

IN PARLIAMENT
HOUSE OF COMMONS
SESSION 2013-2014

HIGH SPEED RAIL (LONDON – WEST MIDLANDS) BILL

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 HILLESDEN PARISH COUNCIL, BUCKINGHAMSHIRE.

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 Environmental Impact Assessment Regulations.
- 6 The works proposed will 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 clause 2 of the Bill.
- 7 Your petitioner is Hillesden Parish Council in the County of Buckinghamshire. According to the Environmental Statement (ES) that accompanies the Bill, the designated access road for construction traffic and access to the Infrastructure Maintenance Depot (IMD) and adjacent construction compounds passes through the area of which your petitioner is the duly elected local council. The nearest part of the area for which your petitioner is the local council is approximately two thousand metres from the area of land to be acquired and used under the Bill.
- 8 Your petitioner Hillesden Parish Council avers that the rights, interests, and property, of the inhabitants of the area for which it is the local council will be injuriously affected by the Bill. Residents and businesses in your petitioner's area will be injuriously affected by excessive traffic, by light pollution, and by sound. Your petitioner accordingly objects for the reasons, amongst others, hereinafter appearing.

Use of Gawcott Road, Hillesden Road, and Perry Hill for access to Calvert Railhead main compound and IMD from the West

- 9 Your petitioner is concerned about the impact that both heavy goods vehicle (HGV) construction traffic and worker commuter traffic will have on the Buckingham-Gawcott-Hillesden Hamlet-Calvert road that has been designated as an access road serving the Infrastructure Maintenance Depot (IMD) and the adjacent construction compounds. This is an unclassified winding rural two lane road without pedestrian walkways that passes Hillesden Hamlet and other residences, and several farms, as well as impacting on the neighbouring village of Gawcott whose parish council's petition objecting to the use of the same road for access to the IMD we support. Your petitioner argues that the projected levels of traffic indicated in the Environmental Statement (ES) amounting to 650 to 1240 HGVs per day, and up to 1240 workers' cars, is far in excess of the carrying capacity of this road. Your petitioner fears that these levels of traffic will have severe impacts on local communities through vibration, noise, and high carbon monoxide and other exhaust emissions, and that there is a greatly increased risk of traffic accidents. These impacts are projected to continue through all the construction phase of eight years. Your petitioner points out that the efficient and prompt delivery of materials to and the removal of waste from the construction sites will be severely impeded by the narrow and congested approaches to Gawcott village and traffic calming systems there, by an especially sharp turn in that village, and by the narrow and winding nature of the carriageway through all its length.
- 10 Your petitioner requests that the Gawcott Road, Hillesden Road and Perry Hill be not designated an access road to the IMD and construction compounds, and that construction traffic be banned from this road.
- 11 Your petitioner requests that alternatively, the transportation of construction materials and removal of excavation waste should be moved along the line of the rail track itself during the construction phase, and also along the East West rail link and the Aylesbury spur.
- 12 Your petitioner requests that a railway station be constructed on the East West rail line for the use both by construction workers and later by the IMD labour force when it is operational. Your petitioner

supports the petition raised by Buckinghamshire County Council regarding the "Impact on the East West Rail":

"Your Petitioners would also ask your honourable House to require the Promoters to ensure that a station is provided (either by building it or funding it) on the East West Rail line at Steeple Claydon, to serve the IMD and surrounding communities. The station's location should be determined following consultation with your Petitioners and the local community. In any event, the station should be accessible for the residents of Steeple Claydon and neighbouring villages. Your Petitioners' note that the promoter's Framework travel plan provides that "construction workforce travel plan documents will be produced ... [and] will encourage the use of sustainable modes of transport to reduce the impact of workforce travel on local residents and businesses" (paragraph 2.5.5). Your Petitioners consider that the provision of the station would be consistent with this aim, helping to provide a long-term sustainable mode of transport which would have an enduring, positive impact for local residents and businesses."

- 13 Your petitioner requests that the Gawcott Road, Hillesden Road, and Perry Hill be not designated an access road to the IMD and construction compounds, and that construction traffic be banned from this road. Your petitioner also requests that the possibility of using the extension of the road link currently being constructed between the A41 and the Energy from Waste Incinerator at Calvert be investigated.

