

IN PARLIAMENT
HOUSE OF
COMMONS
SESSION
2013 - 2014

HIGH SPEED RAIL (LONDON TO 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 GOLAMEAD LIMITED

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.
 - 1 Your Petitioner is Golamead Limited (hereinafter referred to as ‘the Petitioner’), a Limited Liability Company registered in England No. 1427824 and whose Registered Office is situated at 62 Gloucester Avenue London NW1 8JD.
 - 2 Your Petitioner is the freeholder of land at 62-68 Gloucester Avenue that the promoter intends to acquire compulsorily for the purpose of the works. The Members of your Petitioner are the leaseholders of the 16 flats at this address and they hold the freehold as a Limited Liability Company whose principal activity is to hold the freehold and to receive groundrents on a non-profit making basis
 - 2 The 16 flats at this address are in two blocks within a longer terrace dating from the 1850's.
 - 3 The proposed Railway will pass under your Petitioner's property.
 - 4 Your Petitioner has consulted on and discussed with its Members the effects of the proposed Railway and works at meetings of the company and by electronic means on a number of occasions. Your Petitioner has responded to the consultations undertaken by the Promoter in connection with the proposed Railway. Your Petitioner is neutral as to the principle of the Bill but has serious concerns about the details of the route and its construction between Old Oak Common and Euston.

5 In response to a consultation on 8 May 2014, the Members agreed that the Directors should prepare a petition on the Bill on the matters which are set out below. The petition which has been prepared has been subject to further consultation and on 23 May 2014 the Directors met and approved the petition as drawn, and authorised the Company Secretary, Mr Richard Percival, to present the Petition to the honourable House of Commons.

8. **Petition**

1 Your petitioners strongly support the letter of 14 May 2014 from Hilary Wharf of the HS2 Action Alliance to Robert Syms MP, Chair of High Speed Rail (London-West Midlands) Bill Select Committee, on the hearing of petitions.

2 Your petitioners share the concern of the HS2 Action Alliance about technical advice to the Select Committee, expressed on page 3 of this letter:

"We are concerned that the proposer might be used as a source of technical advice, conducting briefing for the Committee on particular topics.

We would certainly be considerably more comfortable if the Committee procured its own independent advice, especially as some points that will be petitioned concern the methodology developed by HS2 Ltd.

In our view there would be advantages in moving away from an adversarial system, with opposing parties presenting evidence, in favour of the Committee obtaining an independent peer review of the evidence. This may be a fairer process, particularly where the individual petitioner lacks the expertise or resources to best present the case. The Committee might also appoint an advocate to act for the Committee and test the evidence being presented to them by the promoter and the petitioner. For the Thames Tunnel, the Planning Inspectorate appointed a leading QC to carry out this process.

Your petitioners respectfully but strongly pray your honourable House to procure independent advice in assessing technical matters, rather than relying on advice provided by the Proposer."

9. Your Petitioner and its interests are injuriously affected by the Bill, to which your Petitioner objects for reasons amongst others, hereinafter appearing.

10. The Bill would authorise the compulsory acquisition of certain interests in land or property of your Petitioner, to which it objects. In accordance with the standing orders of your honourable House, notice has been served on your Petitioner of the intention to seek such compulsory powers. But such notice has not been served on the lessees and occupiers of the premises which it is proposed to acquire, notwithstanding that your Petitioner supplied the Promoter with detailed particulars of all leases and subtenancies.
11. Your Petitioner alleges that it and its property, rights and interests, together with those of its lessees 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 the accordingly object to certain provisions of the Bill, for the reasons, amongst others, hereinafter appearing.

12. **The Alignment of the Tunnels and the Adelaide Road Ventilation Shaft**

1 While your Petitioner was pleased by the minor realignment of the Promoter's tunnels away from Gloucester Avenue and Primrose Hill Village, agreed by the Gloucester Avenue Association and the Promoter in 2013, your Petitioner believes that an alignment running beneath the centre of existing railway land would be greatly preferable in protecting its interests.

2 Your petitioner points out that there is a great extent of existing railway land to the north and east of Gloucester Avenue and in the cutting between Regent's Park Road and the eastern portals of the Primrose Hill tunnels. For much of the distance between the western portals of the Primrose Hill tunnels at South Hampstead and Queens Park the railway cuttings are very wide. It is very desirable that the Promoter's tunnels should run beneath existing railway land rather than beneath your petitioners' and other peoples' homes.

