

IN PARLIAMENT
HOUSE OF COMMONS
SESSION 2013–14

HIGH SPEED RAIL (LONDON – WEST MIDLANDS) BILL

Against – on Merits – 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 Harefield Tenants and Residents Association

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 members of Harefield Tenants and Residents Association, a long-standing association formed to enable local residents to meet regularly and discuss issues such as planning, crime prevention, environmental and other community matters in the local area. The association represents the interests of approximately 7500 residents from approx 1300 households in the area.
8. The association has participated in Community Forum meetings arranged by the Promoter, responded formally to Consultations on the proposals contained in the Bill and met directly with HS2 Ltd to discuss concerns related to construction and noise.
9. Your Petitioners' area is characterised by Green Belt land, two Conservation Areas, numerous heritage assets, a Site of Special Scientific Interest and numerous outdoor recreational facilities all of which will be impacted by construction work and the eventual presence of the proposed railway on a highly visible and audible viaduct. Your Petitioners feel that the character and tranquillity of their area will be permanently and adversely affected, greatly reducing the quality of life for residents in this area and making it less attractive to visitors and new residents.
10. The population from which your Petitioner's members are drawn has a larger than normal percentage of elderly people. The area also attracts people who particularly need the good air quality and specific specialist health services offered locally. Your Petitioner's members are concerned about impacts of construction on their health as a result of impaired local air quality or impeded access to the health services on which they depend.
11. Your Petitioners rely on a small number of local roads to enter and leave the village. All of these roads will be seriously affected by construction traffic, with the three main ones being used as major construction routes for up to 7 years and the others feeding on to other roads that will themselves be used as major construction routes. Your Petitioners will therefore be subject to intolerable disruption to their daily lives throughout the construction period.
12. Your Petitioners' area is to be the location of 8 construction sites at various locations surrounding the village. Your Petitioners will therefore be subject to noise, visual, dust and traffic emission impacts of construction work for a period of up to 7 years from all directions.
13. Your Petitioners' area is home to numerous businesses whose success is at least partially dependent on the character of the location such as fishing, other outdoor activity-related businesses and hospitality venues that enjoy important local views. These businesses provide valuable local employment and enhance the reputation of the village. During construction and operation of the railway the noise, visual and traffic impacts will damage these location-sensitive businesses and put jobs at risk.
14. Your Petitioners feel that the temporary and permanent adverse impacts of the railway proposed in the Bill are a disproportionate burden on their small community and locality: 8 construction sites over 10 years' duration; over 1/3 of all the waste material destined for "sustainable placement" to be placed on two of their open spaces covering areas larger than the village of Harefield itself; two large new electricity plants on its green belt and a highly visible and audible railway viaduct over its most valued landscapes.
15. Your Petitioners and their rights, interests and property are injuriously affected by the Bill, to which your Petitioners object for reasons amongst others, hereinafter appearing.

General objections

16. Your Petitioners oppose the Bill in principle. Whilst your Petitioners acknowledge that the principle of the Bill is established at Second Reading, yours Petitioners' views on the subject are so strong they must be recorded in this petition.

17. 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.
18. Your Petitioners also object to the way public consultation has been undertaken and reported prior to deposit of the Bill. Information provided by the Promoter has been piecemeal, incomplete and difficult to access. Your Petitioners have attempted to engage with the Promoter through the Community Forum process, through formal consultations and through direct communication but have not had their questions answered or seen their suggestions result in any change to the proposed scheme. Your Petitioners therefore feel that they still lack information about important aspects of the proposed railway and its construction that are likely to have adverse impacts on them.

