

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 Jack Frank Goddard
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

One of High Speed 2 and works consequent on or incidental to such works. These works are called "the scheduled works".

5. Your Petitioners (hereinafter referred to as "your Petitioners") live at 'Chiltern Ridge' London Road Wendover HP22 6PN. Your petitioners' property is shown on map CT-10-020. My wife (now deceased) and I had our home built in 1977 and I am now 89 years of age and prior to the proposed works affecting our area, I fully intended leaving my property to my two children but HS2 has now blighted the value of my home for which my wife and I worked all our lives

The Bill would authorise the construction and operation of the railway through and near London Road, Wendover and your Petitioners object 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 Petitioners aver that the proposed works would affect the area in which they reside which forms part of the Chilterns Area of Outstanding Natural Beauty ("AONB") and HS2 will cause unacceptable damage to this area if it is allowed to go ahead. Your Petitioners support 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 Petitioners aver that the adverse effects caused by the planning, construction and operation of the railway must be mitigated by HS2 Ltd. as much as possible. Your petitioners despite such mitigation, are adversely affected and should be adequately compensated for all the consequential financial loss, damage, nuisance, inconvenience, loss of amenity and personal injury that they will undoubtedly suffer.

Bored Tunnel

9 Your Petitioners propose that the works be replaced by a bored tunnel under the Chiltern Hills to the northern boundary of the AONB 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 Petitioners reside 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 Petitioners cannot sell their home and are 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 their property. Furthermore, the market value of their 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 Petitioners' enjoyment of their 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 Your petitioners aver that they will be seriously and adversely affected both during the construction phase and then the operation if a fully bored tunnel under the stated area is not adopted.

If there is no bored tunnel

12 Non-adoption of a fully bored tunnel will have the following adverse affects:

i) During the Construction Phase there will be serious disruption of traffic

and substantial delays caused by the additional 300HGV's envisaged by HS2 Ltd using the A413, and passing your Petitioners' property as well as to B4009 with backups in congestion reaching as far as the A41 four miles away.

ii) The proposed closure of Smalldene Lane will mean that more vehicles will have

to use the Dunsmore Lane junction with the A413, which is adjacent to your Petitioners' property. This junction was not given special analysis by HS2Ltd during the Environmental Statement despite comments that the traffic flows asserted by them are completely wrong

- iii) The congestion will have a detrimental effect on the delivery of Emergency Services. The A413 is a major 24hour 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 Heart Treatment 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 Petitioners object to the use of a so called "sustainable placement" in the AONB at Hunts Green Farm. Such placement will have negative visual impacts and change the character of the area.
- vi) Your Petitioners object to the use of balancing ponds in The Chiltern AONB as these once again will drastically alter the unique character of the area.
- vii) The petitioner suffers from breathing problems.

Air pollution from the construction phase will only exacerbate this problem

During the operation of HS2 your Petitioners aver that, following the completion of the proposed scheduled works:

- viii) Your Petitioners' 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 surmounted by the associated catenaries.

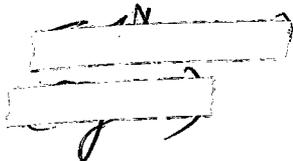
The line would be visible from numerous viewpoints and from your Petitioners' own property.

- ix) The effect of trains up to 400 meters in length running as frequently as every 2 minutes at speed of up to 240 miles per hour will totally destroy the tranquility of the area.
- x) The value of your Petitioners' 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 Petitioners seek a further extension of the scheme to include your Petitioners' property which is, at present, excluded.
13. If Your Honorable House deems this proposal unacceptable, then your Petitioners seek compensation by way of sound insulation and financial compensation for loss of amenity and diminution in value of their property.
14. Your Petitioners would like to draw to 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 Petitioners reside. Your Petitioners aver 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. Your Petitioners aver that The Chilterns AoNB must therefore to be tunneled throughout.

YOUR PETITIONERS therefore 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 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 Petitioners will ever pray, etc.

[signed]

A handwritten signature is written over a rectangular box. Below the signature, the name 'N' is written in a stylized font.

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HIGH SPEED RAIL (LONDON - WEST MIDLANDS) BILL

PETITION OF JACK FRANK GODDARD

Against the Bill - On Merits - By Counsel &c

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