

THE LEE PARISH COUNCIL

PETITION NO. HOL/427

WITH INDIVIDUAL PETITIONERS:

- * **RICHARD STEWART-LIBERTY** HOL/319
- * **MARY GODFREY** HOL/386
- * **CLAUDIA AND CRESCENZO D'ALESSANDRO** HOL/249

Cllr Colin Sully, Chairman, The Lee PC

Mary Godfrey) Hunts

Claudia D'Alessandro) Green

OUTLINE OF OUR PRESENTATION



- The Lee Parish
- Summary of current concerns of parish residents
- Additional mitigation measures / assurances

Construction:

1. Hunts Green spoil heap
2. Local roads & traffic

Train operation:

3. Wendover Dean Viaduct
4. Protecting our area of the AONB

- **Individual petitions – Mary Godfrey / Claudia D'Alessandro**
- The operation of the 'Need-to-Sell' scheme in The Lee
- Community impacts on The Lee parish

Summary of our 'Asks' of the Committee

SUMMARY OF KEY ASKS OF H OF LORDS:

- I. Further undertakings from HS2 Ltd in respect of:

1) Hunts Green Spoil Heap	2) Local Roads & Construction traffic
3) The Wendover Dean (Durham Farm) viaduct	4) Other local impacts on the AONB
<i>Need-to-Sell scheme</i>	<i>Community impacts</i>

- II. That the case for a long tunnel through the AONB be re-evaluated as requested by the statutory bodies and 40% of all petitioners to the House of Lords.



Kings Ash

Wendover
Dean

Swan Bottom

The Lee

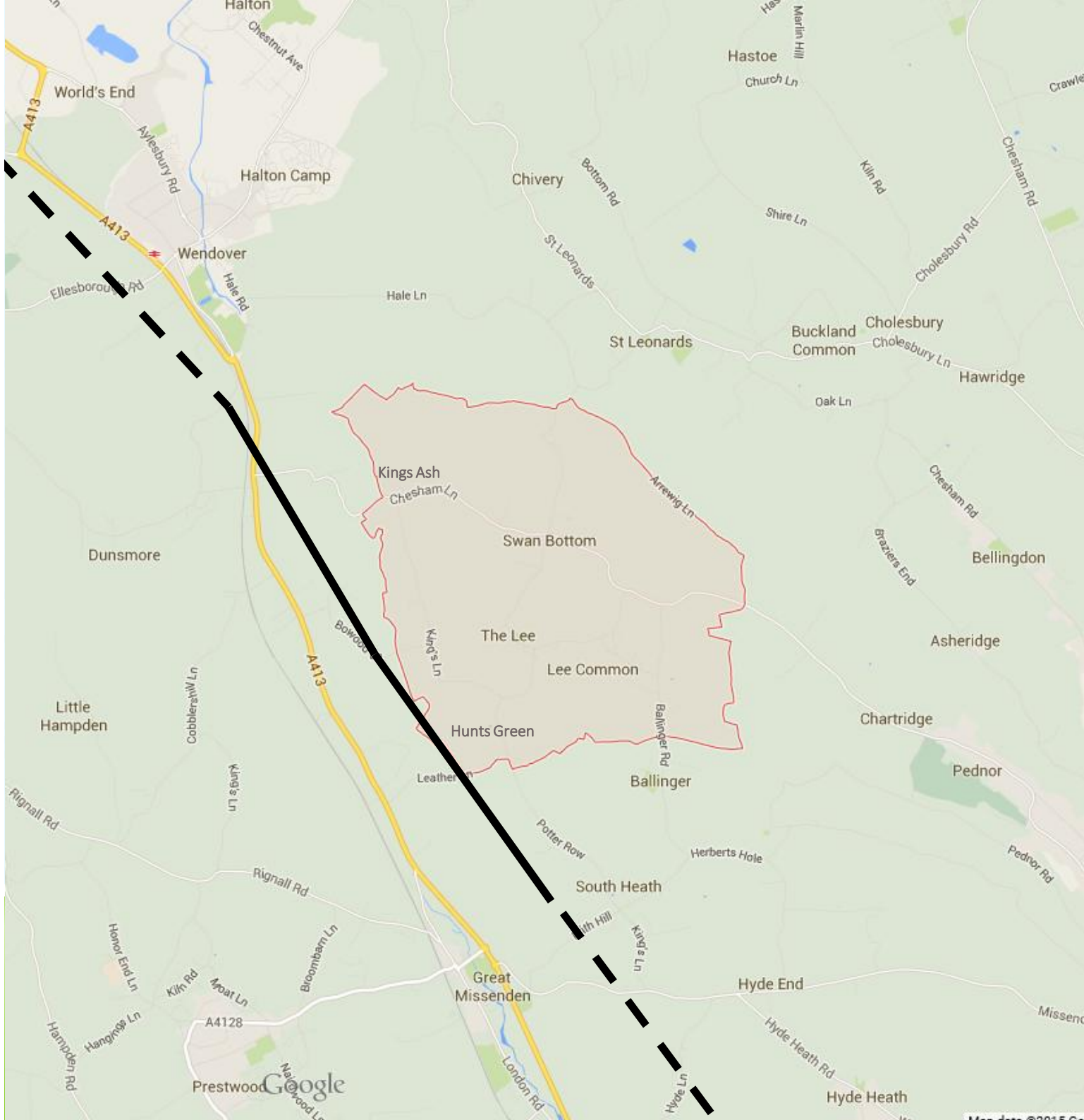
Lee Common

Hunts Green

Ballinger

South Heath

Great Missenden



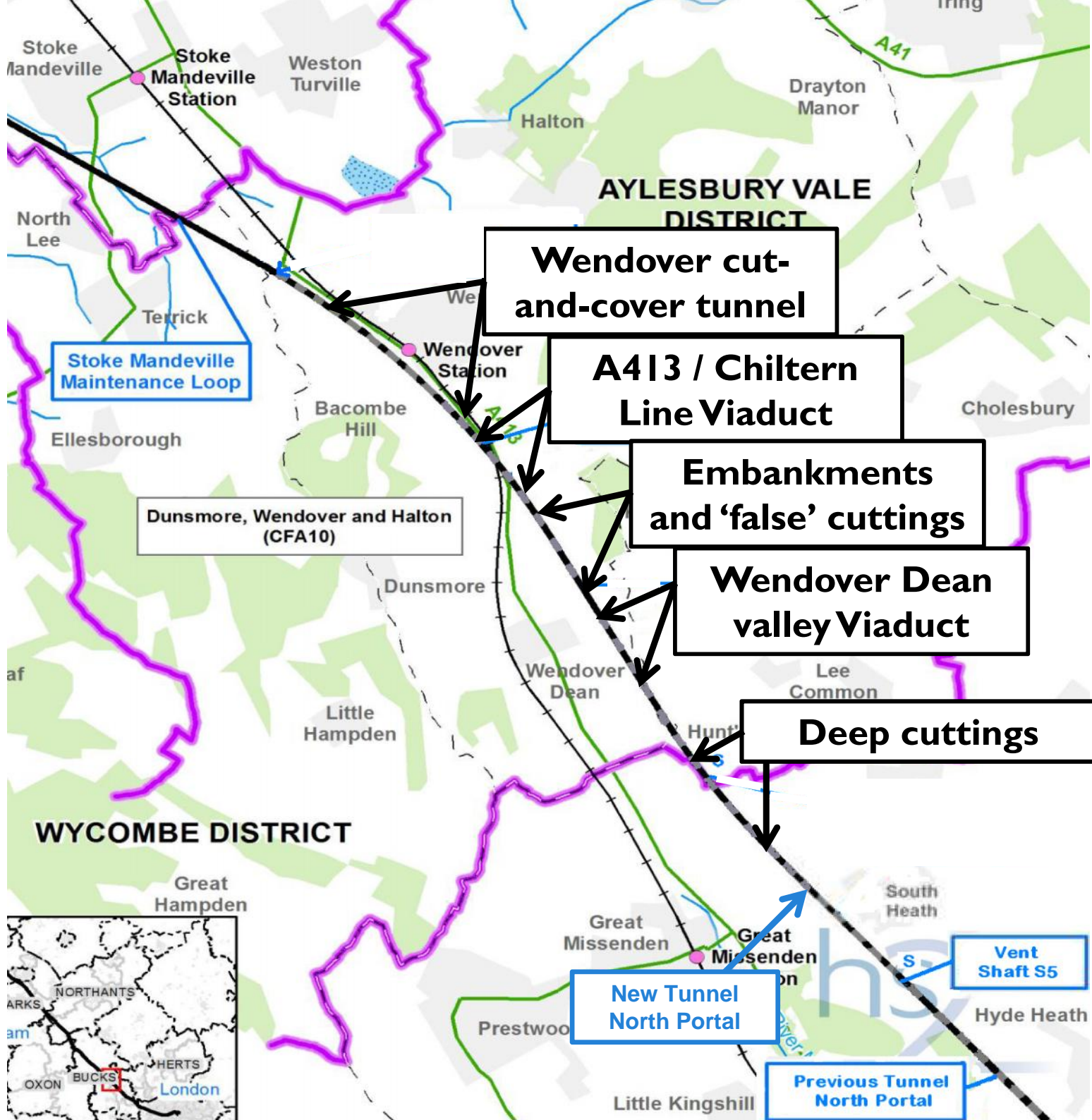
THE LEE PARISH...

