

IN PARLIAMENT
HOUSE OF COMMONS
SESSION 2014 -2015

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 Susan Marilyn Barden

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 Objection is taken to the works to be undertaken within the Chiltern Area of Outstanding Natural Beauty (AONB) and in particular to works 2.13 to 2.27 (listed schedule of the bill) in the parishes of Little Missenden, Great Missenden, Chartridge, The Lee and Wendover and to clauses of the bill which would authorise these works.

Your Petitioner with her husband is joint freehold owner of 28, Kings Lane for 42 ½ years and has been privileged to live within the Chiltern AONB, where with the strict planning laws and rules set out and implemented by Chiltern District and Bucks County Council, the area has been protected for the people that live here and the 50 million that visit the Chiltern AONB annually.

Your Petitioner and her husband's rights, interests and property are injuriously affected by the Bill, to which your Petitioners object for reasons amongst others, hereinafter appearing.

Your Petitioner resides within the Area of Outstanding Natural Beauty (hereinafter referred to as AONB).

As a resident of the AONB your Petitioner has identified several specific grievances. These are not exhaustive. The Environmental Statement prepared by HS2Ltd include many non – specific details; for example no method statements are included such as that it is inevitable that the construction of HS2 will disrupt the lives of the residents in the AONB in the ways not yet identified.

- 9 Your Petitioner objects to the above ground route taken by HS2 between Mantles Wood and Wendover and the devastation caused to the AONB by deep cuttings; a cut and cover tunnel; a viaduct; spoil to be dumped at Hunts Green Farm and the re alignment and use of unsuitable roads to service HS2

construction.

Your Petitioner request that the HS2 route be by a twin bored tunnels throughout the Chiltern AONB and not the Proposed HS2 Ltd Scheme.

- Firstly, a fully bored twin tunnel proposed by Chiltern District Council and Chiltern Conservation Board and called the Green route gives the best protection to **all** of the Chiltern AONB landscape, wild life and residents.
- Alternatively, the CRAG T2 from Mantles Wood to north of Wendover would provide an acceptable twin bored tunnel solution giving protection to **most** ($\frac{3}{4}$) of the Chiltern AONB landscape, wildlife and residents.
- Alternatively, The REPA proposal which is a 4 km twin bored tunnel extension from Mantles Wood (on the Proposed Scheme by HS2 Ltd) to Leather Lane. This would give **much additional protection** to the Chiltern AONB and the settlements of Hyde Lane, South Heath, Potter Row and as far as Hunts Green. This gives local mitigation especially in the construction by avoiding deep cuttings and a cut and cover tunnel which saves our Ancient Woodland; Ancient Trees and reduces generation and disposal of spoil.

Your petitioner requests that the tunnel options through this part of the AONB are further investigated and considered.

10

Your Petitioner knows that Kings Lane and Potter Row are unsuitable for HGV traffic and were built as lanes that joined up communities not as routes for heavy construction vehicles. In 40 plus years I know of 3 fatal accidents involving children within a mile of our home and one adult fatality. These happened when traffic numbers were low in the 1970's 1980's 1990's and 2000's compared to the forecasts given by HS2 for the construction period.

HEALTH AND SAFETY FOR RESIDENTS AND THEIR VISITORS SHOULD BE PARAMOUNT. KINGS LANE AND POTTER ROW SHOULD NOT BE USED FOR CONSTRUCTION TRAFFIC.

Your Petitioner requests consideration for the tunnel options stated in the above paragraph.

OR

- 15 mph speed limit for all HGV.
- Stewards to monitor safety for residents at every junction and roundabout during construction hours.
- dedicated and enforced crossings for residents, footpath walkers

cyclists and riders to safely cross Kings Lane; Ballinger Road
Chesham Road (B485) and Potter Row.

Frith Hill will be closed for 1 ½ to 2 years which will effectively double the traffic using King Lane and HS2 Ltd then intend to add the average construction and HGV traffic listed in the Environmental Statements to this so the figures for traffic on Kings Lane will be exceeded in practise.

Your petitioner is alarmed that Frith Hill will be closed and access from Kings Lane to Gt. Missenden will be increasingly difficult during construction. Your Petitioner goes to both Chesham, Amersham, Prestwood and Gt Missenden on a daily basis, making up to 4 return journeys a day to shop, visit the library; swimming pools; tennis club and social events.

