

**IN PARLIAMENT
HOUSE OF COMMONS
SESSION 2013-14**

0885

HIGH SPEED RAIL (LONDON – WEST MIDLANDS) BILL

PETITION

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 DAVID PRIDEAUX

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.

The Bill

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. Your Petitioner

Your Petitioner is David Prideaux, owner of Doddershall House and The Lodge at Doddershall. The Bill will directly and specially affect your Petitioner, his home and The Lodge, access to the buildings and roads within the Doddershall Estate, which The Bill directly affects these properties and which your Petitioner hopes can be saved for his future interests.

Your Petitioner is directly and specially affected due to loss of land from the land take of HS2 and from access roads on the estate and changes to the roads from and to his home and lodge. Also North Farm, Upper South Farm and Lower South Farm from the HS2 works. These will adversely impact your Petitioner's local area, operations and journeys and have lowered the market value of the Petitioner's property from increases in the costs of protecting the properties, land loss and increases in times for journeys that will result in conflicts and impacts.

Your Petitioner is directly and specially affected by the Bill's impact(s) on the roads, land, footpaths, public rights of way, home, location, livelihood, farming operations and by impacts on the surrounding pastures, arable land and estate management. The HS2 Route 3 works are in the Doddershall Estate and within 300m of the house with the land taken surrounding the Doddershall House.

Your Petitioner requests this petition be considered with the petition from Christopher Prideaux and from Quainton Parish Council as the three areas are adjacent and Doddershall is within Quainton Parish Council with some woodland in others.

Your Petitioner is requesting your Honourable House reconsiders the realignment of HS2 through Quainton and central and northern Buckinghamshire which is severely impacting the farms, estates, roads and villages from Stoke Mandeville to Chetwode and amenities so significantly that an alternative route alignment in the broad corridor and/or the use of tunnels may determine a better railway and route for commuters and inter-city rail travel with fewer local impacts. The selection of Calvert for the IMD and Wendover to Southam alignment has blighted significantly areas in Chetwode, Twyford, Calvert, Quainton, Waddesdon, Fleet Marston, Putlowes, Whaddon Hill, Lower Hartwell, Sedrup, Stoke Mandeville and Aylesbury.

Your Petitioner and their rights, interests and property are injuriously affected by the Bill, to which your Petitioner objects for reasons amongst others, hereinafter appearing including the loss of income to the value of the estate, cottages and The Lodge, rising cost to farm the land when HS2 works start and loss of tranquillity where your Petitioner lives and requests a Strategic Environmental Assessment (SEA) review to determine the better infrastructure design and route alignment with cost and loss justifications, particularly between the River Thames to the A41 to Quainton to Calvert and Twyford.

Your Petitioner objects to the clause which allows anyone connected to HS2 to have rights to enter land 500m from the Route 3 line for surveying and objects to this distance applying to the boundaries of land being taken and from the access roads and other related works for utilities and HS2.

Temporary possession of land is a concern for your Petitioner, as it is to be acquired permanently for a temporary purpose. Land that is needed only temporarily during the construction phase should only be taken on a construction lease or licence by HS2. The land near to and within the Doddershall Estate and Doddershall House and The Lodge can be more productive for grazing and arable production than becoming wetland and this important determination should be by and with your Petitioner.

Your Petitioner's land area and circumstances are related to some adjacent farms and land which may be better suited to locate the National Grid feeder and autotransformer facility and Woodside worksite. The HS2 Route 3 crosses over 2Km of land within the area of these petitions.

Summary of the Works impacting your Petitioner

The Works Numbers for the area affecting your Petitioner and the local petitions include 2/49, 2/61, 2/62, 2/63, 2/64, 2/66, 2/67, 2/67B, 2/28, 2/68A, 2/69, 2/70, 2/71 and 2/72 and possibly others. A description of the likely significant environmental effects of the scheme in the local area were presented for the Doddershall Estate, Doddershall House, The Lodge and farms in the Environmental Statement responses having considered some of the environmental topics. Some of the works of concern to the farm are listed in the CFA No 12 and CFA No 13 Reports with references to Waddersdon, Quainton, Doddershall, Calvert and Sheephouse Wood and Finemere Wood and in the Environmental Statement Map Books CFA 12 and CFA 13 and in the Bill documents Volume 2.1 and 2.2 Bill Plans and the document of Sections.