3 Your Petitioner understands that the alignment of the proposed Tunnels at their eastern ends is dictated by the plans, for the spur between Old Oak Common in the London Borough of Hammersmith and Fulham and a junction with the Channel Tunnel Rail Link ("the Link"). The location of the proposed ventilation shaft in Adelaide Road is also dictated by the plans for the Link. Your Petitioner is pleased to note that plans for the Link have now been abandoned.

4 Your Petitioner is also concerned about the effects on traffic of all types during the construction of the Adelaide Road ventilation shaft, which is likely to require an extended and complete closure, for four or more months, of Adelaide Road, an important artery serving

local bus services, emergency services and vehicular traffic wishing to approach Gloucester Avenue and Primrose Hill from the north and west.

5 The abandonment of the Link releases land which is included in the Safeguarding Limits and is earmarked for the construction of the HS2/HS1 intervention shaft, for the Link tunnel portal, and for other works.

6 Since the publication of the Bill, the report entitled "HS2 Plus" has been published and in response to that Report the Secretary of State said that he will ask HS2 Ltd and Network Rail to develop more comprehensive proposals for the redevelopment of Euston working with the rail industry and the local community. Your petitioner observes that any proposals for the reconfiguration or redevelopment of Euston must necessarily have effects on the alignment of the high speed tracks and tunnels for some distance down line from Euston Station.

7 Your Petitioner has studied the Environmental Statement forming part of the Bill documents and fears that the Promoter has not properly considered or informed itself as to the likely effects of the proposed Railway on the areas through which it will pass. Many other Petitioners including Camden Council have pointed out the shortcomings of the Environmental Statement, and by way of example your Petitioner draws attention to a paragraph in the report on the Primrose Hill and Kilburn Community Form Area. (Volume 2, Primrose Hill and Kilburn CAF Report Section 12. 4. 16). This paragraph discusses the effect of lorry movements in Gloucester Avenue and Primrose Hill during the construction of Work 1/27 which is a long siding planned between Parkway and Regents Park Road Bridge, on land currently occupied by the Camden Carriage Servicing Depot and which runs behind the properties on the north west side of Gloucester Avenue. Work 1/27 is expected to take a month to build, and to generate up to ten lorry movements a day. "Construction traffic movement at Camden Carriage Sidings are expected to be negligible and will be mostly confined to night time, weekends and bank holidays. The effects are therefore not expected to be significant". Your Petitioner observes that the number of lorry movements generated might be perhaps double what would be expected from a substantial building development and would therefore be an annoyance, but little more, if confined to standard working hours. But the Promoter plans to operate its lorries at night time, in a densely populated district which is almost exclusively residential in character. The disturbance during this period will therefore be very considerable. It is statements such as these which cause concern to your Petitioner, and leads it to question the accuracy of the work underpinning the Environmental

Statement. Your Petitioner found it difficult to reconcile much of the traffic and other data with what the Petitioner and its members observe on a daily basis in Camden..

8 Another reason why it is important to highlight the deficiencies in the Environmental Statement is that the Environmental Minimum Requirements, which have been produced by the Promoter in draft, contain important obligations which will fall to the Nominated Undertaken when constructing the Railway, and a number of these obligations are specifically tied into the Environmental Statement and depend upon its accuracy.

8 Your Petitioner is not aware of any comparable scheme in Europe which has involved putting a high speed railway on a lengthy new alignment through such a densely settled and established urban environment. Your Petitioners point out that some 12 km of the mileage of the Channel Tunnel Rail Link between St Pancras and Stratford runs under pre-existing railway infrastructure or railway land and therefore cannot be regarded as being on a new alignment..

8 Your Petitioner notes that passenger usage per train on the section of the proposed Railway between Old Oak Common and Euston is expected to be lower than on the other sections of Phase One of HS2. The promoter's own figures show trains operating on HS2 will have their heaviest load factors north of Old Oak Common, as between 30 and 40% of passengers to or from the London area are forecast to join or leave trains at Old Oak Common in preference to Euston. Accordingly the impact on the commercial and economic case for HS2 of slightly extended journey times on this section, so as to produce an environmentally more satisfactory alignment, should not be exaggerated by the Promoter.

