 6 years the town of Southam could become isolated, causing a severe impact on residents, businesses and the way in which the community as a whole functions. This includes the need to divert gas, electricity and water mains. Southam has a mix of shops and services which are vital to its catchment areas of rural communities. In turn, the businesses rely on this regular custom. It is clear that access to the town will be seriously disrupted by the construction of the railway, resulting in loss of trade.

14. No assessment been carried out of the effect on the community as a result of an additional 2000 heavy goods vehicles on the local road network every day, the majority of them being 40 tonnes, together with road re-alignments and closures. A full and complete assessment involving Councils, Businesses and individuals, as well as health officials and emergency services, must be carried out prior to any work starting, and any impact found should have mitigation implemented.

15. Construction of the railway affects two exits from Southam to the south (A423 and B4451) and two to the west (A425 & Welsh Road West), as well as the closure of the Long Itchington Road at its junction with the Fosse Way and the re-alignment of the Fosse Way at its junction with Welsh Road West. The construction programme anticipates road works lasting 2 years for each component, which means that at least two, and possibly more, will have to be carried out at the same time. The consequent effect on Individual & business travel within & without the area will be extraordinary, due to road works & the additional traffic, 2000 extra vehicle movements per day. A Full assessment must be carried out and additional mitigation measures implemented to minimise the effect.

Electromagnetic Fields

16. There is a computer games company, Codemasters, close to the proposed railway south of the A425 to the west of Southam. It currently employs 600 people and has planning permission to expand its operations on the site. Your Petitioners understand that there has been no assessment carried out by the Promoters into the impact of electromagnetic surges from the trains and track on the nature of the work undertaken by the company. Such an assessment must be carried out and measure taken to ensure there is no impact on a business, and its level of local employment.
17. The effect on a business such as Codemasters, whose staff use and rely on advanced computer technology, and which relies entirely on a steady power current for all the computers, requires specific assessment and mitigation, as does the impact of the road re-alignment on staff moving in and out of the business.

18. Infrasound

It is well documented that when high speed trains enter and exit tunnels they generate micro-pressure wave bursts, 'infrasound' which are sound waves with frequencies below the lower limit of human audibility. There has been no apparent assessment of the impact of these sound wave bursts that will occur every 100 seconds at each end of the tunnel, and up to 2000 metres from the portal. This could have a harmful effect on, local residents, livestock & horses including those at the Polo grounds. Yet the EIA from HS2 states that there will be no impact on animals or people. There must be an assessment of the effects on health of local residents and adequate measures taken to stop these sound waves.

19. Footpaths

A number of walking routes that connect the town with the surrounding countryside villages will be affected by temporary or permanent closures as a result of the construction of the works. Your Petitioners are concerned to ensure that alternative routes are implemented in all cases both during and after construction so as to continue to deliver health and social benefits for local residents.

20. Mitigation

As a consequence of the wide range of detrimental impact of the construction and operation of the railway on the Southam area, your Petitioners request an Undertaking on the following community-related schemes:

- (i) To provide and fund the maintenance of a permanent home for the town's Cardall Collection, which is a comprehensive local history archive. Southam was a site of a Civil War Battle, with historical monuments, so artefacts uncovered during the construction can be housed correctly. Your Petitioners request your honourable House to make provision in the Bill for such a scheme to be implemented in conjunction with Southam Town Council. The scheme to be at the cost of the Promoters to cover the acquisition of a suitable property, fitting out, and management and maintenance over a 20 year period.

- (ii) To provide a new green space accessible to the residents of Southam to compensate for the loss of a large amount of open land in the area, some of which the public have access to. Your Petitioners request your honourable House to make provision in the Bill for such a scheme to be identified and provided in this area at an appropriate location to be decided in conjunction with the Promoters, Warwickshire County Council and the local communities. The scheme should be provided at the cost of the Promoters to cover the acquisition of land, laying out, and management and maintenance over a 20 year period.

