

IN PARLIAMENT  
HOUSE OF COMMONS  
SESSION 2013–14

**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 Robin and Karen Hopkinson

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 Robin Hopkinson and Karen Hopkinson owner/freeholders in common of 9, Kings Lane, South Heath, Great Missenden, Buckinghamshire, HP16 0QZ. 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 property 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). All this whilst his children grow, and have to travel daily by school buses from South Heath, along rural Kings Lane, The Straight Mile and onwards through Hyde Heath to Amersham.
9. Your petitioner's property is located some 300m from the line and seemingly outside the Homeowner Payment scheme compensation zone. 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 apparently not be entitled to any compensation.
10. Your petitioner's property is located on a road which adjoins B485/Frith Hill 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 lives in and uses Kings Lane on a daily basis to access local services including schools, shops, health services, a bank and the post office & train station.
11. Your petitioner's property enjoys a tranquil and safe location that will be spoiled during the 5½year 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 his interests and property 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 and Kings Lane, linking his property to the principal local towns, Great Missenden, Amersham and Chesham (Kings Lane, Frith Hill and Chesham Road).
14. Your Petitioner (and wife) travel all these unlit roads on a daily basis access local facilities and services - Schools, shops, banks, post offices, main line & underground stations, medical facilities, library, restaurants, pubs etc. Their children travel from home by school bus twice daily along these small unlit rural local roads. The genuine hardship, considerable loss of amenity and negative effects on daily life arising from these proposals has not been recognised either in principle, nor dealt with specifically 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 gateway exit/entrance access routes to his property and restrictions and delays to emergency services may also be affected. Your petitioner is concerned that the whole rural village of South Heath's identity, its settlement ambience, closeness to nature, social cohesiveness etc. will be lost forever.
16. Your petitioner respectfully requests that your honourable House should pay special attention to the proposals in the Bill so far as they affect the AONB in order to determine whether due regard has been paid to this highly sensitive area and whether the proposed railway is appropriate in light of its adverse impact on the area and its residents and businesses. Your petitioner supports the Chiltern District Council's proposals for an extended bored tunnel throughout the AONB, which in your Petitioner's opinion would alleviate the detrimental impact that the proposed railway will otherwise have on the AONB."
17. 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.
18. 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 17 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

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

*Construction routes*

20. The use of unlit rural village roads (Kings Lane; South Heath Frith Hill leg / Potter Row) is wholly inappropriate as proposed 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 massive increase in cyclic use by 40tonne trucks and various construction plant/ vehicles will enable road surfaces, and bases to rapidly deteriorate, together with their contained drainages, foul and storm, electrics (where contained) causing frequent break down, leading to excessive repair works, diversions, disturbances, night and day maintenance workings and general interferences that go way beyond reasonable norms that are currently experienced in the way of life and amenity enjoyed by your Petitioner and their family.
21. The roads referred to in paragraph 20 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. Dirt and debris will accumulate, surface water ditches become fouled and with concurrent inevitable loss of hedgerows
22. The roads referred to in paragraph 20 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.
23. 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.
24. Your petitioner requests that Kings Lane and Frith Hill are not used as a construction route and that the alternatives given in paragraphs 25 to 27 re considered sequentially.
25. 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.
26. 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)

27. 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.
28. 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*

29. 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 countries rich ecological past. The three ancient woodlands within ~1.5km of your petitioner's property are, Sibley's Coppice, Mantles Wood, Farthings 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.
30. 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 recognise this in a meaningful way and ignore the fact that alternative construction, namely a fully bored tunnel, will preserve the Chilterns AONB.
31.  
Your petitioner moved to South Heath 7 years ago choosing a property in the Chilterns in order to enjoy the rural country environment in his retirement. Additionally the area was chosen, as property development within this green belt and AONB area appeared most unlikely. The effective destruction of this area by a major infrastructure project will destroy its tranquillity, serenity, ambiance, aesthetics, and overall natural beauty will be a tragic loss not only to you petitioner personally but to all current and future generations.
32. Your petitioner requests that the line though the Chilterns AONB is a fully bored tunnel in order to mitigate the overall adverse impact and protect the irreplaceable AONB.
33. 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 rights of way (PROW)*

34. 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- we walk our dogs mornings and afternoons through Sibleys Woods - 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.
35. 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*

36. Your petitioner is gravely concerned by the 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, with very likely further blighting from future building development, alongside/ near to the line
37. His property is some 300 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 tragic given that your petitioner's dwelling is located in a peaceful, Chiltern's designated Area of Outstanding Natural Beauty (AONB)
38. 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. Illegal fly tipping will be extremely difficult to monitor and hazardous materials could well be included. In wet weather there will be mud hazardous materials could well be included. In wet weather there will be mud and debris accumulating and "slurrying" upon these local roads.
39. Your petitioner requires that these stockpiles be managed throughout their existence such that dust cannot be emitted, and no soil or mud be allowed to accumulate upon local roads, or transport routes.
40. 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. Your Petitioners request consideration of reduced speed limits in these amplifying and sound generating areas.

41. 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.
42. Considering the foregoing your petitioner is also gravely concerned about the welfare, health and safety of his 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.
43. 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.
44. 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).
45. 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.
46. 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 additional time and travel costs and discomfiture. Specific sound proofing costs & those regular costs associated with maintaining & cleaning properties, cars and surroundings.
47. 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. Your Petitioner and his wife are extremely concerned with lack of suitable protections and proposals to remove legal compliance in respect of water flowing and drawn from the Misbourne water course, which will certainly suffer pollutants and leachates, leading to loss of river quality and ensuing devastation to all wildlife forms supported by this local important eco system.

*Support for other petitions*

48. 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 serve to provide a degree of protection to the village of South Heath.

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

AND your Petitioners will ever pray, &c.

[Signature of Petitioner in person, or Agent for the Petitioner]

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PETITION OF ROBIN HOPKINSON

Against the Bill – On Merits - By: Counsel &c.

Mr and Mrs Robin Hopkinson