

**IN PARLIAMENT
HOUSE OF COMMONS
SESSION 2013–14**

HIGH SPEED RAIL (LONDON – WEST MIDLANDS) BILL

PETITION

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 MICHAEL J. WOODFORD

SHEWETH as follows:-

1. A Bill (hereinafter referred to as “the Bill”) has been introduced and is now pending in your honourable House entitled “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 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.

The Bill

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 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

Your Petitioner is Michael Woodford farmer and son of John and Jennifer Woodford living at Whaddon Hill Farm and the Bill will directly and specially affect your Petitioner, his home, access to the farm buildings and roads within the Lower Hartwell and Whaddon Hill Farm area part of Ernest Cook Trust Estate and at other locations in the Aylesbury Vale which your Petitioner farms with his father and the Bill directly and specially affects including the Aylesbury Park Golf Club which your Petitioner hopes can be sustained for his future interests.

Your Petitioner is directly and specially affected due to loss of farming land from the land take of HS2 and from new access road on the farm and the changes to the A418 and other roads from and to home and within farm from the HS2 works. These will adversely impact your Petitioner's farming operations and journeys and lower the market value of the Petitioner's property from increases of the costs, land loss and increases in times for journeys that will result in conflicts and impacts.

Your Petitioner is directly and specially affected by the Bill's impact(s) on the roads, land, home, location, livelihood, farming operations and by River Thames flooding impacts on the pastures and cattle management. The HS2 Route 3 works are in the farmland and within 150m of the home.

Your Petitioner is requesting your Honourable House considers the realignment of HS2 through central and northern Buckinghamshire impacting the farms from Stoke Mandeville to Chetwode and golfing amenities so significantly that the alternative route alignment in the broad corridor is reassessed to determine a better railway and route for commuters and inter-city rail travel. Aylesbury can be spared from the current Route 3 alignment with all its negative impacts along over 30 Kilometres of rural open countryside. The selection of Calvert for the IMD and Wendover to Southam alignment has blighted farms significantly in Chetwode, Twyford, Calvert, Quanton, Waddesdon, Fleet Marston, Putlowes, Whaddon Hill, Lower Hartwell, Sedrup and Stoke Mandeville.

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 including the loss of income to the golf club, rising cost to farm the land when HS2 works start and loss of tranquillity where your Petitioner lives and requests a Strategic Environmental Assessment (SEA) review to reduce impacts.

Your Petitioner objects to the clause which allows anyone connected to HS2 to have rights to enter land 500m from the Route 3 line for surveying and objects to this distance applying to the boundaries of land being taken and from the access roads and other related works for utilities and HS2.

Temporary possession of land is a concern for your Petitioner, as it is to be acquired permanently for a temporary purpose. Land that is needed only temporarily during the construction phase should only be taken on a construction lease or licence by HS2. The land near the golf course and the golf course can be more productive for grazing and grass production than becoming wetland and this important determination should be by and with your Petitioner.

Your Petitioner's land area and circumstances are related to the Lower Hartwell Farm and Aylesbury Park Golf Club petitions. The HS2 Route 3 crosses over 2Km of land within the area of these three petitions. The area is part of the Ernest Cook Trust Estate, Aylesbury.

8. Summary of the Works impacting your Petitioner

The Works Numbers for the area affecting your Petitioner are 2/28, 2/48, 2/49 and 2/50. A description of the likely significant environmental effects of the scheme in the local area were presented for the farms and golf course in the Environmental Statement responses having considered some of the environmental topics. Some of the works of concern to the farm are:

Construction works having significant effects on views from dwellings throughout the area, including Hartwell, Whaddon Hill and Lower Hartwell farms and also in several public rights of way.

There are Six Grade II* and 100 Grade II listed buildings, the majority of which are within the estates of Hartwell and Eythrope including the historic settlement Lower Hartwell and Sedrup.

Corridors for planting have been identified to provide visual screening of the realigned A418 Oxford Road for residents along this road and from Sedrup and west Aylesbury, in addition to providing potential habitat corridors/links. Some of these planting take land which can be used productively.

Planting areas on the north side of the Proposed Scheme, adjacent to Aylesbury to provide visual screening for residents on the western fringes of Aylesbury. These areas can be made productive.