- (iii) To establish a compensation scheme for businesses that can prove a loss of income as a result of the construction of the railway, to include the loss of time due to road closures & amendments, and the very significant increase in traffic volumes for up to 6 years. Also a fund to enable the marketing and promotion of retailers and other businesses in Southam during the construction period. The latest maps from HS2, titled 'Operational impact of High Speed 2', clearly shows impact covering half of the town of Southam. This covers a significant number of businesses in Southam with a potential impact on employment in the area.

- (iv) To provide adequate compensation to residents up to at least 1km from the line. The latest maps from HS2, titled 'Operational impact of High Speed 2', clearly shows impact covering half of the town of Southam. Yet the latest compensation offer is only for a fraction of that, and must be amended to encompass all those who will be affected, as shown on HS2 Ltd's own maps. This is likely to increase the number of houses receiving compensation in Southam to over 1000.

Highways and access

21. The railway is proposed to run through a cutting to the east of Offchurch. The effect of this cutting will be to close Long Itchington Road at its junction with the Fosse Way to straight ahead movements. This will affect an important route for residents of Long Itchington and villages to the east who work and use shops, services and amenities in Leamington Spa, Warwick and Kenilworth. In its response to the Environmental Statement, Warwickshire County Council stressed its expectation that there should be no road closures associated with the construction of the railway as a matter of principle.

22. Your petitioners request the provision of a 'cut and cover' or 'green' tunnel at this point so that this busy commuter route is not severed. (Ref. Environmental Statement, Volume 2, CFA17, Offchurch and Cubbington, Maps CT-05-089 and CT-06-089, OS map Ref. SP373657). In view of the proximity to this junction of a large materials stockpile and the Fosse Way Main Compound, a five-arm roundabout should be built to enable safe access for the heavy construction traffic on to and off the Fosse Way during the years of construction activity.
Tunnel under Long Itchington & Ufton Woods

23. Long Itchington and Ufton Woods are a Site of Special Scientific Interest (SSSI). Despite this, it is admitted in the Promoters' Environmental Statement (Para 7.4.4 of Volume 2 CFA 16) that no geotechnical investigation has been carried out. Para 7.4.8 states there are no expected impacts on the SSSI as a result of changes to groundwater flow or levels. Yet earlier it states that 'dewatering may be required'. Your Petitioners claim that dewatering will cause a risk to habitats above the tunnel. No detailed impact assessment has been carried out by the Promoters on the effects of tunnelling and construction on the trees, especially in relation to changes to drainage patterns and the water table.

24. Your Petitioners support the provision of a tunnel to take the railway under the Long Itchington & Ufton Woods. However, it requests that the following matters are incorporated into its design:

- (i) Boom tubes should be provided at each end to mitigate the sound boom as a train enters and leaves the tunnel. These should be at least 90 metres long.
- (ii) The short length of green tunnel at the southern end means diverting the A425 in order to build this section. To avoid this situation, the tunnel should be bored for its full length. It is evident that there is adequate depth for the boring machine to operate in this section. Your petitioners specifically request that an investigation be carried out in relation to all properties and the potential impact of ground vibration from both the construction and the operation of HS2, and that full and adequate compensation be paid.
- (iii) The distance between the two bored tunnels should be reduced from 25 metres to 10 metres as was originally proposed. This will help reduce the ground vibration problem for the one house over the tunnel. It would also reduce the distance required for the two lines to come back together at each end.
- (iv) At the northern end of the tunnel the line has been raised so that the portal now cuts into the SSSI. The line should be lowered at this point to push the portal back out of the SSSI.

Public Rights of Way

25. A number of public footpaths are affected in the Ufton area. Of particular concern to your Petitioners is the impact of the Promoters' railway on the Centenary Way. This is a long distance footpath running 158 km from Kingsbury in North Warwickshire to Shipston-on-Stour at the southern end of Stratford District.