Effects of light and noise during construction and from operation of IMD

- 14 Your petitioner is concerned about the effect of noise and light on the Hillesden community that will arise from the construction and the operation of the IMD. Your petitioner notes that the hours of construction are to be confined to the normal working day between 8.00 and 18.00 on weekdays, and on Saturday mornings, so that there should be no need for lighting during the night.
- 15 Your petitioner objects to the IMD when operational functioning 24 hours per day, seven days a week all year round, thereby generating

noise and light pollution that will injuriously impact upon Hillesden Church End and upon other neighbouring settlements. It is noted that the lighting is to be of a low level of intensity, but even that will still have a deleterious effect in this rural area.

- 16 Your petitioner requests that during the construction phase, there be no lighting operating during the night and that once the IMD is operational, work should be confined to the normal working day of 8.00 to 18.00 so that no noise nor light be generated during the night.

Location of the IMD

- 17 Your petitioner is concerned about the location of the IMD on land between Calvert and Steeple Claydon less than 2000 metres from Hillesden Church End. This is an area not easily accessible by road, where the public highways have a capacity below the projected numbers of HGVs and workers' cars (see section 9 above). The area of the IMD is immediately adjacent to extensive residential areas at Steeple Claydon and Calvert and will injuriously affect the inhabitants of Hillesden by generating road traffic in excess of the capacity of the local public roads, and by causing light and noise pollution. In the earlier planning phase of the high speed rail line, alternative sites had been considered: this suggests the location of the IMD is not part of the principle of the Bill. Therefore your petitioner requests that alternative more accessible sites further from residential areas be considered.

Failure to include all communities in consultations

- 18 Your petitioner wishes to express concern about the failure, prior to the deposit of the Bill, to provide information to all communities that might be affected by the construction and operation of the high speed rail link. Your petitioner notes that it would not have been invited to send a representative to Community Forum Area 13 meetings (CFA13) had it not been for the vigilance of your petitioner which realised consultations between parish councils and HS2 Ltd would be taking place. Other parishes not directly on the line of the track, but which will be severely affected, were not invited to the CFA13 meetings, and were not made aware of the likely impacts of the construction and operation on their communities, and have only been informed of these by your petitioner.

- 19 Your petitioner requests that during the construction phase, a consultation process continue between the Nominated Undertaker and all the communities affected by the construction process. Not only those communities immediately adjacent to the line should be involved in these consultations, but also those more distant, including Hillesden, Gawott, Grendon Underwood, and Edgecott, all in the county of Buckinghamshire, but still suffering the impact of the construction process through traffic movement, excavation waste disposal, sound and light pollution and other disturbances.

Use of available information:

- 20 Your Petitioner is concerned that the veto of the publication of the November 2011 Major Projects Authority report which rated HS2 as 'amber-red' has meant that Members of Parliament have been asked to vote for or against the HS2 project without being fully informed. The veto on this report is an abuse of a power designed to protect national security and should not have been used to suppress information and analysis of a major infrastructure project. In June 2013, the Information Commissioner ruled that the Report should be made public and we request that this ruling be upheld in the interests of transparency.

The Principle of the Bill

- 21 Although your petitioner is aware that the Select Committee of your Honourable House is unable to consider cases which object to the principle of the Bill, your petitioner does wish to express its objection to the principle of the Bill. Your petitioner considers that there are no economic benefits to be gained from the operation of a high speed rail link between London and the Midlands and North of England; a railway line that carries only passengers and not freight does not offer advantageous locations to manufacturing industry and cannot reduce carbon emissions from HGVs. Your petitioner would argue that the main beneficiary of the rail link will be London, and that an increasing proportion of the population of Birmingham and northern cities will become dependent on commuting to the capital.
- 22 Your petitioner suggests that improvements in rail links between Northern and Midland cities, and a freight rail line linking the East

Coast ports with the Midlands, would better stimulate the economy of the UK and contribute towards the reduction of carbon emissions.

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 relief may be given to your Petitioner in the Premises of your Honourable House shall deem meet.

AND your Petitioners will ever pray, &c.

Agent for the Petitioner



Date

22nd May 2014

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PETITION OF HILLESDEN PARISH COUNCIL

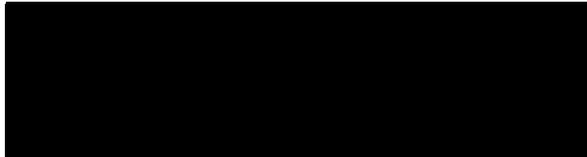
Against the Bill – On Merits – By Counsel &c

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2nd May 2014