

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 Stoke Mandeville Parish Council

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 petitioners are Stoke Mandeville Parish Council. The Bill would authorise the compulsory acquisition of land belonging to your petitioners, to which they object. Furthermore, significant parts of the area for which your petitioners are a local authority will be injuriously affected by the provisions of the Bill, and your petitioners accordingly object thereto for the reasons, amongst others, hereinafter appearing.
- 8 Your petitioners have responsibilities for much of the land in their area that will be affected by the Bill, and represent more than 6,000 residents in the Parish, many of whom will be injuriously affected by both the construction and the operation of the scheme proposed in the Bill. During the construction phase noise and dust will be generated by preparatory works and construction works in addition to that noise generated by the use of both light and heavy goods vehicles for the movement of people, materials and spoil into and from construction sites. During the operational phase noise will arise largely from trains passing as close as 250 metres from residents' properties.
- 9 Your petitioners note that the Environmental Statement deposited with the Bill includes a range of proposals to mitigate the effects of the proposed scheme, but remain to be satisfied that the measures proposed and their mitigation effects are adequate. The Parish will be changed by the works proposed under the bill, with properties subject to compulsory acquisition, highways proposed for use as major construction routes, consecrated human remains, artefacts and monuments be excavated, footpaths be realigned, and a large area used for maintenance loops in perpetuity.
- 10 Your petitioners remain implacably opposed to the Bill and the proposals for the high speed railway between London and Birmingham, but despite this opposition have met with HS2 Ltd in a number of Community Forum Area Forums and Bilateral meetings throughout the engagement process during 2012 and 2013 to discuss, share and resolve issues across the Parish, one of which was the realignment of the A4010 as it passes through Stoke Mandeville.

Adequacy of the Environmental Statement

- 11 You petitioners, along with many others, took the opportunity to prepare and submit detailed comments about the Environmental Statement, published when the Bill was deposited. These have been the subject of a report by the independent assessor appointed by your Honourable House. Your petitioners have major concerns about both the adequacy and accuracy of the Environmental Statement.
- 12 The Environmental Statement contains many inaccuracies that do not enable a proper assessment of the 'worst case scenario'. In turn this means that it is impossible to carry

out a comprehensive assessment of the project. Your petitioners are extremely worried that baseline assumptions have yet to be substantiated.

- 13 Your petitioners suggest that further information is produced to support the Environmental Statement. This should limit the need for phrases such as 'where practicable' and 'where reasonably practicable' to ensure a greater commitment to thorough mitigation, and address the missing link between an acknowledged growth in traffic and minimal impact on air quality.
- 14 It is vital that such deficiencies are addressed by the Bill's promoter, since the draft Environmental Minimum Requirements contain key obligations for the Nominated Undertaker, responsible for constructing and operating the railway, and a number of the obligations are specifically linked to the Environmental Statement and depend upon its accuracy.

Concerns about the Hybrid Bill

- 15 Your petitioners have major concerns about four specific clauses in the Hybrid Bill which give the promoter the ability to circumvent, overlook or otherwise ignore obstacles that are seen to delay planning, development or construction of the rail line. In short, the clauses can override safeguards to protect water supplies, close any railway station or line at a Minister's request, allow for compulsory purchase orders with no limit if there is an 'opportunity for development', and establish a new 'right of entry' for HS2 Ltd to enter any property within 500 metres of the line, with refusal to provide entry a criminal offence.
- 16 Your petitioners first point to Clause 31, schedule 20 that removes key legal safeguards protecting public water supplies. It is believed that these have been lifted because documents state that there is a high risk that the mid-Chilterns chalk drinking water table will suffer deterioration in its 'chemical status' as a consequence of 'sub-water table activities'. Your petitioners contend that this is unacceptable and must not be allowed to pass into law.
- 17 Your petitioners also reference Clause 39 that obviates the legal procedure for closing a railway line or station if Ministers deem it 'necessary or expedient'. The Railways Act 2005 requires such closures to pass through a complex process, involving long notice periods, transport assessments and consideration of hardship. Your petitioners have major concerns that such checks and balances have been taken away with the advent of HS2. This again is unacceptable and must not be allowed to pass into law.
- 18 Your petitioners ask the Select Committee to note Clause 47, giving Ministers the ability to compulsorily purchase any land anywhere if they think that 'an opportunity for regeneration or development' is created. The clause, with no apparent limit, represents a new power unprecedented in the history of infrastructure projects, and one to which your petitioners object. This clause must not be allowed to pass into law.
- 19 The final clause of concern is Clause 51 that establishes a new 'right of entry' for anyone nominated by HS2 to enter any property within 500 metres of the line, with refusal a criminal offence. Your petitioners are worried that this new power does not only apply to Phase 1 but also to any property near any other potential future high-

speed line, even if no separate Bill for it has been published, let alone passed. This too is unacceptable to your petitioners and must not be allowed to pass into law.

