

IN PARLIAMENT
HOUSE OF COMMONS
SESSION 2013-14

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.

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THE HUMBLE PETITION of Ian Frederick McIlgorm 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.

Your Petitioner

- 7 Your Petitioner is Ian Frederick McIlgorm, a freehold owner, of 4 Rowan Cottages, Browns Road, Hyde End, Great Missenden, BUCKS, HP16 0RQ, who will be directly and specially affected, by both the operation and construction of the proposed HS2 line. Your Petitioner lives in that part of the Chilterns Area of Outstanding Beauty (AONB), which will be directly and adversely affected.
- 8 Your petitioner lives in Hyde End, a community of 38 properties all within 1km of the HS2 line. Your petitioner's property is positioned approximately 650-700m from the line, and will therefore be subject to permanent noise and visual obtrusion during the construction process and when the HS2 line is operational.
- 9 Your petitioner is a member of the Hyde End Residents Group, which is also affiliated to REPA, and so is especially concerned about the impacts of HS2 on the area.
- 10 Your Petitioner and family will also suffer years of disruption and difficulty from the construction of HS2.
- 11 Your Petitioner's rights interests and property are injuriously affected by the Bill, to which your Petitioner objects for reasons, amongst others, hereinafter appearing.

Your Petitioner's Concerns

- 12 Your Petitioner is concerned about the long term damage and permanent injury from visual and acoustic impacts in the AONB of the operation of the line between Mantles Wood and Wendover, and its supporting infrastructure and furniture. The destruction of ancient woodlands (that represents 30% of all the losses to ancient woodlands on the line), the loss of farmland and landscape, the proposed new dump of spoil at Hunts Green Farm, the embankments and viaducts across the valley, the permanent stopping up and re-routing of PROW, all add up to a severe impact on this area of the Chilterns AONB.
- 13 Your petitioner is a regular user of the PROWs on land around the construction sites and planned route of HS2 in the areas of Hyde Heath, Hyde End, South Heath, The Lee, Ballinger, Little Missenden, Great Missenden and beyond. These PROW are used for exercise (running & cycling) and recreational walks, and contribute greatly to our overall wellbeing as a family. Your Petitioner has spent innumerable days walking the footpaths with extended family and friends for the past 10 years and hopes to continue doing so for the next 40 years, and hopes that his offspring will continue to do so in the future.
This includes footpaths between the Misbourne valley and the ridge to the east. We regularly walk in the ancient woodlands of Sibleys Coppice and Mantles Wood and appreciate the landscape. These public rights of way (PROW) will be stripped of their rural nature and tranquillity by HS2, and their inherent character will be forever lost by the use of the area as a construction site, by the removal of mature trees, and by the depositing of spoil. These PROW are used for exercise and

recreational walks, and contribute greatly to our overall wellbeing. Your petitioner's wife has lived in this area for over 35 years, and invested in property in the Chilterns AONB, understanding it would be protected from development. We value this countryside and believe it is the government's duty to protect it and maintain it for the enjoyment of all comers and for future generations. With numerous construction sites, spoil deposits and the final proposed line, this beautiful landscape will be forever damaged and your petitioner and all other Britons will have lost a unique, tranquil, rural landscape used for pleasure, recreation and exercise.

In particular, your petitioner is concerned about the PROW references GMI/26/1, which appears to be within the 'construction boundary' with material stockpiles indicated at the end of the path and all the trees removed. Although it isn't marked as a 'construction road' the path is obviously being used as some kind of exit from the construction site. It appears that many mature trees will be lost and not replaced.

Your petitioner is also concerned about the plans for PROW reference # LMI/17/1 and LMI/17/2, a particularly scenic, long path that runs from the Chiltern Railway line up through Mantle's Wood and out on to the track to Hyde Heath Road. This path will become access/maintenance road for the Chiltern Tunnel portal so access to Mantle's Wood will be permanently lost.

He is concerned about PROW GMI/23/7, LMI/21/1, GMI/33/1, GMI/33/3, GMI/33/, GMI/33/2, & GMI/33/5 for which short term plans during the construction process and long term plans once the line opens and is in operation appear to be unclear.

