

IN PARLIAMENT
HOUSE OF COMMONS
SESSION 2013-14

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 JANET BROWN AND DENNIS BROWN

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's are the freehold owner occupiers of 9 Pond Close, Harefield, Middlesex, UB9 6NG Your petitioner's purchased this in property in 2006 as their long term home. Your petitioner's have lived in Harefield since 1970 and elected to stay in Harefield when looking for a new home to remain close to their daughter, who also lives in Harefield, and to remain in a quiet environment, with very good health services (both GP Harefield and Mount Vernon Hospitals), local, easily accessible, amenities and ease of access to surrounding countryside and local towns. Your petitioner's property is in close proximity to what will be main routes for construction traffic i.e. Moorhall Road and Harvil Road and therefore your petitioner's movements around the area will be substantially affected due to this vast increase in traffic due to construction vehicles and the resulting overwhelming funnelling of traffic on the other routes in and out of Harefield.
- 8 You Petitioner's rights, interests and property are injuriously affected by the Bill, to which your Petitioners object for reasons amongst others, hereinafter appearing.
- 9 Your petitioner opposes the Bill in principle. Whilst your petitioner acknowledges that the principle of the Bill is established at second reading, your petitioner's views on the subject are so strong; they must be recorded in this petition.
10. Your petitioners object in principle because of the following reasons
Your petitioner's are seriously concerned over the business case of HS2, particularly the fact that it represents poor value for money to the taxpayer the majority who will not benefit from HS2. Your petitioner supports the alternative solution to HS2 produced by 51m, this represents a far better business case including lower initial costs and a much greater Benefit Cost Ratio, as reported by WS Atkins for the Department of Transport. Your petitioner's object to the loss of local business and amenities that will be caused by HS2.

Construction Traffic and Sites

11. Your petitioner's property is situated in Harefield. Moorhall Road and Harvil Road (main construction routes) are the main roads that give your petitioners access to the services in Uxbridge town, the Civic Centre and the General Hospital. Your petitioners are concerned about the adverse impact construction traffic will have on the accessibility

to everyday and essential services. Your petitioner uses Moorhall Road and the A412 (also a construction route) to commute by car (requirement) to work at Amersham Hospital and other locations to serve disabled clients. Construction traffic will result in considerable delays and costs affecting your petitioner's daily commute to work and access to essential services.

12. Two construction sites are proposed along Moorhall Road and the construction of the proposed viaduct across this road. Your petitioners use Moorhall Road by car on a regular basis to access the M25 and M3. Your petitioners are concerned that the volume of heavy goods vehicles due to the presence of the construction sites and their presence could increase the risk of road traffic accidents causing further misery.

13. Your petitioners regularly use the U9 and 331 London Bus services. Part of the U9 route is along Harvil Road and the 331 along Moorhall Road. Your petitioner is concerned that this facility will be withdrawn or disrupted for a number of years due to the delays that will be caused by construction traffic. There are no other alternative routes for this service in South Harefield.

14. Your petitioners submit that if a tunnel were constructed in this area, the construction sites would not be necessary and therefore construction traffic will be reduced, alleviating the above concerns and the related knock on affects to surrounding areas. If your Honourable House decide against a tunnel, your petitioner's submit that only one of the roads be used for construction traffic at one time and this will monitored for compliance.

National Grid realignment

15. Your petitioners are concerned about the realignment of the National Grid bringing electricity pylons for the purpose of constructing the HS2 viaduct. HS2 have not consulted or made it clear to your petitioners when this work will start only that it will need to commence prior to the 2017 start date. HS2 have not indicated in any public document how close to the houses the electric pylons will be placed. HS2 have not made any reference to how temporary this arrangement will be. Your petitioners are concerned about an increase in noise and dirt when this work starts.

16. Your petitioners submit that a tunnel in place of a viaduct would prevent the need to realign to the National Grid. If your Honourable House decides a tunnel should not be an option then consideration should be made to realign the National Grid away from the residential area. In order to minimise the impact of the proposal, your petitioner requests that prior to construction local residents, should be meaningfully consulted and have access to detailed plans outlining when the grid will be moved and the exact

positioning of it and the reasons why this is the preferred position. It must be placed and screened as sympathetically as possible to cause minimum disruption residents and be sympathetic to the local environment.

Structural design - National Grid Feeder Station

17. Your petitioners are concerned about the proposal to construct a permanent National Grid Feeder Station. Your petitioner is concerned about the design and height of the National Grid Feeder Station which is outlined in London - West Midlands Environmental Statement Volume 2 / Map Books CFA7 / Colne Valley. The height or design of the construction has not been released by HS2 within the public domain. Your petitioner is concerned this structure will be clearly visible from surrounding footpaths used by your petitioners, and that it will be unsympathetic towards the surrounding environment. This will have a significant negative impact on the landscape, and ruin the natural beauty of the local environment. Your petitioners are concerned about the noise and dirt pollution during construction and noise pollution thereafter.