Noise reduction and visual mitigation

- 20 Your petitioners are concerned that any proposals to minimise the impacts of noise created during construction is almost exclusively dependent on a Code of Construction Practice that currently exists in draft form only. Your petitioners believe that this makes it impossible to be confident about its contents and leaves them unable to test the efficacy of its proposals.
- 21 Your petitioners therefore request that once the Code of Conduct Practice is finalised it should be subject to further consultation, giving those most likely to be affected an opportunity to review the standard of protection proposed rather than accept what is 'reasonably practicable'. Your petitioners do not believe that measures to mitigate the injurious effects of the scheme should be limited for cost reasons.
- 22 Mitigation proposed to minimise the effects of noise during the operational phase of the scheme is described in the Environmental Statement as a combination of earth bunds and screening barriers to achieve a certain height of physical barriers. Your petitioners are concerned that the height of the barriers across the line of route through the Parish, varies so considerably. The effects of these differences are shown clearly in the noise maps (SV-05-021 and SV-05-022) and your petitioners contend that the noise impacts are directly linked to barrier heights.
- 23 Your petitioners submit that across the Parish screening barriers should be of uniform and as high as possible. The detail of the Environmental Statement suggests that the maximum barrier height is five metres, a reasonable standard for the whole of Stoke Mandeville, subject to suitable and appropriate design standards.
- 24 Your petitioners' concern applies especially in the vicinity of the maintenance loops, which are on embankment protected by only three metre high barriers. This appears contrary since the track bed for the maintenance loops is wider than elsewhere on the route, comprising as it does the high speed lines and two siding tracks. Smaller barriers will thus be further away from the operational tracks. Your petitioners would therefore welcome a minimum barrier height of five metres in this area.

Train speed

- 25 Your petitioners note that the noise and carbon emissions generated by a high speed train vary depending upon the speed at which the train is travelling. Accordingly, your petitioners, in line with the Environmental Audit Committee, ask that noise levels and carbon emissions are moderated by ensuring trains travel at lower than maximum speeds through Stoke Mandeville Parish and across the western flank of Aylesbury.
- 26 Your petitioners believe that it would be more than reasonable to require trains to travel at a maximum speed of 320 kilometres per hour through the Wendover green tunnel to a point north of Aylesbury, possibly the River Thames viaduct.

Proximity to Hawkslade houses – noise and visual impacts

- 27 Your petitioners are very concerned about the noise and visual impacts on its residents within the Hawkslade ward of the Parish, on the south west corner of Aylesbury. At this point, as the proposed scheme passes the northern area of the Parish the rail line is within 250 metres of the closest properties and injuriously affects 96 residential properties in Isis Close, Oat Close, Anton Way and Deverill Road. Many of these properties and their residents currently enjoy views looking out over open and tranquil countryside.
- 28 Your petitioners submit that to adequately mitigate the noise and visual impact of the scheme on residents in the Hawkslade ward and for residents across the west of Aylesbury, a green tunnel should be built. Its starting point could be approximately chainage 59,500 where the route is in or close to the deepest part of the Aylesbury Southern Cutting. It should then continue across the west side of Aylesbury to chainage 63,000 protecting Hartwell House, accommodating the diverted A418 and other rights of way crossings.
- 29 Your petitioners are confident that residents of this area would prefer the impacts of a green tunnel over the proposed Aylesbury embankment and Aylesbury north cutting. Building such a green tunnel reusing locally generated spoil should also help limit the number of anticipated HGV movements at the Oxford Road roadhead. This would help minimise costs and reduce likely congestion on this key radial route to and from Aylesbury.