- 14 HS2 crosses the widest part of the AONB and less than 50% is in a bored tunnel. Between Mantles Wood and Wendover, Buckinghamshire, the proposed route is on the surface and includes sections in shallow cuttings, on two viaducts, on embankments and in two green tunnels. This area is designated as an Area of Outstanding Natural Beauty under Section 85 of the Countryside and Rights of Way Act 2000 (CROW Act) and is further protected under the National Planning Policy Framework and the European Landscape Convention.
- 15 Your Petitioner is very concerned that the Promoter of the Bill has ignored the obligations to protect the AONB, and cannot understand how they consider that the proposed surface route of the line for this area meets the requirements to protect and preserve the tranquillity of the area and the beauty of its landscapes. The special qualities of the AONB cause it to be visited over 50 million times a year by visitors from London and other areas. Your petitioner requests that changes be made to the Bill to ensure the fullest possible protection of this part of the AONB, both during and after construction, this being a special requirement exclusive to this area. No other part of the line is within the AONB or has the statutory protection afforded to the AONB.
- 16 Your Petitioner is gravely concerned that line will create an unacceptable visual impact along the AONB section of the line from Mantles Wood to Wendover. The raised embankments and viaducts plus the overhead lines and gantries would together with the light pollution, and other ancillary structures will constitute a major permanent eyesore along this section of the AONB, which is not in keeping with Government's legal obligations to protect and preserve the area.

- 17 Your Petitioner is gravely concerned about the 'sustainable placement' of spoil in the AONB (at Hunts Green) as a contravention of the provisions protecting the AONB in the 'Countryside and Rights of Way Act 2000'. This large scale redesign of the landscape is incompatible with its status as an Area of Outstanding Natural Beauty. A spoil heap, if created behind Hunts Green, will take years to settle and become established and will, in any event, create an artificial hill and an unacceptable scar in the AONB. It will be more than twice the size of Green Park.
- 18 Your Petitioner objects to the use of balancing ponds in the Chilterns AONB as they are not natural ponds and would significantly alter the character and visual aspects of this area.
- 19 Your Petitioner is concerned about the level of exposure to the noise of operations from the footpaths, the lanes in the immediate vicinity of HS2, and the portals. Noise would severely impact upon the use and enjoyment of the properties in the area, as well as on the neighbourhood's general amenity, and open spaces. This and the visual obtrusiveness and loss of natural landscape will severely and permanently reduce the attractiveness of the area and thereby damage an important national asset. Even by year 15 it will be seen from over 20 sq kms of the AONB.
- 20 Your petitioner is concerned about the loss of natural habitats for wildlife and habitat severance as the railway constitutes a barrier. There will also be an unacceptable effect on owls and bats, which we are informed in the ES will be killed within 1.5km of the line.
- 21 Your petitioner is concerned about the property blight effects on the value of his home, with over 2,500 homes within 1km of the line in the section of the AONB, which is not in a bored tunnel. Your petitioner's home is now permanently blighted and has been since 2010. The blight impacts on the value of our home and our ability to sell. It is causing your petitioner and his family great anxiety and stress, and the compensation arrangements are wholly inadequate in addressing the problems.
- 22 Your Petitioner is also seriously concerned about the impacts of construction. The resultant dust, noise, hours of work, vibration, traffic movements, congestion and access problems and other implications of the long period of construction will make the Petitioner's life challenging.
- a)
Your petitioner's spouse suffers from respiratory conditions, including asthma, and allergies that would likely be exacerbated by increased pollution from the construction sites and works in the vicinity of her home. He is therefore extremely concerned about the impact of ongoing works on his wife's long term health and wellbeing. The proposed line and the worry about the potential impact of its construction and operation has already caused your petitioner's family considerable distress, resulting in high levels of anxiety, sleepless nights, worry about financial security and concerns about the long term health and physical and emotional wellbeing of our family. This kind of stress has also exacerbated respiratory issues which can be triggered by anxiety, meaning your petitioner's wife has been using medication more than she would normally expect.

b)

Your Petitioner will continue to need to use the narrow lanes and roads, which will cross and be affected by the construction of the proposed line particularly for access to Amersham, Great Missenden, Wendover and beyond. This will render problematic trips for shopping, recreation, medical services, dental services, our local A&E department and other hospital services, professional obligations and rail access. Your petitioner has a young child whose school career will coincide with the time scale of this proposed construction and is in a catchment area for a school in Great Missenden which will be on the other side of the construction site and remodelled road system. This will be the case for many other local families. Your Petitioner will also continue to need to gain access to the A 413, which is on the other side of the proposed HS2 line, for London and all other areas. Your Petitioner further regards this network of narrow lanes in the AONB as a characteristic feature of the area which should be protected in accordance with the Countryside and Rights of Way Act 2000, and is concerned about proposals to use some of these narrow country lanes for construction vehicles and the effects of construction traffic using the A413.