9 Your Petitioner points out that it is intended all trains operating over the southern section of HS2 will call at Old Oak Common. The distance between Old Oak Common and Euston is around 9km. This section of line will be almost entirely in tunnel, so the power consumption of the trains will be particularly heavy. The acceleration and braking characteristics of the trains which are planned to operate are such that a train leaving Old Oak and accelerating at the maximum rate possible, will not exceed 220kph before having to brake if it is to stop at the terminus provided for by the Bill, which is Euston. Your Petitioner's property is around 2 km distant from Euston, so the speed of the tail of a train leaving Euston will not exceed 155 kph at this point. Your Petitioner submits that the specification for the section between Euston and Old Oak Common is excessive and that the economics of this section of line would not be significantly, if at all, impaired if it was redesigned for a slightly lower speed. Such a redesign becomes more feasible if the Adelaide

Road ventilation shaft is relocated as proposed above (this would ameliorate or avoid most of the effects to which your Petitioner objects in respect of the Adelaide Road ventilation shaft), and if the redesign of Euston Station takes into account the importance of fitting the railway into a dense urban area in a sensitive manner.

10 Your Petitioner endorses sections 15 and 16 of the petition of Camden Council to your honourable House on this Bill:

"15. Your Petitioners are prepared to consider other solutions for the Station and in order for adequate time to be given for proper consideration, your Petitioners request that consideration is given to the suggestion later in this Petition for a temporary terminus at Old Oak Common. In coming forward with revised proposals, the Promoters must consider properly a range of designs which could be contained within the Station's footprint, such as the option known as "Double Decked Down II", as well as designs which could contain the approach to Euston Station within the boundaries of the existing Camden Cuttings and tracks ...

16. The alternative solution must also minimise the impacts of construction work and provide for coordination of all the elements of a strategic transport interchange and it must take into account other proposed transport infrastructure projects, such as proposed upgrades to the Northern Line. Of crucial importance to your Petitioners is their inclusion and that of the local community in the design process. Particularly, the proposals must enable the creation of a world class sustainable station building design which allows appropriate scale and quantum of over-station and other associated development, including replacement of open space and housing and provision of sustainable drainage and which would bring about a high quality public realm. This should include improvements to the eastern façade on Eversholt Street, replacing the existing blank and imposing wall with ground level activity, and improved pedestrian and cycle connectivity in and around the Station, including a dedicated high quality, well lit and signed pedestrian walking connection to St Pancras. It must take into account the surrounding ultra-low emission zone ("ULEZ"), provide the best possible local transport."

14 To address these fears and concerns, your Petitioner humbly prays your honourable House as follows:

1. That in considering the Promoter's plans for Euston, your honourable House is mindful that any decision on plans for Euston Station to replace Option 8 will have

implications for your Petitioner and others, in those areas around Euston Station and the Cuttings, and in the built-up areas further out along the line of route towards Old Oak Common.

2. That the Promoter be required to give due weight in its design process to the need for its proposed Railway to be sensitive to the urban environment through which it will pass.
3. That the Promoter must consider properly alternative schemes which could be contained within the Station's footprint.
4. That the Promoter be required to justify its choice of design speed for the Tunnels.
5. That the promoter be required to investigate the relocation of the proposed Adelaide Road ventilation shaft to one of the sites near the former Primrose Hill Station which has become available following the decision to abandon the Link.
6. That the Promoter should be required to re-examine its proposals for the alignment of the Tunnels between Euston and Old Oak Common to allow them to run, so far as is possible, under railway land, but particularly so between Parkway (Park Street Tunnels) and the Regent's Park Road Bridge.

13. Air Quality

1 Your Petitioner knows that Parliament takes environmental considerations seriously and hopes that your honourable House will agree that the Promoters should implement a level of mitigation against air pollution that truly reflects the scale of the proposed works.

