

IN PARLIAMENT  
HOUSE OF COMMONS  
SESSION [2013 -2014]

**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 PROFESSOR TERRY PAYNE of the MILL HOUSE, LITTLE MISSENDEN, AMERSHAM, BUCKINGHAMSHIRE.

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. Objection is taken to the works to be undertaken within the Chilterns Area of Outstanding Natural Beauty and in particular to works 2.1 and 2.12 to 2.27 (listed in Schedule 1 of the bill) in the parishes of Amersham, Little Missenden in particular, Great Missenden, Chartridge and The Lee, and to the clauses of the bill which would authorise these works.

8 Your Petitioners rights, interests and property are injuriously affected by the Bill, to which your Petitioner objects for reasons amongst others, hereinafter appearing.

9. Your Petitioner resides at the above property which sits on the chalk bed River Misbourne, the house being one of the original water mills. This river is just one of 19 such rivers in the UK, where rainbow and brown trout breed naturally because of the extremely pure and clear waters, unaffected by pollution or contamination. The trout can be clearly seen by members of the public.

Your petitioner's concern is the risk and possibility of pollution and contamination of this ancient river as a result of the major tunnelling, construction and building works in connection with the above proposal.

**The remedy** - To take sufficient steps to prevent such pollution from the building and engineering works, to prevent this contamination of the river.

### **Objection in principle**

10 Although your petitioner is aware that the Select Committee of your Honourable House is unable to consider cases which object to the principle of the Bill, your petitioner nevertheless wishes to express their serious concerns regarding the business case for HS2 particularly the fact that HS2 Ltd is primarily made up of businesses in the construction and engineering sector that have a vested interest in seeing this proposal put through and therefore, there is a direct and serious 'conflict of interests'. Your petitioner therefore supports the alternative proposal proposed by 51M. This represents a much better business case including lower initial costs and cost ratio and avoids the wanton destruction of this part of the beautiful AONB.

11 As a resident of the AONB your petitioner has identified a number of specific grievances which were all set out in particular detail following the consultation of the Draft Environmental Statement. Although this substantive document was submitted in the correct format, no acknowledgment or response to any of the concerns raised, was ever received. Some of these points are repeated below but this listing is by no means exhaustive due to the inadequacy of the final Environmental Statement which failed to address the very valid points and areas raised in the Draft.

### **12. THE A 413. Amersham to Aylesbury**

Your petitioner's concern is that this road is single carriageway for approx 18 miles with only 1.5 miles being dual carriageway where it passes Little Missenden. The road is already heavily congested during peak travel times and by 2017 to 2125 the amount of local and through traffic is bound to substantially increase over the coming years, without the addition of construction traffic descending on what is designated a 'haul route'. A number of fatal accidents have occurred on the road passing Little Missenden over the

last 12 months so the risk will only greatly increase. It is already difficult at times to leave the village and join the A413

**The remedy** - To restrict any construction traffic, including Surveyors and Supervisors, today-time journeys, outside peak travel times. Alternatively, to adopt the Chiltern District Council / Brett proposal to move the line of the tunnel and length to exit the ground west of Wendover.

## **12 Haul Routes**

Your petitioner raised the total inadequacy of HS2 Ltd approach, in designating minor single track roads, already classed as '*Unsuitable for HV'S*' as Haul Routes. This applies to Leather Lane and many other similar roads in the area. Little Missenden is currently a very quiet village (often used for the filming of "Midsummer Murders" and there is a danger that the village road would be used by commuter traffic as well as 'through' traffic to avoid the inevitable delays and holdups on the A413

**The remedy** - to install traffic calming measures similar to those already successfully used in the approaches to AMERSHAM OLD TOWN AND GREAT MISSENDEN.

## **13 THE PROPOSED VENT SHAFT AT LITTLE MISSENDEN**

The visual impact of the Vent shaft building as proposed to suit the present HS2 underground route, is bound to have a detrimental effect on the visual environment of the area. In the Draft ES, it appeared that considerable thought had been given to mitigating the impact on the visual environment, but these considerations do not appear to have been included in the final ES.

In the current documents, reference is made to the Vent shaft also acting as an escape route in emergencies. However, from the Map Books supplied at the time of the draft ES ( ref:CT-05-030 and CT-06-030) there is no provision for car parking or emergency vehicle standings or any other provision for such a use.

In both the draft ES and the final document, reference is made to an 'Auto-transformer Station' but no indication whether this will be served by overhead power lines or similar.

In the Map Books supplied with the draft ES, a 'Verifiable Photomontage (ref LV-12-25), of the Little Missenden Vent Shaft is provided, but there is no indication of either the road access to the Vent shaft that would accommodate emergency vehicles, or the intrusion of the Auto-transformer Station.

The remedy - to provide complete and accurate details of the Vent Shaft and the Auto-transformer Station proposals, complete with a statement of its actual intended use and operation. Also to provide a complete and accurate Photomontage of the finished proposal, with all the information of the visual impact clearly set out, in order that your petitioner and others in the village and surrounding area may be fully informed as to the consequences of the visual impact of these proposals, on the community and visual environment.

Alternatively, to adopt the Chiltern District Council / Brett proposal for a fully bored tunnel on a more southerly location, thus avoiding the very 'public' view on the popular A 413

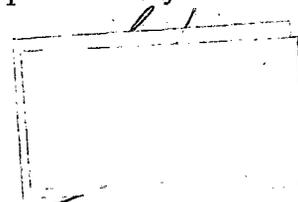
14. There are other clauses and provisions of the Bill which, if passed into law as they now stand will prejudicially affect your Petitioners and their rights, interests and property and for which no adequate provision is made to protect your Petitioners.

YOUR 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 Petitioner in person, or Agent for the Petitioner]

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AGAINST, By Counsel, &c.