

SUBJECT:	HS2: Update and Possible Petitioning Issues		
REPORT OF:	Officer Management Team	-	Director of Services
	Prepared by	-	Head of Sustainable Development

1. Purpose of Report

1.1 The purpose of this report is to:

- Provide an update on the HS2 Project
- Outline the impact of the scheme on South Bucks, taking account of the project's Environmental Statement (ES)
- Note the comments that have been made on the ES
- Recommend the matters which should be considered as possible petitioning points.

2 Links to Council Policy Objectives

2.1 This particularly links to the Council's aim of "sustainable and clean environment, protecting our heritage, protecting our future."

3 Background and Update

3.1 The Supreme Court hearing relating to the application for judicial review of HS2 was heard on 15th and 16th October 2013 and judgement is awaited.

3.2 At the Cabinet held on 16th July 2013, authority was given for the Chief Executive, in consultation with the portfolio holder for Sustainable Development and the Head of Legal and Democratic Services, to appoint a parliamentary agent to advise and represent the Council in respect of any Petition opposing the HS2 Bill. In addition, Members were appointed to a CDC/SBDC HS2 Member Steering Group.

3.3 On 25 November 2013, the HS2 Hybrid Bill was laid before Parliament. We have been advised that each local authority with concerns about the project should prepare and present its own Petition by the end of March 2014 and, where appropriate, prepare to give evidence to a Parliamentary Select Committee next summer. In addition, pooled evidence should be prepared to cover route-wide issues. A Petition would not in itself have to go into great detail but further work would be required if petitioning points were pursued to the point of presenting evidence to the Select Committee. Even if petitioning points were not pursued to that point, they would provide a basis for discussion with the promoters of HS2 who would most likely wish to seek to minimise areas of disagreement by providing additional mitigation measures.

3.4 The Hybrid Bill was accompanied by a formal Environmental Statement (ES). The determining authority on HS2 (i.e. Parliament) is required to take account of the public views on the ES when deciding whether or not to authorise HS2. This of course presupposes that MPs will read, not only the consultation responses (which are likely to number in their hundreds, if not thousands), but also the ES itself (extending to 55,000 pages). Comments on the Statement are required by 24 January 2014. Our parliamentary agents have suggested that, given the short period of time to respond and the limited resources, the exercise of responding to the ES should be one which focuses on major deficiencies, rather than very detailed points (unless it can be demonstrated that there is a pattern of detailed errors).

3.5 Section 4 below describes the scheme. Section 5 deals with the ES and Section 6 sets out the issues which officers suggest could be the subject of petitioning.

