

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 Vivien Felicity Salisbury

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.

Your Petitioner

7. Your Petitioner is the freehold property joint owner with Mr John Frederick Salisbury of 34a Kings Lane, South Heath, Great Missenden, Buckinghamshire HP16 0QY. Our home is within 300m of the proposed line and consequently your petitioner has been adversely affected since the announcement of HS2 and will continue to be so for many years until the railway is operational and all new planting and other mitigation measures have matured and blended into the existing environment, and in future years. Your petitioner will be directly and specially affected during the construction and fitting out phases of HS2 for a total of around seven years and nine months according to the London – West Midlands Environmental Statement Volume 2 November 2013: "2.3.46 South Heath green tunnel (south) satellite compound and Chilterns main compound (rail systems) This compound will ... be in place for approximately seven years and nine months", that is during the 3½ years construction phase, 2 years fitting out and a 2 year gap, and into the future.

8. Your Petitioner and her rights and interests are severely injuriously affected by the current plans as set out by the Bill, to which your Petitioner objects for reasons amongst others, hereinafter appearing.

Particular Injury

9. In the Environmental Statement [ES] (Non-Technical summary Page 44, 7.4) South Heath is singled out as the only community in the Chilterns AONB that will suffer "Community wide adverse effects, whereby a substantial number of local people are significantly affected by the construction of the project". Pages 87 and 88 of the NTS also refer to the negative impact on South Heath.

10. Kings Lane in South Heath is said to be likely to suffer particular hardship (London – West Midlands Environmental Statement Volume 2 November 2013). In this document it is stated at 5.4.17 that "approximately 50 residential properties on King's Lane" (of which your petitioner's property is one) "are predicted to experience in-combination effects arising from construction activities. These in-combination effects are:

- Significant noise effects due to the construction traffic using King's Lane; and
- A significant increase in HGV volumes along King's Lane due (sic), which will use this route to access compounds in the South Heath area".

11. It continues 5.4.17: "The combination of these effects for the properties on King's Lane will have a major adverse effect on residential amenity and this is considered significant". The compound and the construction of the line will take place through the Ancient Woodland directly at the back of our house and garden, a line that will form the fourth side of a square of rectangle of roads and track with the noise, transportation and construction activity of HS2 which will effectively form an island isolated and beset by all of these *hardships and other negative consequences* throughout the seven and three quarter construction period and changing the nature of the area, currently a tranquil, off route countryside edge of village road in an Area of Outstanding Natural Beauty (AONB) and green belt land, forever.

12. Your petitioner proposes the Extended (fully bored) Chiltern Tunnel to the end of the AONB be built as this would remove most, if not all, construction traffic from the roads cited above and hence the negative impact on those residents living along the currently proposed construction routes. This tunnel would substantially remove the adverse effects complained of in the remainder of this petition and the need for the proposed remedies otherwise required. In this way the AONB, including three ancient woodlands would be preserved. Tunnel options are referred to in the Environmental Statement Volume 2 Community Forum Area report CFA9 Central Chilterns page 41 paragraphs 2.6.3 to 2.6.17.

13. Your petitioner requests that, if the proposal for a full tunnel throughout the AONB is rejected, then the alternative Extended (bored) Chilterns Tunnel to Liberty Lane (near Leather Lane), referred to as the REPA tunnel in Vol 2 2.6.18 CFA 9, be adopted. This would substantially address the issues for South Heath residents as noted in paragraph 12 above, along with preserving the AONB and the environmental benefits.

Construction Routes

14. Your Petitioner has major objections to the Bill in the current form because her property is situated on Kings Lane, which will be used as a construction traffic route. Kings Lane links with Frith Hill South, Potter Row, and the B485 which will become the sole link with the A413 once construction begins. These are vital links for the petitioner and her husband, both of us now retired and pensioners, and we use them frequently, mostly daily and usually several times a day. According to the ES Volume 2 CFA9 page 27, 2.3.50 all these roads will be used for construction traffic. Frith Hill South Heath will be closed for up to two years, the B485 Chesham road will be realigned 120m closer to the village with the provision of a (newly constructed) roundabout junction, causing diversion works on Kings Lane.

