

**IN PARLIAMENT**

**HOUSE OF COMMONS**

**SESSION 2013–14**

**HIGH SPEED RAIL (LONDON - WEST MIDLANDS) BILL**

**PETITION**

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 RICHARD SAWARD.

SHEWETH as follows:-

1. A Bill (hereinafter referred to as “the Bill”) has been introduced and is now pending in your honourable House entitled “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 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 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 Petitioner is 67 years old and was born in Coventry, moving to the Crackley area of Kenilworth in July 1957. He is the freehold owner/occupier of 59 Woodland Road, Kenilworth, Warwickshire CV8 2FJ ('Your Petitioner's Property').
8. Your Petitioner and their rights, interests and property are injuriously affected by the Bill, to which your Petitioner object for reasons amongst others, hereinafter appearing.
9. Unlike the Chiltern's or other high profile beauty spots that HS2 could pass close to, or through, Crackley on the edge of Kenilworth may not be well known, if at all to some, including politician's. However, to those of us who live here, Crackley, bordering picturesque countryside is much valued for its woods, nature reserves, footpath's and areas of tranquillity. Many people from outside the area, as well as locals, plus students from Warwick University, enjoy the benefit it brings in terms of leisure and wellbeing, plus the rich wildlife. Local people, together with Crackley Residents Association, plus the area's councillors and MPs have worked tirelessly for many years to protect this important and narrow green buffer between Kenilworth and Coventry, which is much treasured by both communities and beyond. As a resident of Crackley for 57 years I'm well aware of the potential risk to this area and deeply concerned as a result.

10. As the proposed route of HS2 would pass through the middle of this sensitive area of Green Belt, I would urge HS2 to consider more appropriate measures to protect this valuable asset, by constructing more landscaping, such as green bridges and green tunnels, or better still a deep bore tunnel. On a more general note, we are frequently told that the need for HS2 is capacity – not speed, so surely a compromise could be reached to mitigate the damage and destruction to the environment by lowering the speed, thus enabling adjustments to track curvature or possible route changes and employing the successful Pendolino type technology which is more suitable and appropriate for our crowded island.
11. For the foregoing and connected reasons your Petitioner respectfully submit that, unless the Bill is amended as proposed above, so far affecting your Petitioner, should not be allowed to pass into law.
12. There are other clauses and provisions of the Bill which, if passed into law as they now stand will prejudicially affect your Petitioner and their rights, interests and property and for which no adequate provision is made to protect your Petitioner.

YOUR PETITIONER 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 Petitioner 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.

Signed RICHARD SAWARD



IN PARLIAMENT

HOUSE OF COMMONS

SESSION 2013-14

**HIGH SPEED RAIL (LONDON - WEST MIDLANDS) BILL**

[Redacted]

Against the Bill – On Merits – By Counsel &c

[Redacted]