

IN PARLIAMENT  
HOUSE OF COMMONS  
SESSION 2013-14

HIGH SPEED RAIL (LONDON – WEST MIDLANDS) BILL

PETITION

Against the Bill – on Merits – (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 John Howard Stockwell and Nancy Joan Stockwell**

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 Dunsmore Edge, London Road, Wendover, HP22 6PN. Your Petitioners’ property is shown in the Zone of Theoretical Visibility in ES 3.5.1.7.2 and in map CT-10-020 and is situated approximately 400 metres from the proposed HS2 railway line and approximately 700 metres from the proposed Small Dean Viaduct.

6. Your Petitioners have been the recipients of letters and information in the post from HS2 Ltd. Which indicate that it considers that they are affected by the Bill. Objection is taken to both the construction and operation of certain of the scheduled works proposed to be undertaken in and near Wendover between Great Missenden and Wendover. These works consist mainly of a viaduct at Wendover Dean, an embankment between Hartley Farm and Road Barn Farm and Small Dean Viaduct. They include ancillary works such as satellite compounds, auto-transformer stations and balancing ponds.
7. 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.
8. Your Petitioners are of retirement age, and moved to Dunsmore Edge in anticipation of enjoying their retirement in this area of outstanding natural beauty in a peaceful and tranquil environment after 30 years in London. The construction and operation of HS2 would have a devastating impact on the enjoyment and value of our property, as well as that of our neighbours. We enjoy a tremendous amount of wildlife: wild birds including woodpeckers and pheasants, muntjac deer, foxes, rabbits and even a stoat in our garden.
9. The proposed closure of Smalldene Lane will mean that more vehicles will have to use the Dunsmore Lane junction with the A413
  - i) Dunsmore Lane is predominantly a single-track road with a few passing places – more than five or six cars would create gridlock extending right down to the A413.
  - ii) Dunsmore Lane is the only access to Dunsmore Edge. Thus the entry and egress to the property would be severely restricted.
  - iii) 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 in their Environmental Statement despite comments that the traffic flows asserted by them are completely wrong.
10. London Road, the A413, is an extremely busy road, especially at rush hour. It is a single lane road in each direction, and it is our only means of access to the railroad station in Wendover and the main arteries to London.
  - i) In the past 12 months it has already seen several fatalities due to impatient drivers and bumper-to-bumper traffic.
  - ii) Up to 300 HGVs on a daily basis, will prove the A413 to be non-viable. We believe that the authorisation of a fully-bored tunnel would eliminate this construction traffic
  - iii) strict parameters as to the hours the construction traffic was allowed, the number of vehicles, an acceptable noise level, an alternative route etc. would be required should the tunnel not go forward.
11. Your Petitioners propose that the works be replaced by a bored tunnel from Mantles Wood 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 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.
12. 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, artificial light and traffic 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.
13. Your Petitioners draw the attention of your Honourable 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.
14. 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 from either the compulsory or voluntary purchase provisions.
15. Your Petitioners seek compensation by way of sound insulation and financial compensation for loss of amenity and diminution in value of their property.
16. 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.
17. Your Petitioners aver that The Chilterns AoNB must therefore be tunneled throughout.

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 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 Petitioners in the premises as your Honourable House shall deem meet.

AND Your Petitioners will ever pray, &c

Signatures of Petitioners:.....



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