

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 Dudley Hugh Page

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 Old Fields, Aylesbury Road, Wendover, Bucks, HP22 6AP. he has lived in Wendover for eight years. he is a retired Fellow of the Institution of Mechanical Engineers. Your Petitioner asserts and, are extremely concerned, that the value of his property has already reduced and will do so further during construction. The value of their property, despite Government claims, will not recover to its non-blighted level. Your Petitioner has responded to various HS2 Ltd Consultations

Furthermore his enjoyment of his property and environment will be seriously reduced during construction and operation. The property is situated in the Historic town of Wendover, and in direct proximity to Chilterns AONB The Wendover Green tunnel is a misnomer. Basically it's a deep cutting with a concrete roof. Immediately South of Wendover HS2 would run on two 500 metre viaducts to a maximum height with catanery of 26 metres.and an adjoining huge embankment. In the local AONB there will be balancing ponds feeder stations.

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 he will be seriously and adversely affected during both the construction phase and then during operation.

In broad terms the impacts are described below

1. 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. This additional traffic your Petitioner avers will have a serious and negative effect on his life as he regularly drives into Wendover to visit The Wendover Health Centre, which, as he suffers from Parkinsons Disease is of enormous importance. The increase in vehicular traffic will make judging the timing of his journeys difficult leading to additional stress on him.

Your Petitioner avers that in addition to The Health Centre visits he uses

Wendover to fulfil his shopping requirements as because of his medical condition he is unable to drive further to visit other shopping areas, he is concerned that with a reduction in visitor numbers to the Town that the viability of many of the shops will be in jeopardy. Closure of these shops coupled with his inability to drive further will inevitably lead to a loss of independence and increased sense of isolation.

Your Petitioner is concerned that as he enjoys currently his well maintained garden that with construction and operation the noise and dust will make this past-time patently less enjoyable, with more time being spent inside his house which coupled with the above factors will lead inevitably to a greater sense of isolation. With increased traffic congestion and the construction traffic the increase in traffic fumes could also be detrimental.

During construction of the so called "Green Tunnel", in reality a huge trench with a roof, there will be the creation of huge amounts of spoil that will be stored locally until required for back filling. As the prevailing winds are from the South West the dust hazard from these dumps will have the potential to drift over your Petitioner's property. This will have a deleterious effect on both his home environment and more worryingly his health. It is inconceivable that this quantity of spoil could ever be satisfactorily damped down, the use of large amounts of water to try to control dust would also lead to the production of chalk slurry around the construction sites, a potential hazard when driving around Wendover and its immediate environs.

The Environmental Statement flags up that there could well be disruption to the water quality during construction. This in the 21st Century is disgraceful for a town with 8-9 thousand inhabitants. It totally ignores the precautionary principles and it is noted that the Environment Agency will not have full control over this issue, a regrettable change

Your Petitioner avers that the operation of Hs2 following the completion of the proposed scheduled works would have the following permanent effects:

Your Petitioner's home is located in proximity to the "Green Tunnel" North portal. He fears that the projected noise maps produced by HS2 Ltd may not show the full picture. He is concerned that the noise levels are in excess of World Health Organisation guidelines, and that the idea of up to 36 trains per hour entering and emerging from the "Green Tunnel" will produce peaks and troughs in the noise levels, such a pattern has been shown to be both more annoying and more harmful to health than a constant increased background noise.

To the North there is the proposal to site another pair of tracks to create the so called maintenance loops. These will presumably take more land and require car parking and lighting. This will increase the light pollution to the North of Wendover.

Night time operation of track maintenance will have a deleterious effect on the quality of life for Your Petitioner.

Remedial Measures: -

A fully bored tunnel to the end of the AoNB similar to that proposed by Chiltern District Council (Green Route) would solve most of the problems not only for the Petitioner but also for the many thousands of people who come from a wide surrounding area, including London. They walk, ride and enjoy this currently unspoiled yet accessible countryside. The closest and most accessible AoNB to London.

The construction above ground of HS2 in the AONB would be an act of irreversible vandalism that few would wish to include in their legacy.

The Code of Construction Practice should be legally binding and independently enforced with the ability for fines to be levelled and even shutting down works for breaches.

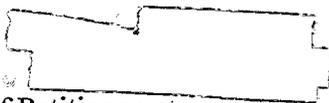
The local water supplies should be regularly sampled by independent agencies and the findings made public.

During the Select Committee hearings Your Petitioner requests that the Committee receive independent advice on technical matters and that such advice not be supplied by HS2Ltd as this would most definately be a conflict of interest.

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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