Footpaths in the area have been an important and necessary part of life in the hilltop villages to access Gt Missenden, friends and for recreation. Only 1 of the 4 footpath remains open in Sibley's Copse /Coppice during construction meaning that access by foot safely to Gt Missenden by PRow is unacceptable as proposed..

Your Petitioner requests that this is looked at again with care and mitigation is put in place to ensure that access to Gt. Missenden by car and foot remains possible for residents by building a temporary road and foot bridge for the period of closure of Frith Hill.

11. Your Petitioner is anxious about the lack of provision by HS2 for those in their seventies who wish to move in the near future to be able to do so without loss of property value. Your Petitioner does not qualify under the Exceptional Hardship Scheme, currently available only on very restricted terms. This should include provision for those in their seventies that wish to move to a smaller property or relocate without loss of open market value by blight from HS2.

Further consideration for the tunnel options listed in paragraph 9 would remove some of the anxiety.

12. Your Petitioner, following the announcement of the route for HS2 was in February 2012 treated for depression for the first time in 68 years. Largely due to the worry, stress, anxiety and uncertainty caused by this Proposed Scheme to her and its devastating effect on the Chiltern AONB landscape and lives.

Your Petitioner feels about to be trapped in her home, vulnerable to more crime and exposed to noise, dust and pollution, and dreads the devastation about to be inflicted on the AONB by HS2 Ltd.

Your petitioner and her family have all grown up in this home and have contributed to ensuring that this area stays free from unnecessary and

inappropriate development; footpaths registered and litter picked up.

13

Your Petitioner is concerned about the impact of the HS2 Ltd construction on chalk streams in the Chilterns. These are rare and your petitioner thought there are fully protected.

Your Petitioner knows that within living memory a huge sinkhole opened up in Kings Lane adjacent to the Proposed Scheme and this revealed a chalk stream that runs to Chesham.

Your Petitioner requests that the bored tunnel options in paragraph 9 are independently assessed and considered and proper surveys are carried out before work starts and if there are adverse impacts during construction they should be addressed straight away.

Your Petitioner is distraught by the destruction of Ancient Woodland from Mantles Wood, through Hedgemoor; Sibley's Copse/Coppice to Wendover. These woods are irreplaceable. The destruction of these Ancient Woods deprives the nation of their heritage and need to be treated with the same respect as Rain Forests.

Ancient Oaks on the land belonging to Cusdens Farm, Kings Lane are magnificent and have TPO orders and these will be felled to accommodate the proposed route for HS2.

Your Petitioner requests that no Ancient Woodland or Ancient Trees are sacrificed to the route for HS2 and that the route is modified to ensure Ancient Woodland and Ancient Trees remain. Bored tunnels should be used so the landscape of the AONB remains unspoiled; intact and preserved for future generations.

Your petitioner is very concerned that the construction of HS2 will have on wild life in the Chiltern AONB and asks that efforts to mitigate these effects be by a bored twin tunnel through the Chiltern AONB to conserve the flora and fauna of this special landscape.

The Chiltern AONB is a National Asset and should be treated as such by ensuring that future generations can enjoy this wonderful amenity so close to London.

Your Petitioner considers the preferable option is a twin bored tunnel GREEN route throughout the Chiltern AONB or the CRAG T2 option from Mantles Wood to north of Wendover or to extend the bored tunnels through from Mantles Wood to Leather Lane along the proposed HS2 route by the REPA tunnel. This will preserve the Ancient Woodlands and Ancient Trees, flora and fauna in Hyde Lane, South Heath and Potter Row.

- 14 There are other clauses and provisions of the Bill which, if passed into law as they now stand will prejudicially affect your Petitioner and her 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 her 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 Petitioner and in support of such other clauses and provisions as may be necessary or expedient for her 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 in person

IN PARLIAMENT
HOUSE OF COMMONS
SESSION 2014 - 2015

HIGH SPEED RAIL
(LONDON-WEST MIDLANDS)
BILL

PETITION of Mrs. Susan Marilyn Barden

AGAINST, By Counsel, &c.

Susan Marilyn Barden