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Natural England, response to AP4/SES3, November 2015

# THANK YOU...BUT....WE CAN DO MORE



- **The four key asks I have today are:**
- Further tunnel extension
- Firm commitment to improve Need to Sell
- An AONB HS2 Mitigation Review Panel
- An independent regulatory body to monitor construction and hold HS2 to account



# FROM THIS.....TO THIS.....?



After all the  
pain, please 1  
mile of gain

What comfort can  
you give us that  
valuations will be  
done fairly?

Why can't the  
tunnel be  
moved further  
away from so  
many homes?

In years to come, this  
country will regret  
what happened to the  
Chilterns AONB... but  
it will be too late

Don't ride  
over us –  
please go  
under us

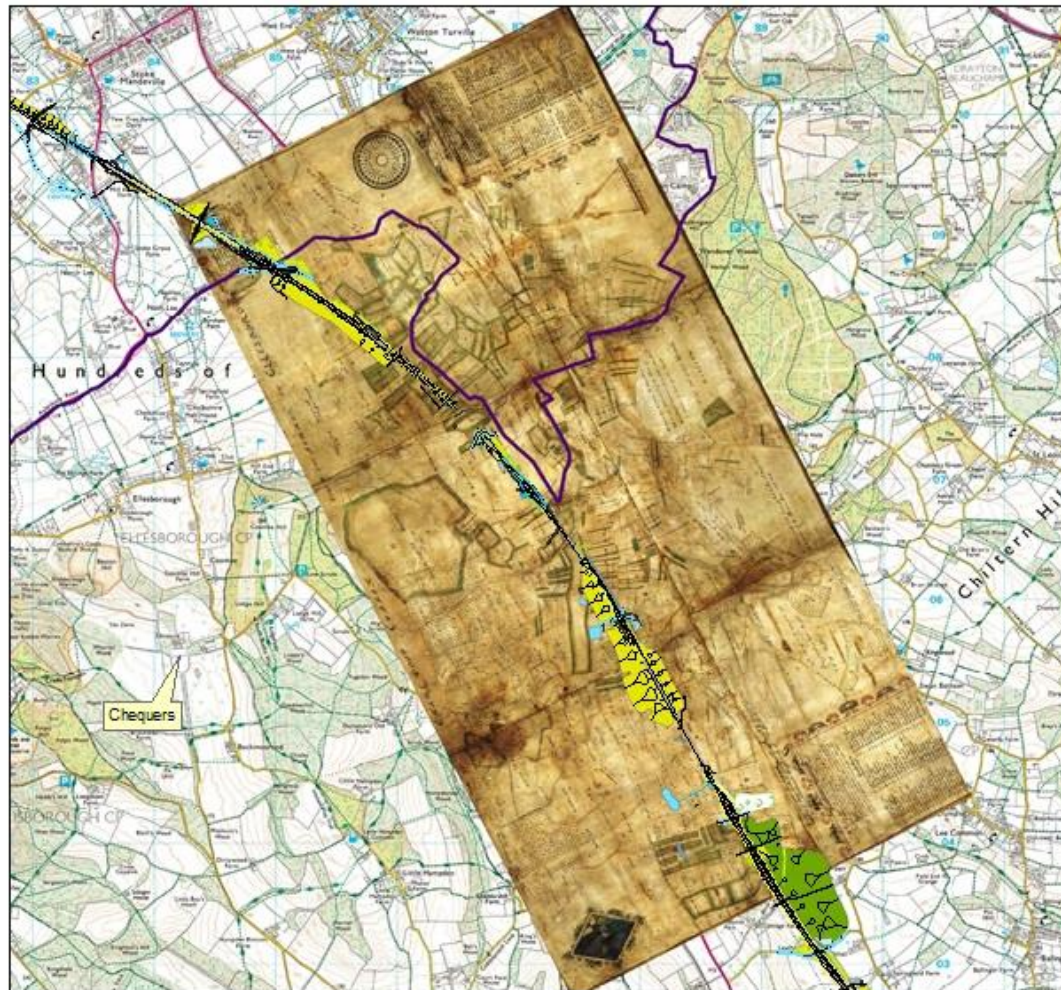
# HS2 – AN ARDUOUS PROCESS



- Unfair and inequitable process for constituents
- Information – information overload or lack of key facts and figures, errors
- Lack of transparency – important information often hard to find
- Tick box nature of consultations, community engagement and petitioning



# WHAT MORE NEEDS TO BE DONE?



HS2 and the Dame Mary Wolley Map



- Extent of Cutting
- Woodland habitat creation
- Landscape Mitigation Planting
- Balancing pond
- Land drainage area
- Sustainable placement area
- Landscape earthworks
- Rail alignment
- Chiltern AONB Boundary





# VENT SHAFTS AND GANTRIES

*"The Promoter does not agree that the Proposed Scheme will have such a major visual impact on the Chilterns AONB and should be lowered further"*





# ONE BIG TRAFFIC JAM?



# SOUTH HEATH AND POTTER ROW



Protect Potter Row



Saved by AP4



But South Heath is not blight free

I am asking for more to be done to help South Heath/Potter Row constituents

- 156 properties exceed peak noise – have all reasonable steps been taken?
- Haul road – can it be moved north?
- Pylons – a better solution for the area
- NTS scheme – fairness for those who are blighted

*“An area of Outstanding Natural Beauty is exactly what it says it is: an outstanding landscape whose distinctive character and natural beauty are so precious that it is safeguarded in the national interest”* Landscapes For Life, National Association of AONBs.



# TEMPORARY SUSTAINABLE PLACEMENT

800,000 metric tonnes of spoil to be stored “*temporarily*” for “*approximately 4 years*”



What assurances can HS2 give....

- Can they commit to cover the spoil and water it down on a regular basis?
- Can they commit to regularly clean properties in close proximity?
- Can they commit to restoring the site to its original condition?

# ONWARDS AND UNDER

The Local Authorities, community Groups and my constituents do not share HS2's opinion that the section of the HS2 route which remains above ground is:

*“along the most developed section of this part of the AONB, crossing the existing transport corridors of the A413 and the Marylebone to Aylesbury line”*

Why not tunnel on to where the land falls away naturally??

The solution:

- TBoW
- REPA
- Further from South Heath





# COMPENSATION



Not enough people are able to access NTS:

- 34 applications received – 17 accepted (50%)
- out of the 17 accepted 10 properties acquired
- out of those rejected 75% were rejected for failing to satisfy compelling reason to sell.



Firm commitment to changes for NTS in particular

- Make NTS scheme more accessible – **could you be eligible for the NTS?**
- Fair valuations – more local valuers
- Flexibility for South Heath/Potter Row

# INDEPENDENT REGULATORY BODY

- “Reasonable practicability” which allows HS2 to avoid mitigation where it adds unreasonable cost or delay to the project.
- Can HS2 be trusted to monitor itself with no independent oversight?
- HS2, SOS or Speaker’s office – not the appropriate channels to mediate and enforce environmental commitments.
- Independent body needed to regularly review progress and order compliance where necessary.



## DEFINITION

o “Regulatory body is the formal organization designated by a statute or an authorized governmental agency to implement the regulatory forms and process whereby order, consistency and control are brought to the profession and its practice.”

- ICN, 1997



# AONB HS2 MITIGATION REVIEW PANEL

- Please can the Committee recommend the introduction of an AONB HS2 mitigation Review Panel.
- There is already a panel for the Colne Valley. HS2 needs to recognise that a sensitive landscape such as the AONB needs to have the same provision.



# AND FINALLY.....



Reduce the speed to 300kph  
with huge environmental  
benefits



Firm commitment and maintenance  
strategy for 2 million trees to be planted



# THE LAST APPEAL

## 6 YEARS OF PAIN – CAN WE END WITH SOME GAIN?

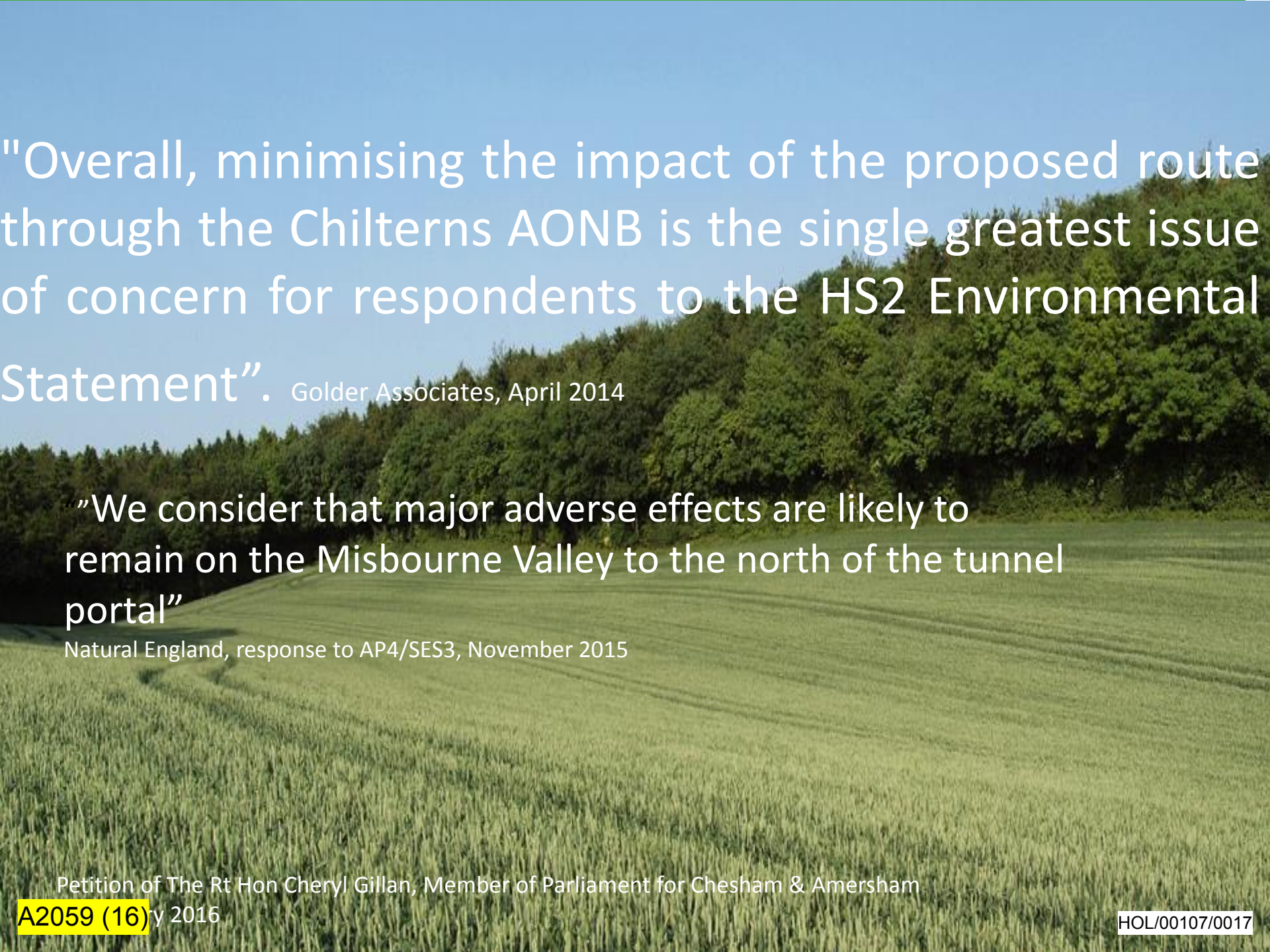
More  
tunnelling

Improved NTS

AONB HS2  
Mitigation  
Review Panel

Independent  
Regulatory  
Body





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