Risborough Road gap

- 30 Your petitioners note that much of the visual intrusion of the scheme is planned to be mitigated by a limited array of landscaped earthworks, but that around the stopping up of Risborough Road, landscaping is absent. This leaves a significant area on both the east and west sides of the route exposed to both visual intrusion and noise.
- 31 Whilst map CT-06-041 has symbols for limited planting in this area, your Petitioners are concerned that adequate mitigation may take up to 60 years to grow. This is totally inadequate and something more effective must be in place before the railway is operational. Your petitioners have already raised concerns about this matter with HS2 Ltd but were advised that nothing further could be done. Your petitioners request the application of a more creative approach to resolve this matter. It is, after all, a problem arising from an imposition, which has no benefit to anyone in the Parish.

Land drainage and flooding

- 32 Your petitioners note that the proposed scheme will result in the creation of a number of balancing ponds which are planned to deal with the run off from the scheme and high water levels arising from the watercourses in the area. This area has been subject to flooding following the recent adverse weather conditions and your petitioners are concerned that this is not adequately reflected in the Environmental Statement.
- 33 The Environmental Statement does not refer to ongoing maintenance of flood or drainage infrastructure. Your petitioners expect, at minimum, a written assurance from HS2 Ltd that they will be responsible for maintaining and upgrading these ponds

in perpetuity. Your petitioners are concerned that without adequate maintenance the ponds will cease to operate effectively if neglected for any length of time.

Realignment of A4010 and demolition of 30 Lower Road

- 34 The inclusion of the realigned A4010 in the Environmental Statement, referred to by Mr Secretary McLoughlin in your Honourable House as the Stoke Mandeville bypass, is testament to the work of your petitioners in meetings with the Bill's promoters. As such your petitioners support the proposed realignment in all but one aspect, namely the northern junction with Lower Road. Your petitioners cannot accept the proposed roundabout junction that requires the demolition of a parishioner's property when other junction arrangements are not only technically possible but also preferable.
- 35 Moving the road closer to Aylesbury and north of the business park, known as the Belmore Centre, would avoid demolishing 30 Lower Road on the B4443, and offer other opportunities that the current proposal cannot possibly deliver. Your petitioners believe that this revised alignment could provide Booker Park School with a dedicated entrance away from the existing residential area and might, in the future, support improved access to Stoke Mandeville Hospital and southern Aylesbury.

Construction of realigned A4010

- 36 The purpose of realigning the A4010 is to avoid unnecessary major structures, reduce traffic impacts in the area and maintain access for ambulances between the merged Wycombe and Stoke Mandeville Hospitals, which although sixteen miles apart, work in tandem with emergency admissions and maternity at one hospital and elective surgery at the other, with daily transfers including those patients requiring emergency treatments. It is therefore your petitioners' contention that the phasing of the road realignment is critical for both the Parish and Buckinghamshire.
- 37 As a consequence and to maximise the full benefits of the new road your petitioners expect it to be an integral part of the first construction stage and to be completed and open to all traffic no more than twelve months from commencement of construction. It is therefore important that the route should also be open to construction traffic from day one to avoid use of existing roads through the Parish.

Junction layouts and signage

- 38 The realigned A4010 will include a minimum of four junctions at Risborough Road, for access to Layby Farm, at Marsh Lane and at Lower Road. Your petitioners expect designs to be prepared in conjunction with the County Council as transport authority, which should align with best practice and enable safe travel for all, including cyclists and pedestrians.
- 39 The new road will also affect travel patterns across the area, not only in Stoke Mandeville. Your petitioners therefore expect the construction of the road to be accompanied by a comprehensive signage strategy, prepared in conjunction with the County Council, to ensure that new routes are clear, legible and understood by the travelling public to avoid unnecessary diversions and ensure there is appropriate signage for local facilities and businesses.