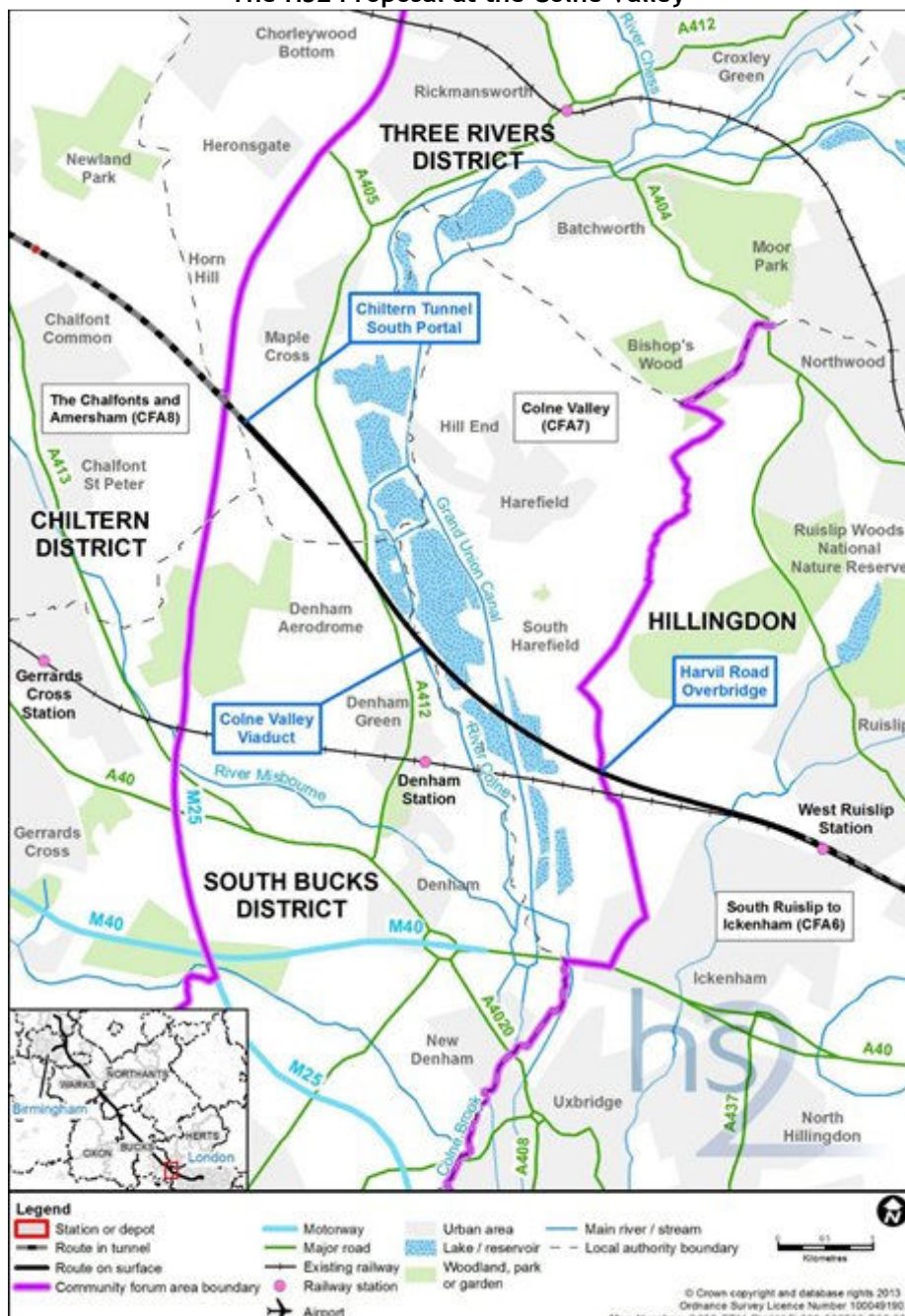
4 Description of Scheme

4.1 Only about 2km of the 225km of track in Phase 1 of HS2 would run through South Bucks, although there are also implications for South Bucks from sections of track beyond this section, which would particularly affect the communities of Denham Green and Denham. There are also likely to be implications over a wider area due to the impact of construction traffic. The dominant feature in the locality would be a viaduct across the Colne Valley. This would take the new railway over the Grand Union Canal south of Harefield. It would then run over an area containing a mosaic of water features, the product of gravel abstraction in the valley bottom, including Savay Lake, Korda Lake and Long Lake and Broadwater Lake. The lakes are divided by spurs of land, many of which are heavily wooded. The majority of these water

features are now used for leisure activities, including sailing, fishing, water skiing, walking and bird watching.

4.2 As the proposed viaduct approaches South Bucks from the south east it would run about 350m from Savay Farm, a Grade 1 dwelling dating back to the eleventh century. It would then cross Moorhall Road, then run to the north east of commercial buildings at Broadwater Park and Denham Laboratories. The viaduct would cross the River Colne (proposed for realignment) near Battlesford Wood, thus entering South Bucks and running north east of the A412 Denham Way (North Orbital Road). The viaduct would remain on the north east of the A412 in the vicinity of Wyatts Covert, a Caravan Club/static home site and would run 150m from the closest home on that site. The viaduct would cross over the A412 about 100m from Weybeards Cottages and would then run about 150m from Denham Grove and Tilehouse Lodge in Tilehouse Lane before heading into Three Rivers District. At this point, it is intended to carry out works which would facilitate a link on HS2 with a future (as yet uncommitted) railway spur to Heathrow. The route would then continue in a north-westerly direction passing west of West Hyde in a series of cuttings and embankments before entering the Chiltern tunnel via the Chiltern tunnel south portal, immediately east of the M25 and running into Chiltern District.

The HS2 Proposal at the Colne Valley



The Environmental Statement

5.1 Officers have considered the ES as it applies to South Bucks and to relevant route-wide issues and we have a number of concerns about the ES, the key points of which can be summarised as follows:

- The shortage of time allowed to comment on a document which runs to thousands of pages;
- The lack of detail about design, including, most significantly, of the viaduct;
- A general lack of mitigation measures in South Bucks in relation to the impact of the viaduct, including landscape mitigation at ground level and on the viaduct itself;
- Vagueness, lack of commitment and inadequacy of mitigation measures relating to biodiversity;
- Inappropriateness of comments in the ES that because the Colne Valley Regional Park is large, the construction works will not affect the ability of the park to function;
- Concern about the accuracy of the noise baseline assessment in the vicinity of the North Orbital Road and the adverse effect of the scheme, and lack of mitigation measures, in relation to properties at Wyatts Covert;
- The apparent lack of any real mitigation measures in relation to an expected decrease in the quality of the public water supply;
- Inadequate consideration of cumulative impacts arising from HS2, the permitted gravel extraction at Denham Park Farm (which is included in the ES) the impact of the proposed Heathrow spur railway and the consequences of possible expansion of Heathrow Airport and realignment of the M25.

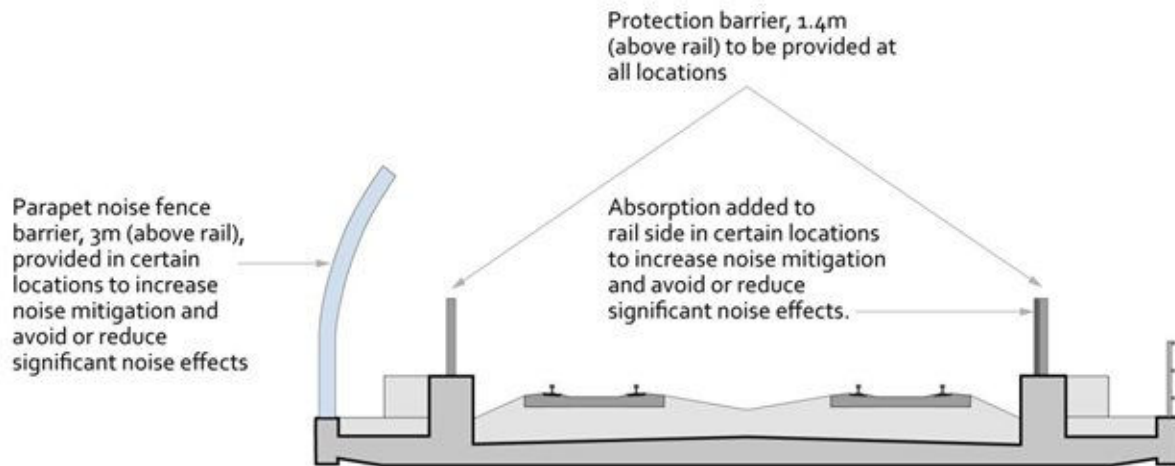
5.2 In addition, we have stressed that the absence of representations on any aspect of the ES does not imply acceptance of either the HS2 project as a whole, or any individual element of it. We have stated that a Petition is likely to be deposited against the Bill, that the response to the ES is without prejudice to anything that may be said in the Petition, and that additional points relating to the ES may be raised in the Petition and at other stages.

6 Potential Petitioning Issues

6.1 Impact of the Viaduct on the Landscape

6.1.1 The 3.4km long viaduct would be a hard engineered and dominant structure with a height varying between 11m to 15m above the ground/water level. This structure could not be screened in such an open landscape. It would be extremely intrusive when viewed from public areas such as local footpaths, the 'Colne Valley Trail', bridleways, the canal towpath and residential, leisure and commercial sites within South Bucks District. Assuming there would be electric power lines and supporting structures and lighting, the impact would be even greater than shown. It is proposed that the viaduct would have a solid 1.4m high protection barrier adjacent to the tracks on each side. The south west barrier would be modified along the stretch running from the south approach embankment as far as the Grand Union Canal to act as an absorptive noise fence barrier. For the remainder of the south western side of the viaduct, there would be a 3m high noise fence barrier alongside the 1.4m high protection barrier. There may be good reasons for such barriers to be included in the scheme to increase safety and reduce noise, but they are unlikely to enhance the appearance of the viaduct.

Cross Section of Proposed Viaduct (Source: HS2 Environmental Statement Nov 2013)



Proposed Viaduct in the Colne Valley (Source: HS2 Environmental Statement, Nov 2013)



Proposed Viaduct in the Colne Valley (Source: HS2 Environmental Statement, Nov 2013)



6.1.2 The illustrations in the ES are helpful but they provide no evidence that any real thought has gone into the design. The award-winning Millau Viaduct in the Tarn Valley, France shows that quality in modern railway engineering is possible, admittedly in a different topography. In this equally sensitive location in the Colne Valley, [there is a need to create a World Class design and it is recommended that the Council should petition along these lines and require HS2 to arrange an international architectural competition.](#) This would increase the cost of the project, by anything between £10,000 and £20,000. The precise costs would depend on the way such a competition were organised, but using such an arrangement should help to improve the quality of design.

