

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

25th June 2012, 7.30 – 9.30, Wendover Library

Draft note

Forum attendees

Independent Chair

Representatives of:

- Aylesbury Vale District Council
- Bucks Archaeological Society
- BBOWT
- Chamber of Trade and Commerce
- Chesham Society
- Chiltern Countryside Group
- Chiltern Ridges HS2 Action Group (CRAG)
- Cholesbury PC
- Churches together
- Dunsmore Village Hall Association
- Ellesborough PC
- Get Wendover Cycling
- Great Missenden Parish Revitalisation Group
- Halton Parish Council
- HP22 6PN Wendover Action Group
- John Colet School
- David Lidington MP's representative
- Speen Area Action Group
- The Chiltern Conservation Board
- The Dunsmore Society
- The Lee Parish Council
- The Wendover Society
- University of the Third Age
- Wendover Cricket club
- Wendover HS2 Action Group
- 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.

Dan Harrison, Country South Senior Engineer – HS2 Ltd.

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

1. Welcome and Introductions

A round robin of introductions took place and the following papers were distributed:

- Agenda
- Action Update
- HS2 work to date update slides
- HS2 future work progress timeline
- Note from last meeting

2. Membership

HS2 Ltd had been asked by some attendees to clarify the principles of membership to allow them to establish a baseline going forward. This was then subject to a discussion by the group prior to embarking upon the agenda.

The discussion, which lasted an hour, was wide ranging and covered a number of different facets including:

- Memberships by individuals of multiple forums
- Whether to cap membership at one representative per organisation
- Involvement of action groups
- Involvement of bordering Parishes

The conclusion of the discussion was that the group agreed to put aside the question of membership unless it proved problematic in the future. For the time being they decided not to constrain membership, as long as the numbers attending stayed at a manageable level and that all attendees agreed to participate constructively.

It was asked whether the forums should be excluded from talking about other routes. HS2 Ltd reiterated that the route published at the beginning of the year was the route being developed and therefore the only route which will be commented upon. The Secretary of State had additionally made a clear decision on tunnelling options as a result of the public consultation on the national strategy for high speed rail. Discussions about additional lengths of tunnelling were also outlined as exempt.

Comment [c1]: I had mistakenly included this section in AOB

3. Agenda

An alternative agenda had been submitted by Buckinghamshire County Council (BCC) prior to the meeting. Some members of the forum expressed concern that they had not been invited to the pre-meeting where this had been discussed. It was agreed that the original agenda suggested by HS2 Ltd agenda should be adopted, and any additional points in the BCC agenda ~~that members to cover could be raised within AOB~~ should feed into the body of the agenda as appropriate.

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4.3. Meeting note & Actions

In reviewing the draft note of the meeting on 20 March 2012, it was noted that a full organisational chart requested from HS2 Ltd had not been provided. They felt this was not acceptable due to HS2 Ltd's status as a public body. HS2 Ltd stated that, in common with other large public and private organisations, it did not publicise details of every member of staff employed in the organisation.

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Other comments were that:

- The Chilterns Countryside Group had been omitted from the attendee list of the previous meeting. HS2 Ltd confirmed that this omission had since been rectified.
- There should be one more Ellesborough representative and one less Dunsmore representative recorded within the attendee list.

Further clarification regarding HS2 Ltd's position on further tunnelling in the Chilterns was requested. HS2 Ltd clarified that the current horizontal alignment of the scheme would be retained, but that any suggested changes submitted affecting the vertical alignment of the scheme (such as tunnelling) could be considered as long as the proposals did not increase cost, they retained or improved existing environmental impacts, retained line speed and did not adversely impact elsewhere. Whilst it was possible to consider proposals which met these constraints, HS2 Ltd noted that longer tunnel lengths had already been considered and rejected in the reports published in January. HS2 Ltd were also reminded that there had been an acknowledged reduction in the budgeted cost for this section of the line of some £250-300mill resulting from the post consultation changes made

Comment [c2]: It has been suggested that 'retained line' speed was not explicitly mentioned within the forum meeting by HS2 Ltd. It was though, highlighted by HS2 Ltd that consideration of changes of line speed in the AONB were unlikely.

Subject to the agreed changes the notes of the meeting were agreed.

5.4. Scheme development: Progress and next steps

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Bilateral meeting updates

HS2 Ltd updated the forum regarding bilateral meetings which had taken place since the last forum. The Wendover Society also provided an overview of their bilateral meeting with HS2 Ltd and of the key issues discussed. The forum requested that further information should be provided about the content of bilateral meetings in future forums. HS2 Ltd agreed to consider this for future meetings, and whether in future permission could be sought from the other party at the time of the meeting. However, it was noted that some bilaterals could include confidential matters and therefore involve discussions that were not relevant to the Community Forums. It was suggested that at future forums, the relevant community representative would have the opportunity to update the forum on bilateral meetings if they preferred.

Actions

- HS2 Ltd. to check before bilaterals that the recipient is happy for a summary of information regarding the meeting to be provided as an update at the Community Forum
- HS2 Ltd. to circulate overarching issues discussed at bilateral meetings as part of agenda pack
- HS2 Ltd to confirm the position of HS2 Ltd regarding the publication of minutes from bilateral meetings.

HS2 Ltd reiterated the offer of bilateral meetings with interested parties that was made during the first round of meetings.

Engineering & Environmental updates

HS2 Ltd provided an update on the suggested programme of engagement & anticipated design / timings for the project up until the deposit of the hybrid bill.

The engineering update focussed upon;

- The initial preliminary design phase
- Details of the consultants currently working for HS2 Ltd and work they are carrying out
- Review of baseline engineering information
- Land access negotiations

The environmental update focussed upon;

- Site based surveys
- The 14 topics covered by the Environmental Impact Assessment (EIA)
- The consultation on the draft EIA Scope and Methodology
- The aerial topographical survey currently taking place
- The draft code of construction practice currently being worked upon

The forum decided that noise was a key concern of the forum and impacts to the local area should be discussed in detail at the next meeting. HS2 Ltd reported that it could currently only provide limited information on noise and that detailed local impact assessments (at a level suitable for the Environmental Statement (ES) would not be modelled until later in the route design process. As further information would be available in January 2013, current dialogue would have to focus on principles only.

The forum agreed that they should be able to decide the issues which are discussed at meetings, but recognised that issues and concerns may have to be revisited at future forums should further information become available. With this in mind it was agreed to discuss noise at the next meeting

The forum asked for more information on the methods by which the environmental surveys are taking place to be relayed to the forum and for HS2 Ltd to provide information on overarching principles, suggestions and intentions before the meeting itself so forum members can come fully informed.

In response to a requested discussion regarding the Code of Construction practice, HS2 Ltd reported that they hoped an early draft would be sent to Planning Forums in August. The Forum was concerned about the standards, principles and design parameters to be applied and had local considerations and concerns .

Action

- Noise issues to be added to the agenda for the next meeting

6-5. Summary of Issues and Concerns

With limited time left in the meeting the forum agreed to spend the last few minutes identifying some of the key issues that they would wish to explore in more detail in future forums. The overview of these issues and concerns is set out in Appendix A.

The Chilterns Conservation Board detailed their 4-prong approach to HS2 which, in order of precedence, focussed upon stopping HS2, pushing for a fully bored tunnel under the AONB, deep cuttings allowing improved alignment and finally better design along the route.

The Chiltern Countryside Group outlined that they were aware of current government thinking to explore the possibility of providing an economic value to land in the UK which would include natural beauty and enquired whether HS2 Ltd would be taking this into account . HS2 Ltd outlined that they would be taking into account only what is government policy and could not necessarily take account of what might be Government's future policies.

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7-6. AOB

~~It was asked whether the forums should be excluded from talking about other routes. HS2 Ltd reiterated that the route published at the beginning of the year was the route being developed and therefore the only~~

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~~route which will be commented upon. The Secretary of State had additionally made a clear decision on tunnelling options as a result of the public consultation on the national strategy for high speed rail. Discussions about additional lengths of tunnelling were also outlined as exempt.~~

Action

- ~~◆The Forum agreed that every set of minutes should include the preface that attendance at community forum meetings does not constitute support for the scheme.~~

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Storage of Plans and Profile Maps of the route

HS2 Ltd provided the plans and profile maps of the route that had been promised by HS2 Ltd at a previous meeting. It was requested by HS2 Ltd that a local organisation look after plans and the Wendover Society agreed to be responsible for the maps to be stored in Wendover Clock Tower.

