

IN PARLIAMENT

HOUSE OF COMMONS

SESSION 2013–14

HIGH SPEED RAIL (LONDON - WEST MIDLANDS) BILL

PETITION

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 CHARLES PADLEY

SHEWETH as follows:-

1. A Bill (hereinafter referred to as “the Bill”) has been introduced and is now pending in your honourable House entitled “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 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 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. I am a freeholder of the property 50 Orchard Way, Holmer Green, High Wycombe, Bucks HP15 6QU. My property is not directly affected by the route but is in an area that will be, for instance the regular usage of the A413 and A404 which will be used an enormous amount by the construction lorries and the direct result of disruption from the tunnelling procedure will cause unending delays to daily life in the whole area. Your petitioner is directly concerned that he and others will be affected from the disruption as the only Accident and Emergency Hospital in the area is Stoke Mandeville Hospital outside Aylesbury on the A413, as High Wycombe and Amersham A&E departments were recently closed in NHS cutbacks. Your petitioner's concern is for the wellbeing of patients now known or to be known in the future being in an unenviable position of maybe dying if they are not able to get to the hospital in an emergency. Your petitioner does not feel that this has been taken into consideration by HS2Ltd in the planning of this route
8. Your Petitioner has his rights and interests are injuriously affected by the Bill, to which your Petitioner objects for reasons amongst others, hereinafter appearing.
9. 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 wishes to express his objection to the route chosen for HS2. For the following reasons

As proposed the High Speed Two will have the following permanent impacts on the Chilterns Area of Outstanding Natural Beauty.

- 7 miles/11.5 kilometres of the route will be on the surface, embankment, viaduct shallow cuttings or cut and cover tunnels.
- 18 hectares of woodland will be destroyed including 10.2 hectares of Ancient Woodland
- 41 kilometres of hedgerows incl. 5.6 kms of important and historic hedgerows will be destroyed.
- A 150 metre section of Grims Ditch Scheduled Monument will be destroyed
- 460 hectares of land will be taken for construction; 204 hectares will be permanently taken of which 194 is currently productive farmland
- Over 200 mature and veteran trees (outside of woodland) will be felled.
- 12 million tonnes of spoil will be generated and potentially dumped in the Chilterns AONB.
- 17 kilometres of security fencing
- 5.5 kilometres of noise barriers up to 4 metres high
- 3 vent shafts up 4 metres high covering 3,300 sq. metres each
- 2 auto transformers electricity stations covering 2,200 sq. metres each
- Up to 500 gantries carrying overhead wires
- Two viaducts of 500 metres at Wendover Dean and Wendover up to 26 metre high including the gantries.
- Two so called green tunnels of 1 kilometre each which involve complete excavation to a depth of up to 20 metres
- An unknown number of telecommunication masts
- Nine new bridges for roads, tracks and rights of way
- 6 kilometres of redesigned and re-aligned country roads
- Over 3.5 kilometres of new service roads
- An unknown amount of lighting and light pollution caused by trains and flashing from the pantographs.

- Loss of ancient countryside
- Loss of, and disturbance to, wildlife including loss of the entire Barn Owl population and severe restriction on the movement of mammals including deer
- The creation of 29 settling ponds and flood swales
- Over 1.8 kilometres of embankments and up to 16 metres high (with gantries of 8 metres on top)
- The visual intrusion and noise pollution of up to 36 trains per hour travelling at up to 360 kilometres per hour
- Loss of amenity for over 10,000 residents living within 2 kms of the route.
- A serious danger that the Aqua will be affected causing severe water problems for the area and also North London which depends upon the Chilterns Aqua.

10. Your petitioner respectfully 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 upon the area and its residents. The Government and HS2Ltd have deemed that the reason for this new High Speed Rail is not one of speed now but one of capacity. Your petitioner therefore respectfully requests that your Honourable House reconsider the route currently upon the table which will cause irreparable damage to the countryside and this AONB, that it considers alternative less destructive route along already existing corridors such as the M40 or M1.

If a revised route for HS2 is deemed unsuitable, then your petitioner requests that that the present proposed route through the Chilterns AONB be amended so that the present so called '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: ventilations 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 the construction and operation of HS2 would not be required.

Should neither the route be amended nor an extended Chilterns tunnel be acceptable then your petitioner is particularly concerned about the impact of road traffic on the A413 from Great Missenden around the Amersham by-pass and up to and including the junction with the A355 which forms the access to the M40 and respectfully requests that in order to

mitigate the effects of construction traffic (which estimates made by HS2 Ltd in the Environment Statement were demonstrably incorrect) the following measures should be agreed to be undertaken during the construction phase of the railway that no construction traffic be permitted to use the A413 during the hours of 7-9am and 5-7pm. .

11. For the foregoing and connected reasons your Petitioner respectfully submits that, unless the Bill is amended as proposed above, should not be allowed to pass into law.
12. 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



CHARLES PADLEY

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Petitioner in Person
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[REDACTED]