26. Part of the Centenary Way passes along what is known locally as Green Lane (referred to as The Ridgeway in CFA16) is shown to be required for the new access/construction/operation road.
27. Your Petitioners are concerned that no mention is made within CFA16 of how the footway is to be protected from all the construction traffic that will be using the new access road.
28. Your Petitioners request that whilst the road is being used for construction purposes, a new footway is constructed alongside it, with safeguards built in to stop pedestrians being able to wander into the road way. Upon completion of the construction phase, Green Lane/The Ridgeway should be reinstated to its original line.

Community

29. The Environmental Statement (Para 10.3.5 of Volume 2 CFA 16) states that *'Ufton is situated approximately 3.5 km west of Southam and about 1 km from the centre line of the Proposed Scheme and on this basis the construction works will not give rise to significant amenity effects on the residents. The A425 which runs through the centre of the village has been identified as a construction traffic route for the Proposed Scheme.'*
30. It is claimed that this will not substantially increase daily flows of traffic on this section of road, and no significant congestion or delays are anticipated so having a negligible effect. Your Petitioners believe the effect on Ufton has been underestimated given the increase in traffic, especially the HGVs using the A425 down to the cutting head of the Ufton/Long Itchington Wood Tunnel plus the removal of construction material from the tunnel.
31. The Environmental Statement explains that *'Approximately 56,000 people worked in the Stratford-on-Avon District Council area in 2011, with 3,100 working in the Southam DCA.'* A proportion of this population lives in Ufton and, given the limited employment opportunities within the village, by necessity the majority of the working population have to travel for

employment. Again, your Petitioners believe the impact of the construction of the railway on the road network and journey times on the community has not been properly recognized by the Promoters.

Noise and Vibration

32. This section of the railway runs through a predominantly quiet rural area and will generate substantial noise and vibration impacts upon the locality. Your Petitioners aver that it is fair and reasonable for the community to expect the highest possible levels of mitigation against these impacts. The definition of height and nature of noise barriers is not determinable and further clarification and details are sought in this regard.
33. Your Petitioners request that the noise barriers used should be of the highest technical quality available and certified by independent specialist sound engineers that this is the case.

Traffic and Transport

34. The forecast is for traffic volumes to increase by 2000 heavy goods vehicle movements each day in an area which will also be affected by the 5 road re-alignments and 1 closure. The impact of all these on a community already facing a possible increase in housing of a significant number houses under a number of different planning applications, and more business units.

Yet HS2 feel there is minimal adverse effect. There must be a full assessment of the traffic increases on businesses, as well as the health impacts of the additional vehicle traffic which will all be Diesel, and will not be of 2017 emission standards as predicted by HS2. The effect of particulate emission from Diesel engines has been shown to seriously harm people especially Children.

35. The proposed route crosses the A425 Leamington Road approximately 1 km from Ufton. The construction of this crossing will create major disruption to the

current transport flows during the various construction periods which could be up to 4 years. There will also be disruption on the A425 on Ufton Hill (The Ridgeway/Green Lane) with construction traffic travelling to the Long Itchington Wood Tunnel Entrance site. The A425 also forms the main lorry route to/from the line including a main construction access point. In addition it is proposed to use The Ridgeway/Green Lane off the A425 as access to a construction compound for constructing the tunnel under Long Itchington & Ufton Woods. All these activities will significantly increase the transport volumes in the immediate area of Ufton.

36. It is proposed that construction traffic will travel south towards the Fosse Way. For construction traffic to be able to enter The Ridgeway/Green Lane from the A425, HGVs will have to travel into Ufton and go around the island in the middle of the village. Your Petitioners aver that this will add further disruption to an already dangerous junction. As a consequence of this, there is concern that significant volumes of non-construction traffic will divert onto the minor road through Ufton. This road is already used as a 'rat run' and is totally unsuitable for diverted traffic being narrow, with multiple driveways, field entrances, entrance to a Local Nature Reserve, with parked vehicles and pedestrians including children using it. Any increase in traffic would result in safety issues, noise emissions, congestion and disruption. There is also serious risk to the older dwellings from vibration damage.

37. Your Petitioners request that measures be installed to ensure non-construction traffic does not use the minor road through the village, including the use of an appropriate weight limit, access only signage and speed humps. A Traffic Management Plan should be agreed with Warwickshire County Council and Ufton Parish Council along with independent monitoring of its provisions.

