

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 MR JEREMY SEABORN C.ENG., MICE. AND OTHERS

SHEWETH as follows:-

1. A Bill (hereinafter referred to as "the Bill") has been introduced into 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 live in Sharps Lane, a residential area of Ruislip, Middlesex in the London Borough of Hillingdon. During the period of the scheme, your Petitioners will be required to travel on foot and by car, on and across roads designated for the use of construction traffic. Your Petitioners are generally families with children, working under employment in offices or as tradespeople, and retired couples, whose social, school and business lives require they travel around and throughout the area where the construction of HS2 will take place, including access to the M25 and M40 motorways.
8. Your Petitioners allege that they and their property, rights and interests would be injuriously and prejudicially affected by the provisions of the Bill if passed into law in their present form, and they accordingly object to the Bill for the reasons, amongst others, hereinafter appearing.
9. Your Petitioners oppose the Bill in principle. Whilst your Petitioners acknowledge 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. The HS2 route is currently planned to run in tunnel from Euston to the West Ruislip Portal where it emerges and runs overground until it reaches the Chiltern Tunnel South Portal. Through this overground section of the works, the scheme requires the construction of the large, 1.6 million cubic metres, earthworks excavation of the Copthall and Brackenberry cuttings, the repositioning of the 275KV overhead power line, the repositioning of the National Grid High Pressure pipeline and the construction of the 3.4km long Colne Valley Viaduct. These works make this one of the most expensive sections of the proposed line with the viaduct itself likely to be over £50.00M. The Bill includes powers for the Promoter of the Bill and the Nominated Undertaker to do construction works which are estimated to take 10 years to complete and will impact on your Petitioners for that period of time. This will include on the construction routes: vastly increased congestion on the local roads of Ruislip and Ickenham for motorists, increased difficulty in crossing local roads for pedestrians, the creation of dust, noise, and mud on the road and an increase in poor air quality. Though not planned at this time, 24/7 lorry movements are likely if the project falls behind programme.
11. In the CFA6 Environmental Statement clause 12.3.5, it clearly states that "*the main local roads affected by the Proposed Scheme are Harvil Road and Breakspear Road South which both lead to the A40 via B467 Swakeleys Road, High Road Ickenham, Ickenham Road, High Street (Ruislip), Breakspear Road and Ladygate Lane*". Your Petitioners live within this circle of roads and will have to cross or travel along these roads when moving about the area or leaving the area for reasons given in paragraph 7 above.
12. Your Petitioners object to the powers that are proposed to be provided by the Bill to the Promoter of the Bill and the Nominated Undertaker and respectfully submit that the Bill should be amended or undertakings should be required so that HS2 Limited, the

Promoter of the Bill and/or the Nominated Undertaker must review the construction strategy for the project and its related works by considering their cumulative impacts on communities. Also they need to suggest necessary changes from the results of that review, before works design and construction strategies have been finalised or construction contractors employed.

13. Your Petitioners would request your honourable House to require the Promoter of the Bill and the Nominated Undertaker to ensure that the section of line between the West Ruislip portal and the Chiltern Tunnel South Portal, be entirely constructed in tunnel, thereby achieving a large saving to the Public Purse in costs on the project. In addition, this will avoid the impact on your Petitioners, during the construction period, of those items as noted in paragraph 10 above.
14. Should your honourable House not find in favour of a tunnel, your Petitioners also seek, as a minimum, the following remedies in respect of the matters set out below.
15. Your Petitioners would request your honourable House to require the Nominated Undertaker, and his contractors, to be fully bound by the CoCP section 14.2.5 "*use of internal haul roads for construction vehicles to minimise the need to use public roads*". A previous scheme to have a haul road from West Ruislip Portal to the Harvil Road main site area, was shown at a meeting between HS2 Ltd. and Ruislip Residents Association on 20th February 2013. This showed a 9 metre wide access road from Harvil Road to the West Ruslip Portal, with no access from this haul road onto the local roads. Your Petitioners would request your honourable House to require the Nominated Undertaker to reinstate and implement this scheme in full.
16. Your Petitioners also request the confirmation of a haul road from the Harvil Road main site area to the Denham Roundabout at the start of the M25 motorway. The present scheme shows a minor haul road will be created for the Temporary TBM Power Route across Uxbridge Golf Course and your Petitioners request that this be upgraded to a suitable standard to allow all the construction traffic to use it and, by means of a temporary access bridge over the Frays River and Grand Union Canal, connect it to the Denham Roundabout. No construction traffic would therefore use any of the local roads in Ruislip and Ickenham. This would have the additional benefit to the Nominated Undertaker and his contractors, that this isolation would more likely allow 24/7 working, without objection from local residents and the Council of the London Borough of Hillingdon.
17. Your Petitioners also request a review of the scheme for the Sustainable Placement of Surplus Excavated Material that is being dumped at a number of sites in the area. This operation will constitute the major construction vehicle movements in the Ruislip and Ickenham area and cause all those problems for your Petitioners identified in paragraph 10. Your petitioners request that the Nominated Undertaker confirm the movement of this material will be entirely on haul roads and avoid all public roads, rights of way etc.
18. 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 Petitioners in the premises as your Honourable House shall deem meet.

AND your Petitioners will ever pray, &c.

Signed

Jeremy Seaborn

Jennifer Seaborn

Kathleen Davidson

Howard Pattinson

Frank Smith

Denise Smith

Stuart French

Elizabeth French

Jon Norton

Karen Norton

Simon Landauer

Petrina Landauer

Judi Silverman

Michael Grocott

Sally Grocott

Dipesh Patel

Toni Patel

**IN PARLIAMENT
HOUSE OF COMMONS
SESSION 2013-14**

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Against the Bill – On Merits – By Counsel &c

Jeremy Seaborn C.Eng., MICE.

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