

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 Robert Mark Eades and Afsaneh Eades

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 Petitioners live at the Old Hall, Mavesyn Ridware, Near Rugeley, Staffordshire a mixed grade 1 and grade 2 star listed manor house and dates from 1391 to 1392. It is situated in a quiet residential village within a conservation area which contains several listed buildings including a grade 1 parish church. It is situated on the north bank of the river Trent about 350 yards north of the West Coast Main Line and is equidistant between the HS2 Junction at Handsacre and Rugeley Trent Valley Station. The West Coast Main Line at this point is raised upon an embankment about 20 feet high and is the principal dominating feature in the landscape. Your Petitioners are already subjected to substantial noise and visual pollution from the West Coast Main Line. They have lived at the Old Hall for over 50 years. When they arrived it was the age of steam and they have seen a revolution in line speed and volume of traffic without there being any attempt to deal with the increased noise and visual pollution that this has generated.
8. Your Petitioners and their rights, interests and enjoyment of their property are injuriously affected by the Bill, to which Your Petitioners object for reasons amongst others, hereinafter appearing.

9. The Bill includes powers for the Secretary of State and the Nominated Undertaker to do construction works before they build Phase 2 through the Ridwares. HS2 will be building the link to the West Coast Main Line at Handsacre. The location and orientation of the Phase 1 link will send HS2 trains through the Ridwares via the West Coast Main Line without any consultation and before the Phase 2 consultation has even started. The Ridwares are sandwiched between the two main arterial roads leading to the city of Lichfield and the towns of Rugeley and Kings Bromley where Your Petitioners get essential supplies and services. There will be road closures and diversions between Seedy Mill and Handsacre. Road closures and diversions between Seedy Mill and Kings Bromley. A permanent access road alongside Hayes Meadow Primary School that will also be used during construction. There will be a Handsacre construction compound that will house between 93 to 125 workers for six years from 2021 to 2027. There will be 2113216 tonnes of excavated material for disposal, 8714 tonnes waste for landfill, 3841.3 hectares impacted land area. Various site activities are estimated to take 3, 5 and 7 years to complete in The Ridwares, Handsacre and Armitage and will include in one case scenario 1250 lorry movements per day, the creation of dust and noise, poor air quality, light pollution at night and 24 hour working and traffic that will dominate our residential villages whose road and lanes were never designed for such use:

- a. The proposed work to the West Coast Main Line to increase the running speed of the outer two tracks, the erection of new signal gantries and track realignments close to Rugeley Trent Valley Station will involve considerable light and noise pollution particularly as it runs past Your Petitioners house on an embankment.
- b. Once the work has been completed the increase to the running speed of the two outer tracks will increase the frequency of trains traveling at high speed. This will increase noise levels and its frequency. Noise pollution is already highly intrusive particularly in certain weather conditions which can render normal conversation impossible in Your Petitioners garden and lead internally to intrusive noise levels. Your Petitioners house is grade 1 and grade 2 starred and double glazing is not permitted. The increase of high speed traffic due to HS2 will compound this problem.
- c. Your Petitioners village is close to a proposed work access route from the Uttoxeter Road, Hill Ridware to the West Coast Main Line. This will be used by a large number of heavy lorries trundling through the small residential village of Hill Ridware which is ill suited for sustained use by heavy goods vehicles and thence onto the access route. This will result in a huge diminution of the quality of life for Your Petitioners and their neighbours.
- d. Your Petitioners village is sandwiched between the proposed works at Handsacre and those at Rugeley Trent Valley Station. They will act as a major

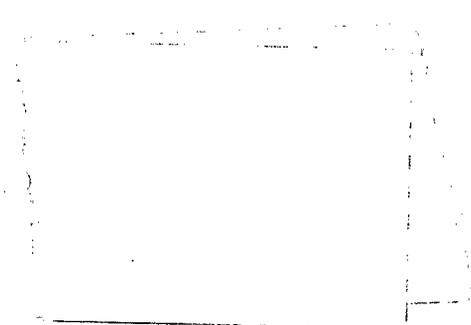
barrier to the main arterial roads which Your Petitioners use for essential supplies and services in Lichfield and Rugeley.

10. Your Petitioners object to the powers that are proposed to be provided by the Bill to the Secretary of State and the Nominated Undertaker and respectfully submit that the Bill should be amended or undertakings should be required so that HS2 Limited, the Secretary of State and or the Nominated Undertaker must review the construction strategy for the project and its related works by considering their cumulative impacts on Your Petitioners and neighbours. The Select Committee needs to suggest necessary changes from the results of that review before works design and construction strategies have been finalised or construction contractors employed. In respect of the objections enumerated a – d in paragraph 9 above:
 - a. Your Petitioners request this work should be restricted to daylight hours with strict limits to the noise that will be permitted.
 - b. The proposed upgrade work to the West Coast Main Line should include the installation of sound barriers and other measures necessary to suppress the increase in noise and visual impact in all places where the West Coast Main Line is on an embankment between Handsacre and Rugeley.
 - c. This work should only take place within this residential community during daylight hours outside the rush hour eg. 10 am – 4 pm and any damage to the roads and infrastructure put right immediately.
 - d. It is therefore critical that there is a condition that all these main arterial roads are kept fully open between 7 am and 7 pm and that any road closure or restrictions are confined to times when the flow of traffic is low so that Your Petitioners are able to access their essential supplies and services.
11. 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.
12. 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.

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 Petitioners in the premises as your Honourable House shall deem meet.

AND your Petitioners will ever pray, &c.

Signed



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