2 Several Members of your Petitioner suffer from chronic respiratory or cardiac conditions.

3 Your Petitioner is concerned to note that there is no provision for the movement of spoil or materials by rail. The ES indicates that, at peak periods of activity, there could be hundreds of additional lorry movements a day on what are already congested and heavily polluted roads. It has been calculated that the spoil from Option 8, which is the Euston Station design contained within the Bill, would generate perhaps an eighth of a million dumper truck journeys during the construction period.

4 Your Petitioner endorses the Petitions of Camden Council, of the Gloucester Avenue Association and the Darwin Court Residents Association insofar as they concern air quality, and urges that wherever possible rail is used for the movement of spoil and materials. When this is not possible, the Nominated Undertaker should be required to use only vehicles and equipment conforming to the latest European Emissions Standards.

5 Your Petitioner believes the use of rail to be in the best interests of Camden and North-West London, notwithstanding that your Petitioner's property backs onto railway lands and will therefore be affected by the operation of heavy freight services to handle spoil and materials.

14. Compensation

1 Your petitioner believes that compensation proposals for the damage caused by construction are inadequate and unjust:

2 Your petitioner believes that Gloucester Avenue and other areas affected by the proposed works have already been damaged by blight caused by HS2. The threat of tunnelling under or near to houses and flats has caused uncertainty amongst potential buyers, and the evidence suggests that the market in Gloucester Avenue has seized up.

3 Your petitioner believes that the Notices to Owners, Lessees and Occupiers concerning various rights of compulsory acquisition of use over their properties, for works whose nature is unspecified, have blighted property in Gloucester Avenue and other roads. Half of your Petitioner's resident lessees are retired, some are indigenous to Camden and the others to London. They expected to be able to move in the next few years to accommodation more suited to their needs and they now find themselves in a very difficult situation.

4 Your petitioners believe that, although construction threatens to inflict huge damage on Camden, there is no recognition in the Bill of the principle that polluters must pay for the pollution they cause.

5 Your petitioners fear that the Bill expects Camden and its residents to shoulder the heavy cost of the damage, offering compensation to no more than a handful of those affected.

6 Your petitioners believe that it is unjust that no compensation is available to holders of property above or near HS2's tunnels.

7 The Promoter has indicated that a sum of £250 for each property will be available as a contribution to the legal fees of owners who are compulsorily purchased. Your Petitioner points out that in urban areas there are often multiple interests involved within one freehold adding considerably to the complexity and cost of a transaction. Your Petitioner asks instead that the Promoter be required to pay all reasonable costs and fees relating to the acquisition or use of and property required for the purposes of the Bill.

8 Your Petitioner has expended much time, and will spend even more in the future, on supplying the Promoter with information, discharging its duties to lessees and occupiers, and arranging for surveyors and others to have access to the flats and other parts of the building. This is far in excess of the normal workload that might fall to a residential property management company in relation to adjoining developments. Your Petitioner notes that in relation to an adjoining development it would be quite usual to be able to recover costs and to mitigate nuisance through a Neighbourly Agreement. As matters stand, these additional costs will fall to be recovered from the individual lessees, many of whom are retired and on fixed and modest incomes. Your Petitioner requests for some recompense for these additional costs, proof of the quantum being available.

9 Your Petitioner supports the proposal for a "small claims" type procedure in relation to property damage provided it will offer a speedy resolution of disputes and the adjudicators are genuinely independent of the Promoter or the Nominated Undertaker.

10 Your Petitioner notes that a Settlement Deed is proposed which will be in operation for a period of two years. Your Petitioner believes that Settlement Deeds should be operate in perpetuity, and fears that if this is not so, your Petitioner, lessees and others may be disadvantaged in obtaining property insurance cover and that their properties will suffer a reduction in value. Your Petitioner submitted a detailed paper to the Promoter as part of the 2011 consultation on the line of route, which described the materials and construction methods used in the building of the two blocks of flats, the defects inherent in these, and the risks of tunnelling beneath them. These are significant risks requiring careful management if damage is to be avoided.

11 Your petitioner humbly prays your honourable House to ensure measures providing fair compensation:

- 1 Your petitioner requests that there should be full compensation for all losses caused by the construction of HS2 in Camden, whether direct or indirect. This should include compensation for loss of housing, decline in housing values and business losses.
- 2 Your petitioner requests that you should widen the compensation zone in Camden to match that outside London.
- 3 Your petitioner requests compensation for loss of property values in areas above or near to HS2's tunnels.
- 4 Your Petitioner requests that the Settlement Deeds shall be effective in perpetuity.