It was requested by the forum that additional hard copies of route plans be distributed to all Parishes covered by this forum. HS2 Ltd. explained that the route plans were all available online, and that the policy was to publish documents electronically rather than in hard copy. The forum were unhappy with this line and requested that David Lidington's representative ask the MP to take this up with HS2 Ltd's Chief Executive.

Action

- That David Lidington's representative should ask David Lidington to explore further whether hard copies of plans can be produced and distributed

A question was asked about the Environmental Impact Assessment and whether the methodology would be publically available. HS2 Ltd outlined that the EIA Scope and Methodology consultation closed in May and that the EIA Scope & Methodology report would be available online in the summer of 2013.

Clarification was sought on who would be carrying out the costing exercise for the project. HS2 Ltd outlined that there were consultants employed by HS2 Ltd to carry out this function.

It was asked whether HS2 Ltd were adhering to the Control of Pollution Act. HS2 Ltd outlined that the Hybrid Bill will give the organisation all the necessary powers to build the railway and will provide the basis by which the entire route is developed. Underpinning this would be the Code of Construction Practice and a local agreement with local authorities.

Minute & Agenda setting

Principles surrounding minute writing and agenda setting were discussed.

The forum decided that:

- Minutes should be circulated within 2 weeks of the forum for comment by forum members
- The agenda would be developed in line with the table of logged issues
- That any additional contributions to the agenda should be provided to HS2 Ltd within a timely manner of the next meeting
- The current chair would be invited to continue in the role
- A Chilterns Wide meeting would be established to explore over-arching issues affecting the Chilterns area.

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Actions

- That sufficient information is provided to the forum before the meeting takes place to enable constructive dialogue to take place
- That HS2 Ltd. explore whether agenda packs could be made available online (including

supporting information)

- That HS2 Ltd should suggest a suitable timeframe in which contributions to forum agendas should be submitted by members
- The Forum agreed that every set of minutes should include the preface that attendance at community forum meetings does not constitute support for the scheme.

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Action Summary

13. HS2 Ltd. to check before bilaterals that the recipient is happy for a summary of information regarding the meeting to be provided as an update at the Community Forum
14. HS2 Ltd. to circulate overarching issues discussed at bilateral meetings as part of agenda pack
15. HS2 Ltd to confirm the position of HS2 Ltd regarding the publication of minutes from bilateral meetings.
16. Noise issues to be added to the agenda for the next meeting
17. That David Lidington's representative should ask David Lidington to explore further whether hard copies of plans can be produced and distributed
18. That sufficient information is provided to the forum before the meeting takes place to enable constructive dialogue to take place
19. That HS2 Ltd. explore whether agenda packs could be made available online (including supporting information)
20. That HS2 Ltd should suggest a suitable timeframe in which contributions to forum agendas should be submitted by members
21. The Forum agreed that every set of minutes should include the preface that attendance at community forum meetings does not constitute support for the scheme.

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Next meeting

The dates of the next meeting will be:

Monday 10th September
Tuesday 13th November

.....At 7.30 pm in Wendover Library

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Appendix A

Grid of over-arching concerns discussed at forum meeting

Highways & Rights of way	Noise & Vibration	Health	Landscapes & visual impact	Heritage & Culture	Socioeconomic	Flooding & Water	Formatted Table
The Ridgeway was of particular concern	That an optimal environmental train <u>line</u> speed should be explored <u>to meet AONB requirements</u>	Impact on the health of local communities	Flooding	<u>Heritage and Cultural</u>	The impact on businesses in Wendover <u>and associated concerns of the business community</u>		Formatted: Font: Calibri, 11 pt
<u>All other footpaths and rights of way were of significant concern</u> The impact of traffic on communities due to diversions and construction traffic	Concerns that the track both in cutting and by viaduct will cause unnecessarily high levels of noise		Impacts on local ecology		Impact on tourism		
<u>The impact of traffic on communities due to diversions and construction</u> Provision for cyclists during construction	<u>Construction code noise impact and vibration - Highest best in class World standards to be applied</u>		Compensatory purchase of land to provide screening				
<u>Provision for cyclists during construction</u>	<u>Reduction in speed for train and therefore consequent noise reduction in open section of AONB</u>		Movement of Pylons – impact on electricity?				
<u>Traffic diversion incl impact on schools</u>			<u>Visual impact and design</u>				
<u>Impact on access roads</u>			<u>Impact of gantries / pylons</u>				
<u>Works on Ellesborough Road; impact on</u>							

the community, businesses and schools							
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