Maintenance loops

- 40 Your petitioners note that the Bill proposes the introduction of maintenance loops through the Parish from its southern boundary to a point just before the route crosses Risborough Road (approximately chainage 57,600). The maintenance loops provide two sidings, alongside the proposed high speed line, for stabling maintenance trains. This changes the nature of the railway in this area, since the sidings increase the footprint and require additional infrastructure such as access roads and lighting.
- 41 Your petitioners are not convinced that the maintenance loops are required and if they are whether this location is the optimum site, considering its proximity to the Infrastructure Maintenance Depot at Calvert. If the facility is essential for the operation of the railway your petitioners suggest that it could be more easily provided with significantly less impact at Old Oak Common, the proposed interchange station with Crossrail.
- 42 If the promoter of the Bill can demonstrate the need for the maintenance loops in its proposed location, your petitioners seek assurance that its visual and sound impacts are properly assessed and mitigated. To date they do not feel that their concerns about alignment, lighting, fencing and noise have been addressed. The Environmental Statement states that local impacts are adverse especially for those areas that either overlook the loops or are in the vicinity of Risborough Road, but has offered little to reduce impacts or mitigate their effects.
- 43 Your petitioners believe that the sound barrier currently proposed alongside the maintenance loops is inadequate and should be raised to the height of other barriers across the Parish, five metres. These barriers must also be screened effectively with appropriate landscaping, including tree planting, and carried out at the earliest opportunity. Your petitioners also expect any lighting provided for the maintenance loop to be designed to minimise night time light pollution and used when necessary.
- 44 Operational practices for the maintenance loops will also determine the nature and extent of local impacts. Your petitioners ask that the promoter gives assurances that operational practices are developed in conjunction with the local community and minimise impacts by restricting activity to, for example, weekends only.

Old church site (St Mary the Virgin)

- 45 The 12th century church of St. Mary the Virgin in Stoke Mandeville found east of the Risborough Road (A4010), was first built in 1170 and remained in use until 1866 when a new church was built nearer the village centre, although occasional burials continued until 1908. Your petitioners are therefore understandably concerned about the impacts of construction works proposed and authorised by the Bill on this heritage site. Tracks for the high speed rail line and maintenance loops will pass directly through the site.
- 46 Whilst the ruined church building was demolished in 1966 for safety reasons the site is owned and preserved by the Parish Council. The building ruins are now buried under earth and vegetation and only about twelve tombstones are visible. Your

petitioners are aware, however, that records indicate more than 1800 burials in the immediate vicinity. Reports suggest this figure may be significantly higher with some relatives still living in the Parish. As such your petitioners contend, supported by the Bucks Archaeological Society, this is one of the most archaeologically important sites impacted by HS2 between London and Birmingham. Construction proposals could destroy important historic remains that are yet to be discovered.

47 To adequately mitigate and protect this key site your petitioners expect the following to be agreed with the promoters of the Bill:

- a) A comprehensive archaeological investigation of the Stoke Mandeville heritage site that accords with a 'Site Specific Written Scheme' developed in conjunction with local authorities, English Heritage, Bucks Archaeology Society, Stoke Mandeville Parish Council and the community of Stoke Mandeville. Every step will be taken to ensure that dignity is maintained, especially for descendants of those buried on the site.
- b) All remains from burials, gravestones, the church building and other artefacts revealed by such an investigation should be housed in a purpose built vault / memorial building above ground level in landscaped grounds located on the village side of the track. This site and an endowment should be gifted to Stoke Mandeville Parish Council by the Bill promoters.
- c) The promoters of the Bill should ensure that the Parish Council is adequately compensated for the loss of the old church site.

Impacts on schools across the Parish - noise

48 Your petitioners are extremely concerned about the impact of construction and the operation of the railway on schools within the Parish, namely Stoke Mandeville Combined School and Booker Park School. The former is a primary school in the centre of the village, is over one hundred years old with 234 children between four and eleven years of age on roll. Stoke Mandeville Primary School also accommodates a 12 place specialist unit for primary school age children who suffer loss of hearing. Booker Park School is sited off Kynaston Avenue and caters for primary aged pupils with Special Educational Needs including profound and multiple learning difficulties or with behavioural, emotional and social difficulties who live within Buckinghamshire and travel to the school daily.

49 The Environmental Statement deposited with the Bill states that airborne noise from operation of the railway will increase daytime and night time noise in the vicinity of Marsh Lane and on Chestnut Way alongside Stoke Mandeville Combined School and will create a significant noise effect for Booker Park School that may disturb outdoor teaching activities or teaching activities inside when windows are open. Your petitioners believe such impacts are unacceptable and must be better mitigated.

50 The reported effects suggest that proposed sound barriers are inadequate and support your petitioners' requests for consistent five metre high sound barriers across the area with effective screening and landscaping. If further detailed noise modelling proves this is also insufficient, your petitioners expect further noise insulation measures be provided on the bypass and within the buildings and school grounds.

