

Community Forums are intended to provide an opportunity for local representatives to raise issues of importance to them and to reach consensus on preferred mitigations for HS2 Ltd. Attendance at a Forum does not indicate support by these groups for the scheme.

HS2 Ltd hosts and attends Community Forums, and has undertaken to record and publish issues, actions and requests raised during these events on their website. The matters raised by forum members are their views, and publication by HS2 Ltd should not be construed as acceptance or agreement with the sentiments expressed.

Dunsmore, Wendover & Halton Community Forum

10th September 2012, 7.30 – 9.30, Wendover Library

Draft note

Forum attendees

Independent Chair

Representatives of:

- BBOWT
- Bucks Local Access Forum
- Chamber of Trade and Commerce
- Chesham Society
- Chiltern Countryside Group
- Churches together
- Dunsmore Village Hall Association
- Halton Parish Council
- HP22 6PN Wendover Action Group
- John Colet School
- David Lidington MP
- The Chiltern Conservation Board
- The Dunsmore Society
- The Lee Parish Council
- The Wendover Society
- Wendover Parish Council

Neil Cowie, Country South Area Manager – HS2 Ltd

Martin Wells, Country South Area Stakeholder Manager – HS2 Ltd

Mark Bailey, Country Environment Manager – HS2 Ltd

Charlotte Brewster, Country South Community & Stakeholder Advisor – HS2 Ltd.

Farahnaz Ashouri, Consultation Team – HS2 Ltd

1. Welcome & introductions

Introductions and apologies made were made.

2. Meeting note and actions

The meeting note was discussed and agreed based upon the following amendments:

- That access to Ellesborough Road still warrants further discussion
- That the final sentence of item 2 – membership should be removed.
- To remove the term 'budgeted' from Item 3 as there has been no specific budget aligned to each part of the route
- To include the specific issues listed by the Chilterns Conservation Board within the body of the minutes in section 5

The actions were discussed and agreed based upon the following amendments:

- That the discrepancies between the numbering in the report and action tracker should be rectified

Actions

- That a link to the Community Forum pages should be added to added to the e-mail when minutes are circulated
- To continue to include as much information as possible in [advance of any meeting, including with](#) the agenda packs. [Hs2 Ltd stated that this may not be feasible, but the forum disagreed and requested in particular that {presentation details and notes, not just presentation slides, to be sent to members advance of forum meetings so that members could consider these in advance and ask informed questions at the meeting as well as saving time at the meeting taken up by these reports recognising constraints}](#)

3. General update

Bilateral meetings

A report was provided on the bilateral meetings which had taken place so far in the community forum area.

There was dissatisfaction within the forum about the anonymised nature of the written update as certain groups were happy for the full minutes of their meetings to be circulated. There was suggestion that the forum should request that minutes of bilateral meetings be circulated to all forum members.

HS2 Ltd clarified that they did not intend to share the notes of meetings they have had, but provide an overview of the key issues discussed. HS2 Ltd clarified that they check before bilateral meetings as to whether the group in question is happy to provide a verbal update at the forum meeting. HS2 Ltd are keen to ensure that no

groups feels uncomfortable or obliged to share minutes of meetings they have had with HS2 Ltd.

The forum were not happy with this approach and requested that members attending a bilateral meeting be informed initially by HS2 Ltd of the forum request that minutes of the meeting be made available to forum members, accepting that these could exclude personal confidential matters ~~agreed that due to the personal nature of some meetings, the decision should lie with the group themselves to circulate minutes from bilateral meetings should they so wish.~~

There was comment that meetings had taken place which weren't mentioned within the list provided as part of the agenda pack. HS2 Ltd clarified that the meetings in question were not with the stakeholder & engagement team.

The bilateral updates were as follows:

The Chesham Society – It was detailed that meeting attendees had spent considerable time discussing road realignments and felt that some of the wider road realignment issues should be explored within the Wendover and Missendens forums. The minutes of the meeting had been circulated to the forum distribution group.