Rail drainage ponds on both sides of the HS2 Route 3, and associated access track on the south side of the HS2 Route 3 from Lower Hartwell will impact the farming and cattle rearing and take land.

An over bridge to reinstate a public footpath (SBH/32) linking Aylesbury to Lower Hartwell is better than an under bridge or viaduct but is of little use to a farm requiring strong bridges for vehicles.

Floodplain mitigation on the east side of the HS2 Route 3 north of Lower Hartwell, with provision of culvert works underneath the HS2 Route 3. This low-lying section of the route has barriers for noise attenuation along both edges. Noise walls will take less land width.

Landscape earthworks and planting on both sides of the HS2 Route 3 from Lower Hartwell to north of the Thame Valley Walk crossing, can provide visual screening for sensitive receptors, including the vista along the tree-lined avenue from Hartwell House and Lower Hartwell, however land is lost.

The HS2 Route 3 descends from an embankment which should be a viaduct as originally proposed by HS2 to a deep cutting for approximately 1km, then it spans the River Thame and associated floodplain for approximately 1km (maps CT-06-044 to CT-06-046), before running in deep cutting for approximately 750m alongside Putlowes Farm house. Key works issues in the section include:

- An approximately 1km long cutting of approximately 6m depth.
- An over bridge to reinstate a public footpath, the Thame Valley Walk connecting Aylesbury with Eythrope and Stone which impacts the Whaddon Hill and Lower Hartwell farm operations.
- A 1km long viaduct and embankments across the Thame Valley and River Thame measuring approximately 6m in height from the north-west of Aylesbury to the Putlowes Farm premium arable land.

9. Your Petitioner's Regional Rail Transportation alternatives to Route 3

Your Petitioner researched that there are alternative proposals that will reduce the impacts on the farms and on the Aylesbury Park Golf Club, including those proposed by your Petitioner and currently from Intercity Connect who proposed a station at Iver to serve Heathrow and motorway road users and station near Banbury and Royal Leamington Spa near to the transport corridor Chiltern Line and M40 sections. There is a possible realignment of the Route 3 Ruislip, Tring, and Buckingham to Lower Boddington for 94 Km to enable connection to the WCML near Cheddington and Tring and intersection of the East West line near Winslow. There is also a proposal from HS2 (UK) along the M1. There are alternatives in the broad corridor which are less impacting than the Route 3 Phase 1. These remove the HS2 impacts.

Your Petitioner objects to Route 3 Phase 1 and the situation that HS2 Limited and DfT have not explored sufficiently the selection and assessment of shorter and longer route alternatives to realign the route further from the Lower Hartwell and Whaddon Hill farm houses. Realignment can reduce

some costly deep cuttings through the Farm and golf course Route 3 Phase 1 section and two tunnel sections under the River Thames and/or under the A418 will each reduce impacts on farm operations and the access to and from the A418 at the junctions.

HS2 need to re-examine how commuters can directly benefit from a one track each way two track rail route and how a dedicated passenger-only one track each way route can be reliable and available when the WCML is saturated with trains and when there are increasing volumes of road and rail freight and an increasing population projected, but with less people with the income to afford longer distance daily commuting. The specific measure is that the WCML and HS2 can be interconnected near Tring with an improved realignment for Aylesbury adding to extra resilience and shorter tunnel sections from Ruislip to Tring to Winslow and Buckingham within the broad rail way corridor. This can provide the larger rail loading gauge for freight and for double decked commuter rail vehicles.

Your Petitioner requests that if the golf course is not saved or sustainable with the HS2 works it is returned to farming land and not wetlands, as it can be used for grazing and productive grassland. This will require more strong crossings of HS2 to make access for cattle and for farm vehicles more efficient. The viaduct instead of the embankment or bridges through the embankment and/or over the cutting is/are required

10. Your Petitioner seeks a SEA specific measure to realign the Route 3 or reduce impacts

The specific measure requested is a SEA review to further examine and re-examine alternative route alignments and elevations for avoidance of the community amenities and for reducing impacts on farms by the realignment to avoid and reduce impacts. This SEA specific measure provides the opportunity to move the Route 3 alignment to reduce the impacts on people living in Lower Hartwell and to enable the golf club to continue to function to provide enjoyment for many local people and visitors. Diversion of the planned HS2 route will serve more local rail commuter requirements than the HS2 Route 3 Phase 1 achieves across Buckinghamshire and the farms and golf course currently.