Impacts on schools across the Parish – construction

- 51 Your petitioners are concerned that both the A4010 Risborough Road and B4443 Lower Road are identified as construction or haul routes, with at least an extra 210 average daily vehicle movements using the roads for a minimum of 19 months. Stoke Mandeville Combined School is found just forty metres from the B4443, with pupils travelling by car, coach and on foot to school between 08.30 and 09.00 and leaving between 15.00 and 15.45. Your petitioners believe that additional peak time traffic creates additional unnecessary hazards for the safety of the school community, including parents, carers, staff and all visitors to the school.
- 52 There are clear remedies to minimise impacts from construction traffic on the A4010 and B4443 and your petitioners focus on one, alternatives to road borne transport, in paragraphs that follow. Your petitioners contend that the early completion and use of the realigned A4010 provides a more suitable route for construction vehicles away from the school. Where use of Risborough Road, Lower Road and Marsh Lane cannot be avoided, your petitioners expect no construction vehicle movements during peak times as stated in paragraph 42 above, managed using routeing agreements and GPS vehicle tracking.

Construction routes

- 53 Your petitioners, in common with Aylesbury Town and Coldharbour Parish Councils and other local authorities, are very concerned about the impact on construction traffic on Aylesbury town and the surrounding area. A collective view of petitioners is that your Honourable House would benefit from a site visit to Aylesbury to learn first-hand how susceptible the town's traffic network is to minor changes. Major congestion or closure on a single radial route, most recently during flood events, had significant impacts on journeys on every other radial route into and out of the town. This is particularly important for access to Stoke Mandeville Hospital.
- 54 The Environmental Statement reports that to build the railway across the west side of Aylesbury will mean using the A413 from Great Missenden, the A4010 from High Wycombe and Princes Risborough, the A418 from Thame, the A41 from Bicester and the A418 from Wing and Bierton as construction routes. Your petitioners request your Honourable House to note that this affects five of seven radial routes into Aylesbury.
- 55 The Environmental Statement indicates that the A418 and its roadhead, close to Hartwell House, must cope with up to 730 Heavy Goods Vehicle (HGV) movements in each 12 hour working day, an average of one every minute. It also states that as a result of construction traffic each junction on the A41 from Aylesbury Vale Parkway station through to the inner ring road will suffer additional congestion. Your petitioners believe that such impacts are underestimated and will lead to effects across a wider area not considered by the scheme's promoter.
- 56 Your petitioners were most concerned about the proposal to use the A4010, from High Wycombe and Princes Risborough, as a construction route to access Stoke Mandeville. After much consideration, they believe that a better alternative, for both this radial route and the four others across the town, would be to use the existing railway from High Wycombe and Princes Risborough to Aylesbury, already used for freight, with new temporary sidings created on the south-west corner of Aylesbury. These could

serve areas to the north and south along the planned line of route and significantly reduce construction traffic across Aylesbury. Your petitioners contend that a rail project promoter should make best use of the existing railway.

Localised construction impacts

- 57 At a local level, your petitioners are worried about potential impacts on Risborough Road (A4010), Lower Road (B4443), Nash Lee Road (B4009) and Station Road (A4010) that are not adequately considered in the Environmental Statement. Risborough Road and Lower Road should be addressed if the realignment of the A4010 is completed and open to traffic as early as possible.
- 58 Your petitioners acknowledge that Nash Lee Road is outside the Parish but construction vehicles associated with the maintenance loops are likely to use local roads. Ideally your petitioners would wish to see appropriate improvements to Nash Lee Road, made by the promoters of the Bill, before work on the maintenance loops begins, assuming they are demonstrably needed.
- 59 Your petitioners recognise that Station Road (A4010) is currently used by a mix of traffic, both local and strategic, as this is the main route between High Wycombe and Milton Keynes carrying heavy goods, as well as to access the railway station, local facilities and the wider transport network. They are worried that its role as a link between the A413 and B4443 might be exploited further during the construction period, affecting other key routes to the village and the station. As a consequence your petitioners believe that it is not unreasonable to expect HS2 Ltd to provide appropriate traffic calming on Station Road to limit use of the route and help moderate speeds through the village.

