

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

THE HUMBLE PETITION of Stephanie Freda Janet Whitehead

SHEWETH as follows:-

1. A Bill (hereinafter referred to as “the Bill”) has been introduced and is now pending in your honourable House instituted “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 – 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 Schedules 1 and 2 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 and Schedules 2 and 3 to the Bill.
7. Your Petitioner and their rights, interests and property are injuriously affected by the Bill, to which your Petitioner objects for reasons amongst others hereinafter appearing.
8. I am Stephanie Freda Janet Whitehead and I live at Ridgewell House, Little Missenden, Amersham, Bucks HP7 0QX. Our listed house is in the middle of the village. We moved here from the town, fulfilling a long held dream, to this peaceful community in a beautiful setting within the AONB. Our village and the surrounding area are often used by film and television crews as the epitome of our lovely English countryside. Before I am dismissed as a Nimby I would like to add that it is a pleasure to see the many groups of walkers enjoying it as well in large numbers every day of the week, and especially at weekends. Many of them arrive in Amersham by underground to take advantage of the many public footpaths in the locality, many of which will cease to exist if this scheme is adopted in its present form. I consider that we do not really “own” our house but are merely custodians of it for future generations, and the same is true of the surrounding environment with its ancient irreplaceable woodland. Our grandchildren’s children would be aghast at how the scheme was allowed to proceed if serious mitigation is not applied.
9. The increase in traffic, which would inevitably occur as cars would cut through the village to avoid congestion on the A413 caused by construction traffic, would create a danger to the children at our village school and at the nursery which uses the Village Hall every week day, not to mention pedestrians in the village who through most of the village do not have the benefit of a pavement. The A413 is a heavily used road and could not cope with the proposed number of lorry movements – provision must be made for additional haul roads.

10. Your petitioner would suggest that there is a serious risk of pollution of the aquifer under this area. It serves much of London and all this area and the effects of tunnelling through it do not seem to have been considered. Once destroyed it could be gone for ever.
11. Your petitioner recognises that your House is not able to consider fundamental objections to the principal of the Bill, however your petitioner wishes to object to the route chosen for the line. There will inevitably be permanent damage to the AONB which is statutorily protected and HS2 Ltd appears to have ignored this obligation. (Section 850 of the Countryside and Rights of Way Act) Your petitioner respectfully requests that an alternative route be chosen to avoid the permanent damage to the countryside. If, however, the railway has to pass through the Chilterns AONB and the Misbourne Valley the damage should be mitigated by extending the tunnel to the point North of Wendover as recommended in the GRAG-T2 mitigation proposal.
12. The A413 is already a very busy road particularly during the morning and evening rush hours and the proposal to designate the A413 as the access route for construction traffic will exceed its capacity and therefore this designation should be restricted to the hours between 9.30 and 15.30 hours to ensure that school routes are kept as safe as possible. Your petitioner is also aware that the A413 is the route to Stoke Mandeville Hospital and the A & E department and response times at the moment are inadequate. With the additional construction traffic this situation will be intolerable. HS2 should be made responsible for maintaining clear access for all the emergency services.
13. 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, 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 they 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 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

Stephanie Freda Janet Whitehead

**IN PARLIAMENT**

**HOUSE OF COMMONS**

**SESSION 2013 – 2014**

**HIGH SPEED RAIL**

**(LONDON – WEST MIDLANDS) BILL**

**STEPHANIE FREDA JANET WHITEHEAD**

**AGAINST by Counsel &c.**

AGENT CLLR SEB BERRY  
BROAD OAK  
RIGNALL RD  
GREAT MISSENDEN  
BUCKS HP16 9PE