

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.

**THE HUMBLE PETITION of Great Missenden Parish Council**

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 3, along with Schedules 1 to 4, authorise and detail the works to be done in relation to the construction and the operation of the railway (also "HS2") mentioned in paragraph 1 above, including the associated stopping up and construction of highways. The railway works themselves are detailed in Schedule 1 and referred to as "the Scheduled Works". Clauses 4 to 18 of the Bill, along with Schedules 5 to 15, deal with compulsory acquisition of land, the extinction and exclusion of rights over land and the temporary possession and use of land.
- 4 Clauses 19 to 36 of the Bill, along with Schedules 16 to 26, provide for deemed planning permission and deregulation, including in relation to listed buildings, ancient monuments, burial grounds, commons, water and noise.
- 5 Clauses 37 to 44, along with Schedules 27 to 29, deal with the regulation of the railway and provide for the appointment of a nominated undertaker to exercise the powers in the Bill ("the Nominated Undertaker"). Clauses 45 and 46, along with Schedules 30 and 31, make provision for statutory undertakers.
- 6 Clause 47 provides a power to compulsorily acquire land for regeneration or relocation.
- 7 Clause 48 provides a power to carry out reinstatement works. Other clauses within the Bill make provision for the Crown, for further high speed railway works and for the application of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (S.I. 2011/1824) (or any regulations replacing them).

## Your Petitioner

- 8 Your Petitioner is Great Missenden Parish Council within the County of Buckinghamshire and situated within the Chilterns Area of Outstanding Natural Beauty ("the AONB").
- 9 Your Petitioner has responsibilities for residents and land in the area that will be directly and specially affected by the Bill as the proposed line crosses to the north east of the parish. Your Petitioner represents the hilltop villages of Ballinger, Hyde End, Potter Row and South Heath, with 1,200 residents in 450 homes, and also approximately 12,000 residents in Great Missenden and Prestwood, who will be affected by works as outlined in Clauses 1& 2, Schedules 1& 2 and associated provisions within the Bill.
- 10 Your Petitioner's parishioners and area will be directly, specially and injuriously affected by the provisions of the Bill, to which your Petitioner accordingly objects for the reasons, amongst others, hereinafter appearing.

## Summary of your Petitioner's concerns and objections to the Bill and requested mitigation

- 11 Your Petitioner's parishioners and your Petitioner's area will suffer a range of severe and adverse effects by reason of the Bill. Your Petitioner requests that the presently proposed fully bored Chiltern Tunnel is extended throughout the entirety of the AONB, in accordance with alternative proposals such as the "CRAG Route" already assessed by the Promoter in the Environmental Statement ("the ES")<sup>1</sup> or the "Green Route" advanced by Chiltern District Council. This will address most, if not all, of these adverse effects, the concerns of your Petitioner's parishioners and will reduce the impact on the AONB.
- 12 The adverse effects of the Bill with which your Petitioner is concerned and to which it objects are primarily caused by and associated with the works proposed within the Parish i.e. from 400metres north of Mantles Wood to Leather Lane, empowered by Clauses 1 and 2 and Schedules 1 and 2 of the Bill and associated powers in the Bill (including the power of compulsory purchase). These include works 2/14 to 2/20 in Schedule 1 and are detailed primarily on Deposited Plans, Vol.2.1, Plan Sheets 2-23 to 2-28
- 13 For convenience and in an effort to assist, your Petitioner has grouped these adverse effects under four headings below, when providing further detail regarding the breakdown of the numerous adverse impacts the Bill will cause. The headings are:-

### **Impact on the communities within the Parish**

- noise and light pollution emanating from trains speeding along an embankment, cuttings, the noise boom of entering and exiting a short tunnel and along a viaduct, all through the AONB
- highways and rural lanes used as major construction routes
- stress and anxiety-related health issues caused by property blight and the forthcoming construction, with its social isolation and loss of tranquillity

### **Impact on community facilities, amenities and services**

- isolation of the hilltop villages in the Parish during construction
- loss of access and amenities amounting to discrimination against vulnerable, especially elderly, groups within the hilltop villages

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<sup>1</sup> See ES, Vol.2, CFA9 pp.39-41.

