

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 Anthony Wilkinson

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 Petitioner is the freehold owner of the property 8 Woodfield Terrace Harefield. Your petitioner has owned this property since 1983. Your petitioners' property is situated across the Colne Valley from the proposed viaduct and cutting at a distance of approximately 1 mile. Your petitioner will therefore be subject to permanently spoiled views and permanently increased noise levels at his property and in the areas he uses daily for recreation once the proposed railway becomes operational.
8. Your Petitioner and his rights, interests and property are injuriously affected by the Bill, to which your Petitioner objects for reasons amongst others, hereinafter appearing.

General objection

9. Your petitioner opposes the Bill in principle. Whilst your petitioner acknowledges 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 petitioner objects in principle because he believes 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 and site impacts

11. Your petitioner uses Moorhall Road, Harvil Road and Breakspeare Road very frequently to leave and return to Harefield. Use of these roads by construction vehicles in the construction of the proposed high speed line will increase delays, increase the time and cost taken by your petitioner to access facilities, and increase the danger involved in using the roads congested by heavy construction traffic. Access to Harefield will be severely disrupted for many years during construction.
12. Your petitioner submits that were the route to be constructed in a tunnel instead of on a viaduct in this area, much of this construction traffic would not be necessary.

Noise impacts of the proposed viaduct

13. The proposed line passes in front of your petitioners' property on a viaduct. The proposed viaduct will be 15 metres overhead in places, with trains passing up to 36 times an hour at 320 km/hr. There are no existing landscape features to interrupt noise between the viaduct and your petitioners' property. Furthermore your petitioners believe that as the viaduct is in fact crossing large bodies of water at these points, noise from passing trains will carry further towards their property than might be the case over dry land. Your petitioners believe that the promoters of the Bill have not taken this fully into account in assessing noise impacts.

14. Your petitioner believes that placing the route in tunnel instead of viaduct in the Colne Valley would remove these noise impacts.

Visual impact – construction and operation

15. Your petitioner enjoys views from his property across the Colne Valley. This valley which is a Regional Park in the Green Belt is an area of outstanding natural beauty. It will be seriously and unnecessarily spoiled both during the construction phase and permanently once the railway authorised by the Bill is operational.

16. Your petitioner asks that the route be placed in a tunnel throughout the Colne Valley to prevent these losses. In the event that a tunnel not be required for visual reasons alone, your petitioners ask that your Honourable House considers the combined challenge of addressing visual and noise impacts. 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 inseparable impacts.

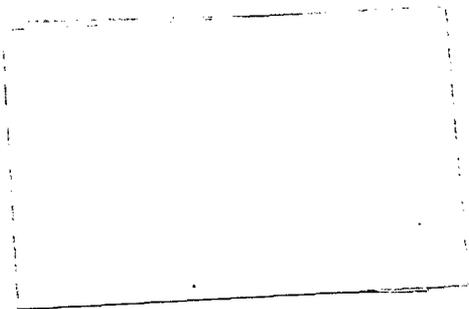
YOUR PETITIONER therefore humbly prays your Honourable House that the Bill may not be allowed to pass into law as it now stands and that they may be heard by their Counsel, Agents and witnesses in support of the allegations of this Petition against so much of the Bill as affects the property, rights 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 Petitioner will ever pray, &c.

IN PARLIAMENT
HOUSE OF COMMONS
SESSION 2013-14

HIGH SPEED RAIL (LONDON – WEST MIDLANDS) BILL
PETITION OF Anthony Wilkinson

AGAINST, By Counsel, &c.



BACKSHEET:

IN PARLIAMENT
HOUSE OF
COMMONS
SESSION 2013-14

HIGH SPEED RAIL (LONDON - WEST MIDLANDS) BILL
PETITION OF Anthony Wilkinson

Against the Bill – On Merits – By Counsel &c