Your Petitioner's property: Doddershall House Grade 2 Star.

The 500 year old house will be within 300 metres of the HS2 construction areas. This house is one of the oldest inhabited houses in the country.

Your Petitioner's father held meetings with the HHA (Historic Houses Association), CFA Landowners Association and bilateral meetings with HS2 which have not changed the HS2 Route 3 location and the location reduces the value of the Doddershall House.

Your Petitioner is concerned the issue of cultural and architectural heritage have been largely ignored by HS2 and its consultants for some heritage locations including Doddershall Estate and Doddershall House.

Your Petitioner is concerned that the Grade 2 Star Doddershall House which has been in single family ownership for 500 years and is one of the most important houses on the route has been impacted significantly rather than the route being better aligned by HS2 to avoid the property and The Lodge.

Your Petitioner is concerned that the HS2 mitigation efforts at different historic houses are inconsistent with the consideration given by HS2 from 2010 to the other historic buildings.

Your Petitioner object to this inconsistent approach by the same HS2 organisation. This indicates a failure of process, systems and values and possible arbitrary application of the criteria or the basis that HS2 and/or its consultants considered. The AOS is referred to by HS2 as a measurement technique for historic houses but the application is not detailed.

The estimated sound contour band of 50-55DB is considered much too high for a tranquil location by your Petitioner.

Your Petitioner requests the best noise and visual mitigations for the House, which needs further attention for this Grade 2 Star 500 year old property.

Your Petitioner's property: The Doddershall Lodge.

The Lodge property is due for demolition by HS2. It is a character building and has status as the entrance to the estate, its isolation has charm and it would be very difficult to find a comparable building elsewhere.

There is no thought for any substitute planning permission. This is clearly important.

The Bucks Archaeological Society may require demolition in stages to save components from earlier dates. Negotiations with this group and your Petitioner will be essential.

8. Your Petitioner's Regional Rail Transportation alternatives to Route 3

Your Petitioner object to so little attention being paid by HS2 to better route alignments and arrangements by the Doddershall Estate and Doddershall House and The Lodge. This has been discussed with HS2 local representative who did not have the authority for making changes. The track and route elevation questions are most critical matters for the Quainton Village regarding road access and also for Doddershall House's for insufficient noise mitigation over a distance of several kilometres.

Your Petitioner has researched that there are alternative proposals that will reduce the impacts on the Doddershall Estate, Doddershall House and The Lodge, including those covered by your Petitioner and from Intercity Connect who proposed a station at Iver to serve Heathrow and motorway road users and station near Banbury and Royal Leamington Spa near to the transport corridor Chiltern Line and M40 sections. There is a possible realignment of the Route 3 Ruislip, Tring, and Buckingham to Lower Boddington for 94 Km to enable connection to the WCML near Cheddington and Tring and intersection of the East West line near Winslow. There is also a proposal from HS2 (UK) along the M1. There are alternatives in the broad corridor which are less impacting than the Route 3 Phase 1. These remove the HS2 impacts on Doddershall. In addition there is the possibility of realigning the Route 3 from Waddesdon to Twyford to reduce the impacts on your Petitioner's property and the Parish of Quainton, including the use of tunnel sections to pass under Station Road and the local roads.

HS2 need to re-examine how commuters can directly benefit from a one track each way two track rail route and how a dedicated passenger-only one track each way route can be reliable and available when the WCML is saturated. There are increasing volumes of road and rail freight and an increasing population projected, but with less people with the income to afford longer distance daily commuting. The specific measure is that the WCML and HS2 can be interconnected near Tring with an improved realignment for Aylesbury adding to extra resilience and shorter tunnel sections from Ruislip to Tring to Winslow and Buckingham within the broad rail way corridor. This can provide the larger rail loading gauge for freight and for double decked commuter rail vehicles.

Your Petitioner objects to Route 3 Phase 1 and the situation that HS2 Limited and DfT have not explored sufficiently the selection and assessment of shorter and longer route alternatives to realign the route to reduce impacts on Doddershall Estate. Realignment can reduce Route 3 Phase 1 impacts and tunnel sections will reduce impacts and the extent of road and utilities works in Quainton.