c)

Your Petitioner is gravely concerned about the inadequacy of measures propose to mitigate the effects of construction traffic and the intended diversions and road closures throughout the section of the proposed line which is in the AONB, and in the Misbourne Valley in particular and that this will place a further burden on the roads in this community, which are already under pressure. There will be a consequent effect on the businesses of Great Missenden and Chesham in particular that will suffer from loss of custom, due to difficulties of access. Your petitioner is concerned about the effects that construction traffic will have on the B485, the A413, Hyde Lane, Kings Lane and Hyde Heath Road due to their regular use by emergency vehicles, the popularity of this route with cyclists/horse rides/pedestrians, such as your petitioner. Some of these roads reflect the unique character of the Chilterns ecological landscape and are not suitable for HGVs. Your petitioner regularly uses the roads named above in order to access vital health and dental services, drop our daughter at school and to other activities, access shops and services (post office etc), visiting family and friends and for recreational purposes, and therefore will be directly affected by this construction routes and increased HGVs on these roads. Therefore closure of these roads or use by construction vehicles will increase delays, and increase the time and cost taken for your petitioner to access facilities.

- 23 Your Petitioner is concerned about the effects of noise and vibration, and dust, dirt and air quality and the severe disruption to traffic arising from the construction of the high speed railway and associated development including heavy lorry traffic.
- 24 Your Petitioner is concerned that the nominated undertaker's ongoing accountability is unspecified and that the Code of Construction Practice is inadequate and has no legal status, with no independent means of monitoring and assessing compliance or sanctions for breach.
- 25 Your Petitioner is concerned that the emergency services will be unable to provide timely support due to road congestion, closures and diversions during the construction period.

- 26 Your Petitioner is concerned about the impact of the construction works on the chalk stream of the River Misbourne and the damage to the quality of drinking water supply
- 27 Your petitioner is gravely concerned about the spoil to be excavated and arrangements for movement and storage of spoil that will create pollution and congestion.
- 28 Your Petitioner is concerned that land which is occupied and utilised by contractors during construction will not be cleared and restored after completion to a satisfactory standard for the AONB or in the worst case that it will simply be abandoned by the contractors
- 29 Your Petitioner is also concerned about errors and omissions in the Environmental Statement and matters which your petitioner understands will be clarified or corrected at a later stage and that these may call for further mitigation or remedies to be considered by the Select Committee
- 30 Your Petitioner wishes to express concern regarding the poor provision of information supplied by the promoter, including in particular errors and omissions in the Environmental Statement with Plan and profile maps remaining unavailable, and furthermore, supplementary information such as the Code of Construction Practice has remained in draft form.
- 31 Your Petitioner strongly objects to the diversions and closure of public rights of way in the area and the reinstatement of some PROWs by making them run alongside the line rather than by new footbridges and is further concerned that, for this section of the AONB, none of these are to be green bridges despite the intentions of the Promoters to build green bridges elsewhere along the route.

Remedies /Mitigation requested

- 32 Your petitioner requests that measures be taken and changes be made in the Bill or the Code of Construction Practice or by obtaining binding undertakings from the Promoter to address the various concerns of your Petitioner as listed above.
- 33 Your Petitioner requests that the AONB be protected from these effects by amending the Bill so the line passes throughout the AONB in a bored tunnel, as proposed by the Chiltern District Council¹ or by extending the present Chiltern tunnel proposals by adopting the CRAG T2 ² proposals. The latter is referred to in the Environmental Statement and accepted as both feasible and environmentally preferable. Either of these options would substantially remove the adverse effects complained of in this petition and the need for the proposed remedies otherwise required.

¹ <http://www.chiltern.gov.uk/article/4429/HS2---Campaigners-launch-their-case-for-Going-Underground-to-preserve-AONB>

² <http://www.thelee.org.uk/HS2%20storage/Proposals%20for%20the%20Chilterns%20Tunnel%20Extension%20Dec%202013.pdf>