15. The Environmental Statement Volume 2 CFA9 shows that the two satellite construction compounds close by will result in increased traffic flows from workers and construction vehicles accessing compounds and also temporary road closures and diversions (12.4.12). It recognises that: "There will be a temporary effect on residential amenity for some properties in South Heath" (of which the petitioner's is one) "as a result of increased traffic associated with construction" (a minimum of three and a half years and possibly seven and three quarter years), effects of views from the works and increased noise from construction vehicles and construction works." It will necessarily cause delays and more stressful journeys in all our travel and business.

16. In addition, the 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; A413 London Road with B485 Frith Hill; B485 Frith Hill/Chesham

Road with Frith Hill; King's Lane with Frith Hill/Ballinger Road and Potter Row; B485 Chesham Road with King's Lane and B485 Chesham Road with Hyde Heath Road (12.4.29).

17. The village of South Heath is part of a wider community of villages in the area, of which the centre is Great Missenden, on the other side of the proposed line across the A413. Your petitioner and her family use Great Missenden for shopping, banking, library and other leisure activities and the further village of Prestwood for her general practitioner's surgery, dentist, optician, pharmacist and other associated facilities, as there are none of these amenities now in the village in which she lives. She also carries out a significant amount of voluntary work in Great Missenden and Prestwood as a Trustee and volunteer at a facility for the elderly and a helper and adviser for youth organisations, being a Trustee of a countywide infrastructure organisation for children and young people. The petitioner also carries out part-time work which requires travelling locally. These and other activities and reliance on hospitals in Aylesbury, Amersham and High Wycombe for health and emergency medical care will be negatively and possibly critically impacted by the additional time that it will take to access these places, especially during the period of construction. This will have a serious negative effect on our daily lives, on our social activities and on our health and well-being.

18. As we are growing older, we have concerns about safety and access to much needed services. The roads being used for construction traffic in and around this village were not designed or built for the use of HGVs. In some places, the road width will not be wide enough for HGVs to pass each other and there is a particular worry with passing with school buses. Equally, in many places there are no footpaths along the roads, so pedestrians and the many cyclists both local and visitors with the close proximity of the National Cycle route and, very worryingly, horse riders will face serious safety issues. This is exacerbated by the paucity of public transport in the village and the necessity to use Kings Lane to reach the regular but limited buses using the B485 to Chesham and Great Missenden once the footpaths through the woods and across the proposed line are closed. This also cuts off access to Great Missenden by foot, which the petitioner uses for essentials when the weather is severe or there is no car available and for her voluntary work in Great Missenden and beyond, as well as other places along the Missenden Valley.

19. Your petitioner requests that Kings Lane and Frith Hill South are not used as a construction route and that the alternative given in paragraph 12 and failing that, the alternative given in paragraph 13 above are taken forward.

Public rights of way (PROW)

20. Six footpaths either in or in very close proximity to South Heath will be closed according to the ES for up to two years. Your petitioner and others, both local and the many visitors who use the Chilterns Circular Footpath and enjoy the ancient woodland including Sibley's Coppice, at the back of our property, will no longer be able to walk these footpaths, whether for leisure and dog walking in peace and tranquillity or for essential shopping and other visits as noted in paragraph 17 above.

21. Your petitioner requests that the Bill be amended to protect and preserve these PROWs by the construction of an extended bored tunnel through the Chilterns area of outstanding natural beauty and failing this the REPA tunnel. If these requests are rejected, your practitioner asks that all PROWs are re-established (the ES shows the proposed South Heath green tunnel only re-establishes one PROW when completed six years later) and that provision is made for constructing bridges where there are established rights of way, including making these Green Bridges, bearing in mind

not only the need to retain trees and shrubs but for wild life access, particularly given that this is part of the AONB.

