

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 Suzanne Mary Lord

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 is the freehold owner of a property in Dunsmore, Wendover, Buckinghamshire, HP22 6QJ, in which the Petitioner has lived since April 1997. The Petitioner bought the property because of its scenic location in quiet surroundings..
- 8 Your Petitioner’s rights, interests and property are injuriously affected by the Bill, to which your Petitioner objects for reasons amongst others, hereinafter appearing.
- 9 Your Petitioner avers that she is already currently affected, suffering blight, and will continue to be severely affected both in the construction of and operation of the proposed HS2 railway.

Current problems injuriously affecting your Petitioners

The Petitioner believes that her property is now blighted as it is in the HS2

corridor. (A description now used by Estate Agents).

She bought the property in 1997 as a peaceful tranquil retreat from a stressful job. Because of its location in the AoNB and in the then much sought after settlement of Dunsmore, she bought it at a premium price.

Problems in the Construction and Operation phases injurious to the Petitioner.

Your Petitioner avers that she will be seriously and adversely affected during both the construction phase and then during operation

The impact of noise, vibration, and light pollution, including electric sparking on health, from the high frequency of trains is considered by the Petitioner to be totally injurious for her in future years. Your Petitioner has recently given birth to her son and now has to consider the construction phase in the light of his formative years and indeed his schooling.

There will be serious disruption of traffic and substantial delays caused by the daily addition of 300 HGV's envisaged by HS2Ltd using the A413, B4009 and the A41 during construction. The proposed closure of Smalldene Lane will mean that all vehicles will have to use the Dunsmore Lane junction with the A413, this junction was not given special analysis by HS2Ltd during the Environmental Statement despite comments in response that the traffic flows asserted by them are completely wrong. The closure of Smalldene Lane will force your Petitioner when returning from eg London, Berkhamstead, Wendover to use the A413 and stop and make a right turn to get home. Crossing continuous and heavy traffic with limited visibility putting your petitioner and her son and others at risk.

The congestion will have a detrimental effect on the delivery of Emergency Services to Dunsmore and will impact on the journey times to the Health Care facilities located in Wendover. This could be is injurious to the Petitioner and her property.

Noise from construction and operation will destroy the tranquility of the property. Although approximately 1.5km from the proposed line, there is nothing in the way to act as a noise barrier. HS2 Ltd noise assessment has not taken into account the topography of the valley or the tranquility levels. HS2 have repeatedly ignored requests to assess baseline noise levels, and although acknowledging that noise will be an issue in the valley have chosen to ignore it. HS2 in the local vicinity of Dunsmore is on 2 high viaducts and a huge embankment. Your Petitioners house looks down into the valley with views of the embankment and electrical feeder station.

The Chilterns AONB would be permanently and irrevocably scarred by the construction of two viaducts and an embankment with heights ranging from 10 to 18 metres and the associated catenary. The line would be visible from numerous viewpoints around Dunsmore. The cumulative effect would be overpowering and would destroy what is a Nationally protected landscape and the area we are in will be irrevocably vandalised.

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 Petitioner.

The noise from these trains will cause an intolerable strain upon your Petitioners life. During operation the noise will be every 90 seconds and will vary according to the trains position either on a viaduct or passing along the embankment. This fluctuation has been shown in studies to present more annoyance and associated health risks than a constant loud noise.

Your Petitioner currently enjoys relatively little light pollution and the need for powerful lighting on the construction site and the construction camps will have a deleterious effect on the “dark skies” currently enjoyed him.

Remedies

In the light of all the issues above your Petitioner asserts that the only acceptable form of mitigation in this area would be a fully bored tunnel throughout the AoNB. HS2 Ltd. have acknowledged that this is technically feasible.

Failing the above, the 2 viaducts and embankment should be totally enclosed as per ARUP concept. Screening must be with mature trees.

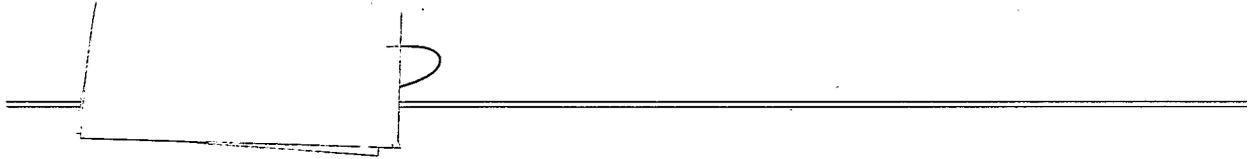
There should be a legally binding Code of Construction Practice.

10. 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 in person,

A horizontal line with a rectangular box on the left side containing a handwritten signature. The signature is written in black ink and appears to be a stylized name. The box is outlined in black and is positioned on the left side of the line.

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(LONDON-WEST MIDLANDS)
BILL

PETITIONER OF
Suzanne Mary Lord

AGAINST, By Counsel, &c.

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