IN PARLIAMENT
HOUSE OF COMMONS

SESSION2013 - 2014

HIGH SPEED RAIL (LONDON TO WEST MIDLANDS) BILL

Against – On Merits – Praying to be heard

TO THE HONOURABLE THE COMMONS OF THE UNITED KINGDOM OF GREAT BRITAIN AND NORTHERN IRELAND IN PARLIAMENT ASSEMBLED.

THE HUMBLE PETITION of ***Rosemary Emanuel***

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 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. 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.

5. 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.

6. The Bill designates Regent's Park Road, NW1 as a street where anticipated works will have an impact by way of traffic congestion and/or interference with pedestrian passage,with alleged "moderate adverse effects" by HGV or other vehicles.

7. Your Petitioner is ***Rosemary Emanuel*** (hereinafter referred to as 'the Petitioner'), *joint owner/*occupier of a maisonette, ***20 Regents Park Road (Upper), NW1 7TX*** ('the Property').

8. Your Petitioner and her rights, interests and property are injuriously affected by the Bill, to which your Petitioner objects for reasons amongst others, hereinafter appearing.

9. Your Petitioner submits that serious consideration should be given to altering the route of the proposed line – either by having the line terminate at Old Oak Common or by more tunnelling. The current choice of route is one which has grossly weighted matters in favour of construction at the expense of those living and travelling in North London, and in particular Primrose Hill, supported by no plausible cost/benefit analysis. Apart from the roads that skirt Primrose Hill (Primrose Hill Road and the southern part of Regent's Park Road), the area has no through traffic. It is aptly known as "Primrose Hill Village" and is indeed quieter than many rural villages and those who live in the area value that quality of life.

10. One of the fundamental errors underlying the Bill and HS2's Environmental Statement is the assumption that urban dwellers are much more ready to absorb problems arising from major construction works. This is patronising and, worse, discriminatory. For instance, in a neighbouring area, Adelaide Road, where pollution levels are already excessive, no mitigation is proposed to deal with the severe deterioration of air quality liable to result from the works and lorry traffic associated with them. And in its assessment of the impact of noise and vibration, HS2 has the effrontery to suggest that this is to be ignored because allegedly in the ordinary course of events <u>other</u> construction work would be taking place. Your Petitioner therefore humbly submits that the House should address the issue of compensation and in particular the imbalance between levels of compensation proposed for urban as opposed to rural areas.

11. Against that background, your Petitioner would wish to draw attention to the following facts and matters which are liable prejudicially to affect Your Petitioner and her property:

12. Dust, noise and pollution. Unless modified, the contemplated works and associated lorry traffic will cause years of dust, noise and pollution, and the proposed 24-hour working will cause sleep deprivation.

13. Closure of Adelaide Road and other streets. Your Petitioners would ask that serious consideration be given to relocating the ventilation shaft from Adelaide Road, a critical east/west route, which it is envisaged will be subject to long closures. Closures plus the significant extra HGV traffic running through existing streets, will inevitably cause congestion and an unacceptable diversion of vehicles being routed through the Primrose Hill area and ,in particular, Regent's Park Road.

14. The HGV traffic will inevitably lead to an increase in accidents involving, in particular cyclists. HS2 appear to have given no thought to their predicament.

15. Parking for residents and businesses. Your Petitioner is anxious lest the area returns to the chaos which obtained some 15 years ago, before it became a CPZ. At the moment parking is barely held in balance. Deprivation of spaces – eg because of temporary acquisition of roads for depots or works – eg Nos. 290, 361 and 392 -- would have a catastrophic effect.

16. Access to public transport. Closure of Adelaide Road would mean diversion northwards of the No. 31 bus, the only east/west route serving the area. Should works on Nos. 381 and 382, 388 or 390 be extensive, access to Chalk Farm Underground Station would be blocked, as would access to the No 168 bus.

17. Closure of bridges and their rebuilding, including closure of the well used North London overground line will bring chaos to a wide area.

18. For the foregoing and connected reasons your Petitioner respectfully submits that, unless clauses of the Bill are removed or amended, then the Bill should not be allowed to pass into law.

19. There are other clauses and provisions in the Bill which, if passed into law as they now stand will prejudicially affect your Petitioner and her rights, (including her human rights) interests and property and for which no adequate provision is made to protect your Petitioner.

YOUR PETITIONER THEREFORE HUMBLY PRAYS 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 such of the clauses and provisions of the Bill as affect the property, rights and interests of your Petitioner 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

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SIGNED

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COMMONS
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PETITION O[illegible]

AGAINST, By counsel, &c

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