

IN PARLIAMENT
HOUSE OF COMMONS
SESSION 2013-14

HIGH SPEED RAIL (LONDON - WEST MIDLANDS) BILL

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 Carol Elizabeth Rainsford

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, and 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 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.
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10. 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.
11. Your Petitioner is the freehold property joint owner with Mr David William Rainsford of Outwoods, Marriotts Avenue, South Heath, Great Missenden, Buckinghamshire HP16 9QL
12. Your Petitioner and her rights and interests are injuriously affected by the Bill, to which your Petitioner objects for reasons amongst others, hereinafter appearing.
13. Your Petitioner objects to the Bill because your Petitioner's property is located in close proximity to the A413, Frith Hill South Heath Leg, Kings Lane, Potter Row and the Chesham Road B485.
14. The Environmental Statement Volume 2 CFA9 states that these roads are proposed to be used under the Bill as routes for construction traffic. In addition Frith Hill South Heath Leg will be closed for up to two years, the B485 Chesham Road will be realigned 120m closer to the village with the provision of a newly constructed lit large roundabout at the junction between Kings Lane and the B485 Chesham Road. Your petitioner uses these road regularly and is concerned that journey times will be greatly increased due to the use of these roads by construction traffic, re-routing work and road closures there are no facilities with the village of South Heath so these roads are used on a daily basis for access to Great Missenden and the surrounding area.

15. The Environmental Statement Volume 2 CFA9 also states that: increased traffic during the most intensive periods of construction will cause additional traffic congestion and delays at a number of junctions in the area including at the A413 London Road with A4128 Link Road; A413 London Road with B485 Frith Hill; B485 Frith Hill/Chesham Road with Frith Hill; King's Lane with Frith Hill/Ballinger Road and Potter Row; B485 Chesham Road with King's Lane and B485 Chesham Road with Hyde Heath Road. Your petition regularly uses these roads to access the shops and services in Great Missenden, Amersham, Chesham, Wendover and Aylesbury, her GP and dentist in Prestwood. In addition, delays are predicted on the A4010 Risborough Road and A4010 Stoke Mandeville bypass, resulting in difficulty accessing Stoke Mandeville Hospital the nearest Accident and Emergency. Free access to and from the village of South Heath must be maintained as there are no services or shops within the village of South Heath.
16. Your Petition is concerned that Kings Lane and Potter Row, South Heath, have been identified as construction routes; Potter Row is a narrow lane not wide enough for passing HGVs; the cross roads junction of the Ballinger Road/Kings Lane/Potter Row is a 'blind' turning and extremely dangerous at present without additional construction vehicles; at certain point in the year when the sun is 'low' when driving down Kings Lane towards the B485 drivers are 'blinded' by the sun; Kings Lane is a pick up and drop down point for school buses, all these local South Heath lanes are used for leisure purposes by cyclists and walkers there are no pedestrian footpaths on these roads construction traffic will render these lanes unsafe for use by residents. This has been pointed out at Community Forums and Bilateral meeting with HS2 Ltd on many occasion but local knowledge ignored.
17. Your Petitioner has concerns regarding road closures during the construction of the South Heath green tunnel and the associated traffic congestion identified in the Environmental Statement CFA 9 to last for the 7 years of construction making it difficult for your Petitioner to exit and enter the village causing her personal isolation in her old age and increasing the cost of journeys and the time taken to access services, to get to friends and relatives and for them to visit your Petitioner, causing her the real worry of isolation which may result in her being unable to continue living at her home.
18. Your Petitioner has concerns about the effect on the older residents of South Heath during the 7 year period of construction of HS2 with associated road closures and diversions. South Heath's 65+ aged residents are around 5% more than the national UK average using services such as meals on wheels, visits from carers, transport to GPs which will take longer to access due to the road closures and diversions, as identified above. The health and wellbeing of residents over 65 will be adversely affected by the Bill as their ability to travel to medical facilities, shops, meet friends attend dedicated clubs many, if not all, based in Great Missenden will be longer and more difficult incurring extra cost. It should be noted that South Heath had no facilities within the village, no hall or meeting room, no shop, post office, GP, chemist access to these involve travelling out of the village to Great Missenden via B485/Frith Hill South Heath Leg and onto the A413, Chesham via B485 all identified in the ES as cited above. The current advice regarding the wellbeing of the elderly is, at present, for the older aged to live at home for as long as possible as it is felt

remaining at home is more beneficial for their health this will become more difficult during the construction phase for the reasons already stated.