Your Petitioner requests that if The Lodge is not saved and land take is not reduced Quainton will be congested and disrupted for over 5 years. The changes to access roads will require more strong crossings of HS2 to make access for farm vehicles more efficient.

Your Petitioner requests moving the National Grid Power Feeder and the autotransformer to the area HS2 may have intentions to acquire near Oak Tree Farm or away from Edgcott Road.

9. Your Petitioner seeks a SEA specific measure to realign the Route 3 or reduce impacts

The specific measure requested is a SEA review to further examine and re-examine alternative route alignments and elevations for avoidance of the community impacts and to reduce impacts on The Lodge and Doddershall Estate and Doddershall House by the realignment to avoid and reduce impacts. This SEA specific measure provides the opportunity to move the Route 3 alignment to reduce the impacts on people living in Quainton and to enable Doddershall to continue and function to provide farming and enjoyment for many local people. Diversion of the planned HS2 route within the broad corridor will serve more local rail commuter requirements than the HS2 Route 3 Phase 1 achieves across Buckinghamshire currently.

An alternative route alignment can reduce impacts on Quainton and on Calvert and Waddesdon.

Another specific measure includes designating new tunnel sections to the current alignment to include several short tunnels from Calvert to the River Thames to reduce impacts on Quainton and Doddershall the farms and homes in Quainton.

Your Petitioner is concerned with the amount of productive land that will be taken out of primary agricultural production near Quainton and from Doddershall Estate. Your Petitioner does not want loss of land for the construction of the line in the Route 3 alignment and also requests environmental mitigation on Doddershall Estate to be by agreement with some changes in bio-diversity requirements sited away from the proposed line. Your Petitioner believes that environmental mitigation should be 'like for like' and the Hybrid Bill should not be a mechanism to create bigger and dictated mitigation measures. Your Petitioner believes that there should be direct negotiations with the owner and trusts regarding the location of such mitigation and this should only be acceptable if there is no farming or other productive earning use.

Where land severance is effected alongside Doddershall, and Edgcott Road and Lee Road, HS2 Ltd must ensure that farmers have good access to all their land through the period of construction works with sufficient bridges and underpasses across the proposed line for the farming operations and vehicle and pedestrian accesses. To remain viable the farms on the Doddershall Estate will need adequate access to all severed land and existing tracks, lanes and roads.

Your Petitioner needs certainty in the ability that planning consent for any replacement or new buildings will be granted, particularly with proposed demolition of The Lodge if it cannot be saved.

10. Your Petitioner's concerns and objections to planning outcomes of HS2 Route 3 Phase 1

Your Petitioner has considered the consultation reactions to HS2 and objects to the ways used to plan and promote this transport route and the early fixation on this Route 3 Phase 1 alignment across the River Thames, A41, Waddesdon, Quainton and Calvert. There were shallow assessments of feasible alternatives and use of other locations that minimise impacts on the Parish, landownership, farms and on the local residents to avoid the loss of value of the property, the loss of productive farming land and demolition of The Lodge. Specifically the Appraisal of Sustainability (AOS) was not considered a feasible method of determining or choosing the route impacts sufficiently objectively as it was not possible for HS2 to interpret comparatively in detail the Route across your Petitioner's properties compared to some of the other routes.

Your Petitioner objects to the serious shortcomings by DfT and HS2 and its agents to fail to work from aerial photographs, LIDAR data and from other technologies in 2009 until 2012 when the determination to prefer Route 3 Phase 1 was being made with inadequate knowledge and based on a basic AOS and with little detailed understandings of the actual elevations, road and utilities situations and the impacts of Route 3 in detail. Unlike CTRL (HS1) where first British Rail and then Kent County Council with London and Continental Railways produced four fully detailed potential routes and assessed each and modified these to finally select the currently constructed HS1. Such diligent planning was possible for a specific defined scope. HS2 has changed the scope, its functions and its extent until the petitioning in 2014 without considering to the same level of detail of alternative potential routes and route sections and tunnelling. This should be reassessed for this two track railway providing no direct and significant contribution to the rail commuters and travellers within Aylesbury Vale. HS2 has been a one pass approach which has not been accepted by the public in consultations and reassessments and changes will help many.