Noise, vibration, dust, dirt and light pollution

22. Your Petitioner is concerned about the effects of noise arising from the construction of the high speed railway and associated development including heavy lorry traffic. No information has been provided by HS2 Ltd as regards the noise impact created by trains entering and exiting the portals. Your petitioner requests that such information is made available quickly.

23. Your Petitioner is also concerned that the operation of the high speed railway will give rise to noise which will adversely affect your petitioner's property and her and her family's health and well-being. The ES has already recognised the increase in noise from construction vehicles and constructions works and also that the operation of the railway is likely to result in increases in external noise that are considered significant in South Heath. It is unfortunate that there has been no health impact assessment carried out by HS2. This should be carried out immediately and your petitioner asks that there should be a consultation on this.

24. Your petitioner asks that that the alternative given in paragraph 12 and failing that, the alternative given in paragraph 13 above are taken forward. Failing that, your Petitioner requests that the nominated undertaker should be compelled to use best available techniques in the construction and operation of the high speed railway and its associated development to ensure that no noise can be felt in the properties and there are no other adverse effects.

25. Your Petitioner requests that there should be binding mitigation measures, including an effective noise mitigation and monitoring system, in place before commencement and during construction and operation of the high speed railway and associated development.

26. The binding mitigation and monitoring measures should be decided by a panel of independent experts on the basis of independent expert evidence. Binding mitigation measures should include but not be limited to full noise barriers and noise insulation for buildings and re-housing. The trigger levels at which point noise mitigation becomes necessary should be reduced.

27. Your Petitioner requests that Clause 35 and Schedule 25 are deleted from the Bill.

28. Your Petitioner is concerned about the effects of vibration arising from the construction of the high speed railway and associated development including heavy construction traffic. Vibration may severely impact upon the use and enjoyment of your Petitioner's home and garden as well as on the neighbourhood's general amenity. Furthermore, the petitioner is concerned about the effects of vibration on the much reduced number of beech trees that will be left in the ancient woodland at the back of their property. Given the shallow root system of the beech trees and their height as they reach maturity, severe damage could result if a tree or trees were to fall due to vibration or any other consequence of the construction of the line. HS2 should assume responsibility for any damages that occur in the event of falling trees.

29. Your Petitioner requests that the nominated undertaker should be compelled to use best available techniques and the highest level standards of in the construction and operation of the high speed railway and its associated development to ensure that no vibration can be felt in the properties including design adjustments to the ballast and track design to minimise potential for vibration. Your petitioner notes with concern that HS2 Ltd have not, so far, released details of the

model used to predict groundbourne noise and would urge that these be published and subject to independent peer review before being used as a basis for forecasts in this area.

30. Your Petitioner is concerned about dust and dirt produced during construction and operation of the high speed railway and associated development and the effects of this on your Petitioner's property and her and her family's health. Your petitioner already suffers from asthma occasioned by rapeseed and family members have similar respiratory difficulties. This is very likely to get worse in the situation of dust and dirt emissions and airbourne particles, especially when compounded with additional diesel emissions.

29. Your Petitioner is concerned that there are no binding mitigation measures in relation to emissions, especially in light of the siting of the sustainable placement areas for spoil near Cudsdens Court and adjacent to the South Heath Green tunnel (North Portal), prevailing wind direction and the amount of earth to be moved.

30. Your Petitioner submits that in relation to dust there should be a precise, comprehensive and binding management plan, with a clearly defined authority for the monitoring of its implementation. Your Petitioner also requests that the nominated undertaker provides forecasts showing the quantity and type of emissions that the construction will create.

31. Your Petitioner requests that there is a requirement to carry out additional mitigation if dust becomes a nuisance to the properties and the neighbourhood. Your Petitioner submits that provisions should be made to ensure that the nominated undertaker takes responsibility for the reimbursement for additional expense caused by dust and dirt.