**700
POPULATION**

**270
HOUSEHOLDS
IN A NUMBER
OF SMALL
HAMLETS**

**120 PETITIONS
TO THE H. OF C.**

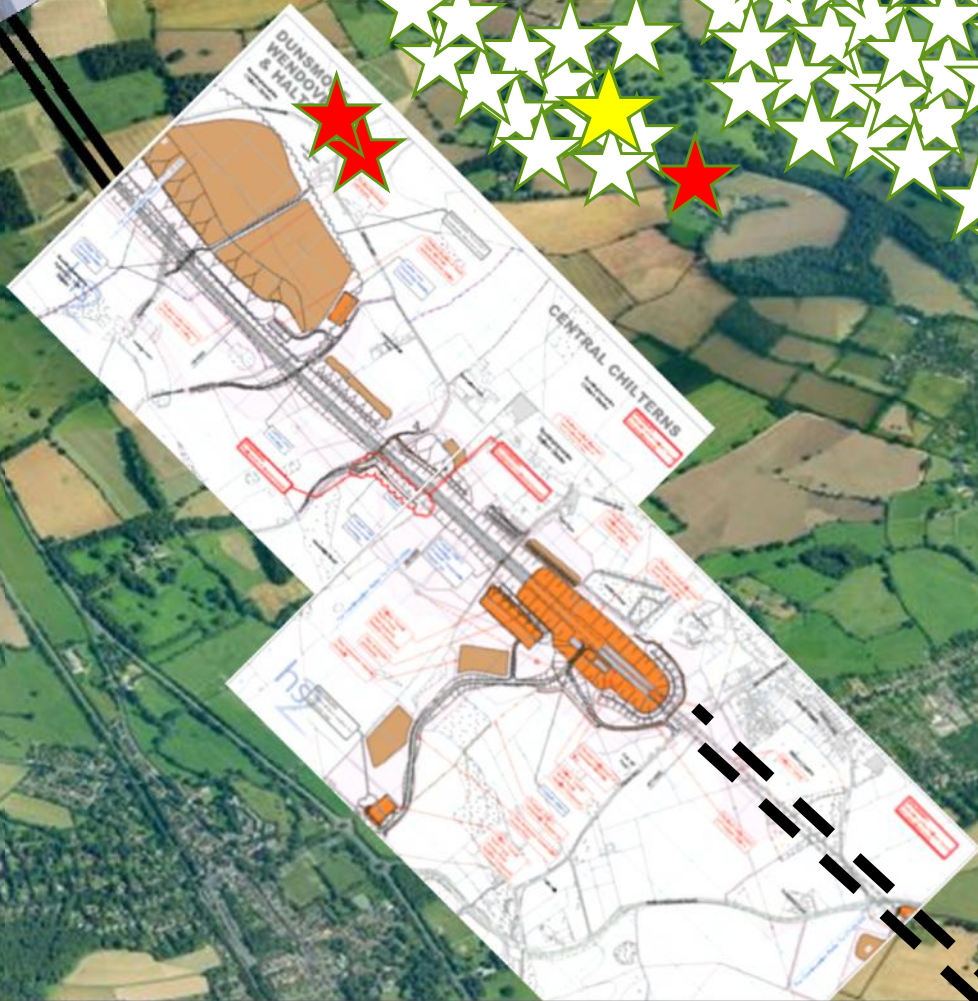
**82 PETITIONS
TO THE H. OF
LORDS**



A VERY LARGE IMPACT... IN OUR AREA OF THE AONB

- ▶ The excavation and construction at the tunnel portal at South Heath... (*“Portals are very significant structures”* Prof Andrew McNaughton; 19th May 2016)
- ▶ The excavation of deep cuttings above the Misbourne valley... (*“A very deep cutting indeed...”* Mr Mould QC; 8th November 2016)
- ▶ Activity for six to seven years at a large, temporary spoil heap at Hunts Green
- ▶ The construction of 2 x large and complex viaducts...

... will cumulatively have a huge and direct impact on The Lee residents... on their property and interests... and on this area of the AONB.



THE LEE COMMUNITY

- ▶ Values the beautiful, tranquil area in which they live... and pays a price for it
- ▶ Has a strong sense of local community... but also relies on good connectivity to the outside world
- ▶ Enjoys an outdoor life style... and have chosen to live in this part of the AONB for that reason.

HS2 has a significant impact on these residents and their properties

SUMMARY OF SPECIFIC CONCERNS

Residents and petitioners are specifically concerned about:

- ▶ Impact of train operation
 - ▶ Visual Impact – viaducts at Wendover; embankments; ‘temporary’ spoil heap at Hunts Green
 - ▶ Noise from trains – no confidence in the concept of ‘significance’ in the estimates given by HS2
 - ▶ Effects on walking and riding (creating unsafe ‘no go’ areas)
 - ▶ Amenity value of the area – will have to enjoy ourselves ‘elsewhere’
- ▶ Impacts during the construction period
 - ▶ Traffic delays – access to/from A413 and via Wendover and Gt Missenden
 - ▶ Small lanes becoming a rat-run – the safety implications
 - ▶ Vehicles on narrow country lanes – unsuitable for construction traffic
 - ▶ Health effects – mental and physical
- ▶ Short and long-term blight on property value
- ▶ The severe impact on the AONB as a unique and valuable landscape

CHANGES IN THE BILL – AP4

The short extension from Mantles Wood to South Heath (C6)

Positives for The Lee	Negatives for The Lee
Some benefits in terms of access during construction via South Heath and the B485	Enlarges and concentrates construction works in the vicinity of The Lee parish
May reduce temporary spoil heap at Hunts Green Farm	Concentrates construction traffic on the A413 between Gt Missenden and Wendover

Additional noise mitigation at Wendover

- ▶ No direct benefit to The Lee residents...

THE LEE PARISH MITIGATION HIERARCHY

Tier 1
A long
Chilterns tunnel

*Tier 2: Short tunnels /
green tunnel extensions;
Elimination of Hunts Green spoil heap*

***Tier 3: Additional detailed local mitigation;
construction undertakings;
operational assurances***

HS2: CONSTRUCTION IMPACTS

- **Hunts Green Spoil Heap** – losing amenity and character
- **Loss of agricultural land** – ‘long-term’
- **Footpaths** – (temporary) closures and diversions
- **Ecological and Environmental** impacts
- **Traffic congestion** – A413 gets worse
- **Knock-on effects** – on narrow lanes
- **Property Blight** – long term
- **Severely fractured communities**
- **Health & Well-being**



