

6th October 2021

RESPONSE TO 21/03275/HS2 - Land from Sheephouse Wood (south Of Calvert) To Bicester to Bletchley Railway Line To The North.

Dear Mr Mahmood,

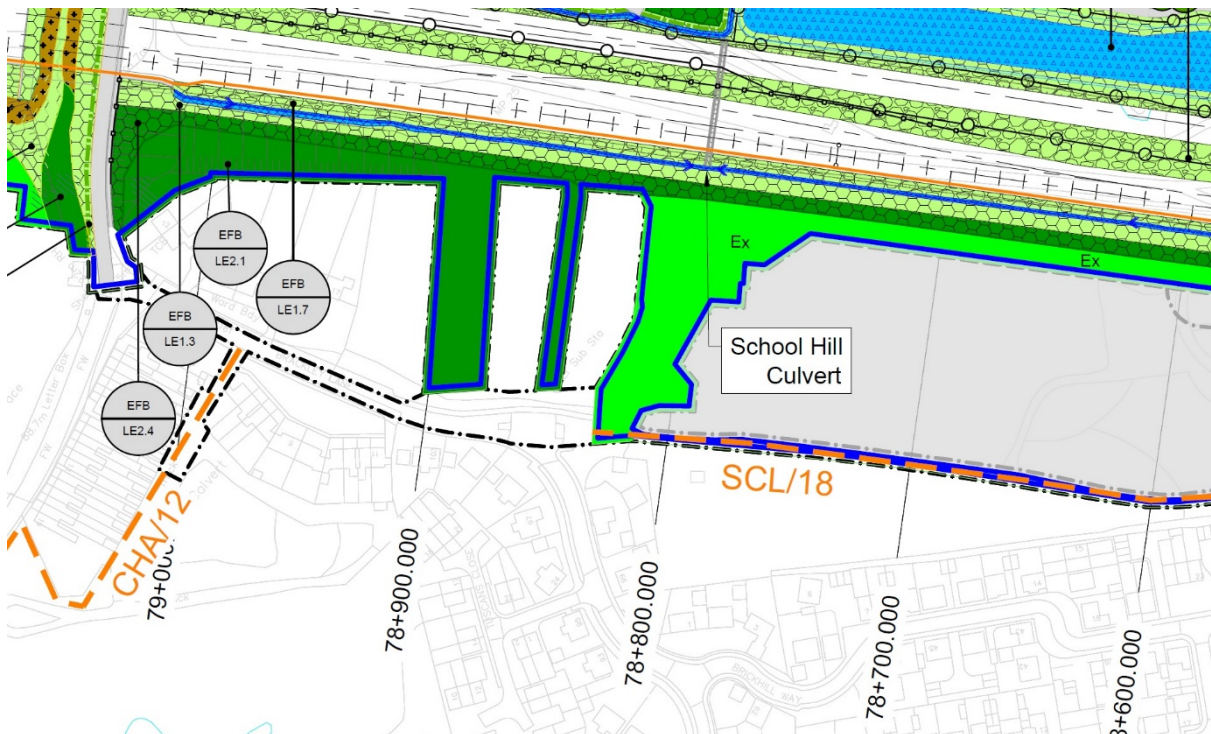
Calvert Green Parish Council **objects** to several elements in this schedule 17 planning application. It must also be highlighted that there are many anomalies and contradictions in the documentation which we would not expect from a project of this scale and resources. Consequently, we would ask that the following points be taken into consideration and if possible, the submission be amended for further consultation.

1. The railway line has been raised to the maximum permissible height increase within the act as it passes by Calvert Green. There is some concern that it may have actually increased more than 3m in places when compared to original environmental statement plans. Frustratingly, the cross-sections provided are conveniently at different locations to those provided with the environmental statement and additional provisions making it impossible to check or challenge. **We ask that equivalent cross-sections are shared which correspond to the original cross-sections and not these new ones.**
2. Contrary to being told by HS2 and its contractors that lifting the railway line would not impact Calvert Green any more, the noise projections show an increase in noise levels to properties. This is attributed to "the increase in source height reducing the screening effect of intervening houses". Many Properties in Cotswolds Way, Werner Terrace, Brackley Lane, Sandy Road and Brickhill Way are impacted by an increase in noise compared to the environmental statement; yet it is reported that this only representing "a marginal worsening overall" – even though both day and night LAeq's have risen by between 1dB and 3dB. This application now predicts 48 more Lmax property impacts on than the environmental statement which already identified many of these properties as a significant effect. Furthermore, a few properties affected are of three-storey construction with bedrooms on first and second floors. Previously, when the line was 3m below current ground level with a similar 5m high noise barrier, it was identified that noise predictions were only considered to a first-floor height. Now that the line is 3m higher, this previously unmitigated noise impact is exacerbated. **We insist that the noise barriers be increased from 5m to 6m. This would reduce LAeq noise levels by between 1 and 2dB at the receptor locations. EKFB's response**

that, “additional visual impacts, costs, embedded carbon, construction issues, etc. outweigh the marginal acoustic benefits that would arise from such an option” is unacceptable and should be challenged

3. Several documents including 1MC06-CEK-TP-DPL-CS06_CL09-000163 show the three strips of land between Brackley Lane, Calvert and the HS2 trace (see image below). The most southernly strip is shown as retained existing vegetation – even though it has already been completely cleared with an HS2 a compound on it. It is also referenced in IMC06-CEK-TP-STA-CS06_CL09-000001 REV C02 / 4.6.5 where “land to the west of the HS2 line between chainage 78+830 and 78+900 requires the placement of a sub-station with associated easements and overhead cabling where required”. It goes on to cover advanced works including fences and planting.

We ask that many visuals and maps that all show this as existing woodland are updated to reflect the design described in other documents of this application.



4. Still with reference to the three strips of land between Blackley Lane, Calvert and the HS2 trace, we draw attention to the northernmost strip. HS2 has already exceeded the allowable safeguarded land covered by the act. This additional land has been cleared and now has a compound located on it. The parish council challenged EKFB (EK at the time) on this additional land-take years ago and never received a response. **We ask that this is inspected and checked and that monitoring and safeguards are put in place to prevent more land take outside the Limits of Land to be Acquired or Used.**
5. The currently proposed noise barrier follows the HS2 line as it passes Calvert Green and Calvert Jubilee nature reserve. Even though the line is in a slight cutting when the noise barrier finishes, **we ask that the barrier continue to 80+000 this affording**

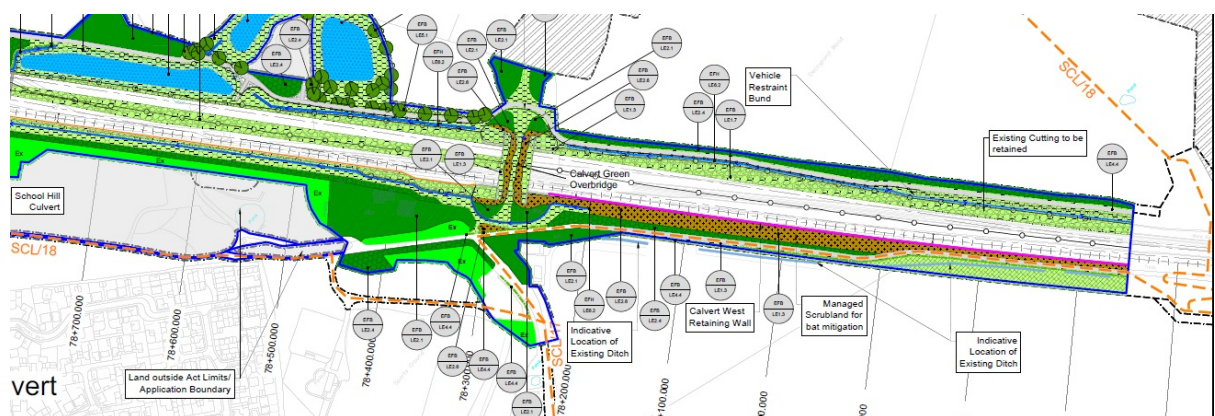
acoustic protection to the nature reserve and properties across the lake in Werner Terrace and School Hill which have limited acoustic mitigation.

6. U&A 1860 covers the provision of a 1.2m footway along School Hill and Addison Road between Calvert and Steeple Claydon. We see no reference to this in the application.

We ask that the application is updated to include the design of this work

7. There is confusion and contradiction between the diverted bridleway and footpath (SCL/18/1, CAG/3/1 and GUN/25/1). This is currently shown on Buckinghamshire Council's PRow website as closed with the diversion that is covered in this application. However, this diversion is not open. This bridleway has been closed for over a year already and with such a long-term project like HS2, an alternative must be made available. It is also unclear if the proposed diversion is suitable and will provide the necessary connectivity for horses as well as walkers.

Furthermore, both the environmental statement and this application show a footpath running alongside the proposed railway line with a crossing by Sheephouse Wood. This is excellent news, but contradicts communication previously provided by EKFB at community liaison meetings. The crossing by Sheephouse Wood is just outside of this schedule 17 application so it is difficult to determine how this works (see image below)



We request that further clarity and detail is provided on footpaths and bridleways. It is also essential after so much disruption by the HS2 project that local residents can continue to access the network of footpaths and bridleways, and that connectivity is maintained along with appropriate access for horse riders – during both construction and operation.

8. With all this additional infrastructure planned, we see no detail for the provision of maintenance for plants, ponds, drainage and other assets. Clearly this cannot be down to local authorities or parish councils to maintain, nor should it be down to taxpayers. **We request additional detail on the breakdown of assets and the who has ongoing responsibility for each, and where applicable the maintenance term.**
9. The majority of Sheephouse Wood and additional land to the south sits within Calvert Green parish, yet we have not seen any additional application for the schedule 17 relating to this area. **We request further information to be provided to the parish council when this schedule 17 application is submitted, and we are acknowledged as a consultee for comment.**
10. There are several sections in the IMC06-CEK-TP-STA-CS06_CL09-00001 REV C02 (on pages 38,42 and 44) where text has been redacted. Clearly in this context it is not personally identifiable or confidential information, and as a planning application worthy of comment, it

should be made available. It appears to reference wildlife (presumably rare or protected). However, as long as no actual locations are shared, this should not be redacted.

We request that an unredacted copy of this document be shared with the parish council to allow full consideration to this application

Clearly with all these points, along with those raised by other consultees, Calvert Green Parish Council respectfully requests that this application be resubmitted with all the necessary amendments and clarifications to enable a proper assessment and consideration for such a huge impact application on our communities.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'Phil Gaskin', with a long horizontal flourish extending to the right.

Phil Gaskin

Chairman, Calvert Green Parish Council