

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 PETER MACEWAN and JEAN MARGARET MACEWAN

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, 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.

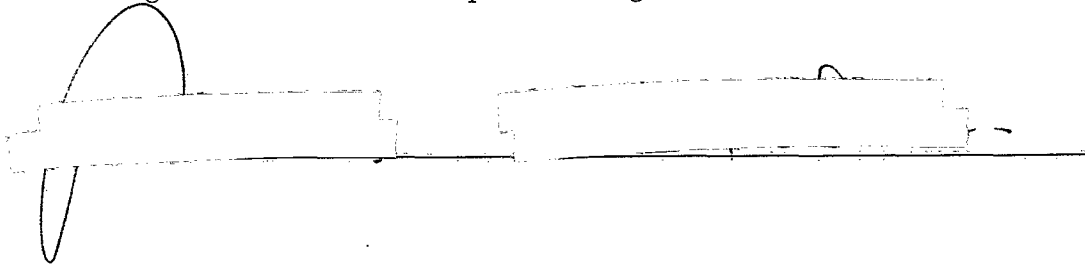
- 5 Clauses 43 to 65 of the Bill set out a number of miscellaneous and general provisions, including provision for the appointment of a nominated undertaker (“the Nominated Undertaker”) to exercise the powers under the Bill, transfer schemes, provisions relating to statutory undertakers and the Crown, 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 Petitioners reside in Little Missenden within the Chilterns Area of Outstanding Natural Beauty
- 8 Your Petitioners are injuriously affected by the Bill, to which your Petitioner objects for reasons amongst others, hereinafter appearing.
- 9 Your petitioner requests that your honourable House should pay special attention to the proposals in the Bill so far as they affect the AONB in order to determine whether due regard has been paid to this highly sensitive area and whether the proposed railway is appropriate in light of its adverse impact on the area and its residents and businesses, and the value of the area as a recreational space for Londoners and others, a matter your petitioners regards as of national importance.
- 10 Your Petitioners support the Chiltern District Council proposals for revision of the horizontal alignment and an extended bored tunnel throughout the AONB, which in your Petitioners opinion would alleviate the detrimental impact that the proposed railway will otherwise have on the AONB.
- 11 If a revised route (horizontal realignment) is deemed unacceptable, then your Petitioners request that the present proposed route through the Chilterns AONB be amended so that the present ‘Chilterns tunnel’ be extended to a point north of Wendover, as detailed in the CRAG-T2 mitigation proposal, which was deemed environmentally beneficial in the Environmental Statement. This mitigation would not avoid all the damage to the Chilterns AONB (for example, ventilation shafts would still be required), however, it would massively reduce the damage to the heart of the AONB at Mantles Wood and much of the mitigation to minimise the impacts, such as those exemplified below, of both construction and operation of HS2 would not be required.

- 12 Should neither the route be amended nor an extended Chilterns tunnel be acceptable then your Petitioners are particularly concerned about the impact of construction on the Chilterns aquifer and the river Misbourne. Your Petitioners enjoy the privilege of having the river Misbourne passing through their property. The river Misbourne is one of the country's ancient chalk streams and as such is a valuable national asset. Your Petitioners are therefore very concerned that the construction of HS2 will damage the flow and water quality of the Little Missenden area. The committee are reminded that the river and the associated aquifer provide an important source of water to the NW London area. The HS2 Environmental Statement appeared to suggest a 'wait and see' approach to damage to the river and its aquifer be taken so no appropriate surveying has been undertaken. This is unacceptable. Your Petitioners seek binding assurances from HS2 Ltd. That all efforts will be made proactively to protect the river Misbourne and the water quality and that their approach to the river should be one of 'do no harm'.
- 13 Unimpeded access to the A413 from Little Missenden village BOTH westerly (to Great Missenden) and easterly (to Amersham) MUST be maintained at all times to allow villages access to hospitals, doctors, shops and transport facilities and in turn allow visitors to access two schools, two pubs and to the residents of the village.
- 14 Measures MUST be put in place to eliminate the risk of 'rat running' through the village when delays build up on the A413. This is a feature of the present situation on the A413 when there are delays or accidents. Any additional traffic and impedance of its flow will exacerbate this difficulty. Consideration should be given to closing off the West and Central access to the Village and construction of a roundabout at the East End of the village and the A413, in order to maintain effective access to and from the village. The committee should be aware that there have been several fatalities and serious accidents in the last few years on this stretch of the A413 and so safety of residents of Little Missenden during the construction phase should be a primary concern.
- 15 The construction of new access roads to the trace and construction sites directly from the A413 should be prohibited, since the impact on traffic flow on the A413 from turning, slowing and accelerating heavy goods vehicles will render the A413 effectively gridlocked at its narrowest point between Hyde Lane and Piper's Wood.
- 86 For the foregoing and connected reasons your Petitioners respectfully submit that, unless the Bill is amended as proposed above, so far affecting your Petitioners, should not be allowed to pass into law.
- 17 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.

Signature of Petitioners in person, or Agent for Petitioners:



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AGAINST, By Counsel, &c.

Peter MacEwan and Jean Margaret MacEwan

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