Construction impacts on local travel and access to essential services

19. Your Petitioners' area includes Moorhall Road, Harvil Road and Breakspear Road South, all of which are used heavily by construction traffic for up to 7 years. These roads are the main access roads for the village. They are essential to the daily life of residents, businesses and visitors, for users of the Royal Brompton and Harefield Hospital and for staff and students at schools in the village. Disruption to these roads at the levels outlined in the Environmental Statement will prevent your Petitioners from using local services, visiting friends and family within the village and accessing the public transport network. Disruption to these roads at the levels outlined in the Environmental Statement could be life-threatening for patients using Harefield Hospital's specialist heart and lung services, whether seeking emergency, acute or chronic condition care. Congestion on these roads will be disruptive to the education of students at schools in the village.
20. Your Petitioners' area also includes Park Lane which provides the only other main route in and out of the village. Park Lane will not itself be used for construction traffic under the Bill's proposals but it leads to the A412 at a point that will be severely affected by a complex of major construction compounds for the Colne Valley viaduct and the Chiltern Tunnel. Park Lane will also see increased use by local traffic attempting to avoid construction traffic on the village's other roads.
21. Many of your Petitioners rely heavily on bus services U9 and 331 which use Harvil Road and Moorhall Road respectively. Construction work proposed in the Bill will cause severe disruption to these essential services and simultaneous work on these roads will rule out diversion options.
22. Your Petitioners believe that the level of construction traffic envisaged in the Bill arises largely because of the choice to place the route on viaduct instead of a tunnel in this area. A tunnel would remove the need for much of the surface-level construction work. Your Petitioners therefore request that a tunnel be chosen instead of a viaduct for the route throughout the Colne Valley. In the event that a tunnel not be required, your Petitioners request that construction traffic routing be confined to only one of the local roads at a time to allow for diversion of local traffic.
23. Your Petitioners also request that the Promoters be required to give an undertaking that construction traffic movements will be restricted to a level that does not adversely affect response times for fire, police and ambulance emergency vehicles to access properties in the village, by reducing the numbers of construction movements permitted and the numbers of local roads affected at any one time.
24. Many of your Petitioners regularly use the Chiltern Lines railway from Denham Station. The Bill proposes work that could disrupt this service for substantial periods whether by line closures or for use of the lines for construction-related freight. Your Petitioners request that Chiltern Lines passenger services be protected throughout

the period of construction, recognising that service levels may need to be increased to address increased demand from people whose road journeys will be disrupted during construction work.

25. Medical and library services for your Petitioners are situated in the centre of the village of Harefield, to which access will be severely disrupted during construction. Your Petitioners therefore request that if construction traffic disruption cannot be avoided, satellite services be provided in easily accessible venues in outlying areas such as at South Harefield Community Centre.

Rights of way

26. Your Petitioners and their visitors regularly use the Grand Union Canal towpath and numerous other local Public Rights of Way which are liable to be stopped up or interfered with for the purposes of works authorised by the Bill. Therefore your Petitioners will lose access to valuable recreational amenity and safe walking or cycling routes to local work and services.
27. Your Petitioners request that the number of local PRoWs proposed to be stopped up or interfered with, and the duration of such interruption, be reduced significantly so that an adequate level of important local access and amenity is preserved. Your Petitioners request that they be consulted meaningfully about these revisions.

Risk to utilities

28. Many residential properties in your Petitioners' area are served by utilities (electricity, telephone, gas and water mains) that lie at or above surface level on land along roads that are to be used for construction traffic and for construction sites. Your Petitioners are concerned that these services are at risk of damage or disruption during construction. Your Petitioners consider that this risk should be fully assessed and an undertaking given to put suitable protections to the utilities in place at the Promoter's expense, with compensation payable to affected residents and businesses for any interruption.

Flood risk impact

29. Harvil Road, Breakspear Road North, Breakspear Road South, Moorhall Road and other roads in your Petitioners' area are regularly subject to flooding. The Bill proposes works along these roads that will increase their susceptibility to flooding and that of adjacent properties. Much of the construction work envisaged for your Petitioners' area arises only because the railway is proposed to be on viaduct at this point. Your Petitioners therefore suggest that opting to place the route in tunnel instead would remove the associated increased flood risks. In the event that your Honourable House decides not to require a tunnel, your Petitioners request that the Promoter be required to construct adequate flood defences for roads and properties in the area during construction work, and that in any case construction work not be allowed to take place on sites that provide floodwater storage functions.
30. The Environmental Statement accompanying the Bill suggests that in the longer term flood risk is likely to be increased by the presence of viaduct piers in local waterways. Your Petitioners suggest that permanent tree planting on the Moorhall Road land currently safeguarded for construction work could contribute to the flood prevention and wider environmental mitigation requirements of the scheme. Your Petitioners suggest that these sites might offer environmental mitigation opportunities that could provide an alternative to using other more sensitive local sites.