An alternative route alignment will reduce impacts on the Lower Harwell homes and the farming operations and on Hartwell House Hotel and Leisure complex.

Another specific measure includes designating new tunnel sections to the current alignment to include a tunnel from Sedrup, the A418 and across the Aylesbury Park Golf course and under the River Thames to reduce impacts on the farms and homes at Lower Hartwell, Whaddon Hill and Putlowes Farms.

Your Petitioner is concerned with the amount of productive land that will be taken out of primary agricultural production from the A418 to the A41. Your Petitioner does not want loss of land for the construction of the line in the Route 3 alignment and also not for environmental mitigation sited away from the proposed line. Your Petitioner believes that environmental mitigation should be 'like for like' and the Hybrid Bill should not be a mechanism to create bigger and dictated mitigation measures. Your Petitioner believes that there should be direct negotiations with the lease hold farmer and the land owner regarding the location of such mitigation and this should only be acceptable if there is no farming or other productive earning use.

Where land severance is prolific across the golf course and Whaddon Hill Farm between the golf course and the River Thames, HS2 Ltd must ensure that farmers have good access to all their land through accommodation works including bridges and underpasses across the proposed line for the farming operations required. To remain viable the farm business will need adequate access to all severed land. These areas should not be planted with trees when there is a farming use possible.

The farmer needs certainty in the ability that planning consent for any replacement or new buildings will be granted.

11. Your Petitioner's concerns and objections to planning outcomes of HS2 Route 3 Phase 1

Your Petitioner has considered the consultation reactions to HS2 and objects to the ways used to plan and promote this transport route and the early fixation on this Route 3 Phase 1 alignment across the A418, golf course, River Thame, Lower Hartwell, Whaddon Hill and Putlowes Farms. There were shallow assessments of feasible alternatives and use of other locations that minimise impacts on the farm and on the local residents to avoid the loss of value of the property, the loss of productive farming land and the golf club. Specifically the Appraisal of Sustainability (AOS) was not considered a feasible method of determining or choosing the route impacts sufficiently objectively as it was not possible for HS2 to interpret comparatively in detail the Route across your Petitioner's farm and Golf course compared to some of the other routes. The crossing of the River Thame at the Lower Hartwell and Whaddon Hill Farms called the Thame Viaduct is at a location of maximum repetitive flooding and contamination which will be made worse by the HS2 Viaduct and the runoff from HS2 and its contaminants from de-icing, weed spraying and sanding. Viaduct construction is a concern for land occupation up to 5 years and accessing the Whaddon Hill farm access roads.

Your Petitioner objects to the serious shortcomings by DfT and HS2 and its agents to fail to work from aerial photographs, LIDAR data and from other technologies in 2009 until 2012 when the determination to prefer Route 3 Phase 1 was being made with inadequate knowledge and based on a basic AOS and with little detailed understandings of the actual elevations, road and utilities situations and the impacts of Route 3 in detail. Unlike CTRL (HS1) where first British Rail and then Kent County Council with London and Continental Railways produced four fully detailed potential routes and assessed each and modified these to finally select the currently constructed HS1. Such diligent planning was possible for a specific defined scope. HS2 has changed the scope, its functions and its extent until the petitioning in 2014 without considering to the same level of detail of alternative potential routes and route sections and tunnelling. This should be reassessed for this two track railway providing no direct and significant contribution to the rail commuters and travellers within Aylesbury Vale. HS2 has been a one pass approach which has not been accepted by the public in consultations and reassessments and changes will help many.

12. Your Petitioner has identified some impacts the Bill will have on the farm and home **Construction movements**

Your Petitioner objects that the Bill includes powers for the Secretary of State and the Nominated Undertaker to do construction works which are estimated to take up to 5 years to complete and will include many construction operation and logistics lorry, van and car workers in movements creating local conflicts across the farm and golf course land with the creation of more dust and noise, poorer air quality, and in some location there may be 24 hour working on the earth works, viaduct and local work site(s). These will inevitably lead to direct disruption and delays for your Petitioner and the people the Petitioner knows, including residents in Lower Hartwell, other farmers and estate owners.

