

IN PARLIAMENT

HOUSE OF COMMONS

SESSION 2013-14

High Speed Rail (London – West Midlands) Bill

Against the Bill – on Merits – Praying to be heard by counsel, etc.

To the Honourable the Commons of the United Kingdom of Great Britain and Northern Ireland in Parliament assembled.

THE HUMBLE PETITION OF Graham Kenneth Williamson

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 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 Secretary Patrick 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 compulsory acquisition, the extinction and exclusion of rights over land, the temporary possession and use of land, planning permission and deregulation in connection with, inter alia, heritage and environmental matters. Clauses 37 to 52 deal with railway matters, nominated and statutory undertakers, regeneration and reinstatement and further high speed rail works. Clauses 53 to 65 contain miscellaneous and general provisions.

4. The nominated undertaker (defined in the Bill and hereinafter referred to as “the nominated undertaker”) is authorised by the Bill to construct and maintain the works specified in Schedule 1 to the Bill being works for the construction of Phase 1 of High Speed 2 and works consequent on or incidental to such works. These works are called “the scheduled works”.

5. Your Petitioner (hereinafter referred to as “your Petitioner”) lives at “The Hollies”, London Road Wendover HP22 6PN. Your Petitioner’s property is shown in the Zone of Theoretical Visibility in LV07-036 and in map CT-10-020 and is situated approximately 325 meters from the proposed HS2 railway line and approximately 450 meters from the proposed Small Dean Viaduct.

The Bill would authorise the construction and operation of the railway through and near London Road, Wendover and your Petitioner objects to those parts of the works outlined below.

6. Objection is taken to the works proposed to be undertaken in and near London Road, Wendover between Great Missenden and Wendover. These works consist mainly of two viaducts, embankments and very large scale construction works in connection therewith.

7. Your Petitioner avers that the proposed works would affect the area in which he resides which forms part of the Chilterns Area of Outstanding Natural Beauty (“AONB”) and HS2 will cause irreparable and unacceptable damage to this area if it is allowed to go ahead. Your Petitioner supports the Council for the Protection of Rural England which argues that the only option is for a bored tunnel under the whole AONB.

8. Your Petitioner avers that the adverse effects caused by the planning, construction and operation of the railway must be mitigated by HS2 Ltd as much as possible and that your petitioner who, despite such mitigation, is adversely affected should be adequately compensated for all the consequential financial loss, damage, nuisance, inconvenience, loss of amenity and personal injury that they will suffer.

9 Your Petitioner proposes that the works be replaced by a bored tunnel from Frith Hill, Great Missenden to the boundary of the AONB at Stoke Mandeville for the following reasons:-

- i) Financial savings of between £500M and £750M will far exceed the extra cost of tunnelling, estimated by HS2 at between £220M and £331M. These savings would be brought about by not having to construct the two expensive viaducts at Wendover Dean and Small Dean, as well as avoiding the need for

the diversion of Rocky Lane, the construction of the under-bridge thereat, all the embankment work and the purchase of nearby properties.

- ii) The proposal of a bored tunnel will eliminate all the construction work in the area wherein your Petitioner resides together with the associated disruption caused by additional construction traffic on the A413 which is already a heavily used arterial route that becomes badly congested particularly during the morning and evening rush hours.
- iii) The proposed bored tunnel will also eliminate the fact that, at present, your Petitioner cannot sell his home and is unlikely to be able to sell, or sell at the full market value, whilst the prospect of the Small Dean viaduct (both literally and figuratively) overshadows his property. Furthermore, the market value of his home will be permanently and substantially reduced by the noise nuisance and the proximity of both the Small Dean viaduct and the embankment and your Petitioner's enjoyment of his home, overshadowed by the Small Dean viaduct to the north and bordered by the embankment to the east, will be substantially adversely affected by the railway.

10. In principle the construction of a bored tunnel has been approved by HS2 Ltd.

11. If the proposal of a bored tunnel is rejected by your Honourable House, your Petitioner proposes the following mitigation:-

- i) That all balancing ponds for railway and railway embankment drainage should also be to underground reservoirs with appropriate soakaways.
- ii) That the surface drainage of the A413 London Road between Rocky Lane and the Wendover Bypass be corrected in order to eliminate the intolerable flooding conditions at present prevailing.

12. Your Petitioner avers that he will be seriously and adversely affected both during the construction phase and then during operation.

- i) There will be serious disruption of traffic and substantial delays caused by the additional 300HGV's envisaged by HS2Ltd using the A413, and passing your Petitioner's property as well as to B4009 with backups in congestion reaching as far as the A41 three miles away.
- ii) The congestion will have a detrimental effect on the delivery of Emergency Services. The A413 is a major 24 hour Emergency Ambulance Service Route between Stoke Mandeville Hospital in Aylesbury and High Wycombe Hospital conveying heart patients between the A & E Department at Stoke Mandeville and the Cardiac Department at High Wycombe Hospital. Congestion in London Road

Wendover will also impact on the journey times to local Health Care facilities located in Wendover. Visiting the shops in Wendover will become a more onerous task with the increase in journey time resultant on the congestion caused.

iv) The chalk dust from the construction will be of great nuisance and it is inconceivable that the whole construction area can be kept damp to prevent the dust travelling large distances from the site.

v) Your Petitioner objects to the use of balancing ponds in The Chiltern AONB as these will drastically alter the unique character of the area.

13. Your Petitioner avers that the operation of HS2 following the completion of the proposed scheduled works would have the following permanent effects:

i) Your Petitioner's view of The Chilterns AONB would be permanently scarred by the construction of two viaducts and an embankment with heights ranging from 10 to 18 meters and the associated catenaries on top of that. The line would be visible from numerous viewpoints and from your Petitioner's own property.

ii) The effect of trains up to 400 meters in length running as frequently as every 2 minutes will totally destroy the tranquility of the area.

iii) The noise from these trains will cause an intolerable strain upon your Petitioner's life.

iv) The value of your Petitioner's house has already been adversely affected to such an extent as to be unsalable. The current proposals of HS2 Ltd for compensation are unacceptable and your Petitioner seeks a further extension of the scheme to include your Petitioner's property which is, at present, excluded.

14. Your Petitioner draws the attention of your Honorable House to the fact that, in the Southern section of the AONB, the specification of the route has been altered to include tunneling by way of mitigation. This provision has not been afforded to the Northern section in which your Petitioner resides.

15. Your Petitioner therefore avers that, if this proposal is to proceed as a world class railway then the mitigation and compensation should also be to a world class standard.

17. Your Petitioner avers that The Chilterns AONB must therefore to be tunneled throughout.

YOUR PETITIONER therefore 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 Counsel, Agent and witnesses in support of the allegations of this Petition against such of the clauses and provisions of the Bill as affect the rights and interests of your Petitioners and in support of such other clauses, amendments or provisions as may be necessary or expedient for their protection, or that such other relief may be given to your Petitioners as your Honourable House may deem meet.

AND your Petitioner will ever pray, etc.

[signed] 
Graham Kenneth Williamson

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HOUSE OF COMMONS SESSION 2013-14

HIGH SPEED RAIL (LONDON - WEST MIDLANDS) BILL

PETITION OF GRAHAM KENNETH WILLIAMSON

Against the Bill - On Merits - By Counsel &c

DETAILS OF AGENT:

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