CRAG – The CRAG engineering group met with HS2 Ltd to discuss their two tunnelling proposals which they felt haven't yet been considered by HS2 Ltd. Both options consist of extended bored tunnelling through the AONB area. HS2 Ltd had agreed to look into these options and report back

HS2 Ltd outlined that a wide number of tunnel options, including one similar to that being discussed, had already been considered by the Secretary of State prior to her announced route in January 2012. HS2 Ltd agreed to forward the group a link to the appropriate documentation.

The Dunsmore Society / HP22 6PN – The group highlighted to HS2 Ltd the impact of the post-consultation changes and how their preference would be to mitigate noise over visual intrusion. After the meeting HP22 6PN walked with HS2 Ltd to the site of the Wendover A413 viaduct. The expected height and route was discussed.

Chilterns Conservation Board - with Natural England and the National Trust - It was explained to the forum that the meeting was a technical meeting focusing upon the landscape and visual assessment elements of the EIA.

Further questions were raised about the classification of a bilateral meeting and whether details of the meeting held with statutory consultees could be accessed. HS2 Ltd outlined that such meetings were often technical in nature and not related to route design. As these were not part of the stakeholder engagement work they would be input into the Environmental Impact Assessment.

Actions

- HS2 Ltd to provide details of the previous consideration of tunnelling options
- To discuss tunnelling at the next forum (could be update on proposals, or green tunnel presentation?)

Property compensation update

HS2 Ltd outlined how the then Secretary of State, Justine Greening had committed to further consider details of the property compensation package and provide an update after Parliament returned from recess in September. The recent cabinet reshuffle resulted in Patrick McLoughlin becoming the new Secretary of State for Transport.

The forum were unclear about the nature of available compensation measures and the nature of access agreements. HS2 Ltd agreed to clarify the matter by providing an access update at the next community forum and providing further information about the Exceptional Hardship Scheme.

Actions

- For HS2 Ltd to provide an update at the next community forum meeting regarding the number of access agreements and their content.
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4. Introduction to the Code of Construction Practice (CoCP)

COCP presentation

HS2 Ltd gave a presentation introducing the code of construction practice (CoCP) which covered:

- A brief history of construction practices
- An outline what is typically included in a CoCP
- A description the purpose of the document
- Examples of typical control measures

A number of questions were then posed, including;

- Whether the CoCp would become out of date once deposited as part of the hybrid bill? HS2 Ltd explained that approaches to construction and technology are moving at a fast pace. The document therefore includes the necessary flexibility to ensure that advancements with construction methodologies and approaches can be included at the time of construction.
- Whether an urban environment would be classified in the same manner as a rural area – for example variations in noise levels allowed? HS2 Ltd outlined that there are national requirements; providing route-wide levels to which noise must not exceed. HS2 Ltd acknowledged that noise levels would be different in rural and urban areas and therefore local environmental plans

and their agreement would need to take in to consider the local environments as well as local provisions, for example construction restraints next to a school.

- How forums can feed into the local area agreements? HS2 Ltd described how the LEPS will be based upon agreement with the relevant local planning authority and suggested feeding into that process via councillors, parish councils, sitting on the Community Forum would be an effective means by which to do this.

Further discussions then took place about construction, specifically:

- How contractors would be managed during the construction of the line. HS2 Ltd described that the key means for contractor controls were through detailed contracts and measures such as breach of contract penalties. There would be a range of measures that could be applied for non-compliance with these those measures defined in the CoCP and LEP.
- How construction traffic would be monitored? HS2 Ltd explained that this would be developed in conjunction with the local Highways authority and would need to be tailored to suit local situations.

5. HS2 Ltd work progress update

HS2 Ltd provided an overview of current thinking regarding the route in the area; talking the forum through scheme developments, any changes from the published plans and thoughts on other elements such as construction sites.

Particular issues highlighted were:

- Ch49 – Leather lane, road diversion and overbridge proposed very similar to that shown on the published drawing. A small construction compound would be required adjacent to the diversion.
- Ch50 – Bowood lane, similar diversion to that shown on the published drawing. Construction compound being considered on NW side of diversion which would also support Wendover Dean viaduct construction.
- Ch5+700 – Wendover Dean viaduct, bridge options being developed.
- Ch52 – Rocky Lane, similar diversion to that shown on the published drawing. Small construction compound required.
- Ch53 – Wendover viaduct, bridge options being developed, looking at span arrangement and minimising height. Construction compound required, considering site south/west of railway
- Ch54 – Wendover green tunnel. Currently same length as published drawing, portal structure requirements under review. Ellesborough Road retained over green tunnel as currently shown
- Ch55+800 – 57+000 – vertical alignment being raised slightly to provide adequate level across flood plain at Ch57 area
- Ch56 – Nash lee Lane. Considering road layouts across HS2 to maintain access. Local construction compound required.