Routes for construction traffic

Your Petitioner objects to the lack of detail of the traffic associated with HS2 construction and surveys that will enter and operate within the land, plots and Work Numbers indicated in the Bill plans and sections. The access from the A418 to and from Whaddon Hill, Lower Hartwell and Hartwell House Hotel and other buildings is dangerous as detailed in the HS2 Environmental Statement maps and the Bill. The construction traffic access will be disruptive to the properties and occupants and construction access can be re-routed down the safeguarded HS2 route. Access to the A418 can be reduced by keeping the A418 straight using a tunnel from Sedrup under the A418 to reduce contention with the resident's needs. Where access routes are required and agreed by local farmers and amenity operators they should be able to sustain the weight and use of fully loaded farm vehicles and construction vehicles. The HS2 construction and work site traffic and plant can use the safeguarded corridor strip and reduce conflicts with local traffic movements. There is no need to pass by the two farms and over the golf course and access to and from Rabans Lane is possible. The construction traffic route through Lower Hartwell should be removed and access restricted to along

the HS2 route corridor from the A418 but not the junction with Hartwell or through the golf course.

Permanent, temporary realignment, closure of roads, paths, bridal ways, rights of way

Your Petitioner objects to the impact of HS2 Route 3 on the public's accesses to the rights of way as the HS2 corridor section between the River Thame and the A418 and by the Whaddon Hill and Lower Hartwell Farms which are popular with walkers. Your Petitioner objects that the changes to the A418 and roads/lanes near Lower Hartwell and Coldharbour Way that will be very disruptive to your Petitioner and increase the accident frequency.

Hours of construction

Your Petitioner objects to seven day and night time construction along the HS2 route section from the A418 to the River Thame and by the farm homes and the golf course.

Effects on ecology during enabling works, construction and operation

Your Petitioner objects to HS2 failing to address by avoidance mitigations such as moving the route following the identification of the impacts on the wild birds in the section of the River Thame, Hartwell area and the two farms and golf club and course. These include Herons, Geese, Ducks, all which can and will damage pantographs and train windscreens. There are other birds, Pheasants, Red Kites, Hawks and Buzzards located between the A418 and River Thame. The farms and golf club practice excellent ecological and environmental stewardship to protect and encourage diversity and the natural habitats.

Archaeology

Your Petitioner objects to the removal of topsoil and ground for the purpose of "research" prior to detailed geophysical and non-intrusive surveys for part of the farm fields near the River Thame historic crossing and the river ford where the HS2 viaduct is intended. Your Petitioner objects to the same "research" prior to detailed geophysical and non-intrusive surveys at other local locations of known heritage but which can be left unspoilt.

Permanency and amount of land take

Your Petitioner objects to the disclosures in the draft and environmental statements and in the Bill plans and sections to the increasing extent of land take particularly from Lower Hartwell and Whaddon Hill Farms and golf club course. The excessive land takes decreases the area for productive farming and divides two farm field which is not compliant with environmental impact assessment outcomes and was not compared in the public consultation and the Appraisal of Sustainability (AOS) or in the Buckinghamshire County Council environmental baseline in 2009 to 2011 in sufficient depth. This HS2 railway route does not require the extent of land take for the current corridor and the safeguarding of all that land when this is a currently used for farming and as natural habitats. The Environmental Statement and the Bill exhibit extensive land take, well over and above requirements for the diversion and replacement of the utility pipelines and for access and for construction of the HS2 route.

13. Your Petitioner requests consideration of the following reasons and specific measures

Your Petitioner agrees with Lord Justice Ouseley that planning for infrastructure requires objection to be invited for consideration and resolution. This has not been achieved.

Your Petitioner agrees with petitioning to identify the direct and specific impacts and situations that result from the imposition of the confiscation and use of land for a different purpose to its existing use or purpose.

Your Petitioner agrees with the structure of a planning process established to work out what can be done to achieve very specific objectives and where petitioning or objections would meet the tests for fairness and proper consideration that enables changes to be made prior to the lodging of a Bill and adopting good industry practices and principles.

Your Petitioner accepts that HS2 Limited and the DfT are trying to address some rail route issues but

are not amending the scopes sufficiently to reduce impacts after a number of public consultations have not endorsed the need as expressed by HS2, DfT and some MPs.