Noise impacts of the proposed viaduct

31. The proposed line passes through your Petitioners' area in cuttings and on embankments at either side of a viaduct across the Colne Valley, with tunnel portals at each end. The proposed viaduct will be 10-15m metres overhead, with trains passing up to 36 times an hour at 320 km/hr. The viaduct will cross large bodies of

water over which noise will carry further than might be the case over dry land. The tunnel portals at each end will create their own noise impacts in addition to the impacts of noise from the trains themselves and from the overhead equipment. Your Petitioners believe that the promoters of the Bill have not taken the local landscape fully into account in assessing noise impacts. Your Petitioners also consider that the promoters should be working to World Health Organisation recommendations for the highest standards of noise control, and are concerned that the noise assessments in the Environmental Statement are not based on those standards.

32. The Bill proposes that there will be a 1.4m noise barrier on each side of the viaduct as it crosses the Grand Union Canal. It further proposes that the noise barrier height will be increased to 3m on the far side of the viaduct as it crosses Moorhall Road, offering some increased protection to properties on that side. However, in your Petitioner's view these differently sized noise barriers will provide a lesser level of protection from noise directed towards properties and tranquil amenity areas in Harefield, most of which sit on raised ground on the valley side.
33. The Promoter proposes to operate trains on the railway between 05.00hrs and 24.00hrs daily, using the intervening hours for maintenance work. Maintenance work will involve noisy processes and bright lighting in the hours of darkness, further increasing the nuisance experienced by the many hundreds of your Petitioners who live within earshot or line of sight of the line.
34. Your Petitioners believe that placing the route in tunnel instead of viaduct in the Colne Valley would remove these impacts. In the event that your Honourable House were to decide not to require a tunnel, your Petitioners request that the hours of operation and maintenance be curtailed to provide an acceptable period of night-time quiet.
35. Your Petitioners further request that the Promoter be required to monitor actual noise levels during operation and enforce limits that will achieve compliance with the World Health Organisation's recommendations on best standards.

Visual impact – construction and operation

36. Your Petitioners enjoy views from numerous parts of the village which will be seriously spoiled both during the construction phase and permanently once the railway authorised by the Bill is operational.
37. Your Petitioners request that the route be placed in tunnel throughout the Colne Valley to prevent these visual impacts. In the event that a tunnel not be required for visual reasons alone, your Petitioners request that your Honourable House considers the combined challenge of addressing visual and noise impacts previously described. Design features intended to create a visually attractive viaduct are likely to preclude the incorporation of noise barriers that would be sufficiently effective to address the noise impacts previously described. Your Petitioners believe that the choice of a viaduct for the route in this area makes it impossible to lessen the visual impact without aggravating the noise impact, and vice versa. Your Petitioners suggest that placing the line in tunnel throughout the Colne Valley is the only way to address these inter-related impacts. Should your Honourable House decide not to require a tunnel, your Petitioners request that the Promoter be required to consult fully on the viaduct design and ensure that its specifications take into account the special characteristics of the Colne Valley and the needs of its residents and visitors.

Air quality

38. Your Petitioners are greatly concerned about air quality on roads adjacent to residential and business properties and in open spaces areas they use for recreation. Many suffer from asthma or other health problems that are aggravated by pollution. Works proposed in the Bill will involve extremely high numbers of construction vehicle movements for many years, and the stockpiling of soils, tunnel spoil and

construction material. The junctions of Moorhall Road with Harvil Road, and Harvil Road with Breakspear Road South, will suffer particularly from increased emissions and dust from construction vehicles queuing to use the narrow junctions and from material stockpiles on adjacent land, causing severe problems to residents and employees in local businesses.

39. Your Petitioners suggest that these junctions are unsuitable for the volume of construction traffic envisaged for them and requests that alternative traffic plans be devised.
40. Your Petitioners have further concerns about the proposal to use Dellside and Footpath U34 as a construction route between Moorhall Road and construction compounds in the area. This route is a narrow pathway through woodland immediately in front of the Dellside cottages. The noise, visual and air quality impacts of construction traffic on this route would be intolerable for residents. Your Petitioners therefore request that this route be removed from the planned construction routes.

