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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 Mrs Alexandra Sheffield

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 is the joint freehold owner of CHAPEL FARM, HYDE LANE, GREAT MISSENDEN, HP16 0RF ("your petitioner's property").
- 8 Your Petitioner's rights, interests and property are injuriously affected by the Bill, to which your Petitioner objects for reasons amongst others, hereinafter appearing.
- 9 Part of your petitioner's property is within the limits of land to be acquired and used as shown on the plans deposited with the Bill, and part of the property is therefore liable to compulsory acquisition under the Bill.
- 9.1 Your petitioner's property is adjacent to the proposed railway cutting on Hyde Lane to be used under the Bill and this lane is due to be expanded and bridged in front of the property as part of the construction phase. Therefore your petitioner's residential property will be subject to intolerable noise, dust, visual impairment and vibrations throughout the construction phase and following the completion of the works. The property is more than 400 years old and for the most part has no foundations. It is therefore liable to severe damage by the vibrations of high speed trains.

The petitioner's solution to this issue is to preferably have a bored tunnel throughout the affected AONB in the Chiltern Hills. If not, I would propose a bored tunnel extension to Liberty Lane (as recommended by REPA). If not, I would like to ban construction traffic from unsuitable roads and have dedicated new site access route direct to A413.

- 9.2 Your petitioner's property is located near the B485 which is proposed to be used under the Bill as a route for construction traffic for 4.75 years by many vehicles throughout the construction phase. Your petitioner uses the B485 many times a day when accessing local towns and amenities including schools, shops and health services. This includes daily access to the petitioner's property by Social Services (carers, physiotherapists, occupational therapists, equipment maintenance companies) and Emergency services, which are vital for the petitioner's disabled son. Therefore, the use of this road as a construction route will result in access to B485 being very limited

and your petitioner being isolated from these essential services. The use of this road by construction vehicles will increase delays, and increase the time and cost taken for your petitioner to access vital facilities.

- 9.3 During the construction of the route Hyde Lane will be closed. For your petitioner, this will mean that all local amenities will be restricted. Daily deliveries/collections from the postman, milkman, binman and supermarkets will be adversely impacted. The journey to the local town of Chesham will increase by 6km. The alternative route out of the lane (down to A413) is dangerously narrow and inappropriate for the wheelchair adapted vehicle that we have to use for our disabled son. Telephone lines, power lines and water mains will also need to be reassessed. The power lines are of particular importance to your petitioner because our son relies on an electric wheelchair, a ventilator to breathe, lifts and hoists. All this equipment is either connected to the electricity supply or requires daily charging. This is a huge concern to your petitioner.

My solution to this issue is to preferably have a bored tunnel throughout the affected AONB in the Chiltern Hills. If not, I would propose a bored tunnel extension to Liberty Lane (as recommended by REPA). If not, I would like to ban construction traffic from unsuitable roads and have dedicated new site access routes direct to A413.

- 9.4 Your petitioner is a daily user of the footpath GMI/33/1 for recreational and exercise purposes. The footpath is adjacent to the petitioner's property. The footpath will be permanently removed by the construction route. GMI/33/1 is proposed under the Bill to be closed. Both the neighbouring footpath and fields will be destroyed by construction routes and construction work will cause excessive dust and air pollution in the immediate area of your petitioner's house. Both your petitioner's disabled son and asthmatic daughter already suffer from severe respiratory conditions. The construction work will worsen my daughter's health and impact my son's already fragile ability to breathe properly.

My solution to the loss of the footpath and fields around the house is to preferably have a bored tunnel throughout the affected AONB in the Chiltern Hills. If not, I would propose a bored tunnel extension to Liberty Lane (as recommended by REPA). If not, I would like to ban construction traffic from unsuitable roads and have dedicated new site access routes direct to A413.

- 9.5 Views from both your petitioner's property and from the adjacent footpaths GMI/33/1 and GMI/27/1 will be destroyed by the proposed route, its construction sites and settlement areas. These views over AONB looking towards Mantles Wood are widely acknowledged to be some of the most beautiful in the Chiltern Hills. Construction and implementation of HS2 will remove part of this country's natural heritage forever. The view will be spoilt from the construction phase onwards and part of the ancient woodland will

be permanently destroyed once the railway authorised by the Bill is operational. The Environmental Statement accompanying the Bill states that the area will be permanently impacted from your petitioner's property which lies within the Zone of Theoretical Visibility as shown in the maps that accompany the Environmental Statement.

The petitioner's solution to this issue is to preferably have a bored tunnel throughout the affected AONB in the Chiltern Hills. If not, we would propose a bored tunnel extension to Liberty Lane (as recommended by REPA). There are no other ways to mitigate the visual damage caused by HS2 and its construction.

- 10 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 PETITIONER therefore humbly prays 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.

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AGAINST, By Counsel, &c.

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