11. Your Petitioner has identified some impacts the Bill will have on the home Construction movements

Your Petitioner objects that the Bill includes powers for the Secretary of State and the Nominated Undertaker to do construction works which are estimated to take up to 5 years to complete and will include many construction operation and logistics lorry, van and car workers in movements creating local conflicts across the farm and golf course land with the creation of more dust and noise, poorer

air quality, and in some location there may be 24 hour working on the earth works, viaduct and local work site(s). These will inevitably lead to direct disruption and delays for your Petitioner and the people the Petitioner knows, including residents in Lower Hartwell, other farmers and estate owners.

Routes for construction traffic

Your Petitioner objects to the lack of detail of the traffic associated with HS2 construction and surveys that will enter and operate within the estate, land, plots and Work Numbers indicated in the Bill plans and sections. The access from the estate and other buildings to the local road will be dangerous as detailed in the HS2 Environmental Statement maps and the Bill. The construction traffic access will be disruptive to the properties and occupants and construction access can be re-routed down the safeguarded HS2 route. Where access routes are required and agreed by the Councils, land owners, local farmers and estate managers they should be able to sustain the weight and use of fully loaded farm vehicles and construction vehicles. The HS2 construction and work site traffic and plant can use the safeguarded corridor strip and reduce conflicts with local traffic movements. There is a need to determine how the large low loaders, transformers and plant will be delivered, used and removed.

Permanent, temporary realignment, closure of roads, paths, bridal ways, rights of way

Your Petitioner objects to the impact of HS2 Route 3 on the public's accesses to the rights of way to the HS2 corridor section which are popular with walkers. Your Petitioner objects that the changes to the roads/lanes in Quanton and Doddershall will be very disruptive to your Petitioner and increase the accident risk frequency.

Hours of construction

Your Petitioner objects to any seven day and night time construction along this HS2 route section.

Effects on ecology during enabling works, construction and operation

Your Petitioner is concerned the impact of the HS2 trains, pantographs and catenary lines on the local Bechstein Bats will be deadly to the local roost populations and this has been largely disregarded by HS2.

Your Petitioner objects to HS2 failing to address by avoidance mitigations such as moving the route following the identification of the impacts on the wild birds and bats in the sections by Doddershall. These include Herons, Geese, Ducks near Calvert, all which can and will damage pantographs and train windscreens. There are other birds, Pheasants, Red Kites, Hawks and Buzzards located between Waddesdon and Quanton and Calvert. The farms and estate practice excellent ecological and environmental stewardship to protect and encourage diversity and the natural habitats. Your Petitioner will require assistance from the local wildlife groups and Natural England to characterise the bats and other rare species in the Parish, Doddershall and the woods.

Archaeology

Your Petitioner objects to the removal of topsoil and ground for the purpose of "research" prior to detailed geophysical and non-intrusive surveys for part of the farm fields and the lost medieval village where the HS2 works is intended. Your Petitioner objects to the same "research" prior to detailed geophysical and non-intrusive surveys at other local locations of known heritage but which can be left unspoilt. Your Petitioner will require assistance from the local archaeological groups.

Permanency and amount of land take

Your Petitioner objects to the disclosures in the draft and environmental statements and in the Bill plans and sections to the increasing extent of land take particularly from farm land and estate close to Doddershall House and The Lodge. The excessive land takes decreases the area for productive farming which is not compliant with environmental impact assessment outcomes and was not compared in the public consultation and the Appraisal of Sustainability (AOS) or in the Buckinghamshire County Council environmental baseline in 2009 to 2011 in sufficient depth. This HS2 railway route does not require the extent of land take for the current corridor and the safeguarding of all that land when this is a currently used for farming and as natural habitats. The

Environmental Statement and the Bill exhibit extensive land take, well over and above requirements for the diversion and replacement of the utility pipelines and for access and for construction of the HS2 route.

12. Your Petitioner requests consideration of the following reasons and specific measures

Your Petitioner agrees with Lord Justice Ouseley that planning for infrastructure requires objection to be invited for consideration and resolution. This has not been achieved.

Your Petitioner agrees with petitioning to identify the direct and specific impacts and situations that result from the imposition of the confiscation and use of land for a different purpose to its existing use or purpose.