19. Your petitioner is concerned that since the announcement of HS2 South Heath has seen extensive house blight making selling homes in the village difficult. No considered has been given to older residents simply wishing to downsize their home this is not included in the Exceptional Hardship Scheme. The EHS is punitive, time consuming and difficult especially for many 65+, some of whom have no computer access increasing their difficulty in understanding the process.
20. As identified above South Heath will suffer road closures, see construction traffic clogging roads causing delays for the 7 years of construction but for the older aged access to medical care services is a particular concern, simply to get into and out of the village without longer and more costly journeys is vital and this is a real source of worry and stress to the older residents.
21. Your petitioner objects to the 'sustainable placement' in the Area of Outstanding Natural Beauty. Your petitioner lives in South Heath and is deeply concerned about the sustainable placement planned at Hunts Green Farm and the proposed placement of a material stock pile on the B485 close to Cuddesden Court plus the construction compound on the B485 by Annie Bailey's, B485 Chesham Road, South Heath. These placements will have negative visual impacts, and change the character of the Chiltern Village of South Heath not only for the 7 years of construction but the time taken to clear these sites introduce planting if that is at all possible as these sites may and most probably will have been subjected to pollutants such as chemical spills meaning that those areas will be effected for year to come.
22. Your petitioner is additionally concerned that the dust from the material stock pile will lead to increased airborne dust and atmospheric pollution. Your Petitioner has a family history, on both her maternal and paternal sides, of respiratory problems including late onset asthma. As medically identified respiratory conditions are exacerbated by air pollution your petitioner is concerned that due to the increase in air pollution caused by increase vehicle emissions from construction vehicles and dust from the material stockpile she will also develop breathing problems. The traffic congestion due to construction traffic on small village lanes will also lead to increased carbon emissions and result in air pollution.
23. Your Petitioner is concerned that many of the Rights of Way (RoW) will be disrupted by the Bill. During the 7 years of construction and the operation of the railway your Petitioner will no longer want or be able to walk along these footpaths because of the noise from up to thirty-six passing high speed trains per hour. Your Petitioner at present enjoys the peace and tranquillity of her village in the AONB.
24. Your Petitioner is extremely concerned that the Bill will have a significant negative impact on the landscape, and the aesthetics of the local environment of South Heath at present a rural village within the Chilterns Area of Outstanding Natural Beauty (AONB) which will see the loss of 41km of hedgerows, associated habitats, animal migration trails, rights of way, bat and newt colonies disturbed, loss of three Ancient Woodlands in close vicinity of the village (Sibley's Coppice, Mantles Wood, Farthings Woods) together with their indigenous flora, fauna and natural biological

eco-systems, the unique Chiltern stand alone trees, my village and area will be adversely changed forever. In addition the operation of HS2 will put birds and animals at risk of collision with trains, particularly barn owls and red kites identified in the ES.

25. Your petitioner is concerned about the planned sustainable planting of unidentified species of sapling in arable fields within the village and as identified in the ES as taking up to 60 years to mature the placement of which is a poor use of arable farmland other more suitable options have been identified to HS2 Ltd but no resolution has been forthcoming
26. Your petition is concerned about the placement of so many balancing ponds with associated fencing and containing polluted drainage water from the South Heath cut and cover tunnel and also has concerns that the B485 is re-routed closer to village homes than first announced at Community Forums. Together with concerns about the lit roundabout at the junction of the B458 and Kings Lane in an area of 'dark skies' which is out of keeping with the AONB, need to construct many associated support buildings all of which will permanently adversely impact on the village of South Heath adversely and changing this rural village in the Chilterns AONB.
27. Your petitioner is concerned by the property blight that has existed since 2010 which can only worsen during the 7 year the construction period. The worry that your petitioner cannot sell her home or in the future will have to sell at a reduced price in order to fund care in her old age or just downsize is a cause of anxiety.
28. Your petitioner also has concerns that houses bought by HS2 Ltd in the area on the 'need to sell scheme' will mean that the village becomes a ghost town with many empty and unmaintained properties, the desire to live in South Heath during the construction phase and for years afterwards will be minimal. The first example being Annie Bailey's, once a busy pub restaurant now boarded up, derelict and has been used for illegal trades being a subject of police attention a first for this rural, tranquil village. A consequent impact of empty dwellings in the village and construction camps with associated hardware also gives the potential for increased crime.
29. Your petitioner is also gravely concerned about the broader potential loss and 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 completely fails to recognise the AONB and its importance to the wellbeing of this country's citizens. The residents of South Heath value its rural country environment and the tranquillity of the village in the AONB. The effective destruction of this area by this major infrastructure project will destroy the tranquillity, serenity, ambiance and overall natural beauty which will be a tragic loss not only to the current residents of South Heath but to all current and future generations.
30. Your petitioner requests that all existing roads are returned to their current status that of rural country roads after the construction; all new service roads are built to blend into the rural environment; all new structures are designed and built to reflect

the character of those already in the AONB; tunnel portals are disguised and essentially hidden from view; gantries are not visible and all noise barriers whilst being of the most effective possible are sympathetic to our environment, noise cannot be heard from the auto-transformer station (South Heath green tunnel, Northern portal).