ASK I: HUNTS GREEN SPOIL HEAP



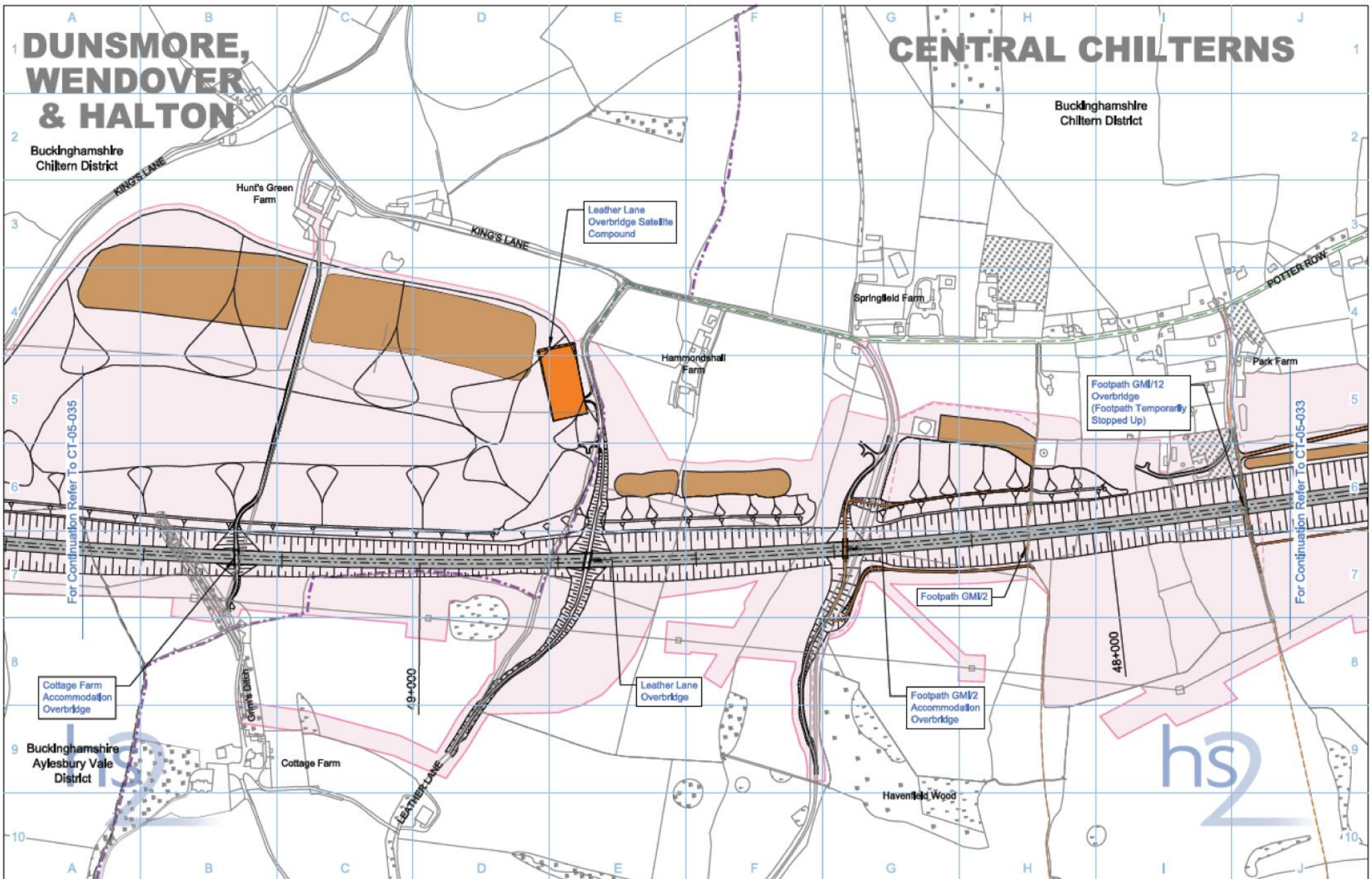
DUNSMORE, WENDOVER & HALTON

CENTRAL CHILTERN

Buckinghamshire
Chiltern District

Buckinghamshire
Chiltern District

Buckinghamshire
Aylesbury Vale District



For Continuation Refer To CT-05-035

For Continuation Refer To CT-05-033

Legend	
	Depot, station, headhouse or portal building
	Tunnel portal
	Main construction compound
	Satellite construction compound
	Temporary material stockpile
	Rail alignment formation
	Landscape earthworks
	Engineering earthworks
	County boundary
	Borough / District boundary
	Land potentially required during construction
	Community forum boundary
	Existing watercourse
	Tunnels external extent
	Construction traffic route
	Existing public right of way (PRoW)
	New, diverted or realigned PRoW
	Stopped-up PRoW
	Temporary PRoW diversion / realignment
	Temporary highway diversion / realignment
	UT - Main utility works
	Chainage (e.g. 10+000)
	Rail alignment

Map Number	CT-05-034a
Map Name	Construction Phase
Community Forum Area	CFA09 Central Chilterns

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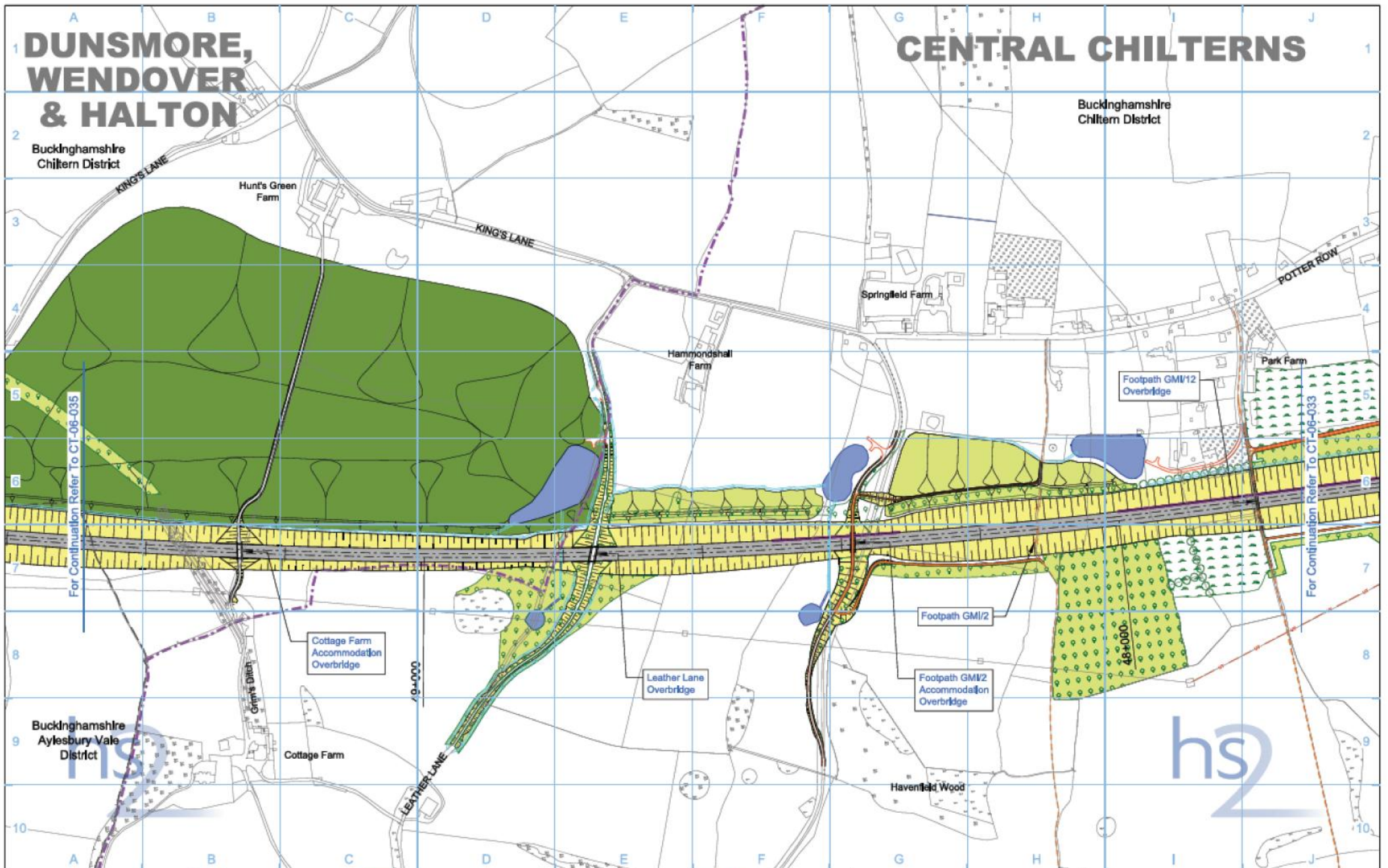
Doc Number C222-ATK-EW-DPL-020-060907 P03 Date 22/10/13

DUNSMORE, WENDOVER & HALTON

CENTRAL CHILTERN

Buckinghamshire
Chiltern District

Buckinghamshire
Chiltern District



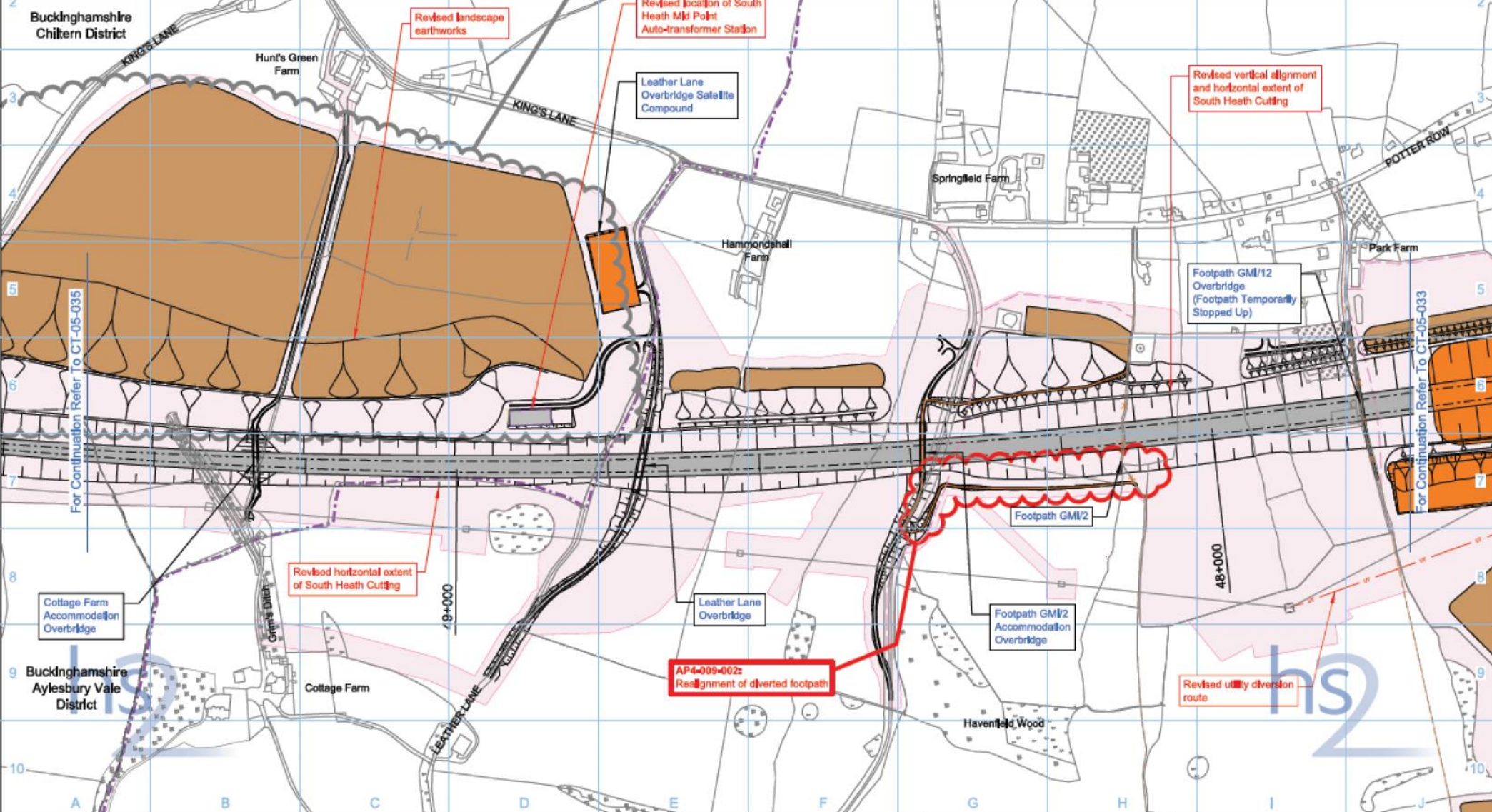
For Continuation Refer To CT-06-035

For Continuation Refer To CT-06-033

Legend <ul style="list-style-type: none"> Depot, station, headhouse or portal building Tunnel portal Electricity substation Land drainage area Ecological mitigation pond Balancing pond 		<ul style="list-style-type: none"> Replacement floodplain storage Woodland habitat creation Wetland habitat creation Grassland habitat creation Landscape mitigation planting (scrub / woodland) Grassed areas Sustainable placement 		<ul style="list-style-type: none"> Public realm Engineering earthworks Landscape earthworks Rail alignment formation Returned to suitable development use County boundary Borough / District boundary 		<ul style="list-style-type: none"> Community forum boundary Watercourse diversion Existing watercourse Ditches - new Hedgerow habitat creation Main utility works Existing public right of way (PRoW) New, diverted or realigned PRoW 		<ul style="list-style-type: none"> Stopped-up PRoW Tunnels external extent Rail alignment HS2 Access road Noise fence barrier Challange (e.g. 10+000) 		Map Number CT-06-034a	<p>HS2 Ltd accept no responsibility for any inaccuracies, which arise from the reproduction of this map after alteration, amendment or abbreviation or in its use in part or based in whole in any way.</p> <p>Registered in England, registration number 8319188 Registered office: 19th Floor, Broadwalk Place, London SW1C 8DU</p> <p>Scale at A3: 1:5,000</p> <p>© Crown copyright and database rights 2015 Ordnance Survey Licence Number: 100049100.</p> <p>Dec Number: C222-ATK-EV-DPL-020-060907 P03 Date: 22/10/13</p>
Map Name Proposed Scheme		Community Forum Area CFA09 Central Chilterns		Map Number CT-06-034a		Map Name Proposed Scheme					

DUNSMORE, WENDOVER & HALTON

CENTRAL CHILTERN



<p>Legend</p> <ul style="list-style-type: none"> Depot, station, headhouse or portal building Tunnel portal Main construction compound Satellite construction compound Temporary material stockpile 	<ul style="list-style-type: none"> Rail alignment formation Landscape earthworks Engineering earthworks County boundary Borough / District boundary Land potentially required during construction 	<ul style="list-style-type: none"> Temporary replacement community facility Community forum boundary Existing watercourse Tunnels external extent Construction traffic route Existing public right of way (PRoW) 	<ul style="list-style-type: none"> New, diverted or realigned PRoW Stopped-up PRoW Temporary PRoW diversion / realignment Temporary highway diversion / realignment UT - Main utility works 	<p>Chainage (e.g. 10+000)</p> <p>10+000</p> <p>— Rail alignment</p>	<p>Map Number CT-05-034a</p> <p>Map Name Construction Phase SES3 and AP4 ES</p> <p>Community Forum Area CFA09 Central Chilterns</p>	<p>hs2</p> <p>HS2 Ltd accept no responsibility for any inaccuracies, with or without the reproduction of this copy after alteration, amendment or abbreviation or in its use in part or in whole in any way.</p> <p>Registered in England, Registration number 06791606 Registered Office One Canada Square, London, E14 5AB</p> <p>Scale at A3: 1:5,000</p> <p>0 50 100 200 300 Meters</p> <p>© Crown copyright and database right 2015, Ordnance Survey Licence Number 100049190.</p> <p>Doc Numbers C223-ATG-EV-DPL-020-059807-AP04 P02 Date: 18/08/15</p>
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DUNSMORE, WENDOVER & HALTON

CENTRAL CHILTERN

Buckinghamshire
Chiltern District

AP4-009-001:
Extension of the Chiltern Tunnel
and associated works

SES-010-001: Removal of
sustainable placement area

Revised vertical alignment
and horizontal extent of
South Heath Cutting

Revised landscape
earthworks

New landscape mitigation
planting

South Heath Mid Point
Auto-transformer Station

Cottage Farm
Accommodation
Overbridge

Extended noise
fence barrier

Footpath GMI/12
Overbridge

For Continuation Refer To CT-06-035

For Continuation Refer To CT-06-033

New landscape
mitigation
planting

Revised horizontal extent
of South Heath Cutting

AP4-009-002:
Reassignment of diverted footpath

Footpath GMI/2

Footpath GMI/2
Accommodation
Overbridge

Buckinghamshire
Aylesbury Vale
District

Cottage Farm

New landscape
mitigation
planting

Havenfield Wood



Legend	
	Depot, station, headhouse or portal building
	Woodland habitat creation
	Wetland habitat creation
	Grassland habitat creation
	Landscape mitigation planting (scrub / woodland)
	Ecological mitigation pond
	Balancing pond
	Public realm/Replacement community facility
	Engineering earthworks
	Landscape earthworks
	Rail alignment formation
	Returned to suitable development use
	County boundary
	Borough / District boundary
	Watercourse diversion
	Existing watercourse
	Ditches - new
	Hedgerow habitat creation
	Main utility works
	Existing public right of way (PRoW)
	New, diverted or realigned PRoW
	Stopped-up PRoW
	Tunnels external extent
	Rail alignment
	HS2 Access road
	Noise fence barrier
	Chalnage (e.g. 10+000)

Map Number
CT-06-034a

Map Name
**Proposed Scheme
SES3 and AP4 ES**

Community Forum Area
CFA09
Central Chilterns

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TEMPORARY SPOIL HEAP AT HUNTS GREEN

Concerns of residents:

- ▶ Land restoration – not in our lifetime!
- ▶ Dust) *Prevailing*
- ▶ Noise) *winds!*
- ▶ Loss of farmland
- ▶ Loss of farming livelihood
- ▶ Property Blight
- ▶ AONB Blight

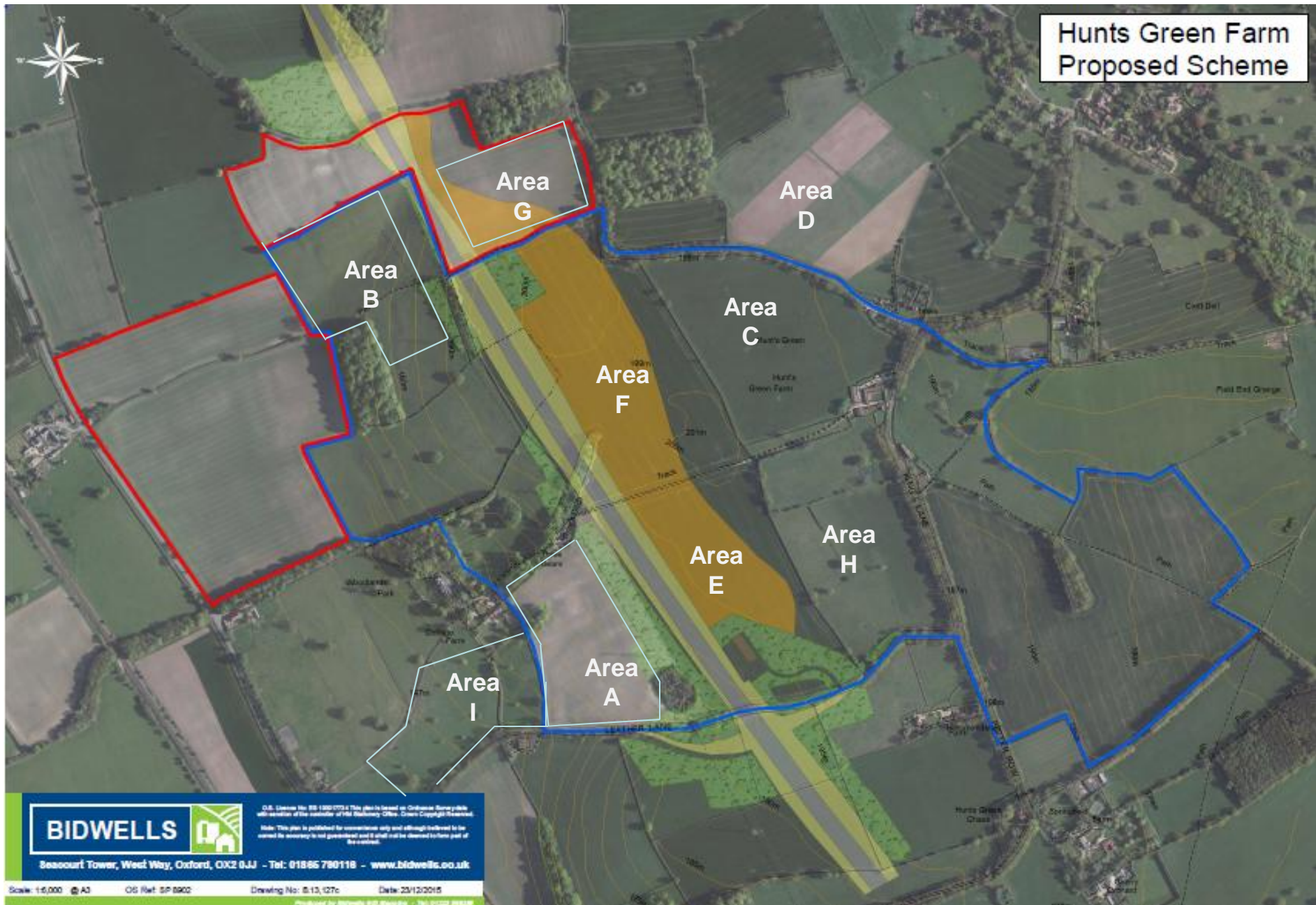
Why have it in Hunts Green?

Why so big?

Why so near the village?



Hunts Green Farm (blue) showing impact of railway and associated works (AP4) following completion. Contours added



Historic permanent pasture which would be lost if temporary material stockpile goes ahead and bird reserve under threat

BIDWELLS



This illustrates the quality of the permanent pasture fields (area C & H) – a dense, multi-species sward, established early in the last century. This area lies adjacent to the bird reserve (area D) and provides a habitat for birds, particularly during the period grass is being grown for hay. The use of the grass fields as part of the temporary stockpile will destroy the fauna and flora of this site as well as creating disturbance to the bird reserve.

Best arable soil – intended to be covered by temporary placement site, reasonable topsoil over clay



This shows a profile of the topsoil of the arable field (Area E), immediately to the east of the trace. This is a reasonable clay loam but overlying clay with flint. This soil in its current condition will grow cereal crops and in favourable seasons such as 2014 and 2015 can achieve 10 tonnes / hectare for wheat. The soil structure is however fragile and will be destroyed by removal and stockpiling; the depth is variable from 20-30 cm and will result in clay subsoil being incorporated in the extraction. The subsoil will also be at risk of compaction and the reprofiling the arable fields with excavated spoil up to 3m in depth will prevent the growing of arable crops for the foreseeable future.

Chalk and flint – no topsoil, very poor on slope of Area A



In comparison the area to the West of the trace (Area A) lies on a scarp slope. Topsoil is virtually non-existent and has a high proportion of flint in its volume. If this area was used for the temporary material stockpile it is unlikely that there would be a requirement to remove topsoil. The subsequent reinstatement would be less critical as it is probable that this area would be planted with trees and / or returned to pasture.

Area A - looking East, uphill 25 - 30 m height differential – up to pylons



With the significant slope it is likely that the volume that could be accommodated will be well in excess of 3m height, allowing for gentle angles for the sides and avoiding the line of the pylons. For 1m increase in height the volume stored will rise by 50,000m³

**Area B - looking North showing dip through the field
and poor quality wood to West which could be cleared**



Area B - looking North East and North West to each corner of the field



The contours of the field indicate the depth of the 'valley' is 10- 15m. The height differential from east to west is around 20m suggesting this area would accommodate substantially more than the average 3m height of stockpile. Each 1m additional height will add 65,000m³

HS2 have proposed (without prejudice) the following areas for use as temporary material stockpile.....



Area	Volume m ³	Comment	HGF impact
A	110,000	Use subject to Historic England constraints. Would hope full potential capacity of 178,000m ³ could be used	✓
B	156,000	Use subject to footpath rerouting. Volume appears low considering dip and slope	✓
E	82,000	Arable field. Still taking best land affecting viability	X
F	203,000	Arable field. Still taking best land affecting viability	X
G	73,000	Arable field – not on Hunts Green Farm but taking best land	X
Total	624,000	Lower than HS2 AP4 proposal (753,000 m ³) but less topsoil stripping required allows HS2 to propose this solution	

Opportunity to use Cottage Farm land could be a solution which enables the viability of Hunts Green Farm to be retained.....

Cottage Farm NTS application has been accepted. If HS2 proceed to purchase the property this land could become available. Approximately 5 ha available assuming it is set back from the main A413.

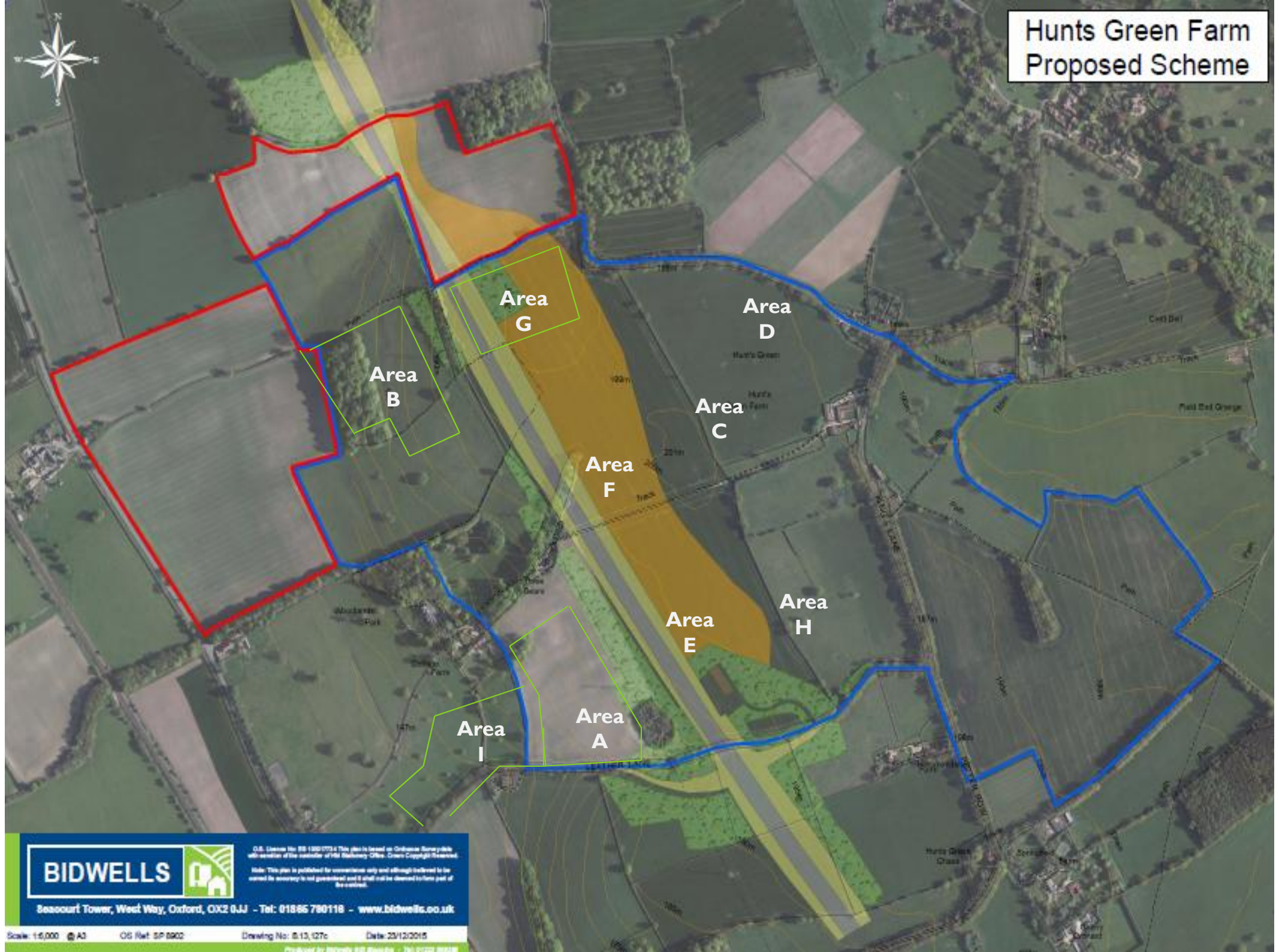
It would also provide better use of area A – both areas could be utilised as one, facilitating improved profiling and height of stockpile