6.1.3 It would seem from the cross sections in the ES that no room has been left for landscaping of the upper levels of the proposed viaduct. Planting would greatly help to soften the appearance of the barriers without diminishing safety or noise reduction. In addition a significant amount of landscaping at the foot of those piers which are driven into land rather than water should be required. [It is recommended that the Council should petition for an integrated landscaping scheme for the viaduct at both high and low levels.](#)

6.2 Impact of the Project on Biodiversity

6.2.1 The River Colne and adjacent lakes support important populations of breeding birds and waterfowl as well as wetland and woodland habitats. They also provide a nationally significant habitat for bats that use the river and open waters for feeding. The river and lakes contain diverse fish populations, important in their own right, but also crucial to the wetland ecosystem of the Colne Valley as they also provide food for birds and mammals such as otters. The construction of the viaduct would lead to the loss of woodland, including some Ancient Woodland, and many plant species. There are four Sites of Special Scientific Interest (SSSIs) within 500m of the land required for the proposed scheme, and, the viaduct would actually run through one of those, the Mid Colne Valley SSSI, partly in South Bucks. The ES acknowledges that wildlife would be disturbed during construction and that there would be a loss of breeding grounds and a general reduction in the amount of wildlife. The ES is also clear that “the combined effects of woodland and wetland loss and decrease in numbers of breeding birds will result in a permanent adverse impact on the integrity of the Mid Colne SSSI that will be significant at the national level.” Proposed mitigation involves the creation of new areas of woodland and wetland, the construction of gravel islands and design of areas for bat roosting. Soil from parts of Ancient Woodland which would be disrupted or removed would be used to create new woodland habitats. Animals, such as water voles, would be moved from areas affected by works. Whilst these proposals are welcome, they would be unlikely to replace what would have been lost and ancient woodland is irreplaceable.

6.2.2 It is submitted that the mitigation measures set out in the ES do not go far enough, particularly given the huge impact that the construction and operation of the project would have on existing designated sites. Some of the mitigation measures stated are vague and appear to lack real commitment given the use of phrases such as “are also possible” and “likely to be created”. In addition, the mitigation measures do not compensate for the losses; for example, 30 ha of woodland would be required for HS2 in the Colne Valley area, but only 19.5ha are intended for new woodland planting. There is very little by way of new planting or management proposals within South Bucks District. [The Council should petition for offsetting funding to be provided by HS2 Ltd that could go into improving the management of existing Colne Valley habitats like Northmoor Hill Wood and Wyatts Covert that are not directly affected by construction. An endowment should also be provided for the future management of newly planted habitats which are receiving soil, woodland wildflowers or animals moved from disturbed habitats. The Colne Valley Community Interest Company is likely to make representations on these points and, with the assistance of Groundwork, it should be possible to quantify the costs involved.](#)

6.2.3 If more landscaping were incorporated into the viaduct design (as suggested above) there would be improved opportunities for wildlife to nest and roost along the route. It is also essential that [the viaduct should be designed to minimise impacts on the SSSI by minimising direct land take, overshadowing and by taking care in construction. This would include careful determination of the exact design and siting of piers. The Tilehouse Lane over-bridge \(just outside South Bucks\) should include a green element along both sides of the road for ecological connectivity purposes. Measures should also be implemented to minimise disturbance to the important bird populations in the area and to minimise the chances of collisions with birds when flying over, taking off and landing.](#)

6.3 Impact of the Project on Recreation

6.3.1 The ES misrepresents the impact of the project on the Colne Valley Regional Park. It states: "Although land within the park will be required for two and a half years, it is considered that the park is sufficiently large that the construction works will not affect the ability of the park to retain its function. Therefore it is considered that there will not be a significant effect on the Colne Valley Regional Park." This glosses over the fact that the whole of the Colne Valley Park is an important habitat and the part of the Colne Valley Regional Park through which the proposed route runs contains some of the most attractive landscapes in its entire 43 square miles. This part of the park offers valuable recreational opportunities, and the loss of any part of the park is detrimental. The land required for the construction of the viaduct and associated structures would be damaged and mitigation is essential.