31. The Environmental Statement Volume 2 CFA9 9.5.1 states that the relocation of overhead power lines and pylons will be a permanent effect arising during operation. Your petitioner requests that all overhead power be routed underground in South Heath and throughout the Chilterns AONB
32. Your Petitioner requests that the limits of deviation to be amended to exclude any increase in the elevation of the track. The track should be as low as possible within in the AONB to ensure that it cannot be seen and with appropriate noise mitigation cause minimal disturbance
33. Your Petitioner proposes that the Bill is amended to provide longest possible fully bored tunnel under the Chilterns Area of Outstanding Natural Beauty (AONB), which would remove the majority, if not all, of the construction traffic from the roads that will otherwise be affected by traffic congestion, and would prevent disruption to the aforementioned Public Rights of Way, the loss of ancient woodland and preserving the peace and tranquillity of the area.
34. In the absence of a fully bored tunnel 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 would mean the village roads being kept free of the majority of the construction traffic
35. If no fully bored tunnel is built your petitioner requests that porous tunnel portals of the South Heath Green Tunnel be constructed to the highest international standards in order to reduce the noise impact of frequent high speed trains and that the height of the .
36. Your petitioner requests a comprehensive community compensation scheme be formally agreed with residents and introduced before construction commences this fund should be used by all residents of South Heath for the purposes of sound proofing homes subjected to construction noise, costs associated with maintaining and cleaning properties due to dust pollution, the payment of increased carer cost due to longer travel during the closure of Frith Hill and other resident's out-of-pocket costs caused by the construction and running of HS2.
37. Your petitioner requests that South Heath Village roads are not used by construction traffic including HGVs during the hours of 16.00 to 09.00 (the following morning) in order to minimise the negative impacts of construction routes on free access to and from South Heath especially for those commuting to work and accessing schools by bus, car or on foot. these points have been identified to HS2 Ltd at Community Forums and bilateral with HS2 Ltd on more than one occasion. A hotline should be set up allowing your petitioner to report infringement of the restricted hours and

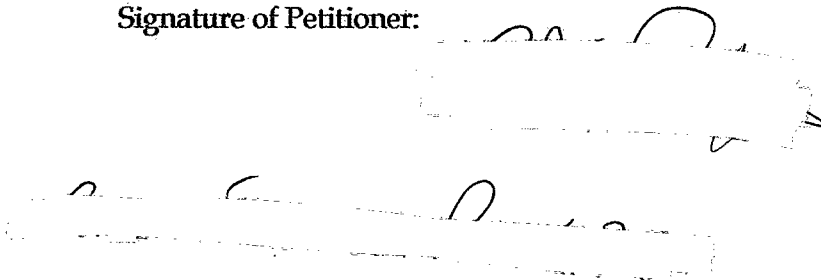
related safety concerns.

38. For the foregoing and connected reasons your Petitioner respectfully submits that, unless the relevant clauses of the Bill are amended as proposed above, so far as it affects your Petitioner, it should not be allowed to pass into law.
39. There are other clauses and provisions of the Bill which, if passed into law as they now stand will prejudicially affect your Petitioner and her rights and interests and for which no adequate provision is made to protect your Petitioner.
40. Your petitioner supports the submissions made by Chiltern District Council, The Chiltern Conservation Board, The Chiltern Society 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 prays your Honourable House that the Bill may not be allowed to pass into law as it now stands and that she may be heard by her Counsel, Agents and witnesses in support of the allegations of this Petition against so much of the Bill as affects the rights and interests of your Petitioner and in support of such other clauses and provisions as may be necessary or expedient for her 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.

Signature of Petitioner:



The image shows two handwritten signatures in cursive script. The first signature is located above a dashed rectangular box, and the second signature is located below another dashed rectangular box. Both boxes appear to be redaction or placeholder marks.

IN PARLIAMENT
HOUSE OF COMMONS
SESSION 2014-15

HIGH SPEED RAIL (LONDON – WEST MIDLANDS) BILL

Against the Bill – On Merits - By: Carol Elizabeth Rainsford

AGAINST, By Counsel, &c.

Name of Petitioner: Carol Elizabeth Rainsford

Address:

Post code:

Telephone:

Mobile: