

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 Paula Wilson

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 freehold owner of “Greenhill” Dunsmore HP22 6QH. Dunsmore is a settlement on the Chiltern Ridge 800 feet above sea level, and west of the proposed HS2 line. It is immediately South of Wendover and the highest settlement in The Chiltern Area of Outstanding Natural Beauty. It is surrounded by Beech woods and agricultural land. There are two spring fed ponds and many footpaths and bridleways. The single-track Dunsmore lane reaches the settlement from the A413, the lane then runs west to the Rignall Road. It is unique place and characterized by beauty, peace, and tranquility.
- 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. Dunsmore has been included by HS2 Ltd in bilateral and forum meetings in recognition of the local impacts of the HS2 proposal and line. It will all negatively impact on your Petitioner.

The Petitioner is a nurse by training and now the mother of 3 children. Her youngest child is 10 years old. Because of the rural nature of Dunsmore there is no public transport and no school in the settlement. No pubs shops or etc.

Property devaluation as a result of the HS2 Proposal.

The value of my property has been detrimentally affected by HS2. This value will not recover fully when the line is operational despite Government statements. The reason for the devaluation is not only the prospect of living through the desecration of a protected landscape but also the additional uncertainties arising from the operational features. This uncertainty is compounded by the inadequacy of the ES. The destruction of this unique landscape, the proposed line on two 500 meter viaducts of a maximum height of 26 metres and a joining high embankment, with balancing ponds, feeder station, spoil dumps otherwise known as sustainable placement areas is nothing short of vandalism. Hardly any wonder that my property has reduced in value.

Traffic congestion

She will be injuriously affected by the 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 and the prospect of a right turn into the lane across oncoming traffic. 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. Your Petitioner will be adversely affected as daily she has to take and collect her son from school and after school and social activities. She runs a thrift shop at the RAF camp in Halton and needs to drive to local shops etc. She will suffer many long delays as a result of the construction of HS2.

Emergency Services

The congestion will have a detrimental effect on the access of Emergency Services to Dunsmore, fire, medical, and police. No account appears to have been taken of this by HS2 Ltd.

Noise and Light Pollution - from construction noise will destroy the tranquility of the Dunsmore and its environment. The unique position of the settlement, on the ridge overlooking the proposed line, make it particularly vulnerable. 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. There will be intrusive noise from the construction and from the trains the noise will be every 90 seconds and will vary according to the trains position either on a viaducts 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. The detrimental impact of this noise is greater as it is such a tranquil area. Your Petitioner has currently very little light pollution. The need for powerful lighting on the construction site and the construction camps will have a negative impact on her enjoyment of "dark skies".

Environmental Degradation - The Chilterns AONB south of Wendover would be permanently and irrevocably scarred by the construction of two 500 metre long viaducts with a height, with the associated catenary up to 26 metres. And an adjoining embankment. CPRE described this part of HS2 line as "the iconic scar on The Chilterns". The line would be visible from many viewpoints around Dunsmore and environs. 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. Your Petitioner will be adversely affected in her recreational gardening, walking her dog etc. It will no longer be a quiet healthy relaxing pursuit as one will overlook one enormous construction site 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.

Your Petitioner opines that another injurious factor of construction is air quality pollution caused by dust, impact on purity of drinking water etc. The impact on the Dunsmore settlement has not been acknowledged, or properly assessed in the ES. There has been a failure to comprehend the topographical nature of the Misbourne valley.

Remedial Measures:

- Your Petitioner requests that a fully bored tunnel through the whole of the AONB can best remedy the above. Currently only the Southern section of the AONB has received tunneling by way of mitigation. This protection has been denied to the Northern section. There have been constant misrepresentations of the Proposed line and mitigation through The Chilterns AONB. I believe that the reality is that of the 20.8 Km of the route that pass through The Chiltern AONB 11.5km is on surface of which 9 Kms are in the open, 2.5km are in 'Green Tunnel' a euphemism for cut a trench and put a roof on it!
- 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.
- The Code of Construction Practice should be legally binding with an independent overseer.
- Compensation Scheme is not fit for purpose and is not fair. It needs to be made fit for purpose and to fully compensate everyone, who has lost out fully, regardless of distance from proposed line, taking full account of their losses, this should include a figure for amenity loss not simply property value loss.

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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