32. Your Petitioner is concerned about the potential adverse impacts on air quality as a result of the construction and operation of the high speed railway line and associated development for the reasons given in paragraph 30 above.

33. Your Petitioner requests that before construction there should be an air quality baseline monitoring study benchmarked against the Air Quality Standards Regulations 2010 and a copy of this report should be provided to the relevant local authority and a plan drafted to ensure ongoing compliance with minimum standards for air quality, subject to oversight and enforcement by Chiltern District Council.

Code of Construction Practice

34. Your Petitioner is concerned that the nominated undertaker's ongoing accountability is unspecified. The Code of Construction Practice does not identify how any lead contractors will be made to comply and the redress and appropriate action that might be taken in the event that the contractors do not comply with the Code of Construction Practice. The Code of Construction Practice has no legal status.

35. Your Petitioner submits that the Code of Construction Practice should be incorporated into the Bill. Parliament and not the nominated undertaker should be accountable for the project. Any monitoring required under the Code of Construction Practice should involve the relevant local authority as well as independent experts.

36. The standards set out in the environmental statement and the Code of Construction Practice is of "reasonableness" and "reasonable endeavours". Your Petitioner submits that this should be replaced by a higher standard, i.e. "best practical means" and the measures should be agreed with

Chiltern District Council. Measures should be subject to independent assessment verifiable and challengeable. This applies to noise as well as other effects that are to be addressed in the Code of Construction Practice.

37. Your petitioner is concerned that there is no measurable independent method of monitoring compliance by the contractors and other bodies in connection with the above concerns relating to noise, vibration, dust air quality, the hours during which construction and movement of HGVs can take place and other construction matters. Your Petitioner requests that Chiltern District Council should be provided with funding to undertake this responsibility and generally for compliance and enforcement for the monitoring of all the foregoing matters and be entitled to bring matters before Parliament where incidents of serious or repeated non-compliance occur.

38. Your petitioner is concerned that the proposals for a Sustainable Placement Area at Hunt's Green will be highly damaging to the local area including your petitioners' premises. Your petitioner is concerned that for the charity for the elderly of which she is a Trustee these impacts could undermine the legal obligations under work place health legislation.

39. Your petitioner submits that the proposed location for millions of tons of excavated spoil in the centre of an Area of Outstanding Natural Beauty is wholly inappropriate and is not even necessary to construct the high speed line. HS2's proposed holding placements and material stockpile sites during construction are unsuitable also and will need very special attention if the dust and dirt from these will not cause serious health and other problems, if this is even possible. Your petitioner is concerned at HS2 Ltd's misrepresentation of people's concerns about using public roads for spoil transport. Your petitioner and the community at large has been clear throughout that it does not want spoil to be dumped in the AONB. Had an SEA been carried out, the difficulty in removing spoil from the AONB might have been better addressed. A tunnel solution would remove the need for these and the Hunt's Green Sustainable Placement Area.

40. Your Petitioner requests that the route be altered to an extended bored tunnel through the Central Chilterns in order to remove the noise, dirt, dust and deteriorated air quality associated with the construction of the above ground route in South Heath. Alternatively, given the severe adverse impact on South Heath residents your petitioner requests the construction/extension of an extended bored tunnel from Mantles Wood through to Liberty Lane (3.7km).

41. Your petitioner requests a comprehensive community compensation scheme be formally agreed with residents and introduced before construction commences. This must reflect the adverse impact of the current above ground construction route on South Heath residents. These should include the provision of the highest level of soundproofing and ensure that light pollution is kept to a minimum. Where light pollution is unavoidable it should be shielded to reduce the effect on South Heath.