	Area (ha)	Height of stockpile (m)	Volume (m ³)
Area A	5.8	3	178,000*
Area B	6.5	3	156,000*
Area I Cottage Farm land	5.0	5	250,000
Total	17.3		584,000

* HS2 figures

- Volume required by HS2 is 754,000 m³ in AP4; revised to 624,000m³
- Our solution provides 78% & 94% volume with less topsoil storage
- Ambition for rate of movement of material along the trace is critical factor

Hunts Green Farm Proposed Scheme



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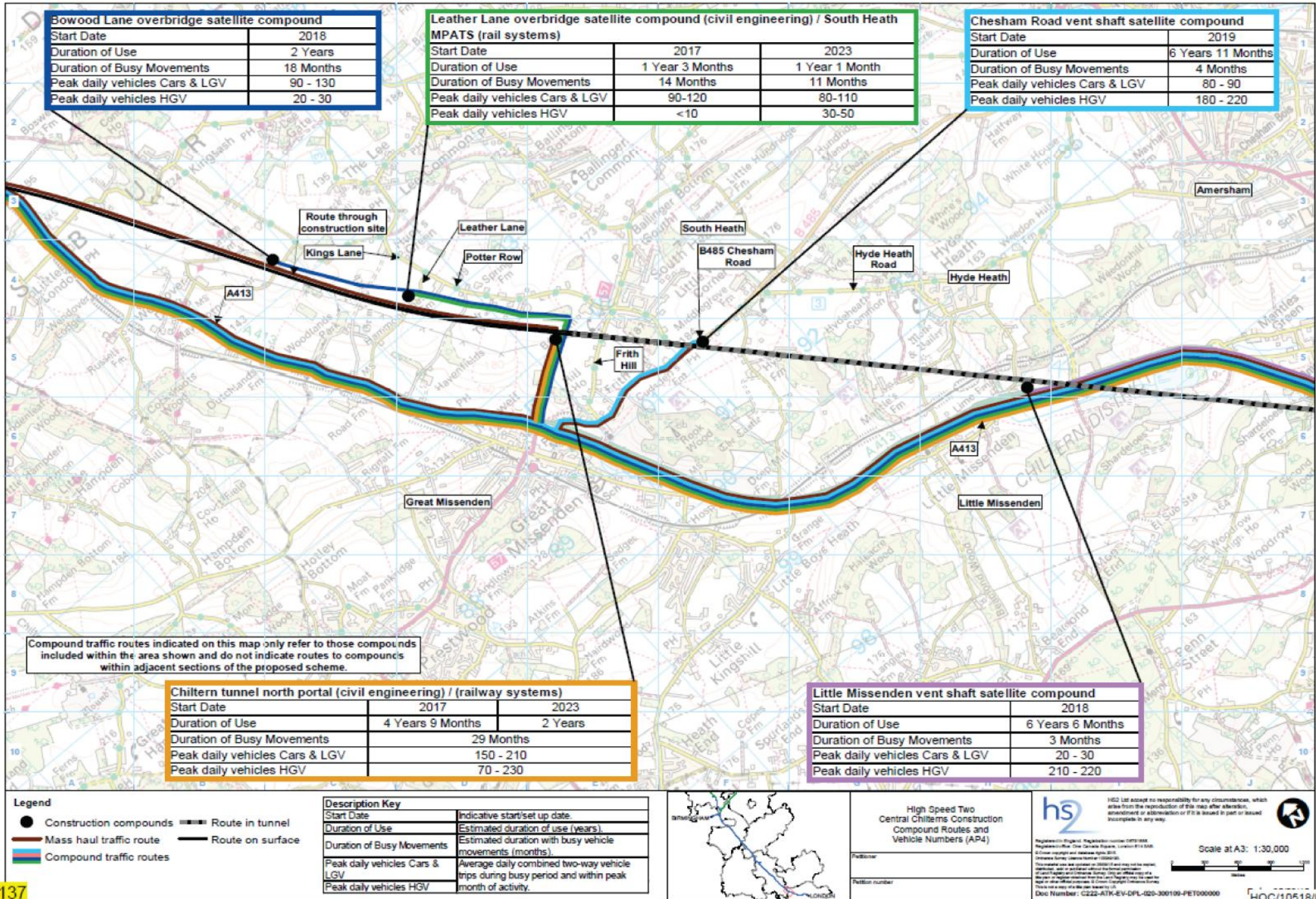
► Show video [here](#):

HUNTS GREEN SPOIL HEAP

ASK 1: HS2 Ltd:

- a) To re-assess the phasing of construction work in the area to eliminate the need for temporary spoil placement at Hunts Green
- b) Remove the areas marked C and H altogether from the scheme ... and not include it as '*land available to contractors*'
- c) To the extent that they need land in addition to areas E, F and G, HS2 Ltd will obtain planning permission to use areas A, B and I.

ASK 2: ROAD TRAFFIC MANAGEMENT



THE A413



The A413 is the main road through the Misbourne Valley, carrying commuter traffic from Aylesbury Vale to the M25 and M40 at Gerrards Cross.

It is also the route used by ambulances accessing the A&E department at Stoke Mandeville

HS2 Ltd propose that it carry all construction traffic to and from the compounds in the AONB.

THE A413

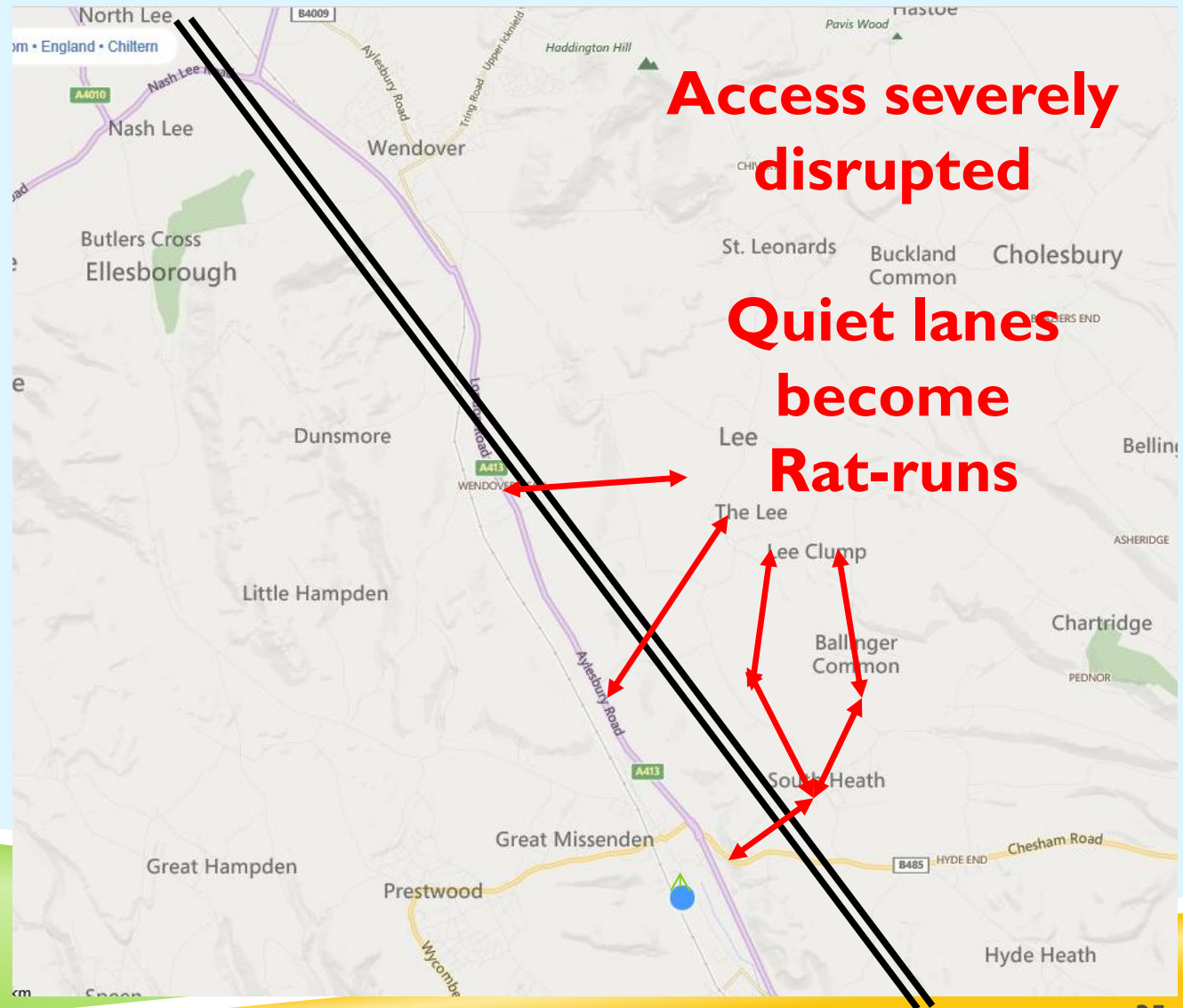
The A413 also links the network of narrow lanes, characteristic of the Chilterns.

The Lee parish relies on these narrow lanes for access to the A413 – **Rocky Lane**, **Leather Lane** and Frith Hill.



HS2 Construction – separates residents from our families, health services, shops, stations...

HS2 Ltd has accepted that there are **significant unresolved traffic problems during construction** on the A413 and at key junctions – in particular Gt Missenden roundabouts, Leather Lane and Rocky Lane. These all directly and significantly affect The Lee residents.



ROCKY LANE



Rocky Lane is the first lane on the left after the roundabout at the southern end of the Wendover Bypass ..

It lies between the Smalldean and Wendover Dean viaduct Compounds.
It is the access route to a smaller compound which will be used to construct a new underbridge.
It is also now planned to establish a 'spoil transfer point' on Rocky Lane.



ROCKY LANE

Between the A413 and Kings Ash, this is a steep, narrow sunken lane. It continues to Chesham through The Lee via Swan Bottom and Chartridge, and is the main access road towards Wendover from The Lee.

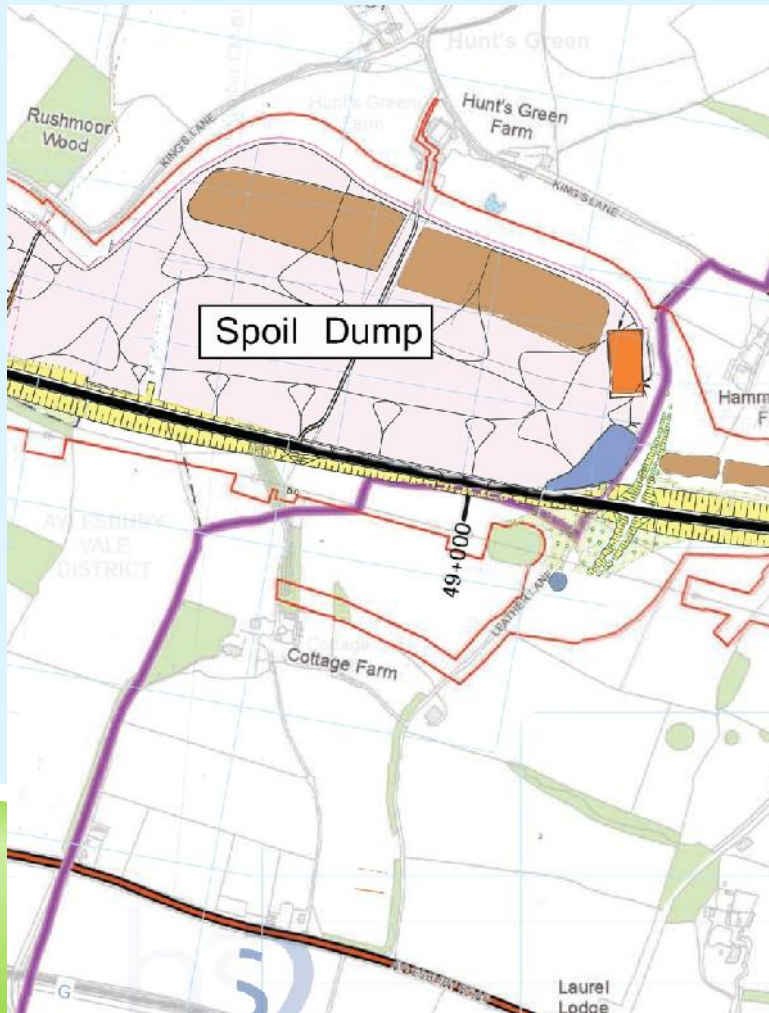
Great concern about increased congestion on the A413; traffic trying to avoid it by using Rocky Lane (despite it being unsuitable as a diversion) and the HS2 construction movements to and from Rocky Lane will cause delays.



Turning right onto the A413 can lead to long delays, during peak hours

LEATHER LANE

Leather Lane is another sunken lane connecting The Lee to the A413. It carries a significant amount of traffic, despite being single track on the steepest section. The siting of the new overbridge will cause an unnecessary loss of hedgerow on the SE side, while the NW side is dominated by the proposed (temporary) spoil dump.



LEATHER LANE



Leather lane is not a designated construction route... but any increase in traffic will cause congestion and damage to the banks and hedgerows bordering the lane.

The current proposals for the lane will result in a significant permanent change to its character.



SUMMARY OF CONSTRUCTION TRAFFIC CONCERNS... IN THE LEE

1. Direct effects: Congestion and delays on the A413 and at junctions

2. Indirect effects: Construction traffic (inc. contractors and employees) on non-construction routes (entirely small lanes)

3. Diversion effects: Other local traffic diverting onto small lanes – ‘rat-runs’

4. Safety: ... for motorists, pedestrians, walkers, cyclists and horse riders



CONSTRUCTION TRAFFIC IMPACTS

ASK 2: HS2 Ltd gives specific undertakings:

- a) Absolute ban on all types of **HS2-related traffic on non-construction routes** – see *draft assurance*
- b) **Completion of sensitive junction work** and agreements with the County Council before Royal Assent
- c) **Independent monitoring and enforcement** of traffic flows (and funding to do it – e.g. VNPR cameras on lanes)
- d) **Remedial action** to be taken in the event that predicted traffic levels / delays are exceeded.

ASK 3: WENDOVER DEAN VIADUCT

Great concern in The Lee parish about train operation over this viaduct:

- ▶ **Visual impact....** *Hide it?*
- ▶ **Noise impact...** *Silence it?*

To some extent they work against each other...

THE IMPACT OF HS2 ON THE AONB IN AND AROUND THE LEE

Visual Impact

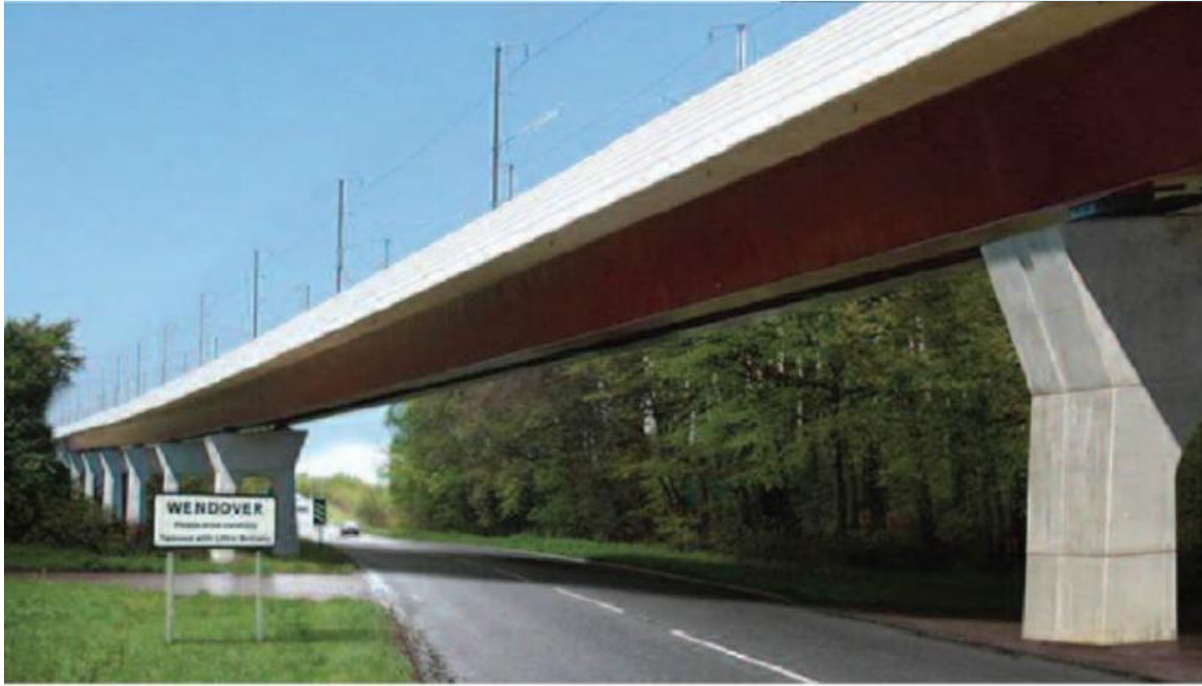
How do you mitigate the visual impact of a train every 2 mins travelling through an AONB on viaducts and embankments?



LANDSCAPE DESIGN SUCCESS: WHAT DOES IT LOOK LIKE? P7564(20)

- ▶ *The landscape design works intuitively and well for all audiences.*
- ▶ *The landscape design seamlessly integrates with the work and designs of all other HS2 disciplines including engineering, architecture, ecology, noise, and heritage.*
- ▶ *The design delivers landscape beauty wherever possible.*
- ▶ *The design provides environmental, social and economic benefits.*
- ▶ *All landscape design elements are built to last and are sensitive to their context.*
- ▶ *National pride in the landscape design is matched by a sense of local ownership.*
- ▶ *Small landscape elements and larger landscape design responses meet rigorous environmental standards.*
- ▶ *Collectively the landscape design adds to our cultural and natural heritage.*
- ▶ *Through effective management the HS2 landscape design will continually enhance the UK landscape as it evolves and matures over the project timescale.*

LANDSCAPE DESIGN SUCCESS?



LANDSCAPE DESIGN SUCCESS?



LANDSCAPE DESIGN -V- NOISE IMPACT



THE IMPACT OF HS2 ON THE AONB IN AND AROUND THE LEE

How do you mitigate the noise impact of a train travelling at +300kph every 2 mins on a viaduct in an AONB?



ASK 3: MITIGATING WENDOVER DEAN VIADUCT

VISUAL

- ▶ Best-in-class designed viaducts
- ▶ Extensive landscaping
- ▶ Best-in-class designed AONB catenaries & gantries

NOISE

- ▶ **Noise absorbing barriers** on both sides on the viaduct and approach embankments

OTHER IMPACTS IN THE LOCAL AONB

- **Noise** – simply not convinced
- **Visual intrusions** – embankments, cuttings, higher pylons
- **Footpath diversions** – losing amenity and character
- **Loss of agricultural land** – permanent and ‘temporary’
- **Property Blight** – permanent and ‘temporary’
- **Fractured communities** – all along the valley



HS2 Ltd's solution?

- Noise predictions with no assurances or undertakings
- Design documents that offer no solutions... only process
- An inadequate Need-to-Sell scheme
- An inadequate Community Fund

ASK 4: PROTECTING THE LOCAL AONB

HS2 Ltd has rejected:

- * *Long tunnels through the AONB*
- * *Green tunnel extension at Wendover*
- * *Removal of spoil heaps*
- * *Burying electricity cables*
- * *Short mined tunnel at Wendover*
- * *Bored tunnel extension at S Heath*
- * *Green ecology-bridges*
- * *Removal of all spoil via trace or by rail*

ASK 4: HS2 Ltd gives undertakings in respect of:

- a) No increase in vertical height of line in AONB (+3m) ~~X~~
- b) Recognition of AONB tranquil areas – lower noise thresholds and, if necessary, slower trains through the AONB
- c) Independent monitoring of actual noise (and funding to do it) and remedial action to be taken in the event that predicted noise levels are exceeded or they significantly disturb the tranquillity of the Parish.
- d) More limited derogation permitted in the CoCP in the AONB (e.g. hrs of working; vehicle sheeting on site; travel to work; etc...)
- e) £3m for the whole AONB Design Panel is simply not enough...
“More can and should be done under Section 85 (CROW Act).”

Individual petitioners in The Lee parish

THE LEE PETITIONERS

319 RICHARD STEWART-LIBERTY



FIVE GENERATIONS PROTECTING THIS AREA!



HUNTS GREEN PETITIONERS

386 MARY GODFREY

249 CLAUDIA D'ALESSANDRO

THE 'NEED-TO-SELL' SCHEME

Supporting the case put by
many other petitioners...
in the specific context of The Lee residents.

**Property
blight... and
blighted
communities!**



PROPERTY BLIGHT IN THE CHILTERNNS

Evidence to the House of Lords Select Committee (26th May 2016)

Mr Colin Smith, HS2 Ltd's Expert on Land & Property Compensation

- ▶ *“Generalised Blight (of the property market) in areas that are in the shadow of HS2 ... is driven by concern, anxiety and fear... It is real.”*

Extract from pwc report on Property Bond for HS2 Ltd/DfT (March 2014)

- ▶ *‘... blight was highest on HSI for high value properties where the number of potential purchasers is lower and their perception of value tends to be most affected by large infrastructure projects.*

Evidence to House of Commons HS2 Select Committee (20th Nov 2014)

Gary Hammond: Branch Manager, Hamptons, Great Missenden

- ▶ 301. MR HAMMOND:.. If you're looking to buy something at £1.5 million to £2 million, it's very much more about the house as well as its surrounding location. And at the end of the day, the Chilterns is very much sought after because it's absolutely stunning scenery and yet just under an hour into London.

WHO DECIDES WHAT AMOUNTS TO A 'COMPELLING REASON'?

Mr MOULD: Tues 11th Oct 2016 a.m.

- ▶ 93. They (*Petitioners*) say that they should be able to exercise a call option, if you will, in property terms, to say to the Secretary of State:
'I am faced with works of such intensity and duration, over the coming years, that I should have the choice on calling upon the Government to purchase my property outright. Rather than have to depend upon the Secretary of State deciding whether or not my circumstance is justified, i.e. under the need-to-sell scheme, I should be able to make the decision.'

CRITERIA # 5

COMPELLING REASON TO SELL?

- ▶ 69. ...the approach of the Secretary of State is to say, 'Here are a series of circumstances where I would expect people may well succeed, as a matter of policy, but ... I will consider [other cases] and decide on the circumstances of a given case.'
- ▶ 70. It is intended, in that sense, to be a policy that, in principle, rules no set of circumstances out, but identifies some fairly obvious categories of personal circumstance that are likely, in any given case, to amount to a compelling reason to sell. Each case will have to be considered on its own factors, as you will appreciate, but that's the way the policy works.

COMPELLING REASON TO SELL...

Criteria 5: “Would suffer an unreasonable burden within the next 3 years”

Examples given (“... not a comprehensive list ...”):

1. unemployment
2. relocation for a new job
3. the division of assets as a part of a divorce settlement
4. ill-health
5. the need to release capital for retirement

Examples not given:

- a) I don't want to live in an AONB within a mile of a major construction site
- b) I don't want to live in an AONB within a mile of a high-speed railway
- c) I want to live somewhere else

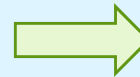
THE 'NEED-TO-SELL' SCHEME

For an applicant who otherwise qualifies under the scheme, has demonstrated significant blight as a result of HS2 and has made reasonable efforts to sell (Criteria 1 to 4)... then that should be enough to satisfy the Secretary of State.

A simple change to the scheme – remove Criteria # 5:

Scope of Scheme

- Criteria 1,2,3, & 4 evidence based and verify impact of project and efforts to sell
- Criteria 5 denies human right to decide where you want to live and when.



- Remove Criteria # 5 from NTS Scheme – certainly in an AONB; arguably in all rural areas.

COMMUNITY IMPACTS

Supporting the case put by
Buckinghamshire County Council and many others...
in the specific context of The Lee residents.

CONCERN ABOUT COMMUNITY AND INDIVIDUAL HEALTH

425 Sheryl Pope – Lee petitioner

“I as a senior NHS leader am concerned about access times for emergency services especially during the construction phase of HS2 and also the impact on the mental health of those residents affected by HS2. Local GPs have seen significant impact in regard to stress anxiety and depression of their patients as a result of this development. These more subtle but significant consequences are often overlooked.

When you have chosen to live in a quiet rural community - that has been that way for hundreds of years to feel powerless to stop its destruction and to know that life will be turned upside down by HS2 in terms of noise, disruption, impact on house prices, erosion of long standing friendships and communities as people flee from the what is to come, it can be extremely distressing. That is the human and personal cost of HS2. ”

THE LEE COMMUNITY



COMMUNITY EFFECTS

Strongly support the requests of other petitioners that:

- ▶ The Secretary of State be asked to further increase the funding available for Community Schemes in affected areas.
- ▶ The Secretary of State be asked to bring forward as a matter of urgency the provision of fast Broadband in rural areas affected by the building of HS2.

CONCLUSIONS – WHERE ARE WE TODAY?

1. The changes that were introduced to the Bill in the House of Commons in AP-4 and AP-5 do not provide adequate mitigation to protect the residents, businesses and communities in The Lee... nor in Wendover, Dunsmore, South Heath and Gt Missenden.
2. The Bill also does not provide adequate mitigation for this part of the Chilterns AONB.
3. The Proposed Scheme is not yet ‘fully-mitigated’.
4. If there is to be no longer tunnel then significant additional mitigation is needed – and in particular **further undertakings agreed before the 3rd Reading in the House of Lords.**

SUMMARY OF KEY ASKS OF H OF LORDS:

- I. That the case for a long tunnel through the AONB be re-evaluated as requested by the statutory bodies and 40% of all petitioners to the House of Lords.
- II. In the absence of that, The Lee parish requests further undertakings from HS2 Ltd in respect of:

1) Hunts Green Spoil Heap	2) Local Roads & Construction traffic
3) The Wendover Dean (Durham Farm) viaduct	4) Other local impacts on the AONB
<i>Need-to-Sell scheme</i>	<i>Community impacts</i>

THANK YOU FOR LISTENING

