

NOTES FROM VILLAGE MEETING - 9th January 2017

There are 2 consultations for the Government to seek views before taking a decision on the 1) route changes they are proposing (ie through Barnburgh) and 2) levels and scope of compensation offered.

- Consultation runs for 16 weeks and closes 9th March 2017
- The 2 Consultations are:
 - **Route Refinement Consultation** (details below)
 - **Property Consultation** (compensation) (details below)

What is Safeguarding

- This means that HS2 have overriding rights over any other planned development. Nothing can be done without their agreement as the area is safeguarded. The whole of the Phase 2b route has been safeguarded.

Homeowner payments Compensation schemes (available 1 year after train starts running)

Zone 1: 120m to 180m from the centre of the track - £22,500

Zone 2: 180m to 240m from the centre of the track - £15,000

Zone 3: 240m to 300m from the centre of the track - £7,500

Schemes available NOW

- *Express Purchase* - for properties in Safeguarded area - sell property to Government at unblighted market value + 10%
- *Need to Sell* - for property owners that have a compelling reason to sell but cannot sell (or can but at a reduced price) because of HS2. There are no geographical boundaries for this scheme - sell to Government for full unblighted market value

Subject to the outcome of the consultation, compensation schemes will be implemented in full in 2017 (except Homeowner payment scheme compensation which will be awarded 1 year *after* the train is in operation – ie 2034)

Timescales:

Nov 2016	Announcement of preferred route
Summer 2017	Announce results of both consultations
2018	Consultations on design refinements
2019	Hybrid bill put to Parliament
2022	Royal Assent received
2023-33	Construction and testing
2033	Railway operational by the end of the year
2034	Homeowner payments compensation made

Further information meetings

- Ed Miliband/HS2 meeting 20th January – Mexborough Resource Centre. **Must book in advance** ed.miliband.mp@parliament.uk
- HS2 Public Information Meeting - **Friday 10th FEB 2017 between 12pm and 8pm** at the Pastures Hotel, Mexborough.

Completing the forms

- **YOU MUST USE BLACK INK**
- **Deadline for handing in is 1st March** (if handed into a collection point) 9th March if you post yourself
- You can send the form back in the post or hand in to one of the collection points
 - Harlington Shop, Harlington Inn, Crown, Barnburgh Chemist
- You **DO NOT** have to fill in the personal details sections at the back

Property Consultation (compensation) Form

You can fill in every part of the form if you like, but **the parts that are important for Barnburgh are:**

PART ONE

- **Fill in your contact details**
- **Remember, you are NOT responding on behalf of an organisation or group**

PART TWO

Complete Question 1 - why the proposed compensation is not comprehensive or adequate

Suggested reasons for not supporting

- Noise impact carries further in the countryside than in built up areas. The noise is likely to carry to the whole of the village with no buildings to dampen it - this will impact everyone, not just those up to 300m away.
- Noise from zero has far more impact than simply having *increased* transport noise (ie in already built up areas or those with existing noise from motorways).
- The route will effectively cut our villages off from Doncaster as a community. We will be 'on the other side of HS2.'
- Long term impact on quality of life during construction (expected to be at least 3-4 years)
- We pay more for houses in this area because it is quiet and for the countryside - this is being taken away if the development goes ahead.
- The value of our homes may well go down for the foreseeable future due first to blight, then construction work, then ultimately noise/visual blight from the train.

Route Refinement Form

You can fill in every part of the form if you like, but **the parts that are important for Barnburgh are:**

PART ONE

- **Fill in your contact details**
- **You are NOT responding on behalf of an organisation or group**

PART TWO

Complete Question 7 (Do you support the proposal to amend the route to serve South and West Yorkshire?)

Suggested reasons for not supporting

- As it currently stands, the train comes from the South, stopping at Toton, Notts to be split in half (it cannot go on the Chesterfield/Sheffield line, at full size, due to line restrictions)
- At Huthwaite (south of Chesterfield), the line splits in two with the eastern, High Speed, leg going straight through to Leeds (via Barnburgh) and the western leg going through Chesterfield to Sheffield
- At Sheffield the driver has to get out and go to the other end of the train to drive it back south to the spur at Huthwaite to get onto the High Speed leg to travel onto Leeds
- Electrification of the spur line through to Chesterfield/Sheffield is being paid for by Transport for the North (not HS2) which makes HS2's cost savings seem better than the tax payer is actually paying
- Sheffield will ultimately receive one, maybe 2 trains an hour, at half the size/capacity of a 'proper' HS2 train.

- Therefore, **no train is servicing South Yorkshire at HIGH SPEED**. Trains will travel at normal speeds due to track restrictions.
- Meadowhall station had four tracks giving 5-6 services an hour on full-size High Speed capacity trains whereas Sheffield Midland station only has 2 tracks, can only take 1, maybe 2, trains an hour and has no scope for increasing capacity in future
- Any growth in demand cannot be coped with if using Sheffield Midland station.
- It is not a good route for South Yorkshire and does not benefit Doncaster.
- There is a worry we may subsequently lose train services from Doncaster.
- Massive visual impact – 21m high embankment.
- Long term impact on quality of life during construction (3-4 years depending on complexity).
- Further traffic in the area will cause gridlock on our narrow country roads.
- New roads may need building for construction traffic to access the site – even more disruption and permanent disfiguration of our environment.
- Many years of air pollution from construction vehicles and then the train.
- Loss of ancient woodland and countryside.
- Impact on wildlife.

Complete Question 8 (Do you support the potential development of a northern junction to enable high speed services stopping at Sheffield to continue further north?)

Suggested reasons for not supporting

- It has been proposed that instead of getting out of the train, the driver stays in and drives the train (still at half size at ordinary speed) on existing tracks through Sheffield, through Meadowhall, coming out at Clayton and then meets the new HS2 track coming up from Barnburgh
- Electrification of the proposed loop line is also being paid for by Transport for the North. Again making HS2 seem cheaper than the taxpayer will *actually* pay.

Complete Question 9 (Do you support the proposed location of the northern junction in the vicinity of Clayton? - Reasons)

Suggested reasons for not supporting

- If we don't agree to the Sheffield Midland station route then we have no reason to agree to a junction in the vicinity of Clayton
- Clayton is a small village in open countryside and will be completely overwhelmed by the trains coming both at High Speed from Barnburgh and ALSO at normal speed from Sheffield.

How to have your say

- Use the dedicated online response form at <https://property2b.dialoguebydesign.net/>
- Email your response:
 - To comment on the route email route2b@dialoguebydesign.co.uk
 - To comment on the compensation plan email property2b@dialoguebydesign.co.uk
- By post:
 - To comment on the route, write to **FREEPOST HS2 phase 2B route refinement consultation**.
 - To comment on the compensation plan write to **FREEPOST HS2 phase 2B, Property Consultation**.

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