

Interacting with HS2



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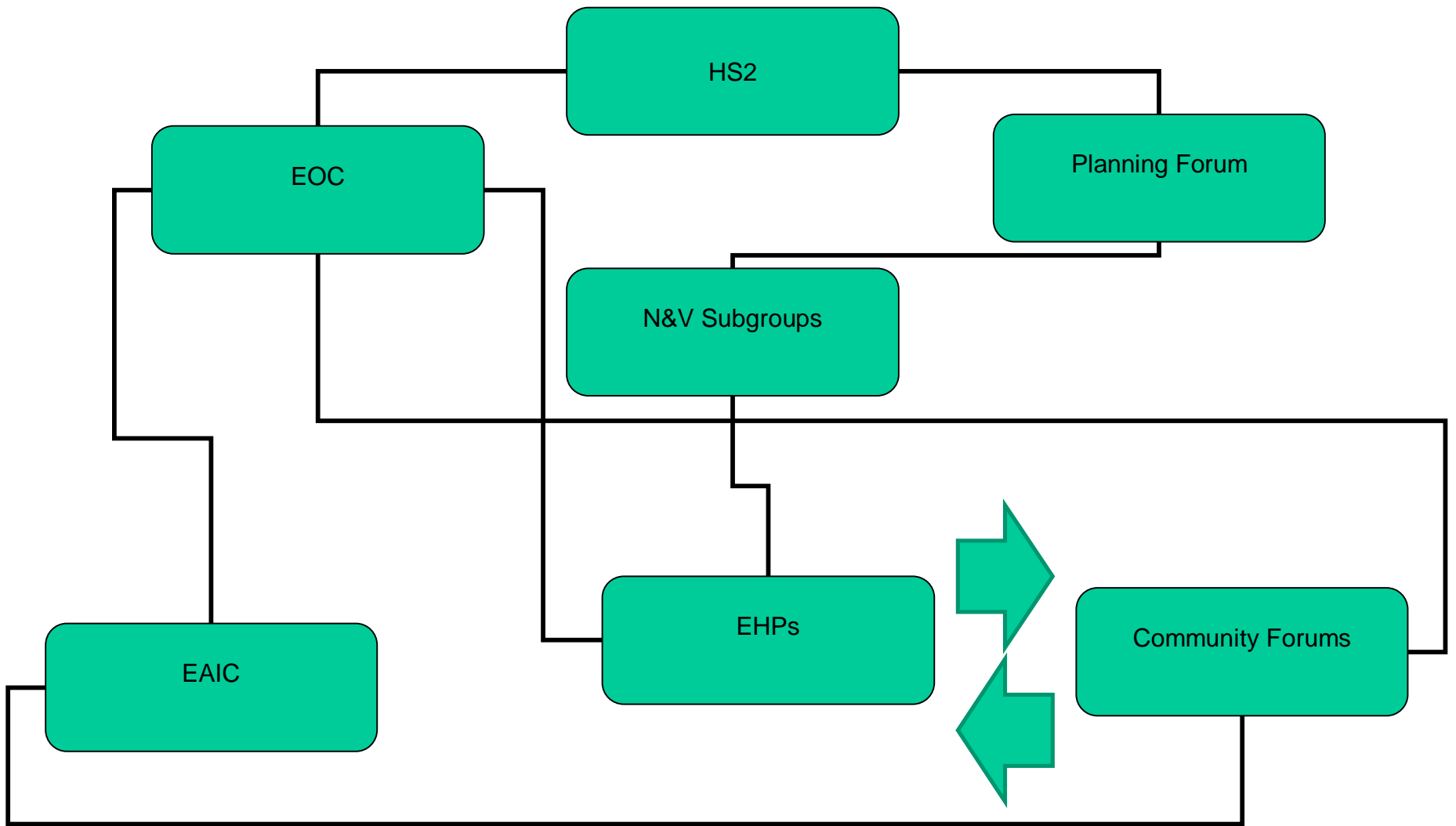
HS2 Programme 2012 to 2013

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|----------------------------|--|
| Spring 2012 | Government receives HS2 Ltd advice on phase 2 route options |
| Spring 2012 | Engagement programme along phase 1 route on Environmental Impact Assessment issues |
| After Summer recess | Consultation with statutory bodies on the safeguarding zone for phase 1 |
| After Summer recess | Public consultation on Property compensation proposals |
| Autumn 2012 | Engagement programme on phase 2 preferred route, to discuss local views and concerns |
| Spring 2013 | Consultation on draft Environmental Statement for phase 1 including design refinements |
| End of 2013 | Introduction of a hybrid bill to provide necessary powers to construct and operate phase 1 of the railway |



HS2 Programme 2014 to 2026

| | |
|-------------------|---|
| Early 2014 | Consultation on preferred route for phase 2 |
| Late 2014 | Government's announcement of the chosen route for phase 2 |
| 2015 | Target date for Royal Assent for the Hybrid Bill, containing legal powers to construct HS2 |
| 2017-2025 | Construction period (starts and ends at different times and at different points along the route) |
| 2024-2026 | Commissioning and testing |
| 2026 | Phase 1 line opens to passengers |



- Buckinghamshire County Council
- Aylesbury Vale District Council
- Chiltern District Council
- South Bucks District Council
- Wycombe District Council
- London Borough of Hillingdon
- Oxfordshire County Council
- Cherwell District Council, Oxfordshire
- Lichfield District Council, Staffordshire
- South Northamptonshire Council
- Warwick District Council
- North Warwickshire Borough Council
- Warwickshire County Council
- Stratford-on-Avon District Council, Warwickshire
- Harborough District Council, Leicestershire
- Three Rivers District Council, Hertfordshire
- Coventry City Council
- London Borough of Camden



HS2 Planning Forum Sub Group

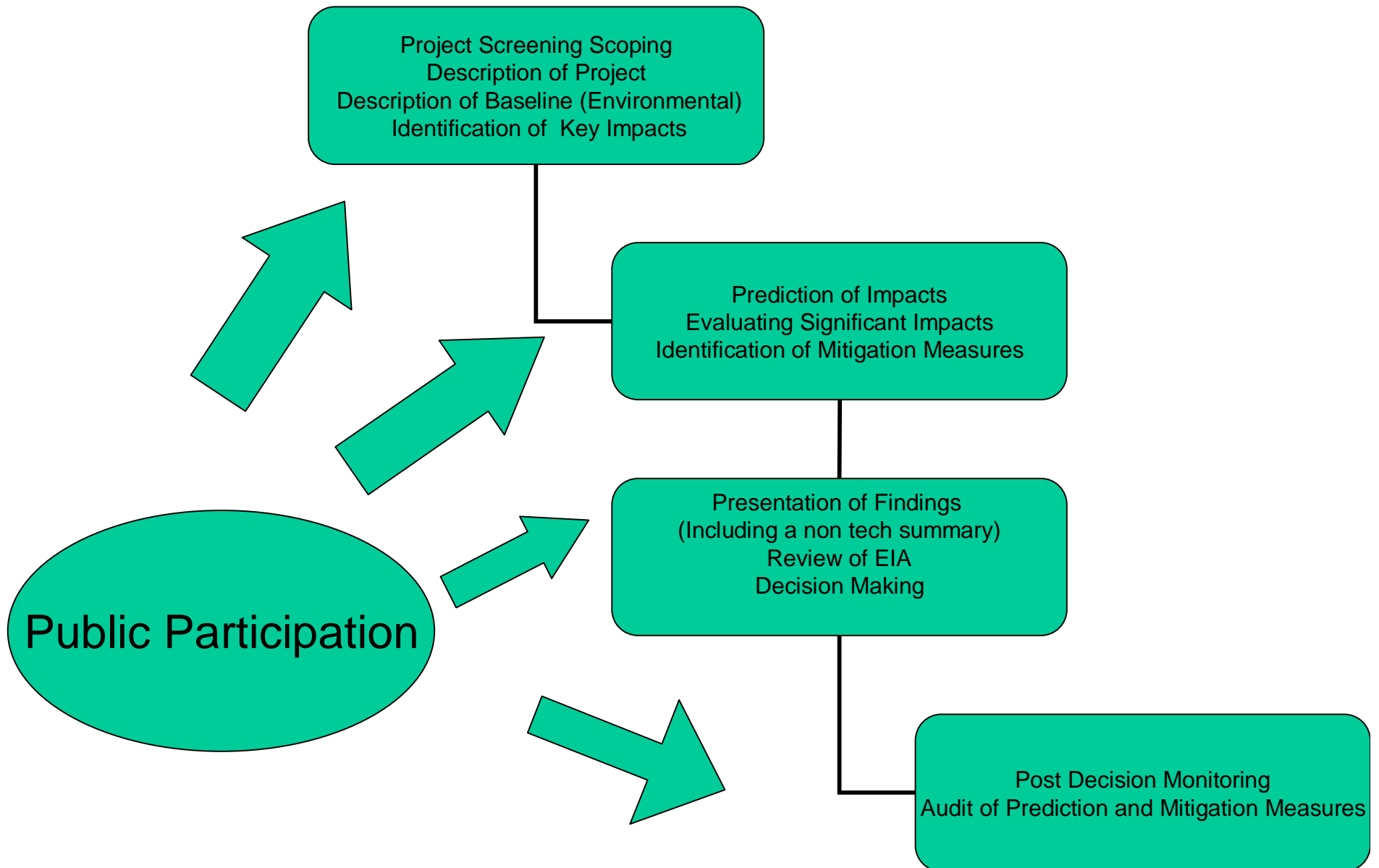
- The HS2 Planning Forum Sub-groups, like those on Crossrail and HS1, are intended to develop dialogue between the projects technical leads and the officers at each local authority (and county authority) who will lead on authoring responses to consultation on behalf of those authorities.

Topics

- Start up and Baseline
- Airborne sound- sources and prediction methods
- Ground-borne sound and vibration – sources and prediction methods
- Methods for identifying and reporting significant effects
- Sensitivity tests

Directive 85/337/EEC Directive 97/11/EC

- The EIA Directives places requirements on developers to carry out Environmental Impact Assessments (EIA) for certain types of development.



EIA Process

- Potentially screens out environmentally-unsound projects
- Proposes modified designs to reduce environmental impacts
- Identifies feasible alternatives
- Predicts significant adverse impacts
- Identifies mitigation measures to reduce, offset, or eliminate major impacts
- Engages and informs potentially affected communities and individuals
- Influences decision-making and the development of terms and conditions

The HS2 Website Says

- **Noise**
- fewer than five properties may experience high noise levels
- around 60 properties are likely to experience levels of noise which will qualify for noise insulation under the Noise Insulation Regulations (this is less than half that of the consultation route)
- the number of properties that may experience a noticeable increase in noise is reduced by a third, from 4,700 to around 3,100, compared with the consultation route

HS2 Say

- They will adopt an iterative approach to noise mitigation
- Snap-shot of railway design will enable the start of noise modelling and assessment
- Initial assessment of snap-shot scheme will identify where mitigation is likely to be needed
- Engagement will continue with local environmental health professionals
- Envisaged mitigation will be discussed at community forums
- Envisaged mitigated railway design will be included in the Draft ES consultation - spring 2013

Hybrid Bill

- A hybrid bill is traditionally used by the Government on behalf of railway companies and transport agencies to obtain authorisation for major projects deemed to be in the national interest, but which would also affect a large number of private interests.

Hybrid Bill

- The procedure adopted gives individuals and bodies, such as businesses or local authorities an opportunity to oppose the bill or to seek its amendment before a Select Committee in either or both the House of Commons and House of Lords.

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Hybrid Bill

- This parliamentary process also enables detailed scrutiny of any amendments proposed to be made to the Bill that are desirable to ensure that a project of this scale and complexity can be completed satisfactorily.

Environmental Statement

- **The Environmental Statement will set out the likely impacts on the environment arising from the project.**

Conclusion

- Aim for better than the best mitigation
- Continue to apply pressure on HS2
- Scrutinise and challenge HS2 at every opportunity
- Try to bring some benefit to the areas however small