

HIGH SPEED RAIL (LONDON – WEST MIDLANDS) BILL

PETITION

Against the bill– 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 SIOBHAN DOROTHY McCURRY

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, Mr Chancellor of the Exchequer, the Deputy Prime Minister, 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 SIOBHAN DOROTHY McCURRY, Resident, of 48, Kings Lane, South Heath, Great Missenden, Buckinghamshire, HP16 0QY. This property and all those within South Heath will be directly and specially affected during the construction and fitting out phases of HS2.
8. Your petitioner's residence is in close proximity to the construction of the South Heath Green Tunnel proposed within the Bill. Therefore your petitioner's residential property will be subject to intolerable noise, dust and vibrations for a total of 7 years (3½ years construction and 2 years fitting out with a 2 year gap) and possibly fabric and structural effects on the property which was built c. 1924.
9. Your petitioner's residence is located 240 metres from the line hence outside the Homeowner Payment scheme compensation zone and although it will be severely affected by the construction phase of the railway, rendered extremely difficult to sell and despite having lost approximately 30% of its value will not be entitled to any compensation.
10. Your petitioner's residence is located on Kings Lane which is proposed to be used, under the Bill, as a route for construction traffic for 5½ years by up to an estimated 520 average daily two-way combined vehicle trips (60 HGV, 460 other vehicles). Your petitioner uses Kings Lane on a daily basis to access local services including place of employment, shops, health services, bank, post office, train services, local amenities and friends.
11. Your petitioner's residence enjoys a tranquil and safe location that will be spoilt during the 5½ year construction and fitting out phases (spread over 7 years) and once the railway authorised by the Bill is operational. The Environmental Statement accompanying the Bill states in the Non-Technical summary Page 44, 7.4 Community that "Community wide adverse effects, whereby a substantial number of local people are significantly affected by the construction of the project, are limited to the Regent's Park Estate, Camden; Park Village East, Camden; Wells House Road, Ealing; South Heath; Thorpe Mandeville and Lower Thorpe; Chipping Warden; Burton Green; Gilson; Water Orton; and the small rural community which lies between Weeford and Whittington in

Staffordshire". It should be noted that South Heath is the only community in Buckinghamshire that is deemed to suffer community wide adverse effects. Furthermore pages 87 and 88 of the NTS also refer to the negative impact on South Heath.

12. Your petitioner and her interests and residence are injuriously affected by the Bill, to which your Petitioner objects for reasons amongst others, hereinafter appearing.

*Temporary/permanent road closures, diversions & construction*

13. Your petitioner is gravely concerned and affected by the Hybrid Bill's proposal to close, divert and reconstruct three key local access roads namely Frith Hill, B485 Chesham Road, Kings Lane and Potter Row, linking his property to the principal local towns, Great Missenden, Amersham and Chesham (Kings Lane, Frith Hill and Chesham Road).
14. Your Petitioner travels all these roads on a daily basis to access local facilities and services such as shops, banks, church, post offices, main line & underground stations, medical & dental facilities, library, garages, restaurants, pubs etc. The genuine hardship and considerable affect on daily life arising from these proposals has not been recognised within the Hybrid Bill or the Environmental Statement.
15. Your petitioner commences all longer journeys (to outside the immediate area) by using the local roads that will be adversely affected by the construction of the railway. They are the three principal exit/entrance access routes to her residence and restrictions and delays to emergency services may also be affected.
16. Your petitioner is concerned that the whole village of South Heath's identity, its ambience, closeness to nature, social cohesiveness, availability of amenities etc. will be lost forever.
17. Your petitioner travels these roads and footpaths on a regular basis every week for recreation, access to amenities, church, local town and railway, and are greatly concerned over the increased dangers to personal safety arising from these proposals.
18. Your petitioner proposes the Extended (fully bored) Chiltern Tunnel to the end of the AONB be built as this would remove most, if not all, construction traffic from the roads cited above and hence the negative impact on those residents living along the currently proposed construction routes. In addition the AONB, including three ancient woodlands would be preserved. Tunnel options are referred to in the Environmental Statement Volume 2 Community Forum Area report CFA9 Central Chilterns page 41 paragraphs 2.6.3 to 2.6.17.
19. If the Extended Chiltern Tunnel to the end of the AONB is not granted then your petitioner proposes that the alternative Extended (bored)

Chilterns Tunnel to Liberty Lane (near Leather Lane) be built in place of the above ground construction described in the Hybrid Bill and Environmental Statement. This alternative fulfils the reason given in paragraph 18 above. This alternative tunnel is referred to in the Environmental Statement Volume 2 Community Forum Area report CFA9 Central Chilterns page 41 paragraphs 2.6.18 to 2.6.23

20. Your petitioner requests a comprehensive community compensation scheme be formally agreed and introduced reflecting the adverse impact of these considerations.