5. Your Petitioner requests that the Promoter shall reimburse your Petitioner's reasonable legal costs in respect of any compulsory purchase of, or use of, your Petitioner's property.
- 6 Your Petitioner requests recognition and reimbursement of the additional costs which will need to be met by way of service charges
- 7 Your Petitioner requests that the Bill be amended to provide for a "small claims" type of procedure for modest amounts of damage or loss to property as a result of the construction and operation of the Railway and associated works.
- 8 Your petitioner requests that you give favourable attention to the petition on compensation in Camden presented by Sir Keir Starmer QC.

15. Covenants as to Performance Standards for Groundborne Noise and for Vibration

1 Your Petitioner was surprised to discover that the performance standards for Crossrail, (and on which it appears those for HS2 are to be based), were determined, in the absence of UK legislative standards, "by available construction experience" with a number of other recent underground railway projects such as the Jubilee Line Extension, the Channel Tunnel Rail Link and Thameslink. In the case of Thameslink, most of the tunnelled infrastructure dates from the 1860's. Your Petitioners are concerned that analogies with these projects may not be entirely realistic as there are significant differences, relating for example, to geology, tunnel bore sizes, train speeds, train lengths and weights, hours of operation, service frequency and the age, size and construction of properties above the tunnels.

2 Your Petitioner knows that there have been major advances in tunnelling technology and standards in recent years, and that generally speaking, tunnelling in London proceeds without major issues in relation to the stability of properties above tunnels.

3 It is likely that HS2 will be one of a number of major transportation tunnelling projects undertaken in urban areas in the UK in the coming years and accordingly the lack of legislative standards may be seen as a defect. Your Petitioners also note that there are proposals for all-night services on certain sections of the London Underground, and that those living adjacent to, or above, these sections report some disturbance from trains late at night or early in the morning. As London's population grows and it becomes more of a 24-hour city, increasingly there will be issues with noise and its effects on people's health. Your Petitioner believes that legislative standards are needed in order to allay the concerns of those

who may be affected by tunnelling proposals, and that there must be a more rigorous and transparent process in place which will give confidence to lay parties, and therefore reduce opposition to new infrastructure projects.

5 Your Petitioner notes that the preference amongst local authorities involved with Crossrail was for a maximum noise level (groundborne noise) within dwellings of 35DBL_{amax}, compared with that adopted of 40 DBL_{amax}. The higher standard is being applied in the case of building uses judged to be more sensitive. Your Petitioner notes that in older urban areas the incidence of such more sensitive receptors is quite frequent and understands from engineers that the cost differential in construction is quite modest. Your Petitioner therefore suggests that, rather than have to change construction standards to accommodate these receptors, nationally, all sections of tunnelled railway under residential properties should be built to the higher standard.

6 Your Petitioner asks that the Promoter shall be required by your honourable House to provide an undertaking to your Petitioner and others having property over and adjacent to the line of route of the tunnels, securing specific covenants that ensure performance standards for vibration and ground borne noise for operating impacts.

7 Your Petitioner humbly prays your honourable House as follows:

- 1 To adopt as a minimum, a standard for a maximum noise level (groundborne noise) within dwellings of 35DBL_{amax}, throughout sections of tunnelled route under residential areas
- 2 To require the Promoter to provide an undertaking to your Petitioner and others having property over and adjacent to the line of route of the tunnels, securing specific covenants that ensure performance standards for vibration and ground borne noise for operating impacts.

16. Compulsory Purchase or Use of Cellars and Accommodation below the Footway of Gloucester Avenue and of Subsoil Rights under the Carriageway of Gloucester Avenue

1 The standing orders of your honourable House require the service of notice of the intention to seek compulsory purchase powers.

2 A Notice has been served on your Petitioner relating to proposals to acquire or use the subsoil under the highway and also the vaults that lie beneath the footway. No reasons were given as to why these should be required, and the ES contains no reference to the works for

which they might be needed or to any impacts from such works. Enquiries have subsequently revealed that these powers are considered necessary as a precautionary measure should the Promoter need to carry out utility works. The nearest utility work for which powers are sought in the Bill is over 100 metres distant from your Petitioner's properties.