- permanent change in character and loss of amenities - such as footpaths to adjacent Sibleys Coppice becoming unusable and/or diverted, the loss of the gymnasium on Frith Hill and the pub/restaurant on the B485

#### **Impact on the Chilterns AONB**

- the permanent loss of areas of green space, farmland and ancient woodlands, and the use of some as construction sites
- the erection of permanent buildings and transformers to support the railway and the sight of security fences, gantries and cuttings despoiling the AONB
- deep cuttings forming a barrier to wildlife across the AONB

#### **Impact on business/the local economy**

- blight of both property and land prices and loss of residential dwellings, commercial sites and out-buildings
- a reduction in tourists visiting the area, affecting local business
- disruption to customers and deliveries to local businesses during construction

- 14 Accordingly, your Petitioner objects to Schedule 1 Work Nos 2/14 (Railway); 2/15, 2/15A, 2/16, 2/17, 2/17A, 2/17B, 2/17A, 2/18A, 2/18B (Roads); and 2/18 (Footbridge) and associated works and the clauses in the Bill that empower them, and humbly requests your honourable House modify the Bill, and/or require undertakings of the Promoter, to remove these adverse effects, primarily through a fully bored tunnel throughout the AONB.
- 15 In the alternative to the extension of the fully bored Chiltern Tunnel throughout the AONB, which is the primary alteration to the Bill your Petitioner seeks, your Petitioner requests that the fully bored Chiltern Tunnel is extended to Leather Lane, as it will address, most but not all, of the above concerns.
- 16 The fall back alternative to these solutions is numerous individual mitigations of the adverse impacts, all of which will cost time and money (over and above the mitigation presently proposed by the Promoter). Your Petitioner expands on the individual adverse impacts that concern it and to which it objects, and the (additional) mitigation that would be required for each, if its fully bored tunnel proposals are rejected, below.
- 17 Your Petitioner advises that a bilateral meeting with the Promoter, HS2 Ltd, was held on 23rd January 2013, and a further meeting on 6th May 2014 which included some of your Petitioner's councillors and some residents from the hilltop villages who reviewed their concerns with the Stakeholder/Petition Managers and Analysts from HS2 Ltd. However, these meetings did not address your Petitioner's concerns.

#### **Breakdown of impacts with which your Petitioner is concerned and to which it objects along with mitigation required if your Petitioner's preferred tunnel solution is not adopted**

- 18 Your Petitioner affirms that a fully bored tunnel throughout the entirety of the AONB or, as a fall-back, an extension to the fully bored Chiltern Tunnel outlined above and within ES Vol2. CFA9 pp.39-42, are the only acceptable mitigation for the impacts on residents, businesses and the AONB, which impacts are detailed below. If these tunnel solutions are not adopted then numerous items of mitigation will be required, also as set out below.

#### **Impact on the communities within the Parish**

- 19 The predicted construction period in the South Heath area is up to eight years. Your Petitioner considers that effects on residents' living conditions for this length of time are unacceptable, especially for more vulnerable groups. The Promoter (HS2 Ltd) itself

acknowledges that, even with its already proposed mitigation, traffic will suffer significant changes in delays and congestion at junctions on Frith Hill, Kings Lane and Potter Row and that there will be major adverse and moderate adverse effects on traffic from the closure of Frith Hill and Hyde Lane.<sup>2</sup> The Promoter describes these effects as “temporary”, but they will go on for years. Many of your Petitioner’s parishioners, including most residents of South Heath, use these roads at least twice a day, and many four or more times. Hence unrestricted access to and from the village of South Heath is vital for its residents to fulfil their basic daily needs including getting to work, taking children to school, accessing shops, the library, post office, getting to/from appointments, going to/being visited by friends and family etc. Similarly, HS2 Ltd acknowledges that, even with its already proposed mitigation, construction will give rise to a range of noise impacts to your Petitioner’s community.<sup>3</sup> These impacts, and others, will shatter the area’s present tranquillity.

- 20 Residents’ health and well-being is already being adversely affected as a result of anxiety caused by the anticipated effects of the construction, in particular the social isolation it will cause and also the loss of quality of life and tranquillity (see the Health Impact Assessment report, section 5.11.4 & 5), and the property blight that has affected their homes since 2010. The property blight will only worsen during the 7 year construction period and beyond as parishioners’ homes lose value, leaving them trapped, unable to sell to move on with their lives. There are over 450 homes in the Great Missenden Parish alone that are within 1km of the line which is not in a bored tunnel, and the Promoter’s present proposals for compensation are nowhere near adequate for all those who are suffering and will suffer blight.
- 21 Beyond construction, the impact on this small community is substantial and adverse, involving the demolition of eight homes, three commercial sites and twenty three out-buildings (ES, Vol2. CFA9 pp.24-29)<sup>4</sup> Properties in Frith Hill, Potter Row and Hyde End Lane will be exposed to excessive noise and vibration as the train runs through the open sections of AONB.
- 22 The individual items with which your Petitioner is concerned and to which it objects under this head, along with the (additional) mitigation required (primarily if your Petitioner’s preferred tunnel solution is not adopted) are as follows:

| <b>Impact on the communities within the Parish</b>  |   |
|---|---|
| Matters with which your Petitioner is concerned and to which it objects   | <i>Mitigation sought (primarily if tunnel mitigation not adopted)</i>   |
| -The disruption to, and temporary closure of ten Rights of Way, of which seven will be diverted (GMI/2,12,13,16,23,27,28,33,79,80) <sup>5</sup> | 1. <i>The Rights of Way are not to be closed for any length of time and any diversion not to be parallel to the track, furthermore diversions should be over green bridges and not accommodation bridges.</i> |

<sup>2</sup> ES Vol.2 CFA9 p.192, paras.12.4.13-12.4.14

<sup>3</sup> ES Vol2. CFA 9 pp.180-181.

<sup>4</sup> Three residential demolitions for the Chiltern Tunnel north portal satellite compound (see para 2.3.37 Table 1), four residential demolitions for the South Heath green tunnel satellite compound and Chilterns main compound (see para.2.3.49 Table 2) and one residential demolition for the South Heath green tunnel (north) satellite compound (see para.2.3.62).

<sup>5</sup> These footpaths are listed in Clause 3; Schedule 4 – highways part 4 and realignments in ES Vol2. CFA 9 see p 24 & 27 paras 2.3.39 and 51

-The disruption of access to Great Missenden from South Heath, Ballinger, Hyde Heath and Potter Row, with further disruption to journeys along the A413 to Amersham and Aylesbury and along the B485 to Chesham. Great Missenden and Prestwood will also experience disruption on the B485 to Chesham and along the A413 and access to the hilltop villages.

-The noise and dust during construction, from construction traffic and from five construction sites especially those at each end of the South Heath green tunnel (ES, Vol2, CFA9, pp.181-182, paras. 11.3.23 & 24).

-Noise and vibration levels from the operation of the train in Potter Row, South Heath and Hyde Lane are accepted by HS2 Ltd as requiring additional noise barriers (ES, Vol2, CFA9 pp. 83, 84 and 184)

-Dust being generated by earthworks, construction and demolition will be 'large and in a high risk category' (ES Vol5 AQ 001-009 Table 1). The dust will be blown from spoil dumps on the prevailing winds causing respiratory health issues and thereby putting the elderly of South Heath at a particular disadvantage, contrary to the Equality Act 2010.

- The closure of roads and congestion from construction traffic will delay access by Emergency Services to all parts of the Parish.

- The Code of Construction Practice is not specific regarding the timing of works, monitoring by local authorities and the provision of an independent appeal process.

- The effect of property blight (which has not been covered in the ES, despite blight already having a significant effect on properties near the line and anticipated to continue for more than a decade).

2. *Temporary vehicular bridge for Frith Hill to include temporary cycleway, footway and bridleway.*
3. *The construction traffic be re-routed to avoid unsuitable roads and areas of congestion by constructing a new temporary service road directly from the A413 just north of the proposed South Heath Green Tunnel; further and in the alternative, restrict the timing of movements to avoid morning and afternoon peak flow periods, with HS2 Ltd restoring the character of the road and repair any damage; in the alternative redirect down the trace or move by rail*
4. *Additional transport services to be provided for the community.*
5. *Construction activities should be subject to strict noise emission limits, and activities restricted to times that are unlikely to affect the sleep patterns of children and the elderly. Further, a free-phone community hot-line should be provided for residents to report issues and follow-up, and be made a contractual commitment. Furthermore, the Local Authority should be funded to enforce monitoring and policing of the noise emission limits and activities, and work should stop if the limits are exceeded.*
6. *State of the art noise absorption material to be used in the noise barriers, which HS2 Ltd agree are required. In the alternative, reduce the speed of the train to keep noise at acceptable levels.*
7. *The spoil dumps to be relocated, in the alternative, dampened down or covered.*
8. *Financial support be provided for the local Air Ambulance service*
9. *Working hours in the evening and weekends to be restricted and the local authority to be allowed to monitor impact and have the power to stop works.*
10. *Provision of a Community Compensation Fund to be spent in conjunction with the local Parish Council.*
11. *The 'need to sell' scheme be extended to cover the purchase of all adversely affected properties at the un-blighted price.*

