

HS2 Proposed Access Shaft at Junction of Whielden Street & Southbound A404

1. Is the route indicative only, or a true line of proposal?
2. Could the site of the Access Shaft be relocated? The consensus of the residents was that the junction of the A413 and the A404 here is already very busy and entry onto the Southbound A404 is currently difficult for cars exiting Whielden Street. The current proposal would bring another road junction onto an already busy and dangerous junction.
3. Assuming the current proposed siting of the Access Shaft, would the approach roads to the Access Shaft necessitate changes to the existing road layout?
4. What is the purpose of the shaft?
5. Are all shafts the same specification? If not, is this a “major” or “minor” construction site (e.g. Air pressure ventilation shaft or maintenance or access for emergency services in event of accident?)
6. What are the approximate dimensions of the shaft?
7. What are the approximate dimensions of the access area to be occupied by the (a) site while being constructed and (b) the finished shaft and surroundings?
8. Can we view detailed plans of an Access Shaft with measurements?
9. Where will the work camps be sited and what provision will be made for work encampments for construction workers and plant? Adequate parking and storage facilities for materials need to be provided away from the Old Town.
10. What is the time frame from start of project to completion and making good the surrounding area?
11. All site traffic should be directed along the Amersham bypass and not be permitted to enter the Old Town.
12. Will Whielden Street be closed to traffic at the bridge, i.e. where the A413 Amersham bypass flies over Whielden Street, in the vicinity of the Hospital? (Normally, Whielden Street is a main route for emergency services and buses)
13. Concerns about construction works taking up the limited parking available near the hospital or worse still, in Whielden Street.
14. How will the hospital and crematorium be accessed by foot and by car?
15. Will the work carry on overnight?
16. Are there any figures available for pollution by dust, light and noise for construction areas of this nature?
17. We want to ensure the protection of listed buildings (without foundations in some cases) in Gilbert Scott Court and Whielden Street from vibration caused by excavation of the tunnel and/or regular usage of the tunnel.
18. Is there somewhere on the route of HS1 that we can go to view an access shaft of a similar scale?
19. Will the power be generated from Mop End? If so, will more pylons need to be constructed? If not Mop End, where will the power come from?
20. What will be visible above ground after construction?

21. What measures will be taken to obscure/landscape any construction visible above ground?
22. What is the time frame for making good the countryside after work is completed?
23. If there are no definitive answers to any of the above questions, when can HS2 Ltd respond with definite answers?