38. The Environmental Statement (Volume 21 Map Books - CFA 16CT-05.087 and Volume 21 Map Books - CFA 17-LV-03.0696) shows a Secondary Construction Access Route being provided to serve the proposed construction camp for the Long Itchington & Uffon Woods Tunnel. This follows the line of the The Ridgeway/Green Lane for a short distance before following the line of the access road to Wood Farm and then deviating to follow the contours of the hill.
39. Your Petitioners aver that it would make better sense if the Secondary Construction Access Route followed the line of the D road stated as The Ridgeway/Green Lane until it reached grid position B-g on map CT-05-087 and then turned right up to the proposed compound. This would have the following advantages:
- (i) Less farmland would be required for the new access road.
 - (ii) Once the access road has been constructed along The Ridgeway/Green Lane it can be left in place upon completion of construction of the railway, so eliminating the expenditure that would have been incurred in removing it.
 - (iii) Benefit to the countryside in that off-roaders could not race up and down The Ridgeway/Green Lane causing damage and churning up the road.

Part 2: Generic Issues

General

40. Your Petitioners aver that Schedule 1 section 1 subsection 2 (c), which allows the Nominated Undertaker to *'deviate – (c) vertically upwards to any extent not exceeding 3 metres from the level shown for that work on the deposited sections, but doing so in a case mentioned in sub-paragraph (1)(c) does not increase the limit referred to in that sub-paragraph'*, creates a potential 'loophole' that could allow the Nominated Undertaker to create additional nuisance and blight above and beyond that contemplated in the Environmental Statement. Your Petitioners are concerned that sub-paragraph

(1)(c) refers only to stations, depots and shafts. In rural areas where no such structures are planned the line could be raised in an obtrusive manner not conducive to the character of the local landscape and such elevation is likely to give rise to additional visual and audible nuisance.

41. Your Petitioners seek an amendment to the Bill to the effect that no upwards deviation be permitted but in the alternative if some deviation is considered essential that this be restricted to a maximum of 1 metre except where 3 metres does not increase visibility or noise pollution e.g. where up to 3 metres elevation is in a deep cutting and where the Nominated Undertaker exercises this power they will be required to provide both visual and audible mitigations to the highest available standards so that the impact on communities is no greater than that forecast in the Environmental Statement.

42. Light Pollution

No assessment has been made of the impact of Light pollution, despite repeated requests in meetings with Hs2 Ltd, at a number of Community and Bi-Partite meetings as the record will show

There must be no impact of light pollution on a geographic area assessed at 'Dark Skies' by CPRE & Astronomical Society, from arcing from the pantograph, the internal train lights, any security lighting, and of course maintenance works which are carried out overnight. This will also be true from the nearby Maintenance loop.

We request that an analysis of Light Pollution and its effects be carried out, as it should have been in the EIA, and relevant measures taken to minimise the effect, returning the area to its 'Dark Skies' assessment.

43. Ground Borne Vibration & Noise

Ground borne vibration should be considered every time that noise is mentioned, and yet no analysis was produced in the EIA.

Your Petitioners are gravely concerned that no work has been carried out on the possible effects of vibration from the high speed trains on the local topography, with its significant Lias Limestone clay structure.

More specifically, your Petitioners are concerned that where deep cuttings are in place, they should be designed in such a way as to completely avoid the risk of landslip due to this phenomenon of liquefaction. Furthermore, your Petitioners are concerned that vibration will have more significant impact on older / historic buildings which may have little, if any, foundations. Wherever liquefaction of ground may occur, works may be required to stabilise historic buildings, which will almost certainly have an impact on their value, and will adversely affect their value or even render them unsaleable.

Your Petitioners request your Honourable House that the Promoter is required to carry out a detailed study of all sections of the route passing across clay areas to ensure that where a risk of liquefaction is possible, and or vibration, measures are put in place to avoid such an occurrence.

