

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

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

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 MR PETER FOSTER AND MRS YVON FOSTER

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 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 Petitioner Peter Foster and Yvon Foster (husband and wife) have lived at 10 Mavesyn Close, Hill Ridware, Staffordshire WS15 3RA for ten years. Peter Foster has lived in the area for thirty years and Yvon Foster was born and lived in the neighbouring village of Hamstall Ridware until 2004 when we moved as a couple to Hill Ridware. Our daughter attended primary school in Hill Ridware and is currently studying at the University of Birmingham. We own our home and work in nearby Stafford and Rugeley. Our home is located in a residential cul de sac just off the B5014 Uttoxeter Road which will be used by construction traffic during the construction of the Scheme.
8. Your Petitioner and their rights and interests are injuriously affected by the Bill, to which your Petitioner object for reasons amongst others, hereinafter appearing.

9.

9.1 During Phase One of the project, HS2 Ltd are planning to construct an access road from Hill Ridware to the West Coast Main Line (Map Number CT-05-143-R1). It is in this area where HS2 will connect with the existing railway. The purpose of the new access road will give HS2 Ltd a quick route from the planned site works to the road network. The access road will run from Wade Lane through Wade Lane Farm and across open countryside. Wade Lane is a quite residential street with a single point of entry/exit from the main road B5014 which runs through the centre of the village. Therefore, all the HS2 construction traffic associated with this aspect of the works will pass through Hill Ridware.

9.1.1 On a personal level we will suffer as a result of increased traffic, noise and dust resulting from the construction works. In addition, the construction traffic will inevitably increase the risk of a road accident in the village since all the side roads in the village enter/exit the B5014. This is of particular concern to ourselves since access to our home is via a hairpin turn off the B5014.

9.1.2 The new access road will also cut across a much used and loved centuries old footpath. We use this local footpath on a regular basis to exercise our two dogs. The pending HS2 works will most likely impose restrictions on use of the footpath.

9.1.3. Another adverse aspect of the new access road is that it will run very close to Wade Lake where during the fishing season I spend much of my spare time in a beautiful unspoilt environment.

9.2 Before HS2 Limited begins work on Phase 2 of the Scheme, a link to the West Coast Main Line at Handsacre will be built. The location and orientation of the link and the North bound spur forces the route of Phase 2 through the Ridwares. We are unhappy that a decision has been made before consultation on the route of Phase 2 has been undertaken and finalised.

9.3 During Phase 1 of the Scheme there will be a colossal amount of earthworks undertaken which is associated with the link to the West Coast Main Line. This will involve the movement and storage of vast amounts of materials and spoil involved in the construction of local cuttings and embankments and we have concerns about where this is going to be deposited and how it is going to be transported. For example we understand that the main construction compounds at nearby Wood End Lane Roadhead, Curborough and the A515 will carry in excess of 1,400 lorries per day over a three year period. This will have a huge impact on the volume of road traffic in an area which is very close to Hill Ridware. This we are sure will result in excessive noise, dust, and traffic delays. In addition there is the increased risk of road traffic accidents in the area. All of this will adversely affect us for a number of years in our day to day lives.

10.

10.1 In connection with 9.1 Wade Lane works we would like the Select Committee to seek assurances from HS2 Ltd that:

10.1.1 the duration of works via Wade Lane access road (including mobilisation and demobilisation) will be kept to a minimum and confirm what this period of time will be.

10.1.2 ask HS2 Ltd to consider constructing an access road which runs parallel to the track avoiding the need to have any construction traffic in the village – this for us would be the ideal solution.

10.1.3 in the event that HS2 Ltd are unable/unwilling to install an alternative access road the following mitigation actions should be mandatory

10.1.3.1 Construction traffic should only be allowed Monday to Friday between 9-00am and 4-00pm. This will reduce the congestion in the village during the busy 'commute' periods and ensure that there is no noise pollution in the evenings.

10.1.3.2 No construction traffic at weekends or on Bank holidays. This will give the village residents some respite from the HS2 disruption and inconvenience.

10.2 In connection with 9.2 above we would like the Select Committee to seek assurances from HS2 Ltd that they will be able to accommodate significant changes to the Phase 2 route should the consultations reveal that the proposed route has not been optimised after taking into account local peoples view on HS2 Ltd's intentions.

10.3 In connection with 9.3 above we would like the Select Committee to impose strict traffic management policies on the HS2 Ltd construction traffic to ensure safety is paramount, restrict the working hours so that there is no 24 hour or weekend traffic, ensure the roads are kept clean and tidy. In addition we would like assurances to be sought that all materials and spoil kept at the depots is associated with local works and that these depots are not used for storage for/from distant works. Where spoil and materials is being temporarily deposited there is no HS2 Ltd definition of "temporary" and we would ask that clarification is sought on this matter.

11. For the foregoing and connected reasons your Petitioner respectfully submit that, unless the Bill is amended as proposed above, so far affecting your Petitioner should not be allowed to pass into law.
12. There are other clauses and provisions of the Bill which, if passed into law as they now stand will prejudicially affect your Petitioner and their rights, interests and property and for which no adequate provision is made to protect your Petitioner.

YOUR PETITIONER 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 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 Petitioner will ever pray, &c.

Signed

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