HS2 Ltd noted that these considerations were still not firm plans as design development remained on-going and as such they could be subject to further change.

Other general comments:

- Auto-transformer stations providing power along the route being considered west of Wendover Dean viaduct (in cutting) and west of Nash lee Road (in cutting).
- High voltage power cables by Wendover would require some diversion
- Public Right of Way surveys ongoing to end of September
- Traffic surveys underway from mid September.

Noise presentation

An HS2 Ltd contractor from Temple Group gave a presentation on noise and vibration, which covered

- A non-technical introduction to noise
- An overview of the assessment programme
- An explanation of design methods that are used to minimise noise effects

Questions were then posed around a number of issues, including;

- The impacts of sound echo in a valley such as Wendover Dean. HS2 Ltd outlined that such a noise impact would not be relevant to this type of valley shape. However, the modelling and assessment of noise from HS2 would use a three dimensional model that includes buildings and other structures such to help predict noise impacts. This model also allows the sampling of different type of mitigation within a specific area to reduce significant effects.
- Further questions were then asked about a TGV report which suggested that sound barriers weren't effective
- [Brian Thompson agreed to give HS2 Ltd the references that stated the predominant noise source above 300kph was aerodynamic and pantograph noise and to share with HS2 Ltd some research by SNCF on the lack of effectiveness of noise barriers to mitigate aerodynamic and pantograph noise.](#)

Actions

- [- Hs2 agreed to publish the reference documents that showed the only relevant noise source to worry about was the Rail wheel interface.](#)
- To provide TGV research paper to the forum
- Temple to provide answer to suggestion that TGV report outlines that sound barriers aren't effective

6. AOB

Further discussion took place about the following issues;

- How rights of way surveys are being carried out and the criteria used to reach decisions. HS2 Ltd outlined how surveys are being used to inform baseline conditions, how specific rights of way would be discussed with local authorities and how construction would be phased to avoid blocking them off.
- The availability of up to date maps. HS2 Ltd outlined that new maps would be produced when final route designs and necessary decisions had been made.
- The environmental surveys; when they are carried out and what is being surveyed.

Action

- HS2 Ltd to strive to get agendas [and supporting documents](#) online in advance of the meeting

Next meeting;

Tuesday 13th November, 7.30pm, Wendover Library.

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Appendix A

Grid of over-arching concerns discussed at forum meeting

Highways & Rights of way	Noise & Vibration	Health	Landscape & visual impact	Heritage & Culture	Socioeconomic	Flooding & Water	Ecology	Construction
The Ridgeway was of particular concern	That an optimal environmental line speed should be explored to meet AONB requirements	Impact on the health of local communities	Flooding	Heritage and Cultural	The impact on businesses in Wendover and associated concerns of the business community			Community input into the CoCP and LEPs
All other footpaths and rights of way were of significant concern	Concerns that the track- both in cutting and by viaduct will cause unnecessarily high levels of noise		Impacts on local ecology		Impact on tourism			
The impact of traffic on communities due to diversions and constructio	Construction code noise impact and vibration - Highest best in class World standards to be applied		Compensatory purchase of land to provide screening		Highways patterns of use – impact of closing roads of on local economy –			

n traffic					impact on local businesses and particularly tourism			
Provision for cyclists during construction	Reduction in speed for train and therefore consequent noise reduction in open section of AONB		Movement of Pylons – impact on electricity?					
Traffic diversion incl impact on schools	Tunnel mitigation		Visual impact and design					
Impact on access roads	Southern end of green tunnel – impact to Wendover and local area		Impact of gantries / pylons					
Works on Ellesborough Road; impact on the community,	Effectiveness of noise mitigation		Access agreements					

businesses and schools								
Process for dealing with local planning and highway authority								
Access issues – severance of routes during constructi on								

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