Overcoming the inadequacy of compensation

Your Petitioner objects to the compensation currently omitting local betterment provisions that will replace and avoid losses of the farm land and the golf club amenity. The building of a replacement golf club course and clubhouse amenity will cost over £5M.

Your Petitioner objects to no provision for recovery of the extra costs to reimburse for additional journey times during construction for the Petitioner and/or others when visits to and from the HS2 impacted areas are required to provide assistance to people or to make use of or enjoy an amenity.

Tax issues that will arise due to the compulsory purchase of land for HS2 should be exempt. HS2 and the HM Treasury must acknowledge the exceptional circumstances HS2 is already causing such as the loss of members from the Aylesbury Park Golf Club your Petitioner has an interest in.

Compulsory Purchase and impacts

Your Petitioner is concerned that the compulsory purchase code is too complex and has limited ability in practice to put the claimants back into the position they would have been in if it were not for the scheme. Your Petitioner requires prompt compensation and valued fairly for any land they will lose to the HS2 Hybrid Bill.

There are concerns of compulsory acquisition of land for regeneration and relocation by the Secretary of State. Your Petitioner objects to this clause as it is important that individuals can benefit from any opportunity for regeneration or development that may arise from the scheme.

Delaying and planning local works to minimise disruption

Your Petitioner objects to there not being detailed scope and timescale schedules of HS2 access to the land for intrusive surveys or enabling works or other works currently.

Your Petitioner objects to the lack of detailed planning, scope and timescale scheduling for diversions or renewal of utilities and construction of access roads.

Your Petitioner objects to the lack of specific detail and agreement on the tasks and scopes intended by HS2 for the Farm land and the homes, including the detailed plans for the diversion and replacement of utilities across Lower Hartwell, Whaddon Hill farmlands and golf course.

14. Your Petitioners specific measures

Your Petitioner suggests specific measures and the SEA for HS2 to change impacts and performance:

14.1 Relocation of HS2 Route 3 from its proximity to properties specific measures

The specific measure is to relocate the current HS2 route across the Farms and golf course to move the route and construction works to enable the Aylesbury Park Golf Club to survive. Dust will drift with each South West wind the 100m to 400m distance blowing into the Fairford Leys homes and the golf club house. It is possible to realign the route and reduce the land take width of the cuttings and embankments and to build a tunnel instead of the impacting surface infrastructure.

14.2 Relocating the Work Site for HS2 specific measures

The specific measure for the relocation of works site for the viaduct across the River Thame from the better agricultural productive land and restricting access to this site along the HS2 route corridor will remove impacts on the residents in the Putlowes Cottages, Putlowes Drive homes and Putlowes Farm house who are all directly and specifically affected. This specific measure will achieve local improvements.

14.3 Roads, Accesses, Viaducts, Bridges and route and river crossings specific measures

The specific measures of building new road and other infrastructure or upgrading existing road infrastructure during the construction of HS2 to provide safer access to and from Lower Hartwell to

avoid the HS2 proposed accesses.

The specific measure to relocate some access crossings for the farms and to re-route and increase the carrying capacities of construction accesses and accesses to homes and farm houses. This can include two temporary bridges across the River Thames for the rescue of cattle and for use by farm vehicles to enable access to both sides of Lower Hartwell and Whaddon Hill farms across the River. This requires consultation with the landowners of the Putlowes farm.

The specific measure preventing HS2 Ltd from using or closing certain roads and from accessing amenities when/where the impact on a community, farm or amenity will be significant and important. For example, delaying intrusive drilling or advance works across the farmland and Golf course. Delaying works to 2017 is vital to ensuring the area is available to function for the residents including your Petitioner and to prevent the Aylesbury Park Golf Club course being divided along its long axis.

The specific measure to reassess with the Police and Councils the A418 and Lower Hartwell residents the junctions to determine the least dangerous arrangements using the HS2 Route 3 corridor access and avoiding the access off the A418.

14.4 Commitments to mitigations and reducing land take specific measures

The specific measure is to increase mitigation and change mitigation methods so that land take is not maximised for noise reduction, when noise walls will require less land take and impact, such as across part of Lower Hartwell and Whaddon Hill farms and the Aylesbury Park Golf course. The specific measure of the use of noise walls will save ten to twenty metres of surface land loss either side of the HS2 tracks reducing impact on the ability to farm the area and to reduce loss of the golf course areas.