Visual and audible impacts, utilities and water supplies

42. Your petitioner and other residents in South Heath will be experience adverse visual and audible effects by the construction and operation of the line proposed by HS2, including new service and re-built roads, tunnel portals, loss of ancient woodland and its biological life, auto-transformer station, gantries and sound barriers. Even when HS2 is operational the effect its being built and the additional structures required will significantly alter the nature of the neighbourhood.

43. Your petitioner requests that all existing roads are returned to their current status (i.e. country roads); all new service roads are built to blend into the rural environment; all new structures are designed and built to reflect the character of those already in the AONB; tunnel portals are disguised and essentially hidden from view; gantries are not visible and transformer station noise should be kept to a minimum and not audible more than 50m from its site, all noise barriers whilst being of the most effective possible are sympathetic to our environment.

44. Your petitioner is seriously concerned about the effects on water supplies brought about by the construction of the proposed line, which the ES says "could affect groundwater quality which has the potential to temporarily affect public water supply." Further research and consultation is required on this issue.

45. The ES Volume 2 CFA9 9.5.1 states that the relocation of overhead power lines and pylons will be a permanent effect arising during operation. Your petitioner requests that all overhead power be routed underground in the environs of South Heath and throughout the Chilterns AONB.

Loss of ancient woodland and impact on Chilterns AONB

46. Three ancient woodlands will be destroyed wholly or in part in the Chilterns and South Heath section of HS2's current construction (CFA9), Sibley's Coppice, Mantles Wood and Farthings Wood. All are within 1.5km of South Heath. These have centuries old links to the country's rich ecological past. They are irreplaceable and will be permanently lost together with indigenous flora, fauna and natural biological eco-systems and will directly reduce the recreational value of these woodlands.

47. Your petitioner is also gravely concerned about the broader potential loss or permanent damage to the Chilterns AONB. Chilterns AONB is the closest to London. The primary purpose of this special recognition is to conserve and enhance the natural beauty of the landscape whilst meeting the need for quiet enjoyment of the countryside for all, residents and visitors from the city, elsewhere in the country and the world alike, and having regard for the interests of those who work and live there. Many of the residents and visitors value the area for its rural country environment and tranquillity. Its effective destruction by such a major infrastructure project as the proposed HS2 will destroy its tranquillity, serenity, ambiance, aesthetics, and overall natural beauty, which will be a tragic loss not only to your petitioner and her family and the current residents of South Heath but to all current and future generations. The Hybrid Bill fails to recognise this in a meaningful way. Your petitioner requests an alternative construction, namely a fully bored tunnel, be built which will preserve the Chilterns AONB for the nation.

Health and Well-Being

48. Your petitioner and her husband currently belong to a fitness centre close by Aylesbury. This is to the considerable benefit of her husband's back, with which he has been troubled seriously for some time. There is not a similar centre in the area. Even the local gym, one of only two social facilities in the village, will be demolished by the line, as will the other, the local pub restaurant, which has been used often both socially and at time of power cuts, which happen quite often in this area. The route to the fitness centre is covered throughout by future construction of HS2. With the traffic delays caused by diversions and the congestion, that will be particularly severe with competition and the need to access the major hospital in the area with the only full accident and

emergency department in the county, the attendance of your petitioner will be severely diminished. This will be to the detriment of their health, physical abilities and well-being.

49. Your petitioner has enjoyed over decades rambling and dog walking in the countryside amidst the bountiful flora and fauna in this glorious AONB and the peace, tranquillity and connectedness with history experienced in the ancient woodland, starting from our garden. This will be destroyed by the coming of the line, as will many historic sites and settlements and the loss of habitat for many species, including barn owls, will have serious effects. I worry for the safety of family pets, another joy, with the construction and operation of the line. I will have to walk further to access footpaths, and will not be able, except in the rarest of circumstances to walk to get shopping, or at least to bring it back, thus necessitating further journeys be it by car or public transport. Again this will take considerable extra time.