**Impact on community facilities, amenities and services**

- 23 Construction activities will isolate the South Heath community which has no shops or facilities of its own apart from a garden centre. It is wholly dependent on Great Missenden which is on the other side of the A413 and still more distant centres. The main access to Great Missenden, for most of your Petitioner’s residents, is via the B485 (linked by Frith Hill South Heath leg (SHL), Kings Lane and Potter Row). Furthermore the South Heath community is losing the Fitness Gym with Post Box and the pub/restaurant has already closed (ES, Vol2, CFA9 pp.26&27).
- 24 Construction traffic along unsuitable highways and lanes will increase congestion and be a danger to other road users.
- 25 The Churches in the area, particularly St Peter and St Paul, are concerned that congregations may be reduced further as a result of the isolation of the hilltop villages. This would also reduce their income from music recitals and other activities such as Sunday afternoon cream tea.
- 26 The impact of noise will constitute a nuisance in the two open spaces in Sibleys Rise which includes a children’s playground, both are within 150m of the construction line and 350m from the north portal to the South Heath green tunnel.
- 27 The individual items with which your Petitioner is concerned and to which it objects under this head, along with the (additional) mitigation required (if your Petitioner’s preferred tunnel solution is not adopted) are as follows:

| <b>Impact on community facilities, amenities and services</b>   |  |
|---|--|
| Matters with which your Petitioner is concerned and to which it objects   | <i>Mitigation sought (primarily if tunnel mitigation not adopted)</i>  |
| <ul style="list-style-type: none"> <li>- The impact of construction traffic, such as damage from HGVs using seven highways around the hilltop villages of which five are unsuitable rural lanes (Hyde Heath Road/B485/Kings Lane/Frith Hill SH leg/ Potter Row/ Hyde lane/A413 ES, Vol 2, CFA9 page 188)</li> <li>- Isolation of the hilltop villages for access to shops, services and medical facilities in Great Missenden and the temporary stopping of the only footway leading from the South Heath to Great Missenden.</li> <li>-Congestion due to increased construction traffic at junctions with Kings Lane and B485; B485 and A413; Hyde Heath Lane and B485</li> <li>- loss of social cohesion in the area by making it more difficult for parishioners especially the elderly, to enjoy group activities such as walking, pilates, book clubs, ‘Contact the</li> </ul> | <ul style="list-style-type: none"> <li>1 <i>The construction traffic be re-routed to avoid unsuitable roads and areas of congestion by constructing a new temporary service road directly from the A413 just north of the proposed South Heath Green Tunnel; further with HS2 Ltd restoring the character of the road and repair any damage; in the alternative redirect down the trace or move by rail</i></li> <li>2 <i>A ‘Park and Ride’ scheme, and not just car sharing as proposed in the ES, should operate for construction workers along the trace of the line, enforced by not providing or permitting parking for temporary workers at or near the satellite construction compounds.</i></li> <li>3 <i>The creation of cycle and footways from South Heath and from Little Missenden to Great Missenden and a new Right of way to link GMi/27 with LMI/21 through Hedgemoor as both paths have been stopped</i></li> <li>4 <i>Increase in funding for all Emergency Services</i></li> </ul> |

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| <p>Elderly' and church activities.</p> <p>-The danger to cyclists from construction traffic on the A413 and rural lanes around the hilltop villages</p> <p>-The increased demands on local health facilities arising from the influx of temporary workers</p> <p>-The potential increased risk of crime arising from the influx of temporary workers; some living in the satellite compounds and the others in the main compound near Wendover for up to six years.</p> | <p>5 <i>Provision of a Community Compensation Fund to be spent in conjunction with the local Parish Council</i></p> |
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**Impact on the Chilterns AONB**