Your Petitioner agrees with the structure of a planning process established to work out what can be done to achieve very specific objectives and where petitioning or objections would meet the tests for fairness and proper consideration that enables changes to be made prior to the lodging of a Bill and adopting good industry practices and principles.

Your Petitioner accepts that HS2 Limited and the DfT are trying to address some rail route issues but are not amending the scopes sufficiently to reduce impacts after a number of public consultations have not endorsed the need as expressed by HS2, DfT and some MPs.

Overcoming the inadequacy of compensation

Your Petitioner objects to the compensation currently omitting local betterment provisions that will replace and avoid losses of the farm land and the golf club amenity.

Your Petitioner objects to no provision for recovery of the extra costs to reimburse for additional journey times during construction for the Petitioner and/or others when visits to and from the HS2 impacted areas are required to provide assistance to people or to make use of or enjoy an amenity.

Tax issues that will arise due to the compulsory purchase of land for HS2 should be exempt. HS2 and the HM Treasury must acknowledge the exceptional circumstance HS2 is already causing your Petitioner has an interest in.

Compulsory Purchase and impacts

Your Petitioner is concerned that the compulsory purchase code is too complex and has limited ability in practice to put the claimants back into the position they would have been in if it were not for the scheme. Your Petitioner requires prompt compensation and valued fairly for any land they will lose to the HS2 Hybrid Bill.

There are concerns of compulsory acquisition of land for regeneration and relocation by the Secretary of State. Your Petitioner objects to this clause as it is important that individuals can benefit from any opportunity for regeneration or development that may arise from the scheme.

Delaying and planning local works to minimise disruption

Your Petitioner objects to there not being detailed scope and timescale schedules of HS2 access to the land for intrusive surveys or enabling works or other works currently.

Your Petitioner objects to the lack of detailed planning, scope and timescale scheduling for diversions or renewal of utilities and construction of access roads.

Your Petitioner objects to the lack of specific detail and agreement on the tasks and scopes intended by HS2 for the Farm land and the homes, including the detailed plans for the diversion and replacement of utilities near Diddershall Estate and the properties.

13. Your Petitioners specific measures

Your Petitioner suggests specific measures and the SEA for HS2 to change impacts and performance:

13.1 Relocation of HS2 Route 3 from its proximity to properties specific measures

The specific measure is to relocate the current HS2 route to move the route and construction works to enable The Lodge and parts of the Doddershall Estate to survive. Dust will drift blowing into the home and the farm houses and The Lodge. It is possible to realign the route and reduce the land take width and/or to build tunnels instead of the currently proposed impacting surface infrastructure.

13.2 Relocating the Work Site for HS2 specific measures

The specific measure for the relocation of Woodside compound and autotransformer and National Power works site from the better agricultural productive land and restricting access along the HS2 route corridor will remove impacts on the residents in Quanton, Doddershall Estate and Doddershall House who are all directly and specifically affected. This specific measure will achieve local improvements.

13.3 Roads, Accesses, Viaducts, Bridges and route and river crossings specific measures

The specific measures of building new road and other infrastructure or upgrading existing road infrastructure during the construction of HS2 to provide safer access to and from Doddershall Estate and Doddershall House and The Lodge to avoid the HS2 proposed accesses.

The specific measure to relocate some access crossings for the farms and to re-route and increase the carrying capacities of construction accesses and accesses to the homes and farm houses. This requires consultation with the landowners.

The specific measure preventing HS2 Ltd from using or closing certain roads and from accessing the estate when/where the impact on the community, farm or estate will be significant and important. For example, delaying intrusive drilling or advance works across the farmland and the estate. Delaying works to 2017 is vital to ensuring the area is available to function for the residents including your Petitioner.

The specific measure to reassess with the Police and Councils and Quanton residents the junctions to determine the least dangerous arrangements using the HS2 Route 3 corridor access and avoiding the access off to the very narrow lanes and roads.

13.4 Commitments to mitigations and reducing land take specific measures

The specific measure is to increase mitigation and change mitigation methods so that land take is not maximised for noise reduction, when noise walls will require less land take and impact, such as across parts of Doddershall Estate and the farms. The specific measure of the use of noise walls can save ten to twenty metres of surface land loss either side of the HS2 tracks reducing impact on the ability to farm the area and to reduce loss of land from the estate and farms.