Sustainable placement

41. Two large areas of land in your Petitioners' locality have been safeguarded for the sustainable placement of spoil from tunnelling, amounting to an area as large as the area of Harefield itself. Your Petitioners are concerned that the volume of HGV traffic associated with local construction will be further increased when spoil is transported to these sites from construction work elsewhere, causing further traffic congestion and more air and noise pollution. During construction stockpiled material, particularly on elevated land, will be visually intrusive and a cause of increased dust over a wide area affecting many homes and businesses. The permanently raised ground levels envisaged following landscaping create additional flood risk for adjacent roads and properties that are already susceptible to flooding.
42. Your Petitioners request that the Promoter be required to identify more suitable sites for the placement of spoil, and suggest that if placement is to meet the Promoter's definition of "sustainable" it should be confined to sites closer to those from which the spoil originally arises. Your Petitioners request that spoil should not be used to change any landscape that would not otherwise require change for intrinsic environmental reasons unrelated to the HS2 proposal.

National Grid realignment

43. Your Petitioners are concerned about the realignment of the National Grid bringing electricity pylons closer to the village of Harefield for the purpose of constructing the HS2 viaduct. HS2 Ltd have not consulted or made it clear to your Petitioners when this work will start; only that it will need to commence prior to the 2017 start date. HS2 Ltd have not indicated in any public document how close to your residential properties the electricity pylons will be placed and neither has it consulted with your Petitioners. HS2 Ltd have not made any reference to how temporary this arrangement will be. Your Petitioners are concerned about an increase in noise and dirt when this work starts and an increase in noise once in place.
44. Your Petitioners enjoy walks over of green fields and two copses which will be spoilt prior to and during construction phase. The National Grid will be clearly visible from prominent parts of the village of Harefield. This will have a significant negative impact on the character of the village.
45. Your Petitioners respectfully submit that a tunnel in place of a viaduct would prevent the need to realign the National Grid. If your Honourable House decides a tunnel should not be an option then your Petitioners would request your honourable House to require the Nominated Undertaker to realign the National Grid away from residential areas. In order to minimise the impact of the proposal, your Petitioners request that prior to construction, your Petitioners should be consulted meaningfully

and have access to detailed plans outlining when the grid will be moved and the exact positioning of it and the reasons why this is the preferred position. It should be placed and screened as sympathetically as possible to cause minimum disruption to your Petitioners, other residents and be sympathetic to the local environment.

Structural design – National Grid Feeder Station

46. Your Petitioners are concerned about the proposal to construct a permanent National Grid Feeder Station and access road on valued amenity land close to South Harefield. Your Petitioners are concerned about the design and height of the National Grid Feeder Station which is outlined in London – West Midlands Environmental Statement Volume 2 / Map Books CFA7 / Colne Valley. The height or design of the construction has not been released by HS2 Ltd within the public domain. Your Petitioners are concerned this structure will be clearly visible from roads and surrounding footpaths used by your Petitioners, and that it will be unsympathetic towards the surrounding environment. This will have a significant negative impact on the landscape, and ruin the natural beauty of the local environment. Your Petitioners are concerned about the noise and dirt pollution during construction and noise pollution thereafter.
47. Your Petitioners request your honourable House to require the Nominated Undertaker to construct much further away from this residential area and to ensure that sympathetic screening, mainly trees, is planted around it to minimise the adverse visual impact in keeping with the local surroundings. If your Honourable House decides this is not an option, then your Petitioners request that prior to construction they should be consulted meaningfully on the detailed drawings and plans for the National Grid Feeder Station. It should be designed sympathetically to fit in with the surrounding environment, and be maintained to a high standard. Visual screening should be put in place, and this should also be maintained to a high standard, in order to minimise the noise and air pollution generated by it.

Hillingdon Outdoor Activity Centre

48. Your Petitioners place great value on the Hillingdon Outdoor Activity Centre, whether as users themselves, as parents of children who use the Centre, as employees or as volunteer supporters of the Centre. The presence of the Centre in Harefield attracts many visitors to the area and enhances its reputation. The numerous skills and values fostered in young people who use the Centre are of great value to your Petitioners members and the wider community. The works proposed by the Bill, namely the construction and operation of the railway line on viaduct directly overhead the Centre, would render the Centre unviable and require either closure or removal elsewhere.
49. Your Petitioners request that the line be constructed in tunnel instead of on viaduct through the Colne Valley to preserve this important and highly valued Centre. In the event that your Honourable House decides against a tunnel, your Petitioners request that the Promoter be required to fund the purchase of land for and the construction of a replacement Centre in close proximity to Harefield, in a manner that allows for a smooth transition and continuity of the services the Centre provides.

