

IN PARLIAMENT
HOUSE OF COMMONS
SESSION (2013-2014)

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 Helen Rose Stancombe

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 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 is a student currently living with her parents at ‘Clematis’ Dunsmore HP22 6QH. Your petitioner has lived in Dunsmore since 1994 and grown up in the village. Dunsmore is a small rural settlement in the Chilterns with approximately 35 houses and no amenities. There is no street lighting and little noise making it a peaceful and tranquil place. Indeed it is labeled as an Area of Outstanding Natural Beauty. Dunsmore is surrounded by beautiful woodland and benefits from exceptional views due to its elevated position overlooking the Misbourne Valley. The settlement is reached from one side via a single track lane from the A413 (a main road which will be used for construction traffic), from the other side a lane runs to the Rignall Road. The proposed HS2 line will run along the Misbourne Valley on two viaducts and an embankment.

- 8 Your Petitioners rights and interests are injuriously affected by the Bill, to which your Petitioners object for reasons amongst others, hereinafter appearing.

- 9 Your Petitioner maintains 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.

People choose to live in an area of outstanding natural beauty for a reason, in this case Dunsmore, for its peace and tranquility and it has been a wonderful place to grow up. This is due to its quietness and beauty and is why residents (including my parents) have paid a premium for properties. It is inconceivable that the government has not taken better steps to minimize blight on what is a legally protected landscape. Your petitioner will be adversely affected by the destruction on the landscape and the construction of a viaduct and embankment, as the views offered from her house in the winter months will now be blighted. In addition HS2 will cause a horrendous blight on the landscape that will be viewed from all the well-loved footpaths your petitioner regularly walks along. HS2 will unrecognisably change the landscape around the settlement your petitioner lives with noise intrusion from trains and visual light intrusion. Despite this your petitioner and residents in Dunsmore are being offered no compensation. In effect we are paying for a scheme that will bring little benefit to our area nor are we being compensated for the inevitable

destruction on our lives.

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

The A413, the main road from which the lane to Dunsmore is accessed, has been designated as a main route for HGV's and construction traffic. The flow of traffic along the A413 is heavy anyway, especially at peak times in the morning and evening. Indeed a recent 4 mile tail back was caused along the A413 at 4 in the afternoon simply because of one lorry pulling over and partially blocking the road towards Great Missenden. In addition the planned closure of Smalldene Lane means that all traffic will have to use the junction at Dunsmore Lane. This is an exceptionally difficult junction to navigate at the best of times and there is great concern that with the addition of construction traffic the junction will be much harder for residents of the settlement to use. The congestion on this road will have a detrimental effect on your petitioner who uses it daily and regularly requires quick access to visit a frail family member in Wendover and it will no longer be possible to quickly access amenities in nearby Wendover. This congestion will also have a harmful effect on the Emergency Services to Dunsmore and will inevitably affect rapid response times.

One of the joys of living in Dunsmore is the ready access to many footpaths and walks which your petitioner regularly uses to walk her dogs. Indeed many of these provide wonderful views over the Misbourne Valley, views that will be ruined by the sight of construction cranes and material. The residential construction site also presents a large safety concern when walking through the woods alone in that area.

In addition your petitioner is troubled by the prospect of powerful lighting that will be in place on the construction sites. Dunsmore enjoys dark night skies with relatively little light pollution and the addition of bright lights from the construction camps will blight the dark night skies. There is great concern over planned hours of work at the construction camps and therefore the detrimental noise and light pollution produced. Construction work early in the morning or at night will inevitably lead to severe sleep deprivation.

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.

10. Remedial Measures:

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.

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.

Compensation Scheme is not, but should be fair.

The impact on Dunsmore has not been acknowledged, or properly assessed.

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.



Signature of Petitioner

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AGAINST, By Counsel, &c.

Helen Rose Stancombe