6.3.2 HS2 would adversely affect many recreational pursuits in the Colne Valley. The Colne Valley area is crossed by a number of well-used public rights of way (PROW). These include the Colne Valley Trail, the Old Shire Lane Circular Walk and the South Bucks Way. A number of footpaths also cross the spurs of land that separate the Colne Valley lakes, linking recreational facilities with local populations. Temporary alternative routes for some public rights of way would be required, including two bridleways in Denham, adding extra length temporarily and, in one case, permanently. [Loss of or damage to existing footpaths, cycle paths, bridleways, canal towpaths and amenity land should be mitigated by more improvements to the public right of way network and by the provision of replacement amenity land where land is lost. As things stand, the scheme includes very little mitigation within South Bucks, even though the viaduct runs through the District Council area.](#)

6.3.3 Informal and formal recreation spaces are present at most of the lakes in the Colne Valley Regional Park. Recreational facilities affected include Hillingdon Outdoor Activity Centre (HOAC) a water sports and activity centre for all ages, the Denham Waterski Club and several playgrounds and informal open spaces. Existing lakes are used for recreational purposes and some of these will be impacted by the proposals. This is particularly true of the Hillingdon Outdoor Activities Centre (HOAC) which is extensively used by sailing enthusiasts and schools from South Bucks and further afield. The facility is run by an outdoor and environmental education charity, focussing on disadvantaged and disabled youth, serving well over 20,000 visits each year. HS2 will essentially obliterate this site, with possession required from as early as mid-2015. HS2 may seek to fund a temporary re-location of HOAC during the construction phase, but the quality of the site and its fitness for purpose will be permanently lost and relocation is accordingly a necessity. [The objective would be to secure an equivalent site within the Colne Valley Park, easily accessible for current user communities.](#) Relocation costs are inevitably tentative given the individual site 'unknowns', but have been estimated at circa £7.5m for an equivalent facility. A suitable lake elsewhere in the Colne Valley should be considered. [Other lakes, which currently provide leisure facilities for fishing and water-skiing, should be improved by sensitive planting, natural screening and improvements to the infrastructure to enable their continued viability.](#)

6.3.4. The construction of the piers for the Colne Valley viaduct would require land to the north-east of the A412 Denham Way/North Orbital Road, off which the Denham Waterski Club is accessed. The construction works would be undertaken to enable access to be maintained to the water ski club through the implementation of traffic management measures. The nearby jetty used to construct the Colne Valley viaduct would require a small amount of land that forms part of the car park for the club. The clubhouse is used for instruction and tuition, as well as being the focus for events and the adverse noise impact and the damage to views to the south, west and north from the club of the construction activity for at least one and a half years will, as the ES acknowledges, significantly affect the club. In spite of these combined impacts, no mitigation is proposed in the ES. [It is considered that the Council should petition that compensation should be paid to the owners of the Denham Water Ski Club to enable them to remain in business during what would be a difficult time.](#)

6.4 Noise Impact from the Railway Operation

6.4.1 Noise impact will result from both construction and operation of the proposed scheme. The impact of construction work is dealt with in 6.5 below. Clearly the noise emanating from the operation of the high speed railway would constitute a permanent change to the acoustic environment. Passenger services would start from terminal stations at or after 0500 and trains would run until midnight so the noise from the railway would be a feature of the greater part of each day and a significant part of each night. The impact of the additional noise has to be judged in relation to the existing situation. In relation to the assessment of noise impact in the vicinity of the North Orbital Road, the Council is not convinced about

the accuracy of the baseline assessment. The ES appears to have a 10db difference between one section of the North Orbital and a section a few hundred yards along it without clear explanation. Also the community risk assessment for Wyatt's Covert is very weak, cumulative issues are dismissed and the ES appears to be solely looking at noise and vibration. The ES does not seem to have considered the 60 to 70 static homes and makes no proposals for mitigation.

6.4.2 Low-level barriers on the viaduct close to the rails would be designed to provide noise reduction equivalent to a 2m high absorptive noise fence barrier located on the parapet of the viaduct. The scheme would also include taller barriers on the viaduct over the Colne Valley to reduce noise effects on Denham Green, Denham Grove (De Vere Hotel) and Wyatt's Covert. Noise insulation would be offered for qualifying buildings as prescribed in Regulations. The ES suggests that noise from the railway would be likely to cause a "moderately adverse effect" to:

- approximately fifteen dwellings and external amenity space in the vicinity of Savay Lane, Denham Green
- some of the 85 dwellings (caravans and park houses) and external space in the vicinity of Wyatt's Covert.
- dwellings in the vicinity of Denham Grove (De Vere Hotel), Tilehouse Lane.

There would also be some risk of disturbance of hotel activities at Denham Grove.