#### *Construction routes*

21. The use of village roads (Kings Lane, South Heath Frith Hill leg / Potter Row) is wholly inappropriate as construction routes used by HGVs and other contractors' vehicles. Their immediate proximity to more than 75 dwellings will lead residents to unnecessarily suffer excessive noise, dust and disturbance. This is further exacerbated by the intention to transport of all spoil excavated from the Mantel Woods area along trace Haul Road (Kings Lane and Potter Road) to sustainable placement area at Hunts Green which will need traffic control.
22. The use of village roads (Kings Lane, South Heath Frith Hill leg / Potter Row) under paragraph 13 is wholly inappropriate. Their immediate proximity to service poles for electrics and telephones, coupled with the high level service cables that cross the roads to the property, will lead to disruption of services to the property caused by vehicle damage.
23. The use of village roads (Kings Lane, South Heath Frith Hill leg / Potter Row) under paragraph 13 is wholly inappropriate and will lead to unnecessary safety and security concerns when driving, walking, cycling and accessing the roads, particularly from the property.
24. The roads referred to in paragraph 13 namely Kings Lane, Frith Hill (SHL) and Potter Row were never designed or built for the use of HGVs and in many places the road width will not permit passing of HGVs.
25. The roads referred to in paragraph 13 are used daily by school buses for collection and set-down of young pupils. Safety considerations have been ignored in selecting these routes for construction traffic further exacerbated by paragraph 20
26. The inappropriateness of these routes has been made known to HS2 Ltd on many previous occasions in Community Forum meetings and written submission to HS2 Ltd. No alternatives routes have been considered or discussed with residents.
27. Your petitioner requests that Kings Lane and Frith Hill are not used as a construction route and that the alternatives given in paragraphs 28 to 30

re considered sequentially.

28. Your petitioner requests that the Hybrid Bill's plan for a South Heath green tunnel be changed to an extended bored tunnel through the Central Chilterns in order to mitigate the overall adverse impact and protect the AONB.
29. Alternatively, given the dramatic punitive impact on South Heath residents your petitioner requests the construction of an extended bored tunnel from Mantles Wood through to Liberty Lane (3.7km)
30. Alternatively your petitioner suggest that a newly constructed temporary service road directly from the A413 just north of the proposed South Heath Green Tunnel (North) Satellite Compound better serves the construction of this part of the railway and removes the very severe impact on the residents of South Heath.
31. For the foregoing and connected reasons your petitioner respectfully submits that, unless the Bill requiring the use of Frith Hill (Chesham leg – B485), Frith Hill (South Heath Leg), Kings Lane and Potter row as construction routes is amended as proposed above, then the Bill affecting your petitioner, should not be allowed to pass into law.

*Loss of ancient woodland and Chilterns AONB*

32. Your petitioner notes that the current above ground construction route passes through and will partially destroy three ancient woodlands in Chilterns & South Heath area (CFA9). These have an irreplaceable 400-year link to the country's rich ecological past. The three ancient woodlands within ~1.5km of your petitioner's property are, Sibley's Coppice, Mantles Wood, Liberty Woods. They will be permanently lost together with indigenous flora, fauna and natural biological eco-systems and will sadly directly affect your petitioner's frequent use of these woodlands.
33. The petitioner is gravely concerned over the security risk and personal safety of his family and properly arising from the great increase in construction works. This concern could also greatly affect the cost of maintenance of the property.
34. Your petitioner is also gravely concerned about the broader potential loss or permanent damage to the Chilterns AONB. There are 33 designated AONB's in England and the Chilterns AONB is the closest to London. The primary purpose of this special recognition is to conserve and enhance the natural beauty of the landscape whilst meeting the need for quiet enjoyment of the countryside for all and having regard for the interests of those who work and live there. The Hybrid Bill fails to recognize this in a meaningful way and ignores the fact that alternative construction, namely a fully bored tunnel, will preserve the Chilterns

AONB.

35. Your petitioner has lived and enjoyed South Heath for 21 years. The effective destruction of this area by a major infrastructure project will destroy its tranquility, serenity, ambiance, aesthetics, and overall natural beauty will be a tragic loss not only to your petitioner personally but to all current and future generations.

Your petitioner was looking forward to down-sizing upon his imminent retirement to provide a reasonable quality of life and will now have difficulty in selling the property which would require to be sold at considerably less than market value after construction work has begun on HS2.

