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IN PARLIAMENT

HOUSE OF COMMONS

SESSION 2013-14

HIGH SPEED RAIL (LONDON--WEST MIDLANDS) BILL

PETITION

Against the Bill--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

Eric Gustavson

Jean Gustavson

SHEWETH as follows:

1.

A Bill (hereinafter referred to as “ the bill “) has been introduced and is now pending in your honourable House intitled “ 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 “

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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 Ian Duncan Smith, Secretary Eric Pickles, Secretary Owen Patterson, Secretary Edward Davey and Robert Goodwill.

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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 use of lorries.

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Clauses 37 to 42 of the Bill deal with the regulatory regime for the railway.

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Clauses 43 to 65 of the Bill set out a number of miscellaneous and general provisions, including the provision of 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.

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The works proposed to be authorised by the Bill (“ Phase One of HS2 ”) 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 and Schedules 2 and 3 to the Bill.

7

Your Petitioners are the owners of the following property which is located in the London Borough of Hillingdon.

Brackenbury House, (sometimes called Brackenbury Farm
by HS2)

Breakspear Road South,
Ickenham,
UB10 8HB

8

Your petitioners allege that they and their property, rights and interests would be injuriously and prejudicially affected by the provisions of the Bill if passed into law in their present form and they accordingly object to the Bill for the reasons, amongst others, hereinafter appearing.

9

Introduction.:

We have lived at Brackenbury House for the last 35 years. It is a grade 11 listed building which we have spent most of our spare time and income restoring.

It dates back to the 15 th. Century. It is described in Pevsner's "History of Middlesex". It has a moat on three sides and a photograph of this forms the front cover of the booklet by English Heritage entitled "Moats, Ponds and Ornamental Lakes in the Historic Environment. It is designated a Scheduled Ancient Monument and described by English Heritage as being of "major archaeological significance ". HS2 Ltd. describe it's significance as "moderate"

The house and garden sits in a triangle of ancient farmland bordered by The Chiltern Railway to the North, Breakspear Road South to the East and South and Harvil Road to the west. A map is included of the surrounding land.

This triangle of land is designated as Green Belt.

Within this small triangle HS2 Ltd plan to have the main tunneling and construction site for the whole tunnel into London. It will therefore also be the disposal

terminus for all the excavated spoil. The roads named above will be used for construction traffic, spoil removal and workforce access. They are B-roads already at maximum capacity.

The HS2 railway will pass 150-300 metres to the North.

The construction site will be 200 metres to the West

Brackenbury House will be totally surrounded by noise, dust, light pollution and possible water pollution for ten years. We are 73 and 76 years old so this is effectively a life sentence.

10

Specific Concerns

- A) Our environment is relatively peaceful especially at weekends. This will totally change. There will be heavy machinery noise from the construction site all day including Saturdays and noise 24/7 from the conveyor carrying spoil from the tunnel.
- B) Dust will be a major problem in dry weather carried on the prevailing Westerly winds
- C) Air pollution from the heavy construction machinery and transport lorries has the potential to be a major health hazard to your petitioners over the ten year lifetime of the construction
- D) Water pollution could be another major problem. At the moment surface water from the proposed construction site drains via field drains into field ditches which then drain into the moat (rich in wild life) And from there via drains to the River Pinn. Removal of the top soil and the compaction by heavy machinery will significantly increase the run off.
- E) Your petitioners will also be affected by light pollution from the construction site and tunnel conveyor. Any form of mitigation can only be partial without destroying its security purpose.
- F) The major increase in traffic flows along Breakspear Road South and Harvil Road (B-roads) caused by lorries (1600 movements / day on each road), machinery movements and construction staff will produce gridlock on these roads which are already at maximum capacity at certain times of the day. Your petitioners will be marooned in their own home.

11.

Environmental Factors.

HS2 Ltd. have not addressed the effect of either the railway itself or the construction site on your petitioners lives. We have been asked to agree to an environmental survey in the past but refused when we learnt that the survey was for bats and newts and not us. There has been a total disregard by HS2 Ltd for the effects of this railway and its construction on all the residents of Ickenham and I suspect along the whole route.

The emphasis on the wildlife environment above our human environment is reminiscent of the situation at the Somerset Levels.

Local Concerns

These are well covered in the Petition of the Ickenham Community Forum and I agree with them entirely. The community and village will be split in half and destroyed. Access to schools, hospitals, crematorium and local shops will be nearly impossible. Emergency services will be severely compromised. All forms of pollution will rise significantly.

Compensation

Although the terms of the compensation on offer have recently been amended they are not defined in The Bill itself.

A lot of people will make a lot of money from this project but the people most disadvantaged by it will gain nothing from it and will be severely disadvantaged by it.

Your petitioners will not be able to sell their house at anything like its true (pre HS2) value. Houses further away from the line than us are not selling, specifically because of the threat of HS2.

Summary And Possible Solutions.

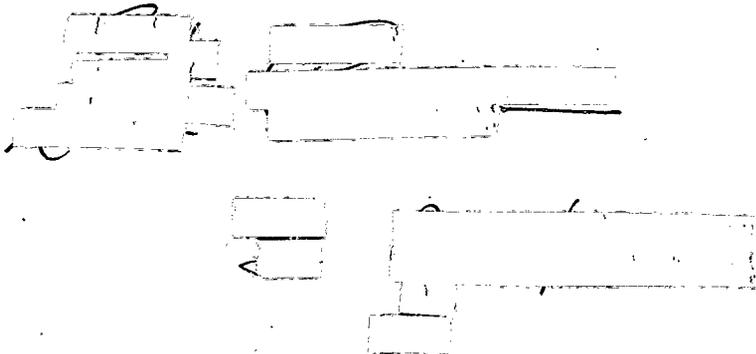
IF HS2 has to go ahead (and very few of the general public in the UK support it) your petitioners suggest it should go along an existing major transport corridor.

If this is impossible then we suggest that the tunnel from London should be extended to outside the M25 and Colne Valley, with a construction site in a less destructive situation with much better transport connections. The Heathrow Spur has been quoted as the reason why this can not be considered but it has been convincingly shown that the Spur would be used by few people.

YOUR PETITIONERS therefore 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 Council, 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 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.

Signatures of Petitioners in person



The image shows several faint, illegible signatures and names of petitioners in person, arranged in two rows. The signatures are written in dark ink on a light background. The first row contains two distinct signatures, and the second row contains two more, with some additional faint markings below them.

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HOUSE OF COMMONS SESSION 2013-14

HIGH SPEED RAIL (LONDON - WEST MIDLANDS) BILL

PETITION OF ERIC GUSTAVSON & OTHERS

Against the Bill - On Merits - By Counsel

Contact : ERIC GUSTAVSON

[REDACTED]