6.4.3 Given the existing noise from the A412, it may be that the additional noise from railway operations would be less apparent than in an area with low background noise. The ES notes that HS2 Ltd will continue to seek reasonably practicable measures to further reduce or avoid these significant effects. HS2 Ltd intends to engage with stakeholders to fully understand the receptors, their use and the benefit of any measures. The outcome of these activities will be reflected in the Environmental Minimum Requirements. Council officers would like to commission independent consultancy advice to establish whether the noise impact has been accurately assessed in the ES, particularly in relation to Wyatt's Covert and buildings in the vicinity of Denham Grove. It would be useful to use the HS2 ES modelling to predict the noise inside the homes and compare the results with the relevant guidelines (including the new WHO Night Noise Guidelines for Europe, which may not yet be included in the HS2 ES). The Council's Environmental Health manager has been advised that such advice would cost about £5,000, but there is no budget for this work. [An alternative it is suggested that we should petition that HS2 Ltd should be required to carry out additional noise assessment along the lines suggested here and to implement measures to reduce or avoid noise effects in line with the commitment set out in the ES.](#)

6.5 Construction Impact

6.5.1 In addition to the land that would be required permanently by the proposed scheme, land would be required on a temporary basis for construction, comprising two broad types of engineering work:

- civil engineering works such as earthworks and erection of bridges and viaducts; and/or
- railway installation works such as laying ballast or slabs and tracks and/or installing power supply and communications features.

The construction of the scheme would be subdivided into sections, each of which would be managed from compounds. Compounds would either be main compounds or satellite compounds, which are generally smaller. In the Colne Valley area there would be two main compounds, seven civil engineering satellite compounds and two railway installation satellite compounds (using compounds previously established for the civil engineering works). Main compounds would be used for core project management, commercial and administrative staff and would contain:

- space for the storage of bulk materials (aggregates, structural steel and steel reinforcement);
- space for the receipt, storage and loading/unloading of excavated material either onto or off the site;
- an area for the fabrication of temporary works equipment and finished goods;
- fuel storage;
- plant and equipment storage; and
- operational parking.

6.5.2 Satellite construction compounds would be used as the base to manage specific works along a section of the route. They would usually provide office accommodation for limited numbers of staff, local storage for plant and materials, limited car parking for staff and site operatives and welfare facilities. In addition, areas adjacent to some compounds would be used for the temporary storage of topsoil. Movements between the construction compounds and the worksites would be on designated haul roads within the site, often along the line of the Proposed Scheme or running parallel to it.

The principal impact of construction would be traffic flows, adverse visual impact of construction compounds and cranes and noise from operations such as piling.

6.5.3 The viaduct and approach embankments would take approximately four years to construct and would be constructed in three sections. Construction of the viaduct and approach embankments would be managed from a number of satellite compounds (some with confusingly similar names), the ones most affecting South Bucks being:

- Colne Valley Viaduct Main Compound near West Hyde
- Colne Valley viaduct storage satellite compound off Moorhall Road;
- Colne Valley viaduct jetty storage satellite compound off Moorhall Road;
- Colne Valley viaduct laydown satellite compound near Weybeards Cottages
- Colne Valley viaduct north launch satellite compound and Colne Valley viaduct north embankment satellite compounds near Denham Grove, largely in S Bucks District

a). Colne Valley Viaduct Main Compound near West Hyde: This compound to the north of South Bucks District would be operational for just over five years. It would support about 75 workers each day throughout much of the civil engineering works period but would increase to a maximum of 200 workers each day during the peak period of activity; it would provide overnight accommodation for between approximately 55 to 90 people for over four years. According to the ES, access from the west would be expected to be via the M40, A40 and A412. Access from the east would be via Chalfont Lane and the temporary M25 slip roads. [It is recommended that the Council should petition for the latter means of access to be used by all vehicles, including those coming from the west.](#)

b) Colne Valley Viaduct Storage Satellite and Colne Valley Viaduct Jetty Storage Satellite Compounds: These compounds between south of South Harefield and the north of Denham Green would be used for civil engineering works only. The compounds would be operational for 45 and 33 months respectively. They would each support about 40 workers each day. They would be accessed via the M40, A40, A412 Denham Way/North Orbital Road and Moorhall Road.

c) Colne Valley Viaduct Laydown Satellite Compound, Colne Valley Viaduct North Launch Satellite and Compound Colne Valley Viaduct North Embankment Satellite Compound: These compounds between the north of Denham Green and south of Tilehouse Lane would be used for civil engineering works only, each accommodating