



View over the Misbourne Valley from Mulberry Park Hill, in Potter Row. The house will be demolished and the AONB devastated by the proposed route

REPA (the Residents' Environmental Protection Association) is an association of 12 local groups who have joined forces to do something about the dire consequences of HS2 on the South Heath Area ie South Heath, Potter Row, Hyde End and Hyde Heath communities.

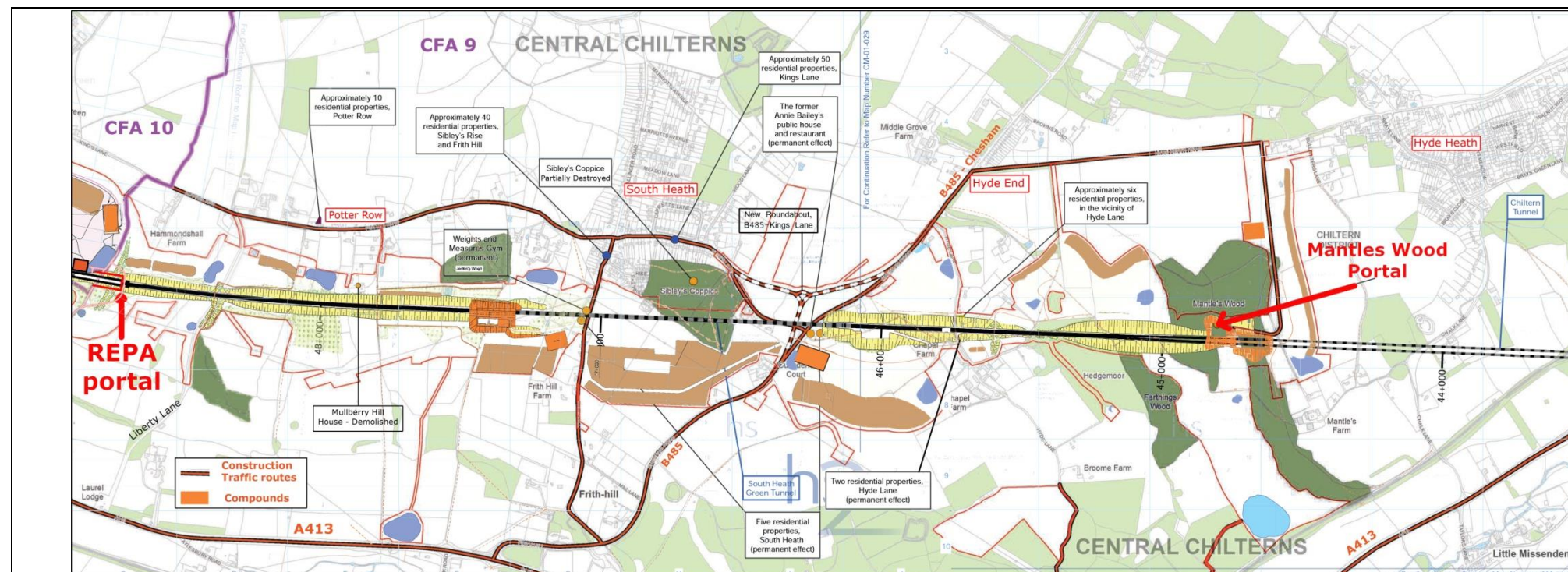
From the outset REPA had one simple question: **Why did HS2 Ltd only extend the Chilterns' bored tunnel as far as Mantles Wood in Jan 2012?** Surely at minimum it should have continued to where it cost no more than the surface route, to protect more of the AONB heartland, rather than surface in the middle of an ancient woodland on a hill?

HS2 Ltd couldn't answer this question, and so REPA was born.

Since 2013 REPA have commissioned Engineering Reports to show that the Chilterns' bored tunnel could go further **at no extra cost**. REPA petitioned for a 4.1km extension to the Chilterns bored tunnel to where the land falls away naturally (at Leather Lane).

You can find out more about REPA on www.repahs2.org.uk. REPA has over 800 members and is centred in the South Heath Area.

What is the REPA tunnel?



A 'fallback' tunnel in case the long tunnels are rejected

A 4.1km extension to the Chiltern tunnel that protects homes, communities, ancient woodland and parts of the AONB from HS2. The construction works shown above would not be necessary; the only surface works would be a Vent Shaft at Annie Baileys.

The REPA tunnel is a 4.1km extension to the Chilterns' bored tunnel. It follows the HS2 alignment (and that of the CDC/CRAG long tunnels):

- It ends at Leather Lane, rather than Mantles Wood, replacing the 1.3km cutting to Annie Baileys; the 1.2km South Heath 'Green' tunnel and the first 1.6km of a shallower cutting that runs the length of Potter Row – preserving 4.1km more of the AONB
- It preserves three ancient woodlands and protects 500+ homes in the South Heath Area that are within 1km of the HS2 route.
- It eliminates the massive "temporary" local spoil heaps, & permanent dumps at Hunts Green (1.9Mt), and at South Heath.
- It avoids over seven years of disruption to our local road network caused by construction traffic.

