

IN PARLIAMENT  
HOUSE OF COMMONS  
SESSION 2013–14

HIGH SPEED RAIL (LONDON – WEST MIDLANDS) BILL

Against – on Merits – [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 Beryl Yarrow

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.
- 3 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.
- 4 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 dis-apply 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.
- 5 Clauses 37 to 42 of the Bill deal with the regulatory regime for the railway.
- 6 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.

- 7 Your Petitioner is a resident of the Rayners Care Home, Weedon Hill, Hyde Heath, Bucks., HP6 5UH, situated in the Metropolitan Green Belt and Chilterns Area of Outstanding Natural Beauty.
- 8 Your Petitioner and her rights and interests are injuriously affected by the Bill, to which your Petitioner objects for reasons amongst others, hereinafter appearing.
- 9 The village of Hyde Heath (HH) where Your Petitioner's care home is located lies in close proximity to the A413, and B485, both of which your Petitioner habitually uses. These roads are proposed under the Bill as routes for construction traffic. The Environmental Statement (ES) Volume 2 CFA9, 12.4.12 & 12.4.29 predicts that there will be significant congestion on these roads for the duration of the construction phase of the railway.
- 10 Your Petitioner also uses roads which are identified in the ES Non-technical Summary as being affected by traffic congestion: numerous junctions with the A413 in CFA8 (p.85) around Amersham and in CFA10 (p.93) between Great Missenden and Wendover. In addition, in CFA11 (p.100) delays are predicted on the A4010 Risborough Road and A4010 Stoke Mandeville Bypass, resulting in difficulty accessing Stoke Mandeville Hospital.
- 11 It is expected that the construction sites feeding onto the B485 and onto the A413, between Little Missenden and the SE corner of Wendover alone, will generate 1270 HGV and 3800 LGV movements per day. To this must be added the large numbers of vehicles from the Amersham and Stoke Mandeville construction sites if any impression is to be gained of the cumulative effect upon residents of LK, including your Petitioners and other local villages in trying to go about their normal, routine business. These conditions will persist over a number of years, and therefore cannot be considered as temporary.
- 12 The aforementioned routes are used regularly by your Petitioner who is taken by her son and daughter-in-law to and from the care home for dental and medical appointments in Little Chalfont via Amersham; your Petitioner is also taken to the hospital in Stoke Mandeville on a regular basis, and frequently to Wycombe Hospital – a journey which involves negotiating the A413. As a nonagenarian, your Petitioner finds lengthy car journeys very exhausting and is worried that the traffic anticipated congestion will make travelling to these appointments extremely arduous. She is also worried that her relatives will also be held up in traffic when trying to get to the care home, making her late for appointments.
- 13 At present your Petitioner also enjoys being driven out around the AONB for pleasurable short trips that enable her to enjoy the beautiful countryside. These trips involve using the roads that will be affected by congestion during the construction of the HS2 railway.
- 14 The traffic congestion on all the above routes, estimated to last for the seven years of construction of the high-speed railway, will cause unacceptable delays, making it difficult for your Petitioner to get to her appointments on time and increasing the cost of journeys for her relatives.
- 15 In addition to traffic congestion during the construction, woodland, including ancient woodland and the open countryside on the opposite side of the Misbourne valley to LK will be destroyed. Your Petitioner enjoy the open views and surrounding countryside when she is taken out for a pleasurable drive. Your Petitioner has been residents of the Chilterns AONB, for many years, and appreciates its ecology, and the

peace and tranquillity that extend for miles around; It is a matter of considerable dismay to your Petitioner that large areas of woodland, including ancient woodland, and open countryside surrounding Hyde Heath will be destroyed.

- 16 The Rayners Care Home is numbered among the c. 1.2 million customers of Affinity Water, which supplies all of the village. It is a matter of alarm to your Petitioner, therefore, that the ES Vol. 2 CFA 9 Report, *Water resources and flood risk assessment* states that:

*13.4.44 Tunnelling and piling/diaphragm wall construction has the potential to have a temporary impact on groundwater quality. If fissures connect the working area of the Proposed Scheme directly to the Affinity Water groundwater abstractions protected by source protection zones referenced as TH011, and TH316, the impact of low levels of turbidity will be major due to the high quality required to be met for potable use, resulting in a large and significant effect.*

*13.4.45 Until a management strategy is agreed with the Environment Agency in consultation with Affinity Water, a potentially significant temporary residual effect on the Affinity Water groundwater abstractions remains.*

- 17 It is also a matter of concern to your Petitioner that her local GP and hospital services will be expected to deal with the extra patient load generated by the workforce on the construction sites in the locality, thus placing extra strain upon the already over-stretched National Health Service provision upon which she relies so heavily.

- 18 In view of the extensive deleterious effects of the proposed high speed railway upon the life of your Petitioner, during construction of the railway, your Petitioner respectfully proposes that the Bill is amended to provide the longest possible tunnel underneath the whole of the Chilterns Area of Outstanding Natural Beauty, which would protect its unique ecology and landscape, including ancient woodland; this mitigation would also remove the majority, if not all, of the construction traffic from the roads that your Petitioner habitually uses.

- 19 Even with the provision of a fully bored tunnel under the whole of the AONB, the Bucks. County Council Highways authority, in consultation with the emergency services, the Public Health officers and the relevant district Environmental Health Officers, should be given the funding and the powers necessary to monitor the volume of construction traffic and dust and vehicle emissions and to regulate or call a halt to traffic movements where there is a danger to the health of the community, including your Petitioner's, or any risk to the free movement of emergency vehicles.

- 20 If, for any reason connected with the construction of the railway, obstruction to the free passage of emergency ambulances on the route to Stoke Mandeville Hospital is anticipated, your Petitioners respectfully requests that a fully funded and operational A&E unit at Wycombe Hospital should be reinstated before any construction work begins, with a back-up, fully funded air ambulance service for cases that need to be transported out of the area.

- 21 Your Petitioner also respectfully asks that the Bill should not proceed to its Third Reading until Affinity Water and the Environment Agency have come to an effective and binding management strategy. Such an agreement should be written into the Bill as an amendment, endorsed by all the relevant Public Health and Environmental Health managers associated with all potentially affected Affinity Water customers, to ensure that public health is protected in the event of any potable water contamination. The Select Committee should take account of any potential adverse effect upon the

fragile aquifers of the Misbourne valley when considering the various AONB tunnelling extension proposals. Account should also be taken of the small size of the pumping station on the A413 at Deep Mill, which is not likely to cope with filtering any extraneous debris in the supply caused by the construction.

- 22 Your Petitioner respectfully asks for binding assurances that, before any construction workers are moved into the area, there will be extensive discussion and consequent agreement with NHS managers, to ensure that sufficient increased funding and the necessary number of trained personnel are in place, both in GP practices and the hospital service, to cope with the extra load upon the NHS.
  
- 23 For the foregoing and connected reasons your Petitioner respectfully submits that, unless the relevant clauses of the Bill are amended as proposed above, so far affecting your Petitioner, it should not be allowed to pass into law.
  
- 24 There are other clauses and provisions of the Bill which, if passed into law as they now stand will prejudicially affect your Petitioner and her rights and interests and for which no adequate provision is made to protect your Petitioner.

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 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 Petitioners will ever pray, &c.

Signature of Agent for Petitioner: .....

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BACK SHEET:

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HIGH SPEED RAIL (LONDON - WEST MIDLANDS) BILL

PETITION OF BERYL YARROW

Against the Bill – On Merits – By Counsel &c

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