

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 **Hilary Jane Collins & Leslie Kenneth Collins**

"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.

Your Petitioners are owners of property in **West Hatch Manor, Ruislip, Middlesex**

An indication of land which the Bill may directly and specially affect is:

Breakspear Road South, Harvil Road, Swakeleys Road, Copthall Road (West & East), Hoylake Crescent, Wallasey Crescent, The Avenue, Irwin Close, Stedman Close, Derwent Avenue, Greenacres Avenue, St George's Drive, Ickenham, New Years Green Lane, Harefield, in the County of Middlesex, and in the London Borough of Hillingdon.

Your Petitioners and their rights and interests are injuriously affected by the Bill, to which your Petitioners object for reasons amongst others, hereinafter appearing.

The present proposal is for the Northolt tunnel out of central London to terminate at a portal at West Ruislip, and for the line of HS2 to continue across Ruislip Golf Course, and thence overland until it crosses the Colne Valley on a viaduct.

Your petitioners' concern is about the potential problems caused by the vast amount of spoil that is intended to be excavated from the tunnel, and from other construction sites, and spread over a large area of land. According to HS2's Environmental Statement, there are planned to be four large areas covered with "surplus excavated material": two between Breakspear Road

South and Harvil Road, and two either side of Bayhurst Wood Country Park, adjacent to Harvil Road and Newyears Green Lane - a total area of some 75 hectares. These areas are intended to be covered with spoil to a height of 3 metres, and according to HS2's report the estimated amount of construction, demolition and excavation waste that will be generated, and thus dumped on these sites, is 5, 471,616 tonnes (nearly five and a half million tonnes).

Your petitioners' concerns about this dumping are as follows:

1. The effect on the water table and the risk of flooding.

These areas are underlain by London clay formation or Lambeth Group strata, which will reduce the potential for infiltration of rainwater into the chalk aquifer beneath. If this is so, it seems likely that the rainwater that falls onto these 3-metre high banks of excavated material could well run off and cause flooding.

There has been flooding in the recent past along the River Pinn (HS2's Environmental Statement acknowledges this). The River Pinn runs very close to the two southernmost areas that HS2 proposes to raise by 3 metres, and there is a very built-up housing estate between the Pinn and the 3 metre high dump of excavated material (see HS2 map CT-06-019a-L1). The River Pinn has a very narrow flood-plain at this point, and there will be nowhere else for excess surface water to go other than onto this housing estate and the local roads. HS2's Environmental Statement also states "the mapping indicates that in the event of a catastrophic failure of Ruislip Lido, the flood waters will follow the course of the River Pinn". Some years ago the sluice in the dam that holds back the waters of the Lido was breached and there was considerable flooding. The potential is there for it to be far worse next time.

HS2's Environmental Statement says "there are no springs and seepages shown on Ordnance Survey maps within this area". This may well be so, but we know that there are springs in North Riding Wood (just across Breakspear Road North from Bayhurst Wood) and also just by Warren Farm (in the same place). There is a winterbourne which flows from these springs that goes across fields and finishes at Breakspear Road just by Stowe Crescent. There was an occasion a few years ago when this winterbourne was in spate and actually forced water through the backs of garages in Stowe Crescent, causing flooding in local houses.

HS2's Environmental Statement goes on to say in general terms that "the probability and severity of surface water flooding could therefore increase as surface water drainage systems fail to cope with more frequent, higher intensity storms. Peak river flows flood events are expected to increase, potentially causing greater depths and extents of flooding".

2. Vehicle movements

The second item of concern in the South Ruislip to Ickenham map area is the huge number of vehicle movements that are proposed to take place during

the construction period. In spite of the new proposal to construct a temporary narrow-gauge railway to transport excavated spoil from Northolt tunnel portal at West Ruislip to the rail head near the dumping sites, there are planned to be 1,020 to 1,360 daily combined two-way trips by HGVs on the local roads between the various sites.

This information has caused great alarm and consternation in Ruislip and Ickenham. The narrow local roads and lanes are already fully congested with traffic at rush hours, and this huge number of HGV trips will cause total gridlock, preventing anyone from getting to school, work or hospital. The London Fire Service will no doubt have great difficulty in getting their engines through to respond to emergencies.

Your petitioners actually live some distance away from these proposed construction sites, but, like other people, we have to travel around this area to reach local amenities, especially hospitals. In particular, it is necessary for my wife to attend regular treatment sessions at Mount Vernon Hospital, and the local bus route runs through the affected area, and buses will be considerably delayed by the gridlock caused by the construction lorries. We and many other people living in this area are going to suffer tremendous disruption because of the extra traffic. It already takes an hour to do a 3-mile journey from Ruislip to Uxbridge or to Mount Vernon Hospital in the rush-hour, and HS2 construction will make this far worse.

The proposed solution

It seems to us, your petitioners, that the solution to these problems would be to extend the length of the tunnel. If, instead of surfacing at a portal by West Ruislip station, the tunnel were extended right to the other side of the Colne Valley, these problems would not exist. This solution would also solve other problems:

- a) The noise from trains that would be constantly experienced by The Dogs' Trust, whose kennels are adjacent to the proposed line of HS2;
- b) The damage that would be caused to Hillingdon Outdoor Activities Centre (a water-based activity centre for young people on one of the lakes in the Colne Valley) whose facilities are directly in the line of HS2;
- c) The damage that would be done to the Colne Valley, which is a very sensitive area for wildlife. The lakes and rivers here are used by huge flocks of birds as flight-paths, roosting and breeding-grounds. The enormous viaduct proposed to cross this valley, with its associated gantries, overhead cables and sound baffles, would be a flight trap for birds. We are also concerned that the deep piling that will presumably be necessary to support the piers of the viaduct will affect the water table and the chalk aquifers;
- d) The huge amount of noise, dust and pollution that would result from the 10-year construction process would be prevented, as will noise generated

by the operation of HS2 and the effects on the local ecology and the landscape;

d) My suggested amendment to the route will also mean that the intended temporary narrow-gauge railway for construction purposes will no longer need to be built.

Your petitioners are therefore asking that the proposed route be modified by extending the tunnel from West Ruislip right as far as the next stretch of tunnel in the Chilterns. There would, of course, be considerable engineering difficulties in tunnelling here, not least the need to avoid tunnelling through aquifers. However, the engineers are going to encounter many similar problems tunnelling through the Chilterns and avoiding the chalk aquifers associated with the River Misbourne, and through the London suburbs, avoiding many amenity pipelines.

For the foregoing and connected reasons your Petitioners respectfully submit that, unless the Bill is amended as proposed above, the relevant clauses, so far affecting your Petitioners, should not be allowed to pass into law.

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 and interests, 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.

12 May 2014

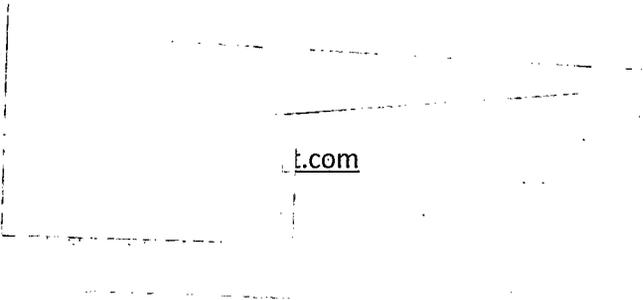
IN PARLIAMENT

HIGH SPEED RAIL (LONDON - WEST MIDLANDS) BILL

PETITION OF HILARY JANE COLLINS & LESLIE KENNETH COLLINS

Against the

Bill



t.com