Your Petitioners also request that the Promoters acknowledge that mitigation may be required for properties that lie outside the Limits within which protective works can be carried out under the Bill.

From the HS2 noise maps provided by HS2 Ltd and calculations of ground vibration businesses on the southern side of Southam will have no choice but to close with the loss of hundreds of key local jobs.

We have been given average noise levels and still not peak noise levels.

Despite repeated requests no ground vibration figures have been supplied.

Ground borne vibration can be a major concern for nearby houses, businesses and livestock units such as the Polo fields adjacent to the HS2 track.

The effects of ground borne vibration include feelable movement of the building floors, rattling of windows, shaking of items on shelves or hanging on walls and rumbling sounds. The vibration can cause damage to buildings. Annoyance from vibration can occur when the vibration exceeds the threshold of perception by only a small margin, with potential consequences for increase in ill health in the community. A house directly above the tunnel at Bascote Heath is so badly affected by the potential

ground vibration with the tunnels only 17 metres underneath it that it now has no value.

The effect of vibration on certain industries will affect businesses in certain ways. A lithographic printer whose premises face the train will not be able to operate if there is any significant vibration. The same could also be true of high spec engineering businesses. Another example would be the Veterinary Surgery close to the line, one which carries operations out on site is unlikely to be able to continue such operation at this site.

The train wheels rolling on the rails create vibration energy that is transmitted through the track support system into the ground. At the high speeds planned there will be considerable ground vibration results. Each axle will weigh approximately 20 tons and at 225 mph there is enormous ground vibration potential for both the houses and businesses along the line.

The forward ground vibration in front of a train at speed, called the Rayleigh Wave effect is also not considered.

We would request that an analysis of the vibration and its effects be carried out, as it should have been in the EIA.

44. No apparent assessment has been made of the impact of the Micro pressure wave burst every 100 seconds at both ends of the tunnel and up to 2000 metres from the portal, both on livestock & horses, and the inhabitants of Ladbroke, Southam, Ufton etc. We have been told by HS2 staff that the forward projection of noise will be up to 2000 yards.

Infrasound waves have frequencies lower than the audible range (<20 Hz), are capable of being propagated over long distances and are difficult to control due their long wavelength.

Studies of human reaction to infrasound include those that suggest the radiation can cause feelings of awe or fear in humans and livestock. It has been recorded in the Literature that "one of the most important

environmental problems for high speed rail engineers is the low frequency noise problem which is due to a pressure wave generated by interaction between a high speed train and a structure near a railway. A typical example of a low frequency noise problem is due to a tunnel entry" – (T. Ogawa, 2008)

Such environmental problems have been reported for different high speed rail systems such as the Maglev and Shinkansen railways at relatively high speeds; speeds are lower than projected for HS2 as they pass Southam for the tunnel entry, every 100 seconds. This will lead to a quasi-continuous generation of low frequency radiation for 16 hours per day.

During the public consultations held in Southam, HS2 representatives were unable/unwilling to comment on infrasound effects , and would only comment on high intensity audible noises.

Your petitioners are concerned about the potential effect of infra Sound on both people, businesses, livestock, Horses & other animals in the Southam area, close to the proposed line of HS2 and request that a detailed assessment be made of the likely levels of infra sound and the area likely to be affected. Such assessment to be published for peer review.

45. Impact on Business Rates

It appears to your Petitioners that the business impairment referred to in paragraph 236 would, in some cases, constitute a Material Change of Circumstances for the purpose of assessing the rateable value of a non-residential hereditament. While a reduction in Business Rate would provide some relief to businesses adversely affected by the proposed railway, this could reduce the income received by our Local Authority. Your Petitioners seek an amendment to the Bill that would empower The Local Authorities along the length of the line to employ an officer to assist the quantification of the impairment experienced by local businesses and to expedite the processing of claims for revaluation of rateable values, and seek an undertaking from the Promoter that all costs arising from the employment of

such a Rating Valuation Officer will be met by the Nominated Undertaker, and that the Council will receive full compensation for any reduction in the income from Business Rates attributable to the proposed railway.