18. Your petitioners requests this structure is constructed a much further distance away from this residential area and sympathetic screening, mainly trees are planted around it to minimise the adverse visual impact and in keeping with the local surroundings. If your Honourable House decides this is not an option then can consideration be made that in order to minimise the impact of the proposal, local residents prior to construction must be meaningfully consulted on the detailed drawings and plans for the National Grid Feeder Station. It must be designed sympathetically to fit in with the surrounding environment, and be maintained to a high standard. Visual screening must be put in place, and this must also be maintained to a high standard, in order to minimise the noise and air pollution generated by it.

Viaduct

19. The proposed line is planned to pass your petitioners property on a viaduct approximately 940m in the field adjacent to residents and approximately 600m at its closest on route to Moorhall Road.

20. The journey of the proposed line will continue over the Grand Union Canal and Moorhall Road in the form of an arc. This arc is in close proximity to residential properties, where it will be x metres high with an estimated 36 trains every hour travelling up to speeds of 320km per hour over large bodies of water. Your petitioners are concerned about the noise pollution that will surround them when making use of the local amenities, which will be heightened due to the trains travelling over the water. Your petitioners believe that the promoters of the Bill have not properly considered this factor when estimating noise impacts.

It is proposed that there will be a 1.5 metre high sound barrier on each side of the viaduct where it crosses the Grand Union Canal. It is proposed that a 4-metre sound barrier will be placed on the far side as the viaduct crosses Moorhall Road. Your petitioners are concerned that this will generate even more noise pollution towards the other direction.

21. Your petitioners regularly walk or drive along Moorhall Road. The viaduct will pass directly overhead at a height of 15 metres carrying up to 36 trains per hour. The promoters have not indicated the decibel level of the trains in this circumstance. The ES accompanying the Bill suggests 90 Db. at 25 metres. Your petitioners believe the noise level of passing overhead trains could be damaging to health and hearing, making Moorhall Road and the Grand Union Canal Towpath unusable on foot.

22. The proposed Colne Valley viaduct that will be clearly visible from many aspect of Harefield including a part of a bridle path that is not subject to closure. This will spoil the tranquil views and peaceful walks your petitioners enjoy.

23. Your petitioners submit a tunnel in place of a viaduct would be sympathetic to the surrounding environment, remove the health implications associated with dangerous noise levels, and prevent closure of public rights of way and bridleways. If your Honourable House decides a tunnel is not an option the viaduct must be designed and constructed sympathetically and maintained visually to a very high standard i.e. by regularly funding removal of graffiti.

The speed of the trains travelling across the viaduct should be reduced to a speed that does not generate a dangerous decibel. The frequency of the trains should be reduced to allow pedestrians to pass through between intervals when noise pollution is not at its worst.

24. The land adjacent to the proposed Colne Valley viaduct is to be constructed along with a National Grid Feeder Station is a migratory path for thousands of Canadian geese, landing here every year. Your petitioners enjoy this spectacle and fear the viaduct and National Grid Feeder Station will cause harm and distress to these birds along with local wildlife that will be affected by the clearing of land.

25. Your petitioners request a tunnel in place of a viaduct.

Sustainable Placement

26. Your petitioner lives relatively close to Harvil Road and its surrounding countryside and woodland. This land has been safe guarded for the sustainable placement of spoil from tunnelling. Your petitioners are concerned because the safeguarded area is as large as the area of Harefield. Your petitioners are concerned that the volume of HGV traffic

will be further more increased when the disproportionate amount of spoil is transported to Harefield. Causing further traffic congestion and more air and noise pollution. The height they propose to dump the spoil, at 3 meters is a cause for concerns regarding the risk of flooding in an area that is already considered a flood plain. The petitioner is concerned this area will not recover from the dumping of spoil and that it may be contaminated with toxins.

27. Your petitioners request that the promoters re consider and give more thought to their decision as to where to dump the spoil. The spoil could be transported by rail and placed in an area where it would cause no adverse effect. This would also alleviate the heightened traffic, noise and dust pollution.

Air pollution

28. Your petitioners enjoy a calm life style, using the surrounding open green space, public footpaths, bridleways and woodland. Your petitioners are concerned that the air pollution generated during the construction period of at least seven years, further aggravated by the disproportionate and large amount of construction proposed for such a small area, will increase the petitioners' risk of ill health and also many other residents in Harefield.

