

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 Mr Rodney Nicol Craig and Mrs Joan Craig, of

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 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 the works, highways and road traffic matters, the compulsory acquisition of land and other provisions, 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, common and open space, 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 of the railway.
5. Clauses 43 to 65 of the Bill set out a number of miscellaneous and general provisions 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 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 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.

Your Petitioner

Your petitioners Rodney Nicol Craig and Joan Craig (hereinafter referred to as "the petitioner"), the owner/occupier of 5 Trafford Close, Great Missenden, Bucks, HP16 0BS, who will be directly and specifically affected both by the construction and after completion, by the proposed HS2 line.

1. The petitioner used to live at Dell Cottage, Ballinger, at the west end of the very quiet road, Herberts Hole and still has a vegetable garden in Ballinger which the petitioner visits frequently (currently May 2014, about three or four times a week), the petitioner also has friends in South Heath and Ballinger who they visit, the petitioner regularly visits The South Heath Nursery and delivers the local HP16 paper to some of the Ballinger residents and collects in South Heath for charities, the petitioner also attend meetings at the Ballinger Memorial Hall. The closure of Frith Hill will increase the time of each visit to South Heath and Ballinger and cause inconvenience with the additional traffic, HGVs and noise in the area during the construction.

The modification of the junction at Kings Lane with the B485, Great Missenden to Chesham Road, necessary for the South Heath cut and cover tunnel and the additional traffic using the junction, because of the construction and the closure of Frith Hill will cause congestion at this junction. In addition HS2 Ltd, has no current plans of how it proposes to transfer the spoil from the deep cutting near Mantles Wood along the trace to the depositing area at Hunts Green. This will probably mean traffic lights, at least until a below ground crossing can be constructed, at the crossing of the B485 for the spoil removal traffic to cross the road, which will cause further congestion and delays, noise and dust.

2. The Petitioner currently uses the B485, Great Missenden road to Chesham very regularly to go shopping in Chesham, weekly, and to go to Hyde Heath Church on Sundays and for other meetings. The additional traffic and the new junction with Kings Lane will cause further delays on these journeys.
3. The Petitioner uses the Hyde Heath Road from the B485 to go to Church in Hyde Heath and to other meetings. The additional traffic and HGVs on this road from the Mantles Wood site will cause noise, delays and inconvenience.
4. The Petitioner also travels to Wendover weekly for shopping, the market and the library, The additional traffic on the A 413 will cause noise, congestion, inconvenience and delays on these journeys.
5. The petitioner regularly walks in the AONB area and objects to all the impacts of the surface works and operation of the railway within the Chiltern's AONB between Mantles Wood and Wendover and particular the land acquisition and its designated uses, the highways and electrification changes and the clauses in the Bill that would authorise these works, acquisitions, land uses and changes.

6. The petitioner is concerned that the operation of the railway will give rise to noise in this tranquil area of the AONB. The diversion of footpaths alongside the line will mean that the noise will be unbearable for those walking these section of the footpaths
7. The petitioner requests that the HS2 alignment should run in a bored tunnel for the full extent of the AONB, either as that proposed by the Chiltern District Council or as proposed by CRAG (and recognised in the ES as both technically feasible and environmentally superior to the proposed scheme) If the Parliament does not agree to either of these fully bored tunnelled solutions , the petitioner requests that the Proposer's planned bored tunnel be extended at minimum from Mantles Wood to Leather Lane, which HS2 Ltd has recognised as technically feasible and environmentally preferable. Such a solution would preserve a further 4km of the AONB for current and future generations and prevent permanent severe detriment to the residents in this area from its adverse effects from noise and vibration, and on landscape, cultural heritage, community integrity and agriculture.
8. The petitioner believes that the short extension of the tunnel to Leather Lane has no more engineering costs, land purchase and compensation cost than the scheme put forward by the proposer, before taking into account the extensive environmental benefits. It can also be constructed without extending HS2's overall period of construction. If Parliament does not agree to the this minimum bored tunnel extension Frith Hill should not be closed for up to two years. A temporary bridge should be installed to keep this route open.
9. One of the petitioners is Rodney Craig who is a chartered engineer and a member of the Institution of Civil Engineer and has worked in tunnels for the last 50 or more years. He is well known within the industry and internationally. He was a Director of the Halcrow Group and head of their Tunnelling Department. He is still active in the industry and is one of the CRAG Engineering Team and has attended several meetings with HS2 and their consultants. He is also one of the Authors of the REPA Report and has attended their meetings with HS2. At all these meetings, HS2 has not been forthcoming of their details of the breakdown of their costs and programme and so it has been very difficult to question their philosophy on these matters. The additional costs and programme time quoted by HS2 at these meetings have not been adequately substantiated and the Petitioner would wish to discuss these at the Committee hearings.

THE PETITIONERS 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 in support of the allegations of this Petition against so much of the Bill 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 Petitioners in the premises as your Honourable House shall deem meet.

AND your Petitioners will ever pray, &c

(Signature of the Petitioner)

A large, handwritten signature in black ink, appearing to be 'Rodney Craig', is written over a faint, dotted grid background. The signature is written in a cursive style and spans across the bottom right portion of the page.

(To be endorsed on back)

IN PARLIAMENT
HOUSE OF COMMONS
SEESION 2013 – 14

HIGH SPEED RAIL
(LONDON-WEST MIDLANDS)
BILL

PETITION OF RODNEY NICOL
AND JOAN CRAIG

AGAINST, By Counsel, &c.

Rodney Nicol and Joan Craig

5 Trafford Close

Great Missenden

HP16 OBS

011 7
C U