The specific measure is not to reduce the area of farmland and the estate by including more balancing ponds, coarse grassland and wetlands. There is no requirement for more land take and this is unnecessary and against the farming and estate interests. Land can be used for grazing or other productive use and not left unused.

The specific measure is an initiative to minimise land takes. This is an important issue for several landowners, tenant farmers and residents including your Petitioner. The specific measure is to ensure that funding is made available to maintain mitigation and plantings including those outside the safeguarded and Bill maps, plans and sections.

The specific measure is where there is a need for offset ecological and woodland areas both outside and inside the route corridor and the width of the land included in the community area forum map books and Bill for Route 3 Phase 1. This requires an initiative to review in detail the HS2 route section by the estate with farmers, land owners, lessees/licensees and residents.

13.5 Construction works issues

The specific measure is reducing the number of working hours for construction and to prohibit lorry movements at certain times especially by Doddershall House, The Lodge and the farm homes and on the access roads, to reduce noise, vibration, dust, mud and emission and conflict and disruption impacts.

13.6 Details for ground and site investigations and understanding excavation dumping

The specific measure is the need for more detailed ground, site investigations and drilling to meet insurance joint risks requirements for tunnels and similar processes for the cuttings and excavations, and to demonstrate practical uses for disposal of ground materials but to delay the investigations where facilities and amenities are severely impacted to the estate and farming operations and to limit and reduce soil dumping and change of land use near Doddershall and on the Doddershall Estate.

The specific measure it to provide more excavated material assessment details and cross sections of the HS2 Route 3 and road works are required to provide more route cross sections, each 250 metres along HS2 as well as where roads are changed every 50 metres along the road. This is to enable landowners and others to better understand the shapes of cuttings and embankments and to verify if excavated and disposed ground and soil can be accommodated locally or not.

14. Your Petitioner objects to the powers that are proposed to be provided by the Bill to the Secretary of State and the Nominated Undertaker and respectfully submit that the Bill should be amended or undertakings should be required so that HS2 Limited, the Secretary of State and/or the Nominated Undertaker must review the construction strategies for each Work Number section of the project and its related works and any prior Transport Works Act (TWA) or utilities Works Orders, including those of Network Rail including the National Grid and regional electrical distributor and the gas main and other utilities for advanced/enabling works and/or surveys, investigations or tests by considering their cumulative impacts on each community, land owner and/or amenity. The parties need to suggest necessary changes from the results of each review with the persons impacted before works design, planning and construction strategies have been finalised and construction contractors enter the land.

15. As a general matter, your Petitioner submits that provision be made to repay to your Petitioner all proper costs, charges and expenses (including the proper fees of such professional advisers as they may instruct) reasonably incurred in consequence of the Bill or of any provision made as a result of this Petition.

16. There are other clauses and provisions of the Bill which, if passed into law as they now stand will prejudicially affect your Petitioner and their rights, interests and property and for which no adequate provision is made to protect your Petitioner.

Conclusions

17. Your Petitioner submits that the debates in the House of Parliament on the 28th and 29th April provided evidence from MPs that the route alternatives and changes to HS2 are necessary in the broad corridor to reduce the local impact in the areas in and near Doddershall, Quainton, Buckinghamshire. A SEA review would help.

18. Your Petitioner submits that some measures can be taken and could have been taken by DfT and/or HS2 to reduce the farming, living, social, environmental and other impacts through central rural Aylesbury Vale villages and town and Buckinghamshire, particularly to Doddershall, Quainton your Petitioner's home, The Lodge and the Doddershall Estate which your Petitioner has interest in and that some measures can be taken by DfT/HS2 to make Route 3 more effective with the WCML or the Chiltern Line and achieve reduction in impacts by realigning the Route 3 HS2 through the use of tunnels to sustain the current arrangements.

19. Your Petitioners submit that, in the respects mentioned and in other respects, the Bill fails adequately to safeguard and protect the interests of your Petitioner and

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 Petitioner 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 Petitioner:



BACKSHEET:

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PETITION OF DAVID PRIDEAUX**

Against the Bill – On Merits – By Counsel &c.

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