- 34 Your petitioner requests that, if the proposal for a full tunnel throughout the AONB is rejected, then the Proposers Chilterns' bored tunnel should be extended at minimum for 4kms from Mantles Wood to Leather Lane. The South Heath Chilterns Tunnel Extension³ (referred to as the REPA tunnel in the ES at Vol 2, 2.6.18 CFA 9 but extended to Leather Lane) has acknowledged substantial environmental benefits, and for no net cost can preserve a further 4km of the AONB from adverse effects.
- 35 In the absence of extending the Chilterns' tunnel then the following mitigations would be needed to ameliorate the worst of the effects, and your Petitioner requests that provision is made for:
- a. prohibiting the use of all existing minor roads in the AONB to be used by maintenance vehicles e.g. Kings Lane, Hyde Lane, Hyde Heath Road, B485 (Chesham Road/ Frith Hill). Re-routing the maintenance traffic south from Mantle's Wood directly to the A413, rather than north to Hyde Heath Road and west to the B485 (Chesham Road/Frith Hill) so avoiding the villages of Hyde Heath and Hyde End.
 - b. the cuttings adjacent to the South Heath Green Tunnel should be made deeper, and return to the levels originally proposed by the 2011 consultation, with continuous full height (5m) high specification sound barriers (both sides of the line) immediately adjacent to the track to reduce noise, and with bunds to conceal the line and the gantries where appropriate. Furthermore the South Heath Green Tunnel should be extended to provide better protection in operation to Potter Row and South Heath and the footpaths out of Great Missenden to Potter Row
 - c. That the power for the contractor to raise the line by up to 3 metres is excluded for the AONB section of the line
 - d. That the existing proposed green tunnel at Wendover be extended to the south and north of Wendover.
 - e. That provision is made for constructing bridges where there are established rights of way, and to make these green bridges, in order to retain trees and shrubs and permit wild life access, particularly given that this is part of the AONB
 - f. That the speed of the trains be reduced as per the recommendation of the House of Commons Environmental Audit Select Committee Report, but permanently, in order to help reduce the environmental impact.
 - g. That the Wendover Dean and Small Dean viaducts and adjacent embankments be of high quality infrastructure to be made as visually pleasing as possible.
 - h. That compensatory planting commence at the earliest opportunity and with the use of mature trees able to grow to at least forty feet high, in order to conceal construction and the finished line from view at the earliest possible time – with funding for their maintenance in perpetuity. Where this replaces ancient woodland it should adopt the 30:1 ratio supported by the Woodland Trust and not 4:1 as currently proposed.
 - i. Your petitioner requests that extensive tree planting is carried out prior to any construction to ensure that screening is effective to some extent prior to construction in any areas where AONB landscape is impacted and this is done in consultation with the local community, and in keeping with the surrounding

³ <http://www.repahs2.org.uk>

environment.

- j. That the plans for the Hunts Green Spoil Dump are cancelled and that arrangements be made for the spoil to be removed from the area by rail or pipeline. Your petitioner points out that, if the full tunnel proposals are adopted, then the amount of spoil involved for this section of the line will be very substantially reduced and it would also all be removed at the Wendover exit of the tunnel, and that if even the REPA tunnel is adopted, according to HS2 Ltd there would be no need for the Hunts Green landfill site, as there would be no surplus spoil.
- k. That in relation to the balancing ponds and other water management measures, that alternative techniques are considered in consultation with the local authority, and that if necessary waste water is tanked and then removed for sustainable disposal
- l. That the pylons are removed and the power lines are reinstated underground, rather than moved and then re-instated on the surface, as proposed
- m. That property blight is compensated by extending the HS2 voluntary purchase scheme and amending the "need to sell" scheme so that having sufficient financial resources should not disqualify an applicant. The Hyde End area itself should be recognised as a community suffering blight, and fair and adequate compensation should be paid to those who have suffered a substantial loss of value to their property since the initial proposal of the HS2 line, regardless of the need to move. There should not be a ceiling on this compensation. Your petitioner believes if fair and adequate compensation cannot be paid from the project budgets to those residents who have suffered blight, then the scheme is not affordable. Property is a substantial lifelong investment that forms part of our financial planning and the future security of our family, and as such, future inheritance for our children is severely impacted, and should be considered as part of any amended compensation scheme. The conscious damage to the protected landscape of the Chilterns AONB around the property, as a result of the long-term construction and the operation of the proposed line, reduces the value of your petitioner's property considerably and is equal or greater than the removal of more tangible property assets that would normally generate compensation if lost.