Local businesses

50. Your Petitioners are very concerned about the threat to the viability of valued local businesses posed by the Bill, particularly in the construction phase but in some cases extending to the operational phase. Your Petitioners, many of whom are elderly or with impaired mobility, rely heavily on local shops, pubs and restaurants and particularly appreciate the type of personalised and sensitive service that can be offered by local independent traders. Your Petitioners fear that these businesses, and especially businesses in South Harefield at the junction of Harvil Road and Moorhall Road, may become unable to trade because lengthy and extensive

construction traffic congestion will impede access by staff, customers and suppliers. This will result in loss of services to your Petitioners and loss to the local economy.

51. Your Petitioners are further concerned that major local employers will be adversely affected by construction traffic congestion for several years. These include Harefield Hospital, the Widewater Place business park on Moorhall Road and the Dogs Trust on Harvil Road. As well as providing valuable services and employment opportunities in their own right these and other local employers enhance the reputation of the village.

Security and crime prevention

52. Your Petitioners are concerned that the Colne Valley viaduct and related construction sites proposed to be located in the area will become the focus of considerable hostility and protest both during the construction years and when the railway becomes operational
53. The proposed viaduct is in a sparsely populated but easily accessible part of the Colne Valley. Your Petitioners fear that a viaduct constructed on pillars accessible from the surrounding fields, roads, Public Rights of Way and open spaces will become a target for graffiti and other types of vandalism.
54. Your Petitioners' local police force is the Metropolitan, which allocates 1 PC and 1 PCSO to the locality. These officers are based in Ruislip, some 4 miles away. They rely on public transport or bicycle to reach the village for routine duties. They, and other officers responding to emergency calls, reach the village using roads that are proposed to be used heavily for construction traffic for over 7 years, which will increase police response times during that period. Your Petitioners are concerned that local crime will increase as a result of this reduced police protection, adding to the burden of specific new crime that may be associated with the proposed railway.
55. Your Petitioners believe that placing the route in tunnel instead of viaduct in the Colne Valley would reduce or remove altogether the number of sites that would attract criminal activity. If your Honourable House is not minded to require a tunnel instead of a viaduct your Petitioners believe that crime and security risks should be properly assessed and adequate additional, dedicated police resource allocated to these sensitive sites. Your Petitioners also request that resources be made available to station police officers in Harefield during the construction years on sites from which they will be able to prevent crime and respond to incidents appropriately, and that the costs of this be borne by the Promoter. Your Petitioners also request that the design specifications for the viaduct should specifically include requirements to minimise the viaduct's vulnerability to criminal or anti-social activity.

Deregulation

56. Clause 24 of the Bill provides for the disapplication of controls relating to Listed Buildings. Other clauses provide for disapplication of other types of control that protect land or buildings for environmental or heritage reasons. Clause 47, taken together with Clause 62 provides for the compulsory purchase of any land that may be deemed suitable for development or regeneration. Your Petitioners' area includes numerous Listed Buildings, two Conservation Areas, areas of Green Belt and two Sites of Special Scientific Interest. All of these local features protect the setting and character of the area, enhance the quality of local life and enhance the reputation of the village.
57. Your Petitioners believe that the powers sought in Clauses 24 and similar clauses, and in Clause 62, are excessive, that they go beyond what is necessary for the construction of the proposed railway, and that they present additional potential threats to the quality of local life. Your Petitioners therefore request that those clauses be removed from the Bill or in the case of Clause 62, severely curtailed. Furthermore your Petitioners request that in view of the disproportionate burden of

construction and operational impacts that they will experience as a result of the proposed railway, provision be introduced to the Bill to ensure that Green Belt and other types of protected land in the locality have their protections preserved in perpetuity.

58. In light of the above, the Petitioners reserve the right to raise the above matters and any further matters of concern relating to the substance of the Bill and this Petition that may arise from continuing discussions, the preparation and publication of reports, any possible revisions that may be made to current work site proposals or any other matters relevant to our expressed concerns that may occur in due course and prior to our representation before the Select Committee.
59. For the foregoing and connected reasons your Petitioners respectfully submit that unless clauses of the Bill are removed or amended, then the Bill should not be allowed to pass into law
60. 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.

Harefield Tenants and Residents Association



Doreen McIntyre, HS2 Committee Chairperson

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PETITION OF Harefield Tenants and Residents Association

AGAINST, By Counsel, &c.

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BACKSHEET:

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