

Introductions and Scene Setting

- Small rural parishes
- Limited resources
- Overwhelmed by impacts of HS2 and EWR
- What happens on the ground bears no resemblance to assurances
- Impossible for us to govern HS2 and EWR contractors
- It has to be addressed NOW before main construction starts

£1 Million Environmental Mitigation Fund

- Agreement of equal split by parishes
- Scope is unacceptable
- Don't give us £1M and expect us to do HS2's work!
- Need an easier way to release funds and govern access
- We are prepared to compromise, but HS2 must too
- Currently stalled with no HS2 movement

Code of Construction Chaos



- Traffic management issues
- Retrospective works justification
- Royal assent triggered many underhand changes
- Impact to Businesses
- Impact to Parishes
- Damage to vehicles and property
- Ownership of responsibilities between contractors
- Police resources and impacts

"Where a project that is in the national interest imposes significant financial loss on individuals, it is right and proper that they should be compensated fairly for their loss"

PHILIP HAMMOND, SECRETARY OF STATE FOR TRANSPORT, DECEMBER 2010

Accountability and Governance



- So much going on in our area from both projects
- Somebody has to be responsible for actions
- HS2 currently has carte blanche
- No penalties to change behaviour
- What about spot checks?
- We need someone at a senior level to hold HS2 and EWR to account

Noise and Vibration



- Location and ground composition/lithology
- Parish councils advised HS2 10 years ago
- HS2 continued to dismiss concerns
- Since Act was passed, many changes have been made
- Still no vibration mitigation
- Not even the closest properties qualify for additional mitigation
- We cannot wait for Part 1 compensation

Summary

- Need better scope and allocation for £1M fund
- Need a senior role with responsibility and accountability in the area
- Proper mitigation
- Compensation for damage and losses now
- HS2/EWR Minister visit to our area