36 Your Petitioner requests that the nominated undertaker be required to mitigate the remaining nuisances, by giving the Code of Construction Practice legal effect, with independent assessment of compliance and sanctions for breach. The Code should specify, in all cases, the need for work, facilities and construction, to be to the best available standards and techniques, and to the highest standard of construction and operation of the railway and its associated developments. The Code should be so amended to enforce the following measures:-

- a. Constructing new temporary roads to access the trace directly from the A413, and prohibiting the use of all existing minor roads in the AONB to be used by construction traffic eg Potter Row, Kings Lane, Hyde Lane, Hyde Heath road, Frith Hill South Heath leg).
- b. Restricting HGV movements to the period 09:30 – 15:30 throughout this section of the AONB.
- c. Additionally prohibiting HGV movements along school routes between 15:00 and 15:30.
- d. Prohibiting any widening, straightening or enlargement of the narrow minor

- lanes for construction traffic.
- e. That the contractors should be required to construct the railway to ensure that during construction and operation of the line noise, dust and vibration is minimised and monitored and that air quality is maintained. If requested, noise, dust and vibration monitoring systems should be provided for local residents, and adequate resolutions be provided should these rise to an unacceptable / unreasonable level.
 - f. Operating a 'Park and Ride' scheme to transport construction workers along the trace, and enforcing this by not providing parking for contractors at the construction compounds.
 - g. That contractors in the AONB will be required to restore the land and temporary access roads after use to acceptable AONB landscaping and that local authorities be given the power to inspect such works and if necessary sanction contractors
 - h. During construction, the nominated undertaker must be responsible for maintaining the quality of all roads used during and after construction, so that the roads must be returned to its original size and character, and all damage repaired by the nominated undertaker.
 - i. That the Promoter provides an air ambulance with crew on standby during working hours, to ensure that medical emergencies receive a prompt response.
 - j. A hotline should be set up allowing road users to report any damage to the road, and the highway authority should have access to all reports, to ensure these are addressed and remedied in a reasonable length of time.
 - k. That in relation to the River Misbourne, full surveys and continuing monitoring should be undertaken regarding water quality and the effect of the construction works, with actions undertaken, including cessation of construction in this area, if any adverse impacts are found

37 The ongoing lack of information has made it particularly difficult to understand the full impacts of HS2, and therefore not only has commenting on the project been particularly difficult but, when the information is corrected or made available, as appropriate, that any new or revised issues will not have been specifically raised or referred to in your Petitioner's petition. Your petitioner requests therefore that, if such further matters regarding this do arise, your petitioner will be permitted to raise such matters with the Committee

Full Tunnel proposal

38 The Petitioner emphasises that the mitigation measures set out in paragraphs 34 and 35 above would in large measure be unnecessary and the impacts would be otherwise effectively mitigated if the Bill were to be amended to include the provision of a full tunnel throughout the AONB.

Objection to the detailed route and speed

39 Your Petitioner doubts that the current route that accommodates the proposed inappropriately high speed through the AONB would have been selected had a Strategic Environmental Assessment been conducted, since the obvious difficulties now apparent in constructing a line through this area would have become apparent. A lower speed would allow HS2 to use existing transport corridors and greatly reduce environmental impacts, while adding little to journey times.

Dropping the maximum speed from 225 mph to 185 mph adds just 4.5 minutes to the London – Birmingham journey time, according to the draft ES. ‘Future proofing’ the route to allow 250 mph in the future, increases the environmental damage caused by the route.

- 40 Your Petitioner requests that a lower speed be adopted –such as that of HS1 – and a route be determined and adopted that exploits the greater ability for following existing corridors and avoiding sensitive environments.
- 41 The list of grievances above is by no means exhaustive and, due to the inadequacy of and omissions and errors in the Environmental Statement prepared by HS2 Ltd , it is inevitable that that the construction of HS2 will disrupt the lives of the residents in the AONB, including those of your Petitioner, in ways which have not yet been realised.
- 42 For the foregoing and connected reasons your Petitioner respectfully submits that, unless the Bill is amended as proposed above, the relevant clauses so far affecting your Petitioner should not be allowed to pass into law.
- 43 There are other clauses and provisions of the Bill which, if passed into law as they now stand will prejudicially affect your Petitioner, your Petitioner’s Residents and their rights, interests and property and for which no adequate provision is made to protect your Petitioner and your Petitioner’s Residents.

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 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 Petitioner 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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IN PARLIAMENT
HOUSE OF COMMONS
SESSION 2013-14

HIGH SPEED RAIL
(LONDON-WEST MIDLANDS)
BILL

PETITION OF IAN FREDERICK MCILGORM

AGAINST, By Counsel, &c.