29. Your petitioners request that your Honourable House consider a tunnel instead of a viaduct to reduce the amount of air pollution caused by construction.

Flooding

30. In early 2014 your petitioners witnessed flooding in Moorhall Road. One proposed construction site would be on land that serves as flood water storage for Moorhall Road and surrounding properties when the River Colne and surrounding lakes flood. Moorhall Road was closed for approximately one week. Your petitioners are concerned that there will be a further risk of flooding with the loss of this floodwater storage area. Your petitioners are concerned that flooding will cause further traffic congestion and a risk of heightened flooding in close proximity to their property.

31. Your petitioners suggest that a tunnel instead of the proposed viaduct would take away this risk. If your Honourable House decides a tunnel is not an option the promoters of the Bill should consider this risk and make a more informed decision with regards to how many construction sites should be sited in a relatively small area within a high risk flood area. The promoters could consider placing one larger construction site in an area where there are no such risks.

Crime and Cost of Policing

32. Your petitioners are concerned the construction of the viaduct from the start will result in the rise of crime in Harefield, and neighbouring Colne Valley area. Your petitioners are gravely concerned about the impact of the proposed residential construction site based on the A412 along with six other non-residential construction sites proposed for the local area. The residential site will result in an increase of at least 200 workers, likely to be mostly transient workers. The construction work is likely to attract hostility, increasing the risk of public order type offences committed by protestors venting their frustration. These crimes are likely to occur in the vicinity of the residential site and in and around Harefield Village and workers themselves may become targets of hostility when they choose or need to use local amenities. HS2 Ltd only briefly mentioned when questioned at a community forum, that it would provide a security guard to ensure construction workers behaved reasonably and were law abiding. Your petitioner is concerned a security guard will not have the sufficient power or resilience to be effective and will be at risk. The non-residential sites housing expensive machinery will be vulnerable targets for theft and criminal damage type offences. Your petitioners are concerned because historically, major construction works particularly where areas of natural beauty are threatened, have seen protestors come from outside to support local opposition. Construction work in Harefield and the Colne Valley is likely to start earlier than 2017 and will experience the loss and destruction of beautiful natural habitat. Your petitioner is concerned this area will attract much media attention and draw in protestors. Your petitioners are concerned that they will be directly affected by this potential threat of crime and violence, due to their property being at the end of a quiet close, directly next a copse and backing on to the cricket club. Local youths already "cut through" the garden as a shortcut/ to avoid police.

33. Harefield Village has one designated Police officer and one Police Community Support Officer. These officers are based at Ruislip, approximately four miles away. The PCSO's current form of transport to Harefield is on public transport. Your petitioners are concerned the very long delays caused by construction traffic on roads leading to Harefield from Ruislip and a rise in crime will result in totally inadequate policing in the area, placing residents, their property and construction workers at an unacceptable risk. Your petitioners are very concerned about the increase in cost that will be involved to provide necessary and acceptable law and order enforcement. Your petitioner is concerned that HS2 limited has failed to recognise or chosen to ignore the issue of policing and cost, evidenced by reports from previous major infrastructure projects. Your petitioners base their concerns on the following information published regarding the M11. 'The road was eventually built as planned, and opened to traffic in 1999, but the increased costs involved in management and policing of protestors raised the profile of such campaigns in the United Kingdom, and contributed to several road schemes being cancelled or reviewed later on in the decade. Those involved in the protest moved on to oppose other schemes in the country, while opinions of the road as

built have since been mixed. By 2014, the road had become the ninth most congested in the entire country.^[1]

34. Your petitioners submit that the construction of a tunnel in place of the viaduct would avoid increasing crime risk in Harefield and the Colne Valley area as damage to the country side will be minimised, therefore attracting less media attention and less threat from protestors. Your petitioners request that your Honourable House consider that tunneling would be the cheaper and less disruptive option to the benefit of all involved or affected.

35. If your Honourable House decides this can not be option Harefield Village must be provided with sufficient policing based in the locality to protect all involved from the risk of crime. Your petitioner requests thought be given to HS2 limited funding the provision of extra officers and a local base.

36. 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 Petitioner in the premises as your Honourable House shall deem meet.

AND your Petitioners will ever pray, &c.

[REDACTED]

IN PARLIAMENT
HOUSE OF
COMMONS
SESSION 2013-14

HIGH SPEED RAIL (LONDON - WEST MIDLANDS) BILL
PETITION OF (MRS JANET BROWN AND MR DENNIS BROWN)

Against the Bill - On Merits - By Counsel &c

MRS JANET BROWN AND MR DENNIS BROWN

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]