- 28 The proposed line is above ground throughout its crossing of the Parish, except for the short 1km cut-and-cover ('green') tunnel at South Heath, and will be clearly visible from Hyde Farm in Hyde Lane and in the vicinity of Liberty Lane and Leather Lane overbridges, notwithstanding the sight of the security fences and gantries above the cuttings which, together with light pollution from the arcing of the pantographs, will be a major permanent eyesore along the length of Potter Row (ES, Vol 2 CFA9 Photomontages LV-01-041).
- 29 Loss of irreplaceable ancient woodland - Mantles Wood; Farthings Wood and Sibleys Coppice (ES, Vol 2, CFA9 p.123).
- 30 Loss of farm land, namely a total of 171 hectares during construction of which 98 hectares will be permanently lost (ES, Vol2 CFA9, pp.61-63):
- 31 Construction lasting up to 8 years with a peak period of more than 3.5 years, HGV traffic supporting the two satellite construction compounds will clog up the rural lanes in the hilltop villages and render them less attractive to all visitors to this area of the AONB whether they are ardent walkers/hikers, currently popular with those groups taking the Duke of Edinburgh Award, or cyclists as it is Route 57 on the National Cycle Network or just families coming for a day-out from London to enjoy the countryside.
- 32 The attraction to tourists of this part of the Chilterns AONB will be lost forever.
- 33 The individual items with which your Petitioner is concerned and to which it objects under this head, along with the (additional) mitigation required (if your Petitioner's preferred tunnel solution is not adopted) are as follows:

| Impact on the Chilterns AONB  |  |
|---|--|
| Matters with which your Petitioner is concerned and to which it objects   | <i>Mitigation sought (primarily if tunnel mitigation not adopted)</i>  |
| <p>-Visual intrusion and light pollution across the Misbourne Valley up to 2 km away arising from the sight of the catenary towers and arcing</p> | <p>1 <i>The vertical alignment of the track between the north portal of the South Heath green tunnel and Wendover should be lowered.</i></p> |

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|---|---|
| <p>from the pantographs (Upper Hollis 1.6km: Angling Spring Farm 2.2km)</p> <p>-The loss of irreplaceable ancient woodland.</p> <p>-Overhead power lines which are adjacent to the proposed route are being relocated and yet the opportunity to bury them is not being taken</p> <p>-The ecological and visual impact of thirteen unsightly balancing ponds within the AONB</p> <p>-The creation of security fences, transformers and portal buildings which permanently disfigure the landscape and are not in-keeping with the AONB</p> <p>- The impact of construction works on chalk streams, specifically those associated with the River Misbourne. Chalk streams are globally rare habitats and therefore special measures should be put in place to protect them. The River Misbourne is used for watering livestock in the parish</p> | <ol style="list-style-type: none"> <li>2 <i>Trees be planted along the southern side of Potter Row to ensure effective screening in keeping with the surrounding environment</i></li> <li>3 <i>All overhead power lines adjacent to the route be buried</i></li> <li>4 <i>Alternatives to Balancing Ponds be considered, and in the alternative, they should be made ecologically and visually attractive in-keeping with AONB.</i></li> <li>5 <i>The design of the new permanent buildings erected by HS2 Ltd to be in-keeping with the surrounding area</i></li> <li>6 <i>Comprehensive surveys are carried out to confirm the current ecological value in chalk stream habitats, and that surveying continues during construction and operation and for ten years thereafter. If surveying demonstrates any adverse impacts during construction, then construction in this area must stop until the cause is identified and negative impacts rectified.</i></li> </ol> |
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### The Impact on business/the local economy

- 34 The restrictions on access by customers and deliveries to your Petitioner's main hilltop villages for such a long period of construction, combined with a greatly reduced number of tourists will cause shops and businesses to be much less viable. This will be compounded further once the railway is operational.
- 35 Tourism plays a significant part in local business, with visitors to the Roald Dahl Museum, local cycling group using this area as a centre for the Chiltern Cycleway and the Chiltern Hundreds Cycle routes and groups of young hikers carrying out the Duke of Edinburgh Award. There are 55 million visitors a year to the AONB bringing in £471.6 million of expenditure associated with leisure visits to the Chilterns and sustaining an estimated 12,000 FTE jobs.
- 36 The direct effect of building the railway will be that fifteen agricultural holdings will be affected: three holdings will cease to operate under Compulsory Purchase orders, a further four holdings will remain but will be significantly affected and a further eight will be temporarily affected (ES, Vol2. CFA9 p.64).
- 37 The individual items with which your Petitioner is concerned and to which it objects under this head, along with the (additional) mitigation required (if your Petitioner's preferred tunnel solution is not adopted) are as follows:

| <b>Impact on business/the local economy</b>  |   |
|--|---|
| Matters with which your Petitioner is concerned and to which it objects  | <i>Mitigation sought (primarily if tunnel mitigation not adopted)</i>   |
| <p>-The direct loss of business trade, profit and employment under the compulsory purchase orders for the Gym and Elwis Field Farm and the loss of land and revenue therefrom for Middlegrove Farm</p> <p>-The number of businesses in the area being specifically affected by a reduction in tourists and in customers footfall, including 12 small businesses in the hilltop villages and approximately 70 businesses in Great Missenden High Street</p> <p>- The impact of delivery vehicles conflicting with construction traffic. For example deliveries, often by articulated lorry with trailer from Europe, to the South Heath Garden Centre along Kings Lane.</p> <p>-The disruption caused by construction traffic to staff travelling to and from work, both in and outside the parish.</p> | <p>1 <i>For businesses which are indirectly or only temporarily affected; compensation for loss of profit, loss of trade and the fees of any professional advisor appointed by the business and furthermore a substantial reduction in business rates</i></p> <p>2 <i>The construction traffic be re-routed to avoid unsuitable roads and areas of congestion by constructing a new temporary service road directly from the A413 just north of the proposed South Heath Green Tunnel; further with HS2 Ltd restoring the character of the road and repair any damage; in the alternative redirect down the trace or move by rail</i></p> |

**Clauses 4 and 47**

38 In addition to the above, your Petitioner is concerned by the powers to acquire land and rights in land by compulsion contained in Clause 4 of the Bill and elsewhere, and believes that the powers sought go beyond what is required to achieve implementation of HS2. In addition, the powers under Clause 47 to acquire land for regeneration and other purposes are unprecedented, unnecessary and only serve to create additional blight.

39 Your Petitioner humbly asks your honourable House to alter the Bill and/or seek undertakings such that no greater amount of land/rights in or over land will be acquired than is reasonably required for the construction and operation of the railway works authorised by the Bill. Your Petitioner requests that the Bill and the Deposited Plans be amended to exclude land that is not required, or that the Secretary of State and/or the Promoter HS2 Ltd be required to enter into legally binding agreements with land owners stating that land that is not required will not be compulsorily acquired. Your Petitioner respectfully requests that Clause 47 be removed from the Bill.

**Other matters**

40 There are other clauses and provisions of the Bill which, if passed into law as they now stand will prejudicially affect your Petitioner's parishioners, their rights, interests and

property, and your Petitioner's area, and for which no adequate provision is made to protect them.

### Reservation in the event of additional provisions/points missed within Bill/ES etc

- 41 The points made above are in relation to the Bill as published for 2nd Reading and are without prejudice to your Petitioner's right to petition further and separately in relation to any additional provisions introduced to that Bill in future.
- 42 Further, your Petitioner has had great difficulty understanding the Bill, including its Schedules, alongside the Deposited Plans and Sections and the ES. The ES in particular is impenetrable. Your Petitioner is concerned that it may have missed a material point on which it would wish to address the Select Committee appointed by your honourable House. The points made above are without prejudice to any such further points.

### Conclusion

- 43 For the foregoing and connected reasons your Petitioner respectfully requests that unless the Bill is amended as proposed above, or suitable undertakings obtained from the Promoter, clauses 1-36, and 47 of the Bill, along with accompanying Schedules, so far affecting your Petitioner's parishioners and your Petitioner's area, along with the wider AONB, be not be allowed to pass into law.
- 44 Your Petitioner supports the petitions for a longer fully bored Chiltern Tunnel that extends throughout the AONB. Such tunnel extensions are being petitioned by the Chiltern District Council, its proposal being the Green Route, Chiltern Ridges Action Group (CRAG) and the Residents' Environmental Protection Association (REPA). REPA is also petitioning for a shorter extension to Leather Lane. If your honourable House alters the Bill to provide for such an extended tunnel most of your Petitioner's objections would be removed (your Petitioner's objection to unsuitable ancillary structures and to the present proposals for compensation would remain – albeit far fewer of its parishioners would be affected).
- 45 For the foregoing and connected reasons your Petitioner respectfully submits that unless the Bill requires the extension of the fully bored Chiltern Tunnel, the Bill effecting your Petition should be not allowed to pass into Law.

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, their parishioners and area 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.

Signatories : \_\_\_\_\_

Parish Clerk,

Chairman

IN PARLIAMENT  
HOUSE OF COMMONS  
SESSION 2013-14

HIGH SPEED RAIL  
(LONDON-WEST MIDLANDS)  
BILL

PETITION OF Great Missenden Parish Council

AGAINST, By Counsel, &c.

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