

IN PARLIAMENT
HOUSE OF COMMONS
SESSION 2013–14

HIGH SPEED RAIL (LONDON – 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 Karen Newbold and Colin Tobin

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 Your Petitioners are the freehold, owner, occupiers of 27 Hillside, Harefield, Middlesex UB9 6AU.

Your petitioners property is located adjacent to and in close proximity to seven construction sites proposed under the bill: Colne Valley Viaduct, National Grid Feeder Station, Land safeguarded for placement of tunnel spoil, Ickenham Auto-transformer Feeder Station actually located in Harefield.

The proposed National Grid Feeder Station will be situated in the field adjacent to and in full view of your petitioners home. The realignment of electricity pylons to allow construction of the viaduct will bring the National Grid closer to and will be directly behind and in full view of your petitioners home. The proposed Colne Valley Viaduct will be clearly visible from your petitioners home. One of the proposed sites for tunnel waste dumping is in very close proximity to your petitioner's home. Your petitioner's home is in close proximity to Harvil Road and Moorhall Road which are your petitioners only means of access to their property, these two roads will be in permanent use by heavy traffic serving all construction sites.

As a result of the above your petitioners home will be subject to an intolerable level of noise, dust and pollution for the duration of the construction process which will likely be many years. The visual impact of the National Grid Feeder Station and Viaduct will have a permanent and devastating effect on the view from your petitioners property. The resulting traffic congestion will restrict your petitioners ability to travel to and from their place of work at Hillingdon Circus and Hillingdon Hospital for many years, it will also severely effect your petitioners ability to access all the facilities which they use on a regular basis for shopping and leisure. The traffic congestion will restrict access to your petitioners only local Accident and Emergency facility at Hillingdon Hospital. The position of the viaduct adjacent to Harefield Marina will directly affect your petitioners weekly use of this site for relaxation and recreation. The combined effect of all of the above will impact your petitioners health from increased stress and the effects of noise and pollution. Your petitioners made their home in Harefield as it is a peaceful area of

outstanding natural beauty with access to the Grand Union Canal, Harefield Marina and the strong boating community, rich wildlife and many public rights of way which will all be effected by the construction process and resulting Viaduct.

- 8 Your Petitioners rights, interests and property are injuriously affected by the Bill, to which your Petitioners object for reasons amongst others, hereinafter appearing.

General objection

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. Your petitioners object in principle because they believe the Bill's promoters have not demonstrated a credible economic or environmental case for the proposed railway; that the powers sought in the Bill are excessive and that the environmental, social, economic and health impacts of the proposed railway have not been properly assessed.

Construction Traffic:

11. Hillside is situated behind the junction of Harvil Road and Moorhall Road, which are the only access routes to the South of the Borough. Your petitioners are concerned about the adverse effects that this construction traffic will have on their daily commute to and from their place of work at Hillingdon Circus and Hillingdon Hospital and general accessibility to local facilities such as Uxbridge shopping centre, Ickenham shops and Hillingdon Hospital A&E department. Your petitioners do not believe that the prospective effect on traffic flow through Ruislip, Ickenham, Hillingdon and Uxbridge have been properly assessed and as a regular user of these routes can foresee gridlock as a probability during morning and evening rush hours. The density of traffic currently operating in these areas is already at a critical level. A minor disruption to traffic in either (a) the M40/A40 through Denham to Uxbridge - often effected by problems on the M25 (b) Harvil Road - an accident hot spot due to blind hills and the existing high levels of lorry traffic (c) Breakspear Road to Ruislip and (d) Breakspear Road South to Ickenham, can cause traffic delays so severe that your petitioners have taken up to an hour to drive from Harefield to Hillingdon (approximately 3 to 4 miles). This huge effect on local traffic flow can be caused by relatively minor events such as temporary traffic lights or a broken down vehicle, so it is hard for your petitioners to imagine how local roads will cope with the added construction traffic from seven new construction sites.

12. Your petitioners request the tunnel currently proposed to emerge behind the Ruislip Golf Centre in the middle of Ickenham be extended to pass underneath the Harefield Lakes and the Colne Valley thus removing the crippling effect of seven construction sites on local traffic flow.

National Grid Feeder Station:

13. Your petitioners are worried by the construction of a National Grid Feeder station in the field behind their home. The building will be in direct view from the rear of your petitioners home and clearly visible from all the back windows and garden. The height of this construction is unknown to your petitioner (London – West Midlands Environmental Statement Volume 2 / Map Books CFA7 / Colne Valley) but even a low lying building in this field will have a significant negative impact on the local landscape and your petitioners enjoyment of the garden and the footpaths beyond. Your petitioners are worried about the noise and pollution during the construction phase of this building but also the permanent impact with regard to noise and pollution from the Feeder Station and new access road which is planned across the field behind your petitioners home.

14. Your petitioner requests that the National Grid Feeder Station should be constructed in a site further away from your petitioners home and the surrounding residential area. If the Feeder Station cannot be relocated, then at the very least, prior to construction a thick band of trees or small wood be planted in the field behind your petitioners home. This would act as a barrier to mitigate noise and pollution as well as creating a visual barrier between the houses and the Feeder Station. Ideally this would be done in consultation with your petitioner and their neighbours, and well in advance of the start of construction.

National Grid:

15. Your petitioners are also worried about the realignment of the National Grid which will result in the electricity pylons being brought closer to your petitioners home. Your petitioners only have information that this work will need to be started in advance of construction but your petitioner and their neighbours have not received any details from HS2 regarding these plans. The moving of the pylons nearer to your petitioners home will alter dramatically the landscape, obscuring the view of the fields and copses in the distance. Your petitioners are also worried about the noise from the pylons being so close to your petitioners home.

16. The realignment of the National Grid would not be necessary if a tunnel was constructed instead of a viaduct. If a tunnel is not an option then your petitioners request that serious consideration should be given to relocation of the National Grid away from this and other residential areas. Your petitioners request to be consulted along with their neighbours on the plans for positioning of the grid in advance of any

final decisions being made.

Air Pollution:

17. One of your petitioners is worried about the effect on her asthma because of the increase in air pollution levels which will result from the increase in heavy construction traffic and the many years of construction concentrated in a relatively small area close to your petitioner's home. Your petitioner believes that these levels will likely be above the safe level recommended by the Department for Food and Rural Affairs.

18. A tunnel instead of a viaduct would greatly reduce the increase in local pollution levels. If a tunnel is not an option then your petitioner requests the relocation of construction sites away from Hillside, Harefield and any other residential areas.

Cycle Routes:

19. Harefield is not connected to the underground tube network therefore the only access to the south of the Borough is by road. All of these roads will be effected by construction traffic. Currently it is possible for your petitioners to cycle along the canal towpath from Harefield to Uxbridge, however this route will be closed by the construction of the Viaduct across the Harefield Outdoor Activity Centre (HOAC) and the Grand Union Canal.

20. The one and only safe cycle route from Harefield to the Swakeleys Roundabout which is the only safe way your petitioners could avoid traffic chaos to cycle to work in Hillingdon, passes through Denham Quarry and around HOAC. This route is currently only viable in good weather when there is no flooding and will in any case no longer be useable once construction work starts.

21. Your petitioners request if the option of a tunnel under the Colne Valley is not an option, that a safe, off-road cycle route from Harefield to Swakeleys Road, which can be used in all weather throughout the year, be available for your petitioners to travel to and from their place of work in Hillingdon. This would allow your petitioners and other Harefield residents off-road access to Hillingdon and Ickenham which would not involve cycling along Harvil Road. Your petitioners request that planning for such a cycle route be done in consultation with your petitioners and other local residents.

Harefield Marina:

22. Your petitioners have been regular users of Harefield Marina where they have kept a canal boat for the past eleven years. Harefield Marina is a beautiful lake in a tranquil setting with abundant wildlife and a very strong community of boaters. Your petitioners visit the marina to spend time on their boat for relaxation and leisure every weekend and the planned construction of the viaduct will cross HOAC and pass adjacent to the marina. It is the opinion of your petitioners that the effect of this viaduct on Harefield

Marina has not been considered. Your petitioners and other boat owners use this marina because of its peaceful location, beauty and wildlife. The passing of regular high speed trains and construction of a viaduct along the far side of the marina will destroy all the positive reasons your petitioners and other boat owners have for keeping moorings in this location.

There are no other available options for boat owners to moor their boats safely in a comparable environment in the surrounding area. The effect of this viaduct on Harefield Marina has not been considered. It is understood by your petitioners that a number of moorings will be either lost or unusable once construction work begins and that it will no longer be possible for your petitioners to moor their boat at its current location. Even if it is possible for your petitioners to continue mooring their boat somewhere at this site, your petitioners and other boat owners use this marina because of its peaceful location, beauty and wildlife

23. Your petitioners suggests that the construction of a tunnel under HOAC and the Colne Valley would preserve Harefield Marina for your petitioners and the hundreds of boat owners who enjoy the facility on a regular basis, it would preserve the ecology of the area and prevent the destruction of a unique community. If the construction of a tunnel is not an option then your petitioners request that a similar site be provided in the local area, however it is unlikely that the existing boating community would survive.

Safeguarded Area for dumping of tunnel spoil:

24. The field adjacent to Park Lodge on Harvil Road which is safeguarded for dumping tunnel waste is very close to your petitioners home. Your petitioners are concerned that this field is too close to the residential area to be a dump site for a disproportionately large amount of tunnel waste and that this small area is already saturated with planned construction sites and construction traffic. Your petitioners are worried about the make-up of the tunnel waste and possibility of toxins being introduced into the local environment. This field is also on the migration path for thousands of Canada Geese who land here every year. It is an amazing spectacle enjoyed very much by your petitioners and other local residents.

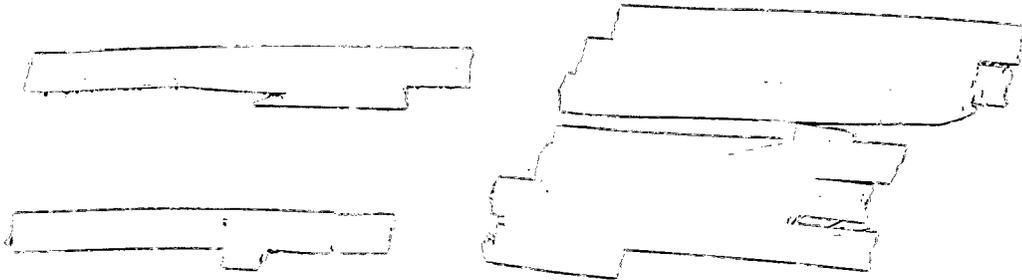
25. Your petitioners suggests that location sites for tunnel spoil be located so they are not in close proximity to your petitioners home or other residential areas. Your petitioners suggests that tunnel waste sites should be more carefully considered to minimize their effect on wildlife and be more sympathetic to the environment.

26. 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 Petitioner in the premises as your Honourable House shall deem meet.

AND your Petitioners will ever pray, &c.

SIGNED

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