The specific measure is not to reduce the area of Farm land by including more balancing ponds and coarse grassland. There is no requirement for more land take and this is unnecessary and against the farming interests. If the golf club was closed the land can be used for grazing not left unused.

The specific measure is an initiative to minimise land takes. This is an important issue for several landowners, tenant farmers and residents including your Petitioner. The specific measure is to ensure that funding is made available to maintain mitigation and plantings including those outside the safeguarded and Bill maps, plans and sections.

The specific measure is where there is a need for offset ecological and woodland areas both outside and inside the route corridor and the width of the land included in the community area forum map books and Bill for Route 3 Phase 1. This requires an initiative to review in detail the route section from the A418 to River Thames with farmers, land owners, lessees/licensees, residents and golf club.

14.5 Construction works issues

The specific measure is reducing the number of working hours for construction and to prohibit lorry movements at certain times especially by the Lower Hartwell Farm, homes and on the access roads to reduce current impacts.

14.6 Details for ground and site investigations and understanding excavation dumping

The specific measure is the need for more detailed ground, site investigations and drilling to meet insurance joint risks requirements for tunnels and similar processes for the cuttings and excavations, and to demonstrate practical uses for disposal of ground materials but to delay the investigations where facilities and amenities are severely impacted to the farming operations and to limit and reduce soil dumping and change of land use on Lower Hartwell, Whaddon Hill Farm land and the Aylesbury Park Golf Club course.

The specific measure it to provide more excavated material assessment details and cross sections of the HS2 Route 3 and road works are required to provide more route cross sections, each 250 metres along HS2 as well as where roads are changed every 50 metres along the road. This is to enable landowners and others to better understand the shapes of cuttings and embankments and to verify if excavated and disposed ground and soil can be accommodated locally or not.

15. Your Petitioner objects to the powers that are proposed to be provided by the Bill to the Secretary of State and the Nominated Undertaker and respectfully submit that the Bill should be amended or undertakings should be required so that HS2 Limited, the Secretary of State and/or the Nominated Undertaker must review the construction strategies for each Work Number section of the project and its related works and any prior Transport Works Act (TWA) or utilities Works Orders, including those of Network Rail and utilities for advanced/enabling works and/or surveys, investigations or tests by considering their cumulative impacts on each community, land owner and/or amenity. The parties need to suggest necessary changes from the results of each review with the persons impacted before works design, planning and construction strategies have been finalised and construction contractors enter the land.
16. As a general matter, your Petitioner submits that provision be made to repay to your Petitioner all proper costs, charges and expenses (including the proper fees of such professional advisers as they may instruct) reasonably incurred in consequence of the Bill or of any provision made as a result of this Petition.
17. There are other clauses and provisions of the Bill which, if passed into law as they now stand will prejudicially affect your Petitioner and their rights, interests and property and for which no adequate provision is made to protect your Petitioner.

Conclusions

18. Your Petitioner submits that the debates in the House of Parliament on the 28th and 29th April provided evidence from MPs that the route alternatives and changes to HS2 are necessary in the broad corridor to reduce the local impact in areas such as Lower Hartwell and Whaddon Hill Farms and the Golf Club in Hartwell, Aylesbury Buckinghamshire. An SEA may help.
19. Your Petitioner submits that some measures can be taken and could have been taken by DfT and/or HS2 to reduce the farming, living, social, environmental and other impacts through central rural Aylesbury Vale villages and town and Buckinghamshire, particularly to Lower Hartwell Farm and Whaddon Hill Farm your Petitioner's home farm and the Aylesbury Park Golf Club which your Petitioner has interest in and that some measures can be taken by DfT/HS2 to make Route 3 more effective with the WCML or the Chiltern Line and achieve reduction in impacts by realigning the Route 3 HS2 the use of a tunnel to sustain the farms and golf club.
20. Your Petitioners submit that, in the respects mentioned and in other respects, the Bill fails adequately to safeguard and protect the interests of your Petitioner and

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 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.

Signature of Petitioner:



BACKSHEET:

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PETITION OF MICHAEL J. WOODFORD**

Against the Bill – On Merits – By Counsel &c.

Contact Details: M.J. Woodford
Address:

V
A

Email: 1
Phone: n