

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 The Weatherhead Group

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 A Weatherhead Ltd. is a family run Buckinghamshire business based at Lower Little London Farm, Little London, Wendover, Aylesbury, Bucks HP22 6QQ. The business was started 24 years ago and has been based at Little London for 18 years. The Weatherhead Group comprises 3 individual companies, drilling, drainage, and tankering. This company serves in particular the local area as there is no mains drainage, as such are providing an important social and health community benefit.

Lower Little London Farm is situated less than 1km of the proposed HS2 route. The property is shown on HS2 Ltd Maps.

Your Petitioner is concerned, that the viability of the business operation, and the value of the business and the residential/commercial property has and will be negatively affected.

The property is situated in the Chilterns AoNB on the west side of the Misbourne Valley, directly opposite Hartley Farm which lies on the Eastern slope. It has unobstructed views of the hillside where the proposed railway HS2 would run on two viaducts and an embankment. Also views of the proposed substation and balancing ponds.

- 8 Your Petitioners rights, interests and property are injuriously affected by the Bill, to which your Petitioners object for reasons amongst others, hereinafter appearing.
- 9 Your Petitioner avers that the Group will be seriously and adversely affected during both the construction phase and then during operation. Your Petitioner has been involved with the HS2 proposal over the last 4 years through “The Dunsmore Society”, who have had bilateral meetings with HS2 Ltd and attended CF10 meetings.

Problems caused by the Construction Phase which will injuriously impact on your Petitioner: -

1. HS2 Ltd Environmental Statement was incorrect in terms of HGV use at the junction of Dunsmore Lane and the A413, It stated 1 HGV movement per day. Your Petitioners Company dispatches a minimum of 18 of such vehicles per day and their return movement. This is only one example of their inaccuracies and omissions. There will be serious disruption of traffic and substantial delays caused by the daily addition of 300 HGV's envisaged by HS2Ltd using the A413, B4009 and the A41.

The proposed closure of Smalldene Lane will mean that all vehicles will have to use the Dunsmore Lane junction with the A413, this junction was not given special analysis by HS2Ltd during the Environmental Statement despite comments in response that the traffic flows asserted by them are completely wrong.

Due to the closure of Smalldene Lane, Weatherhead employees, (the business provides work for 15 families) will be forced, when coming to work from Wendover or Aylesbury, to use the A413. They will have to stop and make a right turn in the middle of the A413. Crossing continuous and heavy traffic with limited visibility putting the employees and others at risk.

2. People will be deterred from working for the Weatherhead group if as a consequence of construction traffic and hold ups their travel time to and from work is dramatically increased.

Because of congestion there will be a decrease in productive working hours and as a consequence the business will be forced to increase customer charges because of this increased travel time due to HS2 Construction. Redundancies could be possible. Hs2 Ltd have not properly assessed the financial impact on local businesses and as such have not properly assessed the true cost of HS2.

3. The congestion will have a severe effect on the response time of Emergency Services to Little London and could have major consequences in terms of events such as fire. There is a risk of increased insurance premiums.

4. Daily deliveries of tanker parts, sewage treatment plant deliveries, etc will be

impacted because of congestion. There is therefore a significant risk that we will be charged more for deliveries or that companies will refuse to supply.

5. There is a real and perceived security risk to expensive plant and fuel during construction. Consequentially the Company will incur costs related to security.

6. Your Petitioner provides emergency 24 hour call out for sewage, water, and flooding emergencies. This service will be seriously impacted by the traffic congestion putting it in jeopardy.

Your Petitioner avers that the operation of Hs2 following the completion of the proposed scheduled works would have the following permanent effects:
Problems caused by Construction and Operation phases of proposed HS2 injurously impacting on your Petitioner.

1. Noise from construction and operation will destroy the tranquility of the Company Yard. There is nothing in the way to act as a noise barrier. HS2 Ltd noise assessment has not taken into account the topography of the valley or the tranquility levels. HS2 have repeatedly ignored requests to assess baseline noise levels, and although acknowledging that noise will be an issue in the valley have chosen to ignore it. The Chiltern line running in the valley below the Petitioners property is in a cutting, and the A413 is beyond. The noise is significantly reduced by the topography housing and hedging, This will not be the case with HS2 in the local area which is on 2 high viaducts and a huge embankment. Our employees in particular our mechanics highly value working in a tranquil rural location. Their working environment would be degraded both during construction and operation. During operation the noise will be every 90 seconds and will vary according to the trains position either on a viaduct or passing along the embankment. This fluctuation has been shown in studies to present more annoyance and associated health risks than a constant loud noise. The effect of a maximum 36 x 400 meter trains per hour will totally destroy the tranquility of the area. As mentioned above the area enjoys relatively high levels of tranquility and it is a matter for regret, that, despite requests to HS2Ltd they chose not to undertake any sound surveys here.

Remedial Measures:-

A fully bored tunnel to the end of the AoNB would solve most of the problems not only for the Petitioner but also importantly the employees and the customers. It would remove the threat to the company and peoples employment.

There are other clauses and provisions of the Bill, which, if passed into law as they now stand will prejudicially affect your Petitioner and his 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 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 Petitioner will ever pray, &c.

Signature of Petitioner



Katherine Sarah Weatherhead (The Weatherhead Group Company Secretary)

(Agent)

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BILL

PETITION OF The Weatherhead Group

AGAINST, By Counsel, &c.

The Weatherhead Group
Lower Little London Farm
Little London
Wendover
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