50. Your petitioner sings and has been part of the local choir for over thirty years. The choir of over sixty years duration rehearses in Great Missenden and performs twice a year, at very successful and well attended concerts, at our local parish church, St Peter and St Paul's, Great Missenden. This church has excellent acoustic qualities, attested to by well-known performers recording there. The effects of the construction and later operation of the railway on the sound through noise and vibration is not yet known. Your petitioner and many other members of the choir and its friends will be affected by lack and difficulty of access both by foot and by car to these venues and it may well have an effect of choir membership and audience numbers, possibly affecting the resilience of the choir. Singing is excellent for physical and mental health, especially for those with respiratory ailments. The effects on the voice, however, of the poor air quality, dust, dirt and diesel emissions caused by the construction and operation of the railway, could be serious, especially as your petitioner has suffered from throat, ear and respiratory problems for some years.

51. Your petitioner's garden has been a particular source of pleasure, leisure and exercise. It has been an ideal area for young children to play and learn. Your petitioner would expect to have grandchildren in the next few years. The home and garden would have been a perfect place for family visits and time. Concerns about effects of the noise, air quality and dust will not only be injurious for the health of the petitioner and her husband but will impact on the family and their family life.

52. The village has had a strong sense of community and links with local villages along the ridge and across the valley. The announcement of the proposal for HS2 and the events over the past four years have led to many people trying to sell their property and leave the village. This disrupts community life and the sense of community that comes from living and socialising together and is another disruption to the social ties and support that the petitioner and her husband have enjoyed to this time and which will be increasingly important as we age in our retirement. The loss of the two community facilities boasted by the village through their demolition by HS2, the lack of any proposals to ameliorate this in the village and the dilapidation of the premises no longer used brings down the appearance of the neighbourhood and fuels this disruption to community. There is also the fear that the presence of empty buildings and construction camps could result in increased crime and unauthorised habitation of premises.

53. The recognised particular significant adverse impacts noted by HS2 on South Heath and Kings Lane residents in particular outlined in paragraphs 9, 10 and 11 above have not been adequately recognised by the government in any of their compensation packages. These residents have already suffered and continue to suffer property value loss amounting to 30% and blight, with the fear, worry and anxiety that creates, concerns of people for their and their family's futures and

concomitant health problems, which have been exposed in a small local pilot study. Your petitioner requests that Parliament recognises these issues and makes appropriate community and individual property compensation, such as the property bond proposed by HS2AA.

54. In these and many other ways not listed in this document, the health and well-being of your petitioner and her family and many other residents in the area will be seriously negatively impacted by the construction of the line and the operation of the railway in the future. As noted above, it is a sad reflection of the scope of the ES that hardly any mention of this subject is covered at all. Your petitioner requests that a Health Impact Assessment be carried out and consulted upon in the near future. As noted also in paragraphs 12 and 13 above, the petitioner also requests the implementation of a fully bored tunnel throughout the Chilterns, or failing this, the construction of the REPA tunnel with appropriate mitigation throughout the rest of the northwards section of the route in the Chilterns and

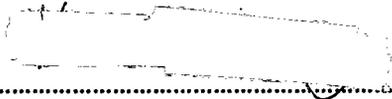
55. For the foregoing and connected reasons your Petitioner respectfully submits that, unless the relevant clauses of the Bill are amended as proposed above, so far as it affects your Petitioner, it should not be allowed to pass into law.

56. 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 and interests and for which no adequate provision is made to protect your Petitioner.

57. 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 she may be heard by her Counsel, Agents and witnesses in support of the allegations of this Petition against so much of the Bill as affects the rights and interests of your Petitioner and in support of such other clauses and provisions as may be necessary or expedient for her 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:

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IN PARLIAMENT
HOUSE OF COMMONS
SESSION [2013-2014-15] (as before)

HIGH SPEED RAIL
(LONDON-WEST MIDLANDS)
BILL

PETITION OF Vivien Felicity Salisbury

AGAINST, By Counsel, &c.

PETITIONER IN PERSON Vivien Felicity Salisbury