36. Your petitioner requests that the line through the Chilterns AONB is a fully bored tunnel in order to mitigate the overall adverse impact and protect the irreplaceable AONB.
37. Alternatively your petitioner requests that the Hybrid Bill be amended to incorporate the construction of an extended bored tunnel from Mantles Wood through the Chilterns AONB area to Liberty Lane. This will protect a further 3.7km of the AONB.

*Public right of way (PROW)*

38. Your Petitioner notes that the Hybrid Bill requires the permanent closure of many of South Heath's footpaths and PROWs. These represent an important community asset and your petitioner is a very frequent user of the local PROWs for recreational, social or exercise purposes. They include Hyde Lane, Mantles Wood, Sibley's Coppice, Farthings Wood, Chapel Farm, Rook Wood, Frith Hill, Potter Row, Frith Hill Farm, Bury Farm. Many are through four nationally designated ancient woodlands. The Hybrid Bill requires either closure or destruction of most of the PROWS in the Central Chilterns. Where some PROWs are to be re-instated the route chosen is often total inappropriate.
39. Your petitioner requests that the Bill be amended to protect and preserve these PROWs by the construction of an extended bored tunnel through the Chilterns area of outstanding natural beauty. It should be noted that the proposed South Heath green tunnel only re-establishes one PROW when completed (6 years) later.

*Noise, dust, dirt and light pollution*

40. Your petitioner is gravely concerned by the very strongly likelihood of increased noise dust, dirt and light pollution during the construction period of HS2. In addition noise and light pollution will remain when the railway is operational. It will effectively turn this area of AONB into an industrial wasteland. This is coupled with the effect on the structure and

maintenance of the property.

41. Her residence is approximately 240 metres from the proposed line and on a construction route that will be diverted. Material stockpile sites, major construction satellite compounds, cutting excavations, a green tunnel construction, major soil and spoilage excavations/dispersals/removals, construction traffic and the actual high speed rail track building and electrification will all lead to excessive noise dust and light pollution. This is particularly poignant given that your petitioner's dwelling is located in a peaceful, tranquil designated Area of Outstanding Natural Beauty (AONB) in the Central Chilterns.
42. In dry weather stockpiles will be a source of airborne dust and impact on the lives of not only those residents close to the stockpiles but also your petitioner.
43. Your petitioner requires that these stockpiles be managed throughout their existence such that dust cannot be emitted.
44. In addition the proposed South Heath green tunnel once operational could greatly adversely exacerbate noise at the entry/exit portals due to high impact compressed air turbulence/sonic boom caused by 220mph high speed trains entering/exiting all tunnels. No information has been provided by HS2 Ltd as regards the noise impact created by trains entering and exiting these tunnel portals.
45. As such the proposed construction of a South Heath green tunnel will not effectively protect the Chilterns AONB and could in itself, exacerbate environmental noise issues.
46. Considering the foregoing your petitioner is also gravely concerned about the welfare, health and safety of her family who have already been living with and endured the stress, anxiety and concerns associated with this project for over 4 years and continue to do so.
47. Your Petitioner earnestly requests that the Hybrid Bill's plan for a South Heath green tunnel be changed to an extended bored tunnel through the Central Chilterns in order to mitigate the Bill's overall on the AONB.
48. Alternatively, given the severe adverse impact on South Heath residents your petitioner requests the construction/extension of an extended bored tunnel from Mantles Wood through to Liberty Lane (3.7km).
49. If no tunnel is built your petitioner requests that porous tunnel portals built to the highest international standards are provided in order to reduce the noise impact of frequent high speed trains.
50. Your petitioner requests a comprehensive community compensation scheme be formally agreed with residents and introduced before

construction commences reflecting the punitive impact of these considerations. These to include specific sound proofing costs & those regular costs associated with maintaining & cleaning properties, cars and surroundings.

51. 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.

*Support for other petitions*

52. Your petitioner supports the submissions for fully bored tunnels throughout the AONB as petitioned by Chiltern District Council, The Chiltern Conservation Board and the Woodland Trust. In principle all these petitions not only preserve the Chilterns AONB but also protect the village of South Heath.

YOUR PETITIONER 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 Petitioner in the premises as your Honourable House shall deem meet.

AND your Petitioner will ever pray, &c.

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[The Petition should be endorsed on the back as follows:]

IN PARLIAMENT  
HOUSE OF COMMONS  
SESSION 2013-14

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Against the Bill – On Merits - By: Siobhan Dorothy McCurry