3 Notice has not been served on the occupiers of these cellars and vaults. Your Petitioners advised the Promoter that these cellars and vaults are let on long leases with 963 years remaining and form part of the demises of the four basement flats. In two instances, the vaults form part of the accommodation within the flats: they are not autonomous structures. It would therefore be quite disruptive to sever them from the remainder of the flats internally and it would require some reconfiguration of the flats to accommodate functions currently performed in these vaults.

4 The cellars and vaults also form part of larger structures supporting the entrance steps to the two blocks of flats, acting as buttresses. Your Petitioners fear that if the vaults are demolished or altered, the stability of the entrance steps would be impaired.

5 Your Petitioners request that these cellars be excluded from the Bill's Schedules of Property to be Used or Acquired.

6 Your Petitioners have certain responsibilities for the safety and health of users and occupiers of the two blocks of flats. The entrance steps form a part of the principal emergency exit from each block. In the event of an emergency, the alternative escape routes for some flats are via windows or balconies and it is therefore of the utmost importance that if any works are required, full access is maintained for the emergency services and for users of the buildings.

7 Your Petitioners contend that the powers sought by the Promoter are excessive and that if they are required at all, should be restricted to those already available to the utility undertakings. Your petitioners contend that the Promoters should not be granted powers that might be exercised to acquire either the freehold of the subsoil or the under-footway vaults.

8 Your Petitioners request that if works are carried out, the Promoter shall if required, pay your Petitioners and other frontagers the cost, including Value Added Tax, of cleaning, painting, or otherwise making good to the same or better condition than that existing before.

9 Your Petitioner also requests that the Promoter be required to prepare at its expense a Schedule of Condition for any property, adjacent to or affected by any works the Promoter

may find it necessary to carry out to the utilities, and that this schedule shall include such characteristic features of the Conservation Area as the street railings and entrance steps.

10 Your Petitioner also requests that the Appointed Undertaker be required to agree with the Petitioner such arrangements as are necessary to maintain unimpeded access to your Petitioner's property, and in particular access that might be required by the emergency services.

11 Your Petitioner humbly prays your honourable House as follows:

1 To exclude the cellars and vaults under the footway from the Schedule of Properties to be acquired or used in connection with the Works.

2 To restrict the powers sought by the Promoter over the highway to those available to the utility undertakings.

3 To exclude from the Bill any powers that would permit the Promoter to acquire the subsoil of the highway forming Gloucester Avenue.

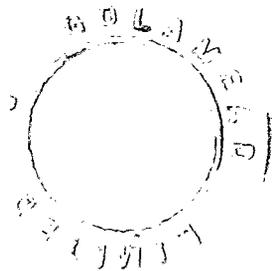
4 In the event that the Promoter or Nominated Undertaker needs to carry out works on or around your Petitioner's property, notice of not less than seven days is given and that the Promoter or Nominated Undertaker will agree in advance of the commencement of such works with your Petitioner the arrangements to be made for the maintenance of access, including emergency services, to your Petitioner's property, and will if required by your Petitioner prepare at the expense of the Promoter or Nominated Undertaker a Schedule of Condition and agree same with your Petitioner. If your Petitioner's property is damaged or subjected to wear and tear beyond that which would be expected in the ordinary course of events, the Petitioner or Nominated Undertaker will undertake to pay (including Value Added Tax) for your Petitioners' properties (or the properties of any other frontagers affected by works) to be cleaned repainted or otherwise made good to the same or better condition than that existing before.

There are other clauses and provisions of the Bill which, if passed into law as they now stand will prejudicially affect your Petitioner and its rights, interests and property and for which no adequate provision is made to protect your Petitioner.

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 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



(THE COMMON SEAL of
(GOLAMEAD LIMITED
(was hereunto affixed
(in the presence of:-

Marcia Louise Barrington
Director

Richard John Percival
Secretary

IN PARLIAMENT
HOUSE OF
COMMONS
SESSION
2013- 2014

HIGH SPEED RAIL (LONDON TO WEST MIDLANDS BILL)

PETITION OF GOLAMEAD LIMITED

AGAINST, By counsel, &c

Golamead Limited
