

HIGH SPEED RAIL (LONDON – WEST MIDLANDS) BILL

PETITION

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 FULL NAME : JOYCE TUDOR-HUGHES

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. Mrs Joyce Tudor-Hughes, Field Cottages, Barton Hartshorn, Buckinghamshire, MK18 4JY. My husband, Mr David Tudor-Hughes, and I have lived here for some 38 years. both retired schoolteachers. Our house is on the perimeter of the WWII Finmere airfield that has for many years been converted to arable farming. We are outside the 120m from the centre of the proposed rail track (700m) but will be affected by construction activities, increased traffic flow

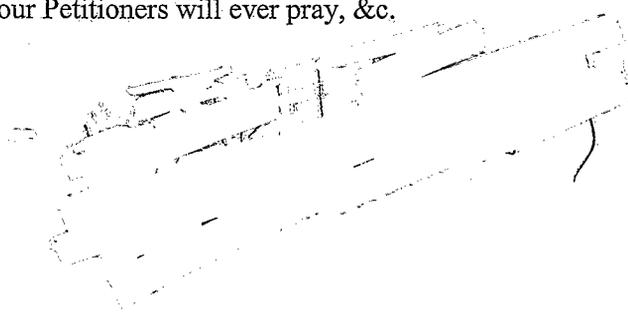
including HGV vehicles, light pollution, noise, there are additional concerns about the effect(s) of the construction and operation on the ecology of this very rural area.

8. Your petitioner's rights, interests and property will be injuriously affected by the provisions of the Bill, and your petitioner accordingly objects thereto for the reasons, amongst others, hereinafter appearing.
9. Your petitioner is concerned, with reference to CFA 13 Calvert, Steeple Claydon, Twyford and Chetwode, Section 8, Cultural Heritage, that the nearby conservation village of Chetwode would appear to receive very little protection from the effects of both the construction and eventual operation of HS2. It is hoped that the views and the requests made by the parishioners of Chetwode to alleviate the advent and operation of HS2 will be taken into consideration by the Promoter/
10. Your petitioner is concerned, with reference to CFA 13. Ecology Section 7 (39 pages) and CFA 14. Ecology, Section 7 (26 pages), give an over optimistic forecast of the impact of the construction and operation of the proposed railway on the flora and fauna of the area, for instance it is highly unlikely that Barn Owls could easily be enticed to a 'more environmentally friendly' nesting site, or that ancient woodland can be recreated by repositioning soil excavated from the destruction area of the current woodland and accompanied with new planting. The proposals for mitigation are unproven, the logical solution would be for the Promoter to agree to undertake a long - term programme to monitor the ecological effects on affected wildlife and flora, not simply during the period of construction. The surveys should be undertaken over a period of years by local wildlife and ecology groups who know and understand the area and, if necessary, the work should be funded by the Promoter of the high speed project. It should be remembered that we are merely custodians of the countryside and no amount of tinkering with facts and figures can fully restore/ copy its ecology and wildlife, once destroyed it cannot be revived.
11. Your petitioner refers to CFA 14, Newton Purcell to Brackley, Landscape and visual assessment, Section 9. The continuous overnight lighting during the construction of the A4421 overbridge and building of the track over a period of up to 3 years (2017 - 2020) will be high resulting in major adverse effects for local people. The area from the south of Fimere to the outskirts of Bicester has, in the past, been designated as a 'dark skies' area - this matter does not seem to have been considered within the ES. In view of the effect of the aforementioned lighting that is: '*considered to be high. resulting in major adverse effects*' (9.4.34) lasting over a year between 2017/2018. The use of artificial lighting is claimed to use a substantial amount of electrical current, hardly promoting the project as 'green'. It is requested that the Promoter make amendments of the Code of Construction Practice to reduce the major adverse nocturnal effect on the local area. The photomontages LV-01 - ES CFA 14 Map Book - gives comparative versions, current (2013) and operation year 2026 of the Winter view from viewpoint 170-2-001, looking SW from Barley Fields property on the A4421, north of Newton Purcell. It is to be hoped that the Promoter will effectively restore the trees removed for the passage of the railway as soon as possible, bearing in mind that it will take several years before a sylvan cover to be effective, in order that the stark effect of the hard noise barriers on a hitherto rural landscape may, in some measure, be mitigated.
12. With reference to CFA 13 Sound and Noise vibration, Section 11, the acceptable baseline for sound is given for this area as being between 40db and 45db, it is really clear to the layperson what level of sound these figures represent. During the day, apart from traffic on the A4421 at commuter periods, there is very little discernible noise in this rural area. The petitioner requests a guarantee that the Promoter will consider suitable mitigation consequent upon an increase in intrusive noise during both the construction and eventual operation of the high speed rail, having in mind that when the train is operational it is estimated that there will be some 14 trains per hour in both directions for 19 hours during the day roughly a train every 4 minutes, slightly less during the weekend ?

13. Your petitioner is concerned about the arrangements for traffic accessing the Chetwode Cutting Satellite Construction site, scheduled to last for 2 years, 2018 to 2020 given in CFA 13, Section 2, figure 8 - Construction activity. The use of unsuitable, narrow rural roads is unacceptable, currently the roads to be used are given at 12.4.16 and the estimated average daily two-way trips for cars/LGV and HGV traffic are given under 12.4.9, Table 20 - it is stated that there will be noticeable effects due to the increased traffic flow. The road through Barton Hartshorn already has a HGV restriction posted by a local agriculture depot - Agrii. There is an alternative route leading from the Tingewick By-pass to Chetwode already used by HGV accessing two large agriculture concerns. It is suggested that the Promoter recommend that this road would be more suitable for increased traffic flow to Chetwode thus avoiding the extremely narrow road through Barton Hartshorn. Additionally, during the same period of time the A24421 over-bridge and rail track is being constructed, 2018 to 2020 (CFA 14, Section 2 Construction programme 2.3.82, figure 6). There may well be additional problems whilst the Newton Purcell Satellite Compound is accessed by heavy construction traffic likely to cause congestion on the existing A4421 in both directions.
14. There are other clauses and provisions of the Bill which, if passed into law as they now stand will prejudicially affect your petitioners and their rights, interests and property and for which no adequate provision is made to protect your petitioners.

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 Petitioners will ever pray, &c.



IN PARLIAMENT

HOUSE OF COMMONS
SESSION 2013-14

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CONTACT DETAILS:

JOE RUKIN

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