Impact on local businesses

- 60 As a local authority representing parishioners, your petitioners are concerned that the current proposal does little to consider businesses and employment within the Parish. Businesses at Layby Farm and the Belmore Centre have chosen the sites because of their location and the nature of the other businesses. In each case, there is a synergy between the businesses that would be hard to replicate elsewhere.
- 61 Your petitioners do not wish to see businesses moving beyond the Parish as a consequence of the HS2 proposals, but recognises that this is likely based on the Bill and the Environmental Statement. The preferred remedy is that the promoter identify a new site for affected businesses, so they remain within the Parish. Your petitioners do not believe that this is an unreasonable expectation.

Compensation matters

- 62 Your petitioners believe that all compensation proposals to date have failed to recognise the blight felt by individuals living in homes, rented accommodation; or running / working in businesses impacted by the proposals. There are too many examples of individuals and families who have yet to secure adequate compensation despite specific circumstances.

- 63 Your petitioners ask your Honourable House to review compensation proposals and recommend changes that are fair, equitable and reasonable. Too few individuals and families have been approved for Exceptional Hardship or Compulsory Purchase. Your petitioners contend that this is unreasonable and needs to be addressed by your Honourable House.
- 64 Your petitioners also believe that communities negatively impacted by the effects of the Bill with no economic advantage or improvement in accessibility, should have access to a generous Community Compensation Fund supporting successful applications for enhanced mitigation, improved facilities or additional compensatory measures.

Electricity pylons

- 65 Electricity pylons are a feature across the west of Stoke Mandeville and western Aylesbury. The Environmental Statement shows that electricity pylons from east of Bishopstone to south of Oxford Road (A418) must be lifted to accommodate HS2 and avoid conflict with catenaries for the high speed rail line. The necessity of this action is questioned by your petitioners.
- 66 Your petitioners support other Councils keen to see the undergrounding of power lines west of Aylesbury. Such action would illustrate the promoter's desire to manage and mitigate complaints and concerns. Your petitioners contend that cost should not be a valid consideration.

Health Impact Assessment (HIA)

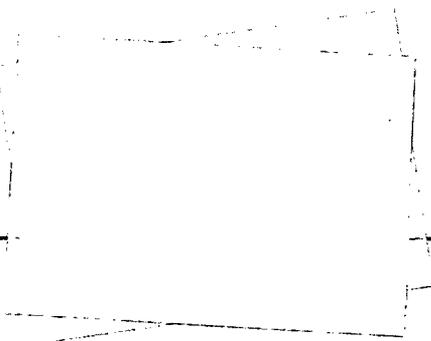
- 67 Your petitioners are far from convinced that the wider impacts of HS2 have been adequately assessed or measured and suitable mitigation proposed. Construction periods will have noise, dust, vibration, health and emotional effects and these are not adequately addressed in the current draft Code of Construction Practice. There is insufficient detail about the development of Local Environment Management Plans to reassure your petitioners that these will properly address matters.
- 68 Whilst your petitioners appreciate that the Code of Construction Practice is still in draft form and therefore plans for Local Environment Management Plans have yet to be finalised, it does not feel it would be unreasonable for the Select Committee to expect local community involvement to be at the heart of their development. In this instance your petitioners request that Local Environment Management Plans are prepared with the involvement of local community representatives. This should enable suitable mitigation to be proposed, discussed and considered.
- 69 In light of the above, your petitioners reserve the right to raise the above matters and any other matters of concern relating to the substance of the HS2 Hybrid Bill and this petition that may arise from continuing discussions, the preparation and publication of reports, any revisions that may be made to current proposals or any other matters relevant to expressed concerns that may occur in due course and prior to representation before the Select Committee. This might include discussing the petitions of others that impact upon the Parish or its residents, such as the extended bored tunnel proposal, promoted by others.

70 There are other clauses and provisions in the Bill which, if passed into law as they now stand will prejudicially affect your petitioners and their rights (including their human rights) and for which no provision is made to protect your petitioner, and other clauses and provisions necessary for their protection and benefit are omitted therefrom.

YOUR 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 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.

Signature of Agent for the Petitioner



IN PARLIAMENT
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HIGH SPEED RAIL
(LONDON-WEST MIDLANDS)
BILL

PETITION OF Stoke Mandeville
Parish Council

AGAINST, By Counsel, &c.

Marcus Rogers