46. Adequate Compensation for Businesses & Individuals & Groups

The HS2 Ltd guide to the new compensation proposals, sent by our 'Community Engagement Manager' begins with the statement: 'We are committed to providing full and fair assistance to individuals directly affected by HS2.' (This is copied directly from the first line of the flyer).

Your Petitioner does not see how schemes with strict distance limits can be classed as 'full and fair'. The fact that such scheme is for Individuals only and not for businesses is unfair as many small businesses are staffed by individuals and should not be considered separately from their owners.

A statement from the then Secretary of State for Transport Phillip Hammond, stated 'that unless the project can provide adequate compensation, the project should not go ahead'.

47. Noise

Noise both during the construction phase and the operational phase of HS2, will impact both the residents and businesses. Your petitioners require that HS2 ensure that noise levels are maintained at legally acceptable levels during the construction phase, and that full height noise protection measure are physically out in place to minimise the effects of the a Train passing Southam and environs at up to 250mph every 100 seconds for 16 hours per day every day.

Your petitioner wishes to point out that the Southam area is Indeed a rare CPRE designated 'zone of tranquility' and 'area of low light pollution' with two tunnels running under ancient woodlands and SSSI

This section of the railway runs through a predominantly quiet rural area of Warwickshire and will generate substantial noise and vibration impacts upon the locality. Your Petitioners aver that it is fair and reasonable for the community of Southam to expect the highest possible levels of mitigation against these impacts.

48. Dust

Southam lies in the path of the prevailing winds, and will suffer unless adequate operational strictures are put in place and maintained strictly to minimise the impact of dust. During HS1 a significant amount of productive farming land was put out of operation by the impact of dust.

Most businesses operate computers which can be destroyed by too much dust, and this effect would be for 6 years in a Town which lies in the prevailing wind direction.

Your Petitioners are concerned about dust and dirt produced during construction of the high speed railway and associated development and the effects of this on the village and the environmental quality of the neighbourhood.

Your Petitioners are concerned that there are no binding mitigation measures in relation to emissions, especially in light of the siting of the sustainable placement areas for spoil, material crushing and the amount of earth to be moved.

Your Petitioners are concerned that airborne dust settling on foliage will be washed into local watercourses during periods of heavy rain increasing pollution and further threatening the local wildlife.

Your Petitioners submit that in relation to dust there should be a precise, comprehensive and binding management plan, with a clearly defined authority for the monitoring of its implementation.

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

50. 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.

51. Clause 50 - Power to apply Act to further high speed rail works

51.1 Your Petitioner has noted that there have been a number of ministerial announcements over recent weeks and months which spoke of a possible extension to Phase 1 up to Crewe. Given that the current wording of Clause 50 would allow HS2 to extend Phase 1, without further referral to Parliament, Your Petitioner asks that Point 50 in the Bill be amended to clearly state that this Bill ONLY permits the building of HS2, Phase 1, as proposed and publically consulted on.

52. Point 62, Part C - "Phase One purposes"

52.1 Your Petitioner has noted Point 62, Part C, which states "(c) otherwise for the purposes of or in connection with Phase One of High Speed 2 or any high speed railway transport system of which Phase One of High Speed 2 forms or is to form part."

52.2 Your Petitioner asks that Part C of Point 62 be deleted, due to the clear ability it would give HS2 Limited to make decisions about or start work on Phase 2 of HS2 without any further reference to Parliament.

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]

Andrew Jamieson

[The Petition should be endorsed on the back as follows:]

IN PARLIAMENT
HOUSE OF COMMONS
SESSION 2013-14

HIGH SPEED RAIL (LONDON - WEST MIDLANDS) BILL

PETITION OF Southam Area Action Group (SAAG)

AGAINST, By Counsel, &c.



Andrew Jamieson



BACKSHEET:

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HIGH SPEED RAIL (LONDON - WEST MIDLANDS) BILL

PETITION OF Southam Area Action Group (SAAG)

Against the Bill – On Merits – By Counsel &c

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