As well as the environmental benefits, the REPA proposal saves wider economic costs of HS2's proposal eg tourism, traffic delays; blight; health/welfare.



Summary



The REPA tunnel should have been proposed in Jan. 2012, as it has no or negligible extra cost yet delivers huge environmental benefits. **Rejecting the REPA tunnel shows that HS2 Ltd did not take their environmental responsibilities seriously**, and still do not; HS2 Ltd told REPA it was for the Select Committee to balance cost against environmental damage.

REPA BORED TUNNEL PROPOSAL

What is it?	4.1km extension to Chiltern bored tunnel Surfaces at Leather Lane (instead of Mantle's Wood)
Benefits	Preserves 3 ancient woodlands Preserves an extra 4.1km of the AONB Protects 500+ homes and the community within 1km of HS2 Avoids permanent landfill in AONB eg at Hunts Green Avoids 7yrs+ of construction chaos (and huge spoil heaps) Saves wider economic costs eg tourism, traffic delays
Costs	Cost neutral (see REPA Eng. report) – HS2 Ltd est. = + £60m
Time	No delay to programme (REPA Eng. report) – HS2 say 1yr
Given the acknowledged major environmental benefits (on top of the wider costs avoided) why was REPA proposal not Jan. 2012 decision?	

We ask the Committee to implement the protection which should have been given to the AONB - by accepting a tunnel throughout the AONB, or failing that, by the REPA fallback tunnel solution.



Mantles Wood, sacrificed for HS2

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What do HS2 Ltd object to?



REPA have met with HS2 Ltd twice and HS2 Ltd do not dispute that **the REPA tunnel is technically feasible and is environmentally better.**

It was discussed in the Environmental Statement in 2013 but rejected on cost and timing.

In 2014 HS2 Ltd finally provided their standardised analysis of our proposal (their options "SIFT") as they have done for other tunnels. The SIFT states that apart from a 'minor worsening' of cost and timing, the environmental impact was a 'major improvement' on HS2 Ltd's plans.

Our updated Engineering Report refutes both cost and timetable objections, with strong expert evidence.

On cost: REPA's Report demonstrates that the **REPA tunnel is cost neutral**, while HS2 Ltd assume a net extra cost of about £60m to extend 4.1km to Leather Lane (or £48m to go 3.6km to Liberty Lane). Both parties agree this is before the environmental benefits are included or any other local wider economic costs e.g. traffic delays, blight, tourism.

On timing: REPA also demonstrates it **will not delay the HS2 programme**, while HS2 Ltd's SIFT says it will take an extra year. REPA show that HS2 Ltd are using unrealistically low rates of boring the tunnel and fitting it out with rails etc compared to rates achieved for similar long tunnels.



Annie Baileys, demolished for HS2

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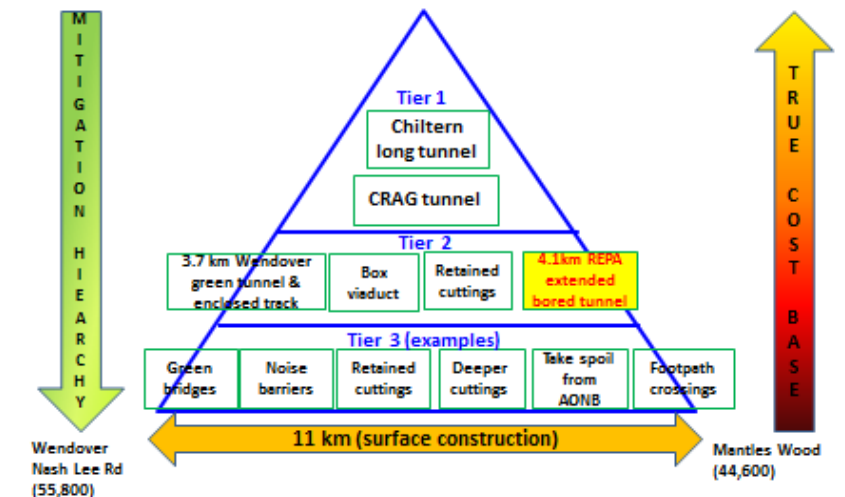
Does REPA conflict with the long tunnel proposals?

No. REPA supports the approach of a mitigation hierarchy for AONB.

REPA works closely with CRAG and Chiltern District Council who are promoting long tunnels through the entire AONB. REPA have petitioned for the **long tunnel** as their **preferred solution for the AONB** (Tier 1).

But REPA must take a pragmatic approach. If the long tunnel proposals are rejected, then we need a fall-back or our community will be severely impacted without any bored tunnelling solution. The REPA solution (Tier 2) is much better than deeper cuttings etc (Tier 3), and infinitely better for the local community than what is currently proposed.

Mitigation Hierarchy for the AONB



Weights and Measures, obliterated by HS2

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