

1079

IN PARLIAMENT  
HOUSE OF COMMONS  
SESSION (2013-2014)

HIGH SPEED RAIL  
(LONDON-WEST MIDLANDS)  
BILL

PETITION OF Jill Baldwin  
AGAINST, By Counsel, &c.

Jill Baldwin



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HIGH SPEED RAIL (LONDON – WEST MIDLANDS) BILL

Against – 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 Jill Baldwin

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, 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, 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 Jill Baldwin is freehold owner of Deerings, Dunsmore, Aylesbury, Bucks HP22 6QH. Your Petitioner has lived at Deerings with her husband for over 7 years.  
Your Petitioner is concerned, that the value and her home has and will be negatively affected. The property is situated in the Chilterns AoNB on the west side of the Misbourne Valley. The property was bought for its position and tranquility. Over the years has been sympathetically renovate in adherence to the **strict planning regulations that pertain to the AoNB**. A significant amount of personal time and money has gone into this renovation and was an investment for their retirement which has been hugely blighted by the plans for HS2. They have always planned in the near future to downsize, this plan is now in jeopardy. It will also affect the value of their children’s inheritance.
- 8 Your Petitioners rights, interests and property are injuriously affected by the Bill, to which your Petitioners object for reasons amongst others, hereinafter appearing.
- 9 Your Petitioner avers that she is currently, and will be, seriously and adversely affected now and during both the construction phase and then during operation.

Current and future problems caused by the proposal for an HS2 line through the AONB.

The proposed construction of a monstrous concrete viaduct is both visually and environmentally unacceptable; the HS2 will destroy the visual beauty, ripping through AoNB. This together with the impact of the noise and disruption will have a negative affect on the tranquility of this AoNB for years. It will also affect the local towns and villages with a significant drop in the tourist trade. The practitioner feels that HS2 Ltd and the government have a duty to protect this AoNB. The petitioner does not live in the Compensation Scheme but has been unable to sell their property when marketed. The practitioner fills the scheme is totally inadequate.

Problems caused by the Construction Phase, which will injuriously impact on your Petitioner

**Property devaluation and difficulty in selling the property.** *(The estate agents call this area a blighted selling area. Your practitioners have made several attempts to sell their home but have not had one offer).*

**Desecrated environment visually and auditory.** *(The Chilterns AONB would be permanently and irrevocably scarred by the construction of the two 500 meter viaducts and the embankments with heights ranging from 10 to 18 metres and the associated catenary. HS2 will be visible from many points around Dunsmore. The on going effect would be overwhelming on what is meant to be a National protected landscape and will never recover).*

**Loss of tranquility, light pollution.** *(Your Petitioners currently enjoy little light pollution. The need for powerful lighting on the construction site and the construction camps will have a negative impact on "dark skies").*

**Construction, Running and maintenance noise impacting on tranquility.** *(The effect of a maximum 36 x 400 meter trains per hour will totally destroy the tranquility of Dunsmore and its environs. As mentioned above Dunsmore enjoys relatively high levels of tranquility and it is a matter for regret, that, despite requests to HS2Ltd they chose not to undertake any sound surveys here, this, despite us having a private study done to establish a baseline level of noise. HS2Ltd have admitted that, as our settlement is located above the line we would experience serious aural and visual disturbance yet have not produced any solution to this problem. The issue of night-time maintenance and track grinding is also an area of great concern to your Petitioners).*

**Decrease in air quality caused by construction dust.** *(The practitioner suffers from Bronchiectasis a serious lung condition which is affected by air pollution and the dust production from construction will be deterrent to her health. Their living conditions will be affected for years during the construction phase with dust, noise and traffic and will have a affect on their mental wellbeing).*

**Day to day living Problems.** *(In addition there will be increased journey times in getting to and from work. Impaired access to local amenities in Wendover and Amersham, including the impact on the local trades and shops. As a family we walk and cycle a great deal as do many many people from all over the country in this area of AoNB and this will be ruined for years if not for ever).*

**Hierarchy of Remedial Measures:** Your Petitioner opines that HS2 Ltd should in dealing with such problems as listed above have adopted the maxim of, Avoidance followed by Mitigation and if not possible then Compensation. In the view of your Petitioner they have done none of these in their current plans.

1. A fully bored tunnel through the whole of the AONB. Whilst the Southern section of the AoNB has received tunneling by way of mitigation this protection has been denied to the Northern section. All excavated, spoil and waste material should be removed from the AoNB.

2. Failing a fully bored tunnel an enclosed structure similar to the Arup concept enclosure would be required on the 2 viaducts, Wendover Dene, and Smalldean, and on the embankment, to ensure people would neither see nor hear the trains. At the same time the electricity supply should be buried and pylons should be got rid of. Every crossing point should be designed as green bridges and we need world-class design for viaducts etc for this specific setting.

3. The Code of Construction Practice should be legally binding with an independent overseer.

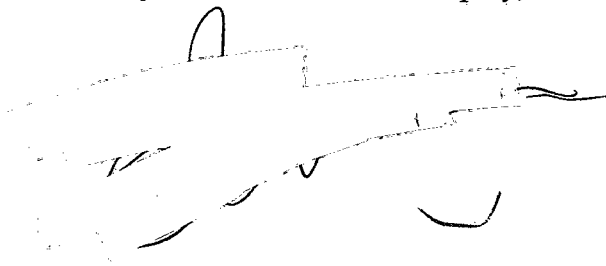
4. Compensation Scheme is not, but should be fair.

The impact on Dunsmore has not been acknowledged, or properly assessed in ES. There has been a failure to comprehend the topographical nature of the Misbourne valley.

There are other clauses and provisions of the Bill, which, if passed into law as they now stand will prejudicially affect your Petitioner and his rights, interests and property and for which no adequate provision is made to protect your Petitioner.

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.

A handwritten signature in black ink, appearing to be a cursive name, written over a faint rectangular box.

Signature of Petitioner

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