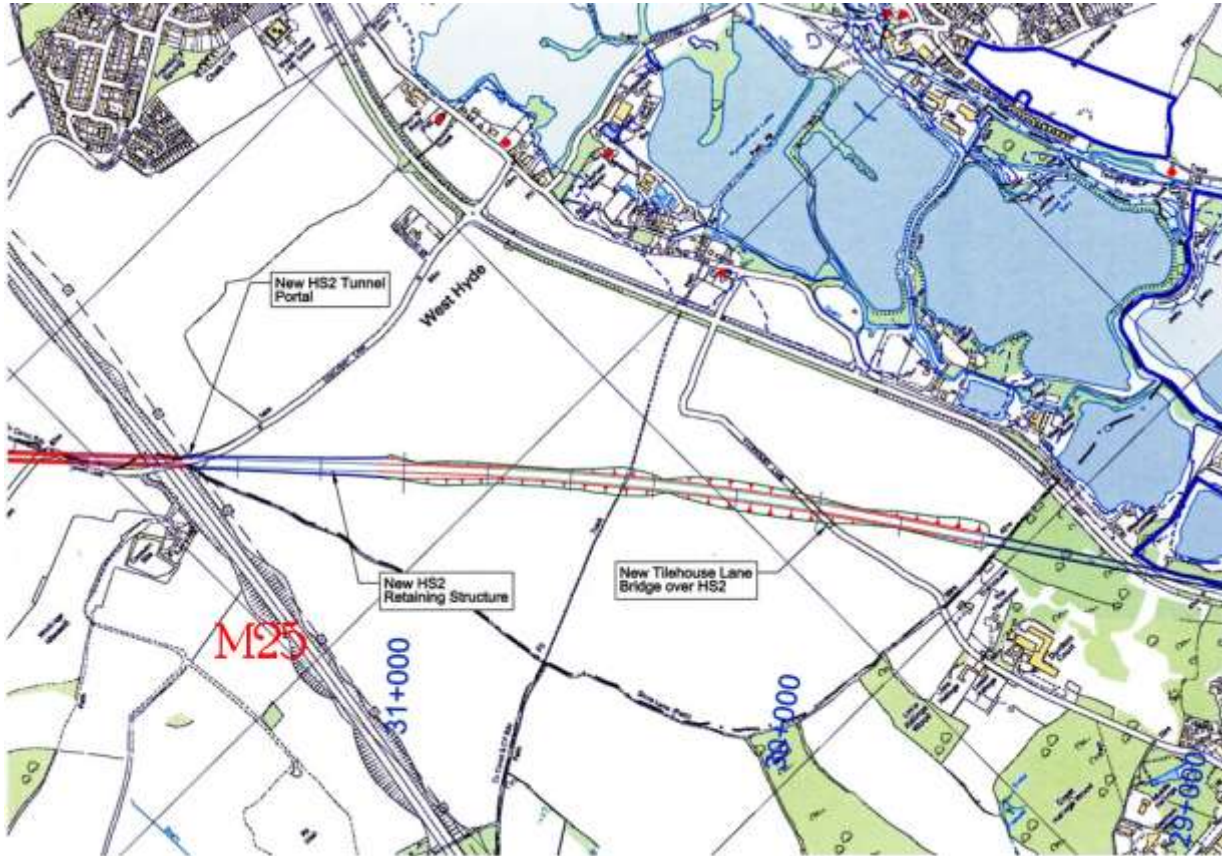


HS2 – An overview of local concerns to be addressed by the Chalfonts Community Forum

The route from West Hyde to Little Missenden would be almost entirely tunnelled. The main areas of concern arise from the construction of the tunnel, four planned emergency access shafts, possible damage to the River Misbourne and adjacent aquifers and long term vibration and noise impacts.



(1) - West Hyde to the M25 (Arup map Sheet 5 Chainage – 29.6 on)

The route approaches the Chalfonts across arable farmland at West Hyde as it leaves a viaduct that crosses the Colne Valley Country Park. It then enters a 8.25 mile long twin bore tunnel just south of the M25. This would be the site of a massive construction camp. Phase 2 could also involve construction of a spur to Heathrow which would leave the main route here in a tunnel.

The construction period would be seven years and even longer if a Heathrow spur is added. The south-bound track for this spur would need to cross the north-bound track at this point resulting in a complex junction.

All the spoil from the tunnel would be removed from this end. This is likely to amount to some 6 million tons. It is not known exactly how this would be removed or where it would go. It is most likely that it would be removed by road which would involve in excess of 700,000 lorry movements. A link road from the site to the M25 would be needed and perhaps another from the M25 to the A413.

Returning lorries would then be on the 'wrong carriageway' and would need to cross the motorway either by another link road or by continuing along the motorway to junction 17 and returning on the anti-clockwise carriageway. This is one of the busiest sections of the M25 and has recently been widened to four lanes in an attempt to tackle congestion.

Enormous amounts of material would also be imported for the construction of the tunnel and portal and also an extensive retaining structure which would result in considerably more lorry movements with such serious implications for local roads.

A bridge is planned across Tilehouse Lane. Presumably this would require closure of this link road as well as Chalfont Lane at some time during the construction period.

Footpaths.

There are three footpaths affected here:

FP. DN 2 / RK 2 The South Bucks Way (*This is a 23 mile walk from Coombe Hill near Wendover to the Grand Union Canal at Denham traversing the Chilterns AONB.*) Presumably this footpath could be re-instated under the viaduct but there is no mention of this on the plans.

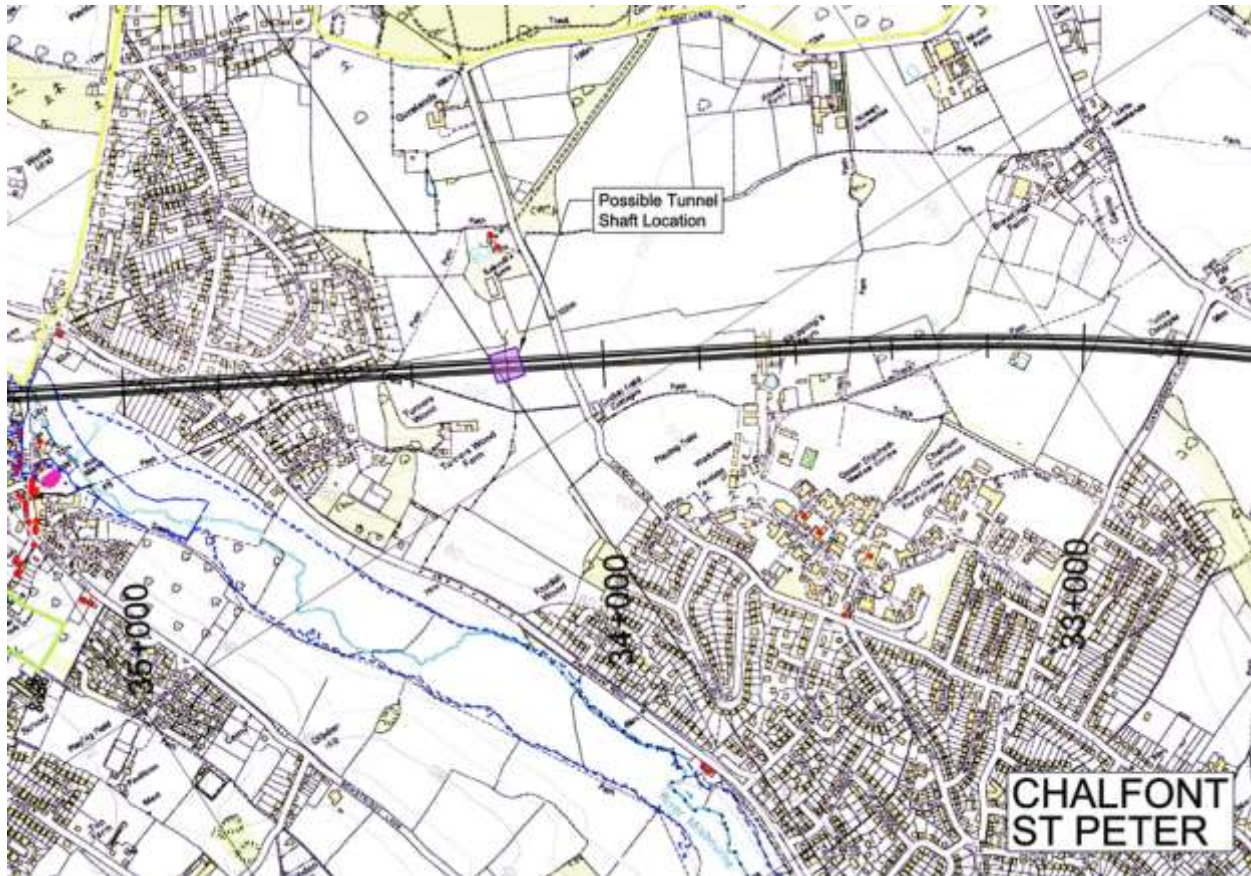
FP. RK. 4 North Orbital Road – A track Bridge would be needed but is not shown on plans. Path would presumably close permanently.

FP. CP 44 / RLK 2 Shire Lane (*This is an ancient footpath - possibly pre-historic*). Footpath could be re-instated across tunnel portal.

These paths would be affected for seven years by the huge construction camp as well the possible subsequent construction of a Heathrow spur.

Suggested Forum Actions.

- Contact landowner/farmer to establish likely business implications
- Contact residents in West Hyde to ensure that their concerns are addressed
- Investigate implications of possible closure of Chalfont Lane and Tilehouse Lane



(2) - Emergency access shaft alongside Chesham Lane, Chalfont St. Peter.

(Arup map Sheet 6 Chainage – 34.2)

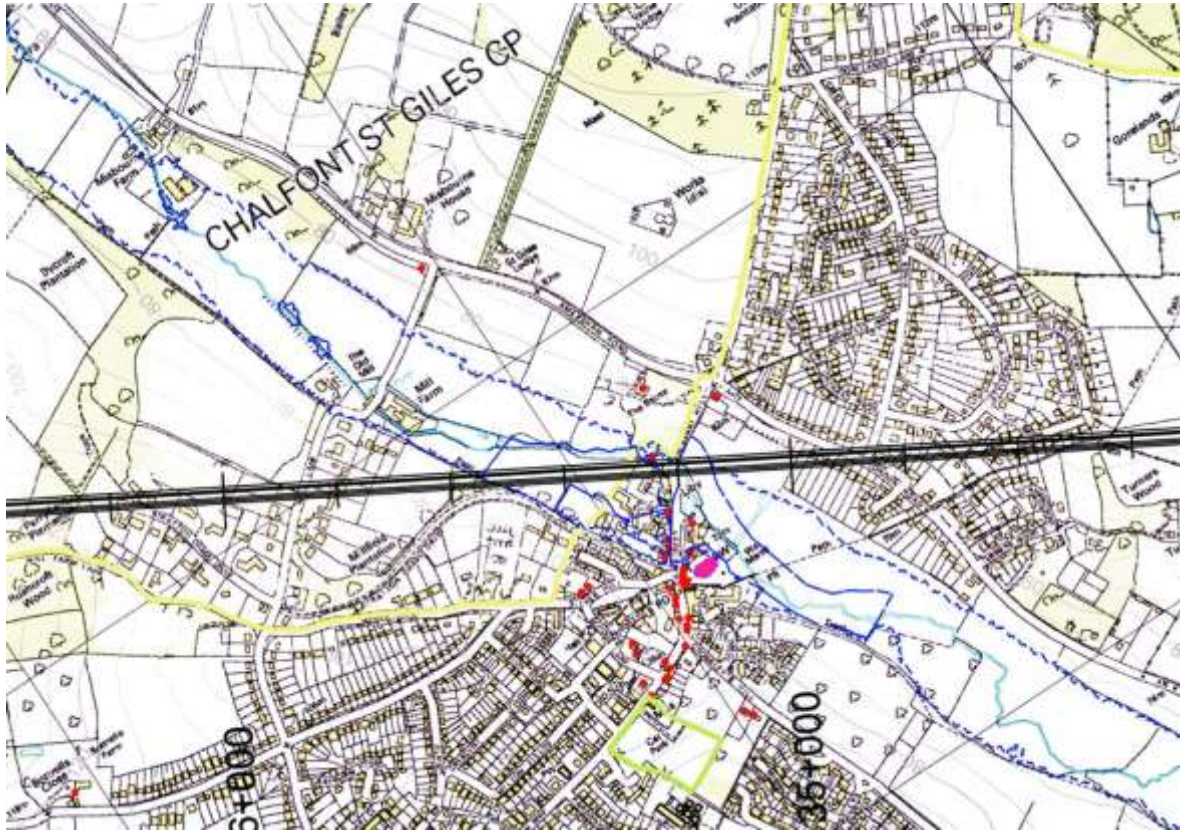
This shaft would be over 46 metres deep and would require the removal of a considerable amount of spoil. Presumably this would be by road via Chesham Lane, Monument Lane and Rickmansworth Lane. These roads might have to be widened and straightened to accommodate large construction vehicles and for long term access by emergency service vehicles. Possible closure of Chesham Lane during construction.

Footpaths.

Chesham Lane – Footpath would only be affected during construction period.

Suggested Forum Actions.

- Contact landowner/farmer to establish likely business implications
- Contact residents in affected roads in order to ensure that their concerns are addressed
- Investigate impact of possible vibration on the Epilepsy Centre both during the construction period and after completion.



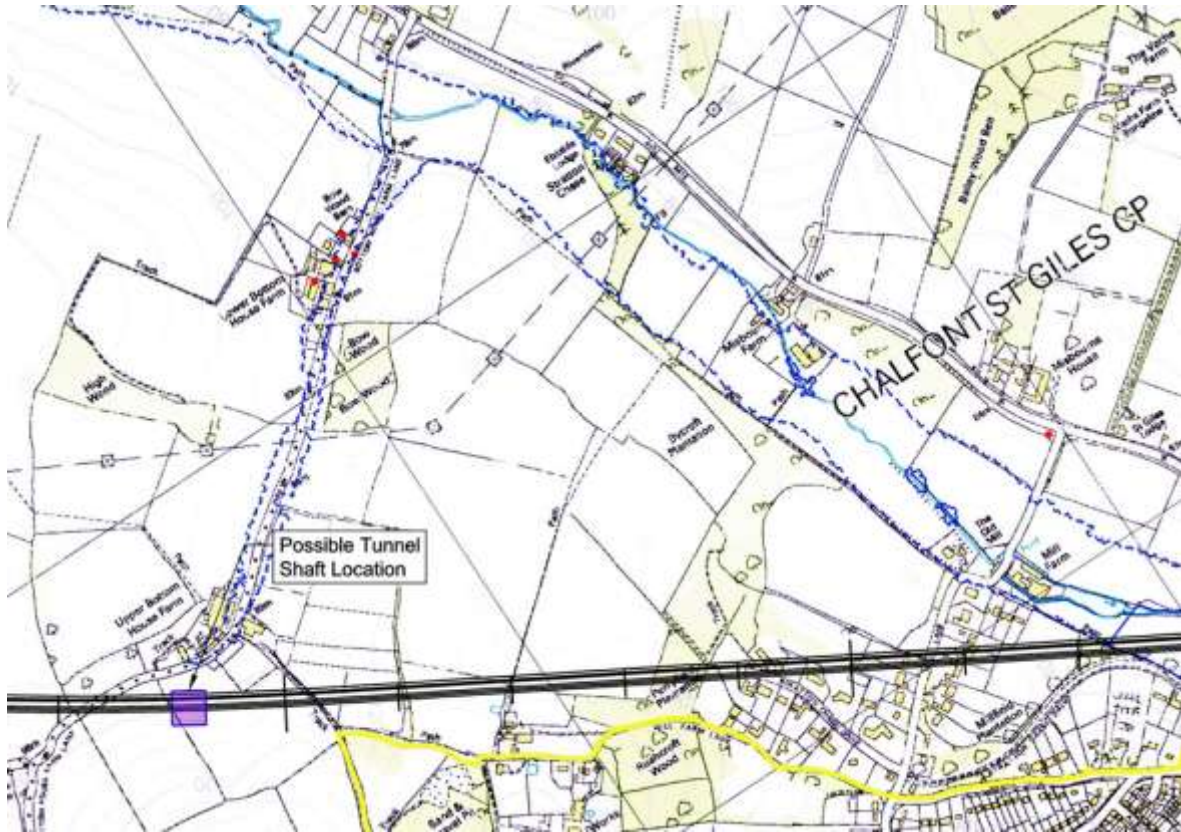
(3) - Tunnelling under River Misbourne, Chalfont St. Giles.

(Arup map Sheet 6 Chainage – 35.2)

Tunnel here would be less than 20 metres below the River Misbourne. This is one of the few precious Chalk Streams in the Chilterns. These are an internationally scarce and protected habitat.

There are serious concerns arising from the Geology and Hydrology of the ground underlying the route. Construction of the tunnel could lead to long term damage to the Chalk aquifer system and possible pollution of the main water supply system for South Buckinghamshire and North West London with the subsequent need to source water from more distant sources. Depression of the water table in the Misbourne Valley could result in the total loss of surface flow in the Misbourne River and destruction of the adjacent habitats. There would be a real danger that the river would be lost forever.

There are also concerns regarding the possible effects of vibration on buildings in Chalfont St. Giles.



**(4) - Emergency access shaft alongside
Bottom House Farm Lane,
Chalfont St. Giles.
(Arup map Sheet 6 Chainage – 37.2)**

This shaft would be over 40 metres deep and would require the removal of a considerable amount of spoil. Presumably this would be by road via Bottom House Farm Lane to the A413. This road would have to be widened and straightened to accommodate large construction vehicles and for long term access by emergency service vehicles. It is possible that this road would be closed during construction.

There are also concerns regarding the possible effects of vibration on the buildings.

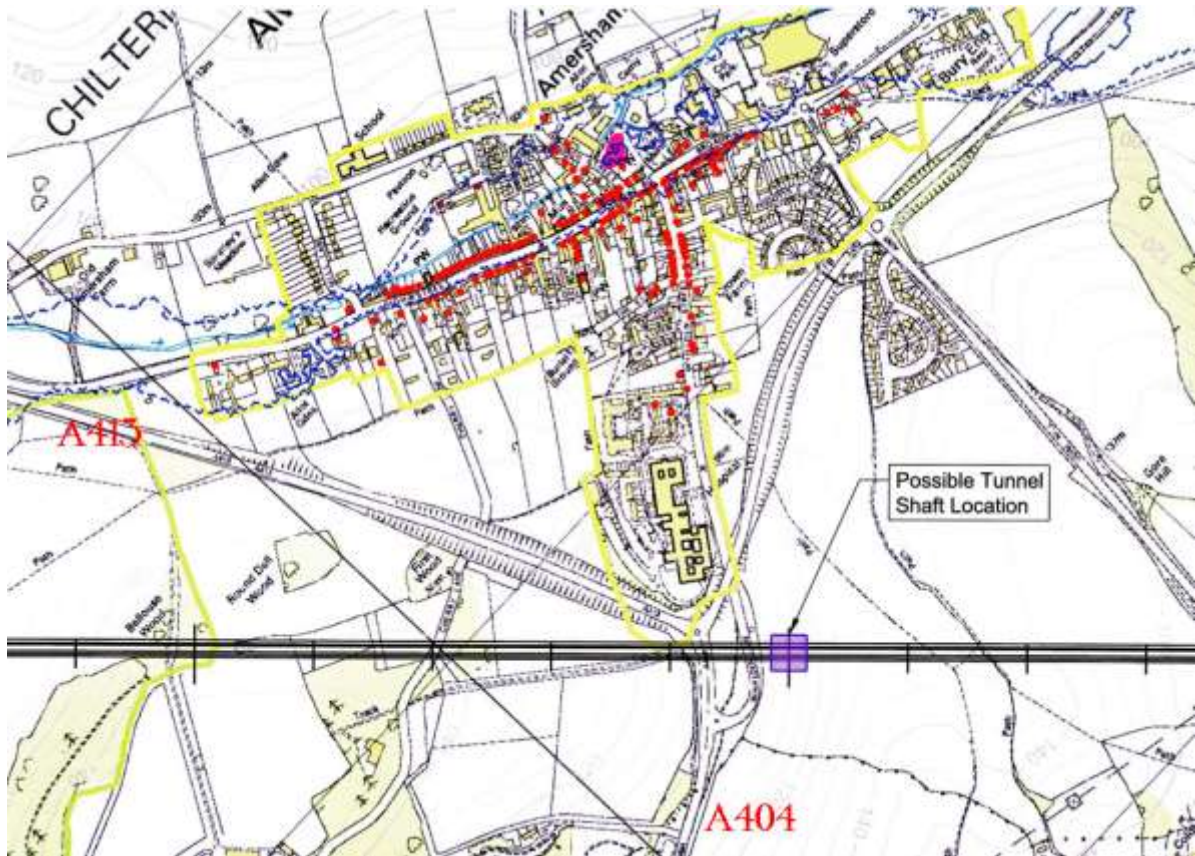
Footpaths.

FP. A16 / CG 30 The South Bucks Way – Footpath would be affected during construction period. and presumably would eventually be re-instated.

FP. CG 28 Upper Bottom House Farm – Footpath would be affected during the construction period and presumably would eventually be re-instated.

Suggested Forum Actions.

- Contact landowner/farmer and riding stable to establish likely business implications
- Contact residents in order to ensure that their concerns are addressed



(5) - Emergency access shaft alongside Whielden Street, Amersham.

(Arup map Sheet 7 Chainage – 40.1)

This shaft would be nearly 40 metres deep and would require the removal of considerable amounts of spoil. Presumably this would be by road via Whielden Street to the A413 via the A404. There is concern that part of Whielden Street could be closed during construction.

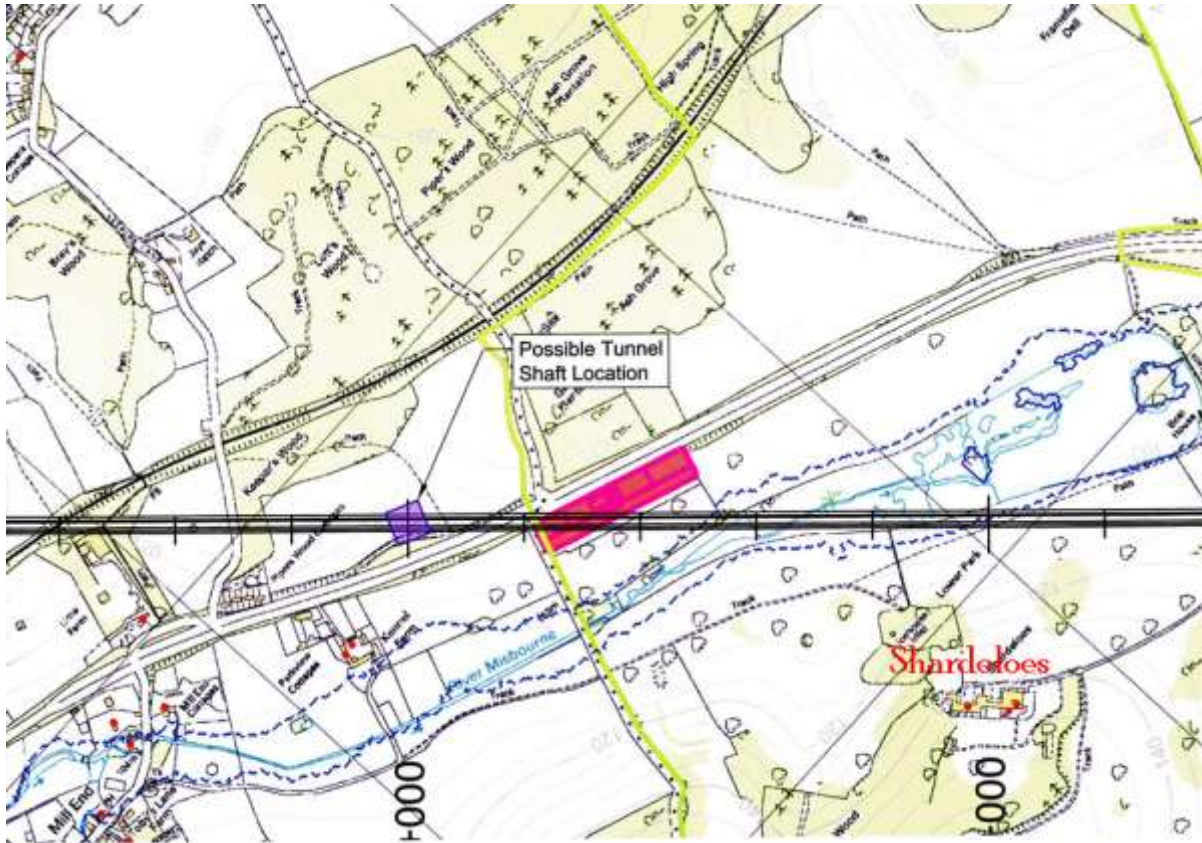
There are also concerns regarding the possible effects of vibration on buildings in Whielden Street.

Footpaths.

FP. A21 - Footpath would possibly be affected during the construction period.

Suggested Forum Actions.

- Contact landowner/farmer to establish likely business implications
- Contact residents in affected roads in order to ensure that their concerns are addressed
- Investigate implications for Amersham Hospital



(6) – Tunnelling near Shardeloes, Amersham.
 (Arup map Sheet 7 Chainage – 42.1)

Tunnel here would be at a depth of 21.4 metres. There are concerns regarding the possible effects of vibration on Shardeloes, a listed building of special architectural and historic interest.

**(7) - Tunnelling under River Misbourne,
 Little Missenden.**
 (Arup map Sheet 7 Chainage – 42.6)

Tunnel depth here would be 22.6 metres. This would be the second tunnel under the Misbourne with the same concerns as in (3).

**(8) - Emergency access shaft alongside A413,
 Little Missenden.**
 (Arup map Sheet 7 Chainage – 43.0)

This shaft would be nearly 25 metres deep and close to the A413. There are concerns about the likely disruption to traffic on this busy main road.

Footpaths.

FP. LM 40 - Footpath would be affected by the possible siting of a construction camp but could be re-instated after construction period.

There can be no doubt that the most serious impact on this whole area will be during the prolonged construction period. If the A413 is used to transport the spoil then this will have a major impact on the lives of local residents generally and anyone travelling along the A413, the M25 and numerous other local roads. It is of the utmost importance that these concerns are addressed at an early stage. It must also be born in mind that a waste transfer station is propose at the Bucks CC depot on the A413. One of the main concerns raised by local residents is the considerable increase in HGV traffic using this site.

There are a number of other issues which will also need to be addressed.

Working hours. We need an assurance that there would be no overnight or weekend working and that working hours would be reasonable.

Noise and light pollution. This again must be kept to acceptable levels.

Construction Camp. We would need to know the number of workers involved, what accommodation would be provided, would families be included possibly impacting on local social and medical services.

Security. Would this be provided by contractors and would any have to be funded by local ratepayers.

There are also a number of long term implications that would have to be considered.

Re-instatement after construction. Exactly how much land permanently required.

Security fencing signage and lighting. Would the access shafts be permanently illuminated and just how much security fencing and signage would be required.

Emergency access shafts. What specialised equipment would be needed by local emergency services. Would extra staff have to be recruited. What special training would be needed. Perhaps most importantly – who would pay for all of this. It must not be funded by local ratepayers and an assurance must be sought that existing local emergency services would not suffer as a result.