

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 Colin R Vardy and Martha O Vardy

SHEWETH as follows:-

1. A Bill (hereinafter called "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 ("Phase One of HS2") 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 are the freehold owners of the property known as "Yarina", Springwell Lane, Harefield which has been their family home since 1978. Now in their eighties, your Petitioners depend heavily on a small number of local roads that will be used for works proposed by the Bill and enjoy local open spaces that will be spoiled both by construction and eventual operation of the proposed railway.
8. 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.
9. Your Petitioners have limited road access from their property to essential local services, shops and the wider transport network. The long and narrow Springwell Lane where they live is already difficult to travel. Your Petitioners fear that congestion on other local roads caused by construction traffic proposed in the Bill will cause this road to become choked and polluted by vehicles seeking alternative routes.
10. There are two main roads giving your Petitioners access to the important locations of Uxbridge and the nearest underground stations. Flooding rendered one of these, Moorhall Road, impassable for several days in early 2014. The Bill proposes to place a large amount of excavated spoil beside the other access route, Harvil Road, at a point which is already subject to flooding. This would increase the problem and make both roads impassable. Flooding on these roads in combination with the congestion caused by construction traffic proposed by the Bill is likely to isolate your Petitioners. Placing the spoil in a less sensitive area not subject to similar flood risk would be far more acceptable.
11. The access road blockages will make it very difficult for your Petitioners to attend medical appointments at Hillingdon hospitals. One of your Petitioners recently needed urgent access to Hillingdon Hospital because of a T.I.A. (mini-stroke). This included essential treatment to avoid a major stroke. Your Petitioners will continue to require regular appointments at Hillingdon Hospital.
12. Your Petitioners are regular users of local bus services U9 and 331 and fear that bus companies may withdraw services should they find that construction traffic prevents them from providing services to the levels specified in their contracts. Your Petitioners fear that reduced public transport services would lead to an increase in private vehicle traffic, resulting in even worse congestion on their local roads and risking a higher road traffic accident rate, compounding the problems.
13. One of your Petitioners travels weekly to Ickenham station for onward travel to London where he does voluntary work in the Natural History Museum, continuing to contribute the specialist skills and expertise he had developed throughout his career. The Museum currently depends heavily on such workers, and in turn your Petitioner derives considerable satisfaction in retirement from being able to continue his life's work in this way. Your Petitioner fears that he will be unable to continue this voluntary work if local construction traffic congestion makes the journey impossible, resulting in loss both to the Museum and to your Petitioner's quality of life.
14. Your Petitioners believe that the number and duration of construction sites proposed for the Colne Valley area are determined by the choice to place the route on viaduct in this area, and that placing it in tunnel instead would reduce the need for so much surface level construction work and associated traffic congestion. Your Petitioners request that should your Honourable House not require a tunnel, construction sites and related traffic in Harefield be reduced to a level that will allow your Petitioners the freedom of movement and quality of life they have hitherto enjoyed.

15. 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.

Mr Colin R Vardy



Mrs Martha O Vardy



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