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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 Lindsay MacDonald

SHEWETH as follows:-

**Introduction**

- 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 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 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 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.

**Your Petitioner**

- 7 Your Petitioner is a joint freehold property owner residing in the village of Little Kingshill, which lies in the Metropolitan Green Belt and is situated entirely in the Grade 5 statutorily protected Chilterns Area of Outstanding Natural Beauty ("the AONB") and is in close proximity to the route of the proposed railway.
- 8 Your Petitioner and his rights, interests and property are injuriously affected by the Bill, to which your Petitioner objects for reasons amongst others, hereinafter appearing.

**Construction Traffic in District**

- 9 The village of Little Kingshill lies close to the A413 main road, which is proposed under the Bill to be used as a route for construction traffic. The Environmental Statement (ES) Volume 2 CFA9 predicts that:

*Construction of the Proposed Scheme will result in increased traffic flows from workers and construction vehicles accessing compounds and also temporary road closures and diversions. (12.4.12)*

and that:

*Increased traffic during the most intensive periods of construction will cause additional traffic congestion and delay at a number of junctions in the area including at the A413 London Road with A4128 Link Road;... (12.4.29)*

- 10 Your Petitioner observes that roads which are identified in the ES Non-technical Summary as being affected by traffic congestion include numerous junctions with the A413 in CFA8 around Amersham and in CFA10 between Great Missenden and Wendover. It is expected that the construction sites feeding onto the B485 and onto the A413, between Little Missenden and Wendover, 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. These conditions will persist over a number of years, and therefore cannot be considered as temporary.
- 11 Your Petitioner regularly uses the aforementioned routes to travel from his home to the Chiltern Railway stations at Great Missenden and Amersham for commuting to London. He also travels frequently for business via the A413 to access the M40 to Heathrow and Gatwick Airports. All these routes will be heavily impacted by construction traffic associated with the proposed Little Missenden vent shaft, the Mantles Wood tunnel portal, the South Heath green tunnel and the Amersham vent shaft.
- 12 In view of the extensive deleterious effects upon your Petitioner of the increased traffic throughout the district generated by the proposed high speed railway, particularly during the construction phase, your Petitioner respectfully requests that the Bill is amended to provide a full-length bored tunnel underneath the whole of the Chilterns AONB. This remedy would remove the majority, if not all, of the construction traffic from the roads upon which your Petitioner relies.

### Construction Traffic in Village

- 13 Your Petitioner is deeply concerned that the Bill does not guarantee that construction traffic will be kept out of the village of Little Kingshill. He and his wife will be subjected to the local traffic congestion, noise and increased air pollution associated with construction vehicles and other vehicles using the roads in the village as 'rat runs' to escape traffic congestion on the A413. Your Petitioner habitually enjoys the peace and tranquillity afforded by residing a village situated in the Metropolitan Green Belt and the Chilterns AONB. He is therefore anxious to preserve that peace and tranquillity during the construction and operation of the HS2 railway.
- 14 Windsor Lane, where your Petitioner resides, is a primary route through Little Kingshill to Great Kingshill, and on to High Wycombe and access to the M40, or in the other direction from Great Kingshill to Prestwood and on to Princes Risborough. Neither road is suitable for HGVs. Your Petitioner is concerned that construction traffic and other vehicles will access Windsor Lane from the A413, via Deep Mill Lane or via the old London Road exit at the Chiltern Hospital, to avoid the predicted congestion.
- 15 In view of the many adverse effects of substantially increased traffic flow along Windsor Lane, your Petitioner respectfully requests that under no circumstances should any construction vehicles or construction workers' vehicles be allowed to enter the village of Little Kingshill by any route and that the Bill should be amended accordingly to make a binding commitment to this.

### Emergency Services

- 16 Your Petitioner's wife has been transported to Stoke Mandeville Hospital A&E as an emergency six times since 2009. Your Petitioner is therefore very concerned to ensure that, as he and his wife grow older, access to and from Stoke Mandeville is not impeded, particularly for emergency ambulances. The increased construction traffic predicted on the A413, however, is likely to make the journey slower and more difficult.
- 17 Your Petitioner respectfully requests that if, for any reason connected with the construction of the railway, obstruction to the free passage of emergency ambulances on the route to and from Stoke Mandeville Hospital is anticipated, 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. This provision should be financed by the Promoter of the Bill.

### Security

- 18 Your Petitioner is concerned about the security of his home and village amenities. It is well documented that construction sites attract both opportunist and organised criminal activity. In view of the proximity of three proposed sizeable construction sites to Little Kingshill, your Petitioner is concerned about the security arrangements at these locations and the adequacy of local policing, which is currently not sufficient to deal with the extra work load associated with responding to criminal activity on nearby HS2 construction sites.

- 19 In view of the risk of crime and threats to the security of his home and neighbourhood, your Petitioner respectfully requests that increased resources should be made available to the local police force to enable them to maintain a greater presence in the area throughout the construction phase, to be financed by the Promoter of the Bill.

### Water Supply

- 20 Your Petitioner is concerned that the public water supply to c. 1.2 million customers of Affinity Water, which supplies all of the region, is at risk. He notes that the ES Vol. 2 CFA9 Report, *Water resources and flood risk assessment* (13.4.44 & 13.4.45) states that construction works for tunnelling may seriously affect the chalk aquifers and therefore the quality of the water supply.
- 21 In view of the risk to the fragile chalk aquifers within the AONB, your Petitioner respectfully requests that close attention should be paid to the choice of route of the tunnel and to all engineering design specifications and all tunnel construction operations, to ensure that the aquifers are not damaged and that the water supply is not compromised.
- 22 Your Petitioner also respectfully requests that the Bill should also not proceed to its Third Reading until Affinity Water and the Environment Agency have come to a binding agreement on an effective management strategy. Such an agreement should be written into the Bill as an amendment, and be endorsed by the relevant Public Health and Environmental Health authorities associated with all potentially affected Affinity Water customers, to ensure that public health is protected in the event of any potable water contamination.

### Ancient Woodland

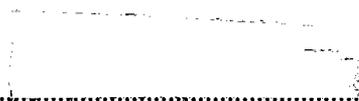
- 23 Your Petitioner is a Life Member of the Woodland Trust and greatly values walking in the woods throughout the district. He is deeply concerned about the impact of the proposed HS2 scheme on ancient woodland, which is an irreplaceable national resource of great importance for its wildlife, habitats, soils, cultural value, and history. Your Petitioner is particularly concerned about the extent of loss of ancient woodland in the area of the AONB on the eastern side of the Misbourne Valley between Great Missenden and Amersham that will result from the Bill as currently proposed and the impacts of the construction works and other proposed activities on ancient woodland.
- 24 Your Petitioner requests that the Bill should not become law unless proposals are brought forward by the Promoter which significantly reduce the extent of loss of ancient woodland. Because ancient woodland is irreplaceable, its loss cannot be mitigated, only compensated for. Your Petitioner is very concerned that the compensation measures currently proposed by the Promoters are inadequate. Where limited loss is inevitable greater compensation should be provided and it should be guaranteed for the future.

**Conclusion**

- 25 For all of the foregoing and connected reasons, your Petitioner beseeches that the Bill is amended so that the route of the train track remains underground in the longest possible fully bored tunnel underneath the whole of the Chilterns AONB. This remedy would remove the majority of negative impacts on the district, both during construction and subsequently in operation, and provide the greatest mitigation to the landscape and ancient woodland.
- 26 For all of the foregoing reasons your Petitioner respectfully submits that, unless relevant clauses of the Bill are amended as proposed above, so far affecting your Petitioner, it should not be allowed to pass into law.
- 27 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 prays your Honourable House that the Bill may not be allowed to pass into law as it now stands and that he may be heard by his 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 and in support of such other clauses and provisions as may be necessary or expedient for his 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: .....

BACK SHEET:

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HIGH SPEED RAIL (LONDON - WEST MIDLANDS) BILL

PETITION OF LINDSAY MACDONALD

Against the Bill – On Merits – By Counsel &c

Name of Petitioner: Lindsay MacDonald

Address:

[Redacted address box]

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