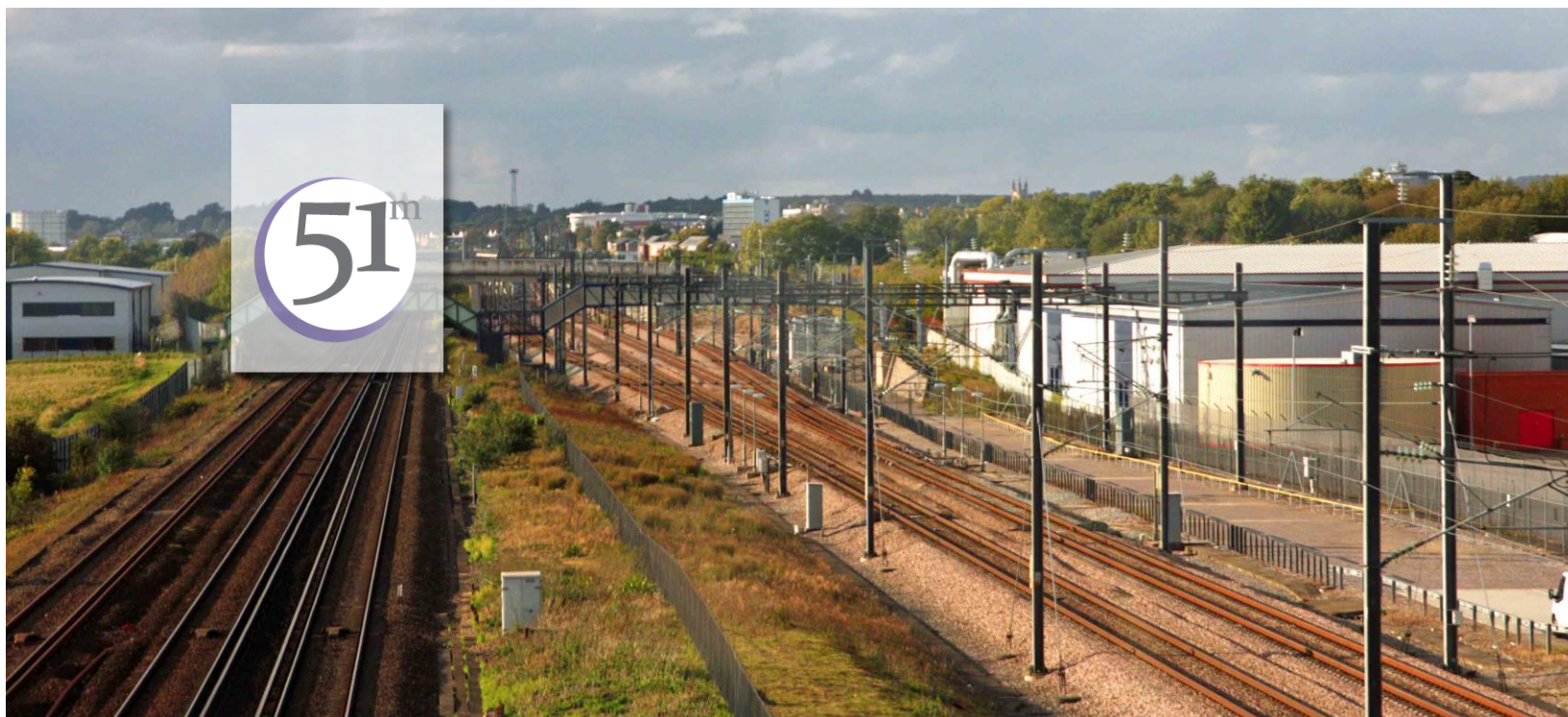


Interacting with



Steve Braund MSc BSc MCIEH

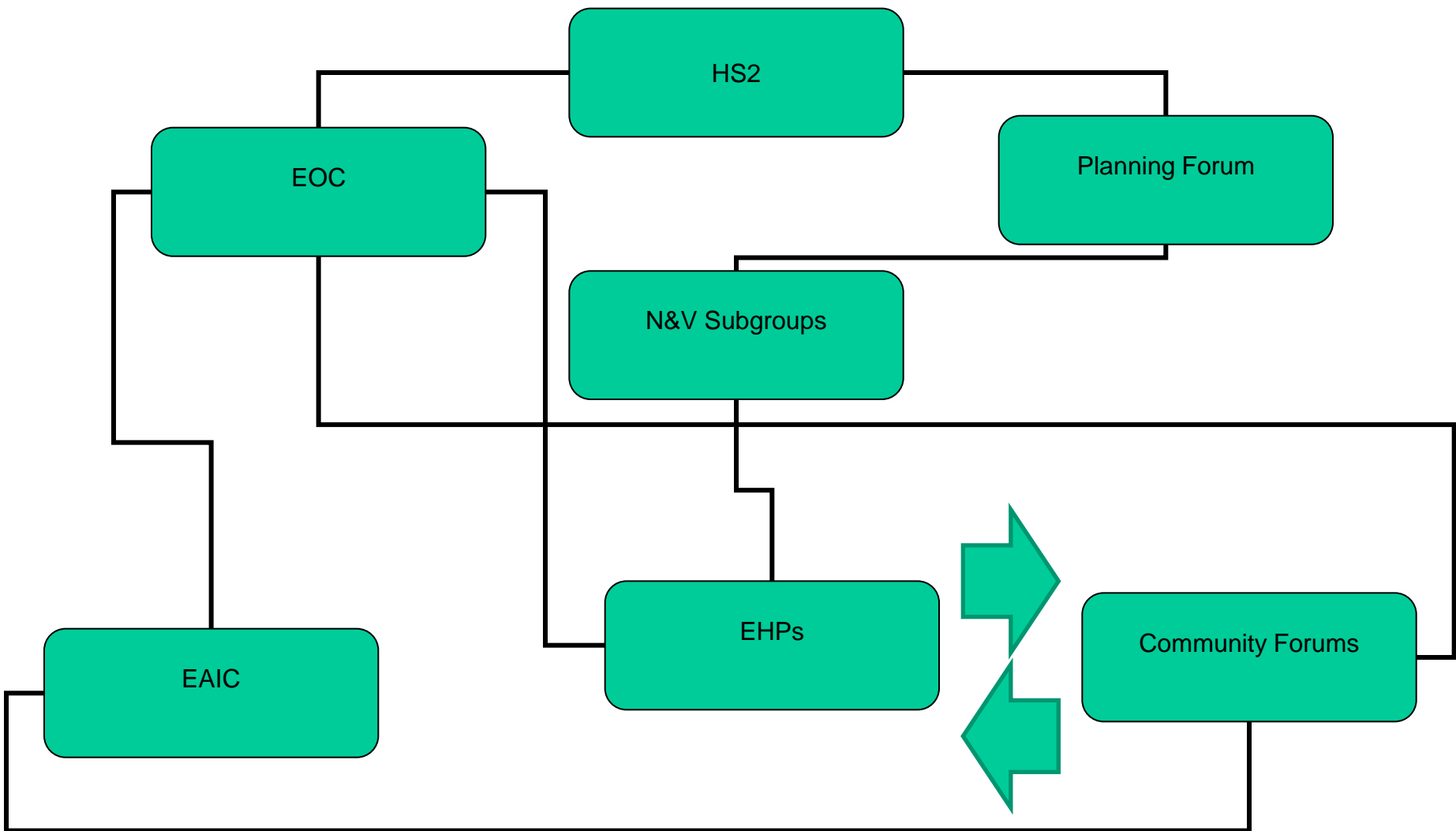
HS2 Programme 2012 to 2013

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



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

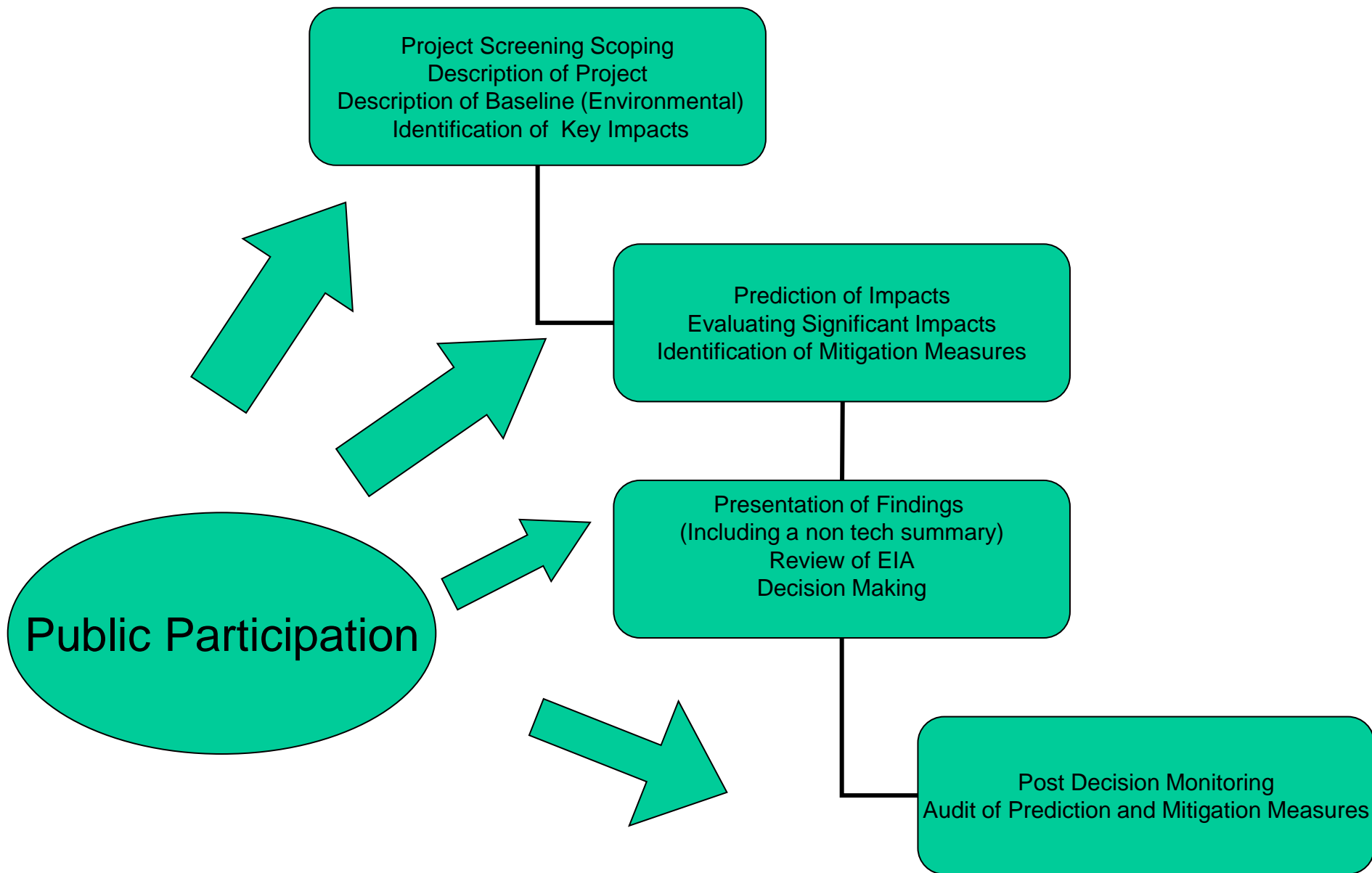
- Start up and Baseline
- Airborne sound- sources and prediction methods
- Ground-borne sound and vibration – sources and prediction methods
- Methods for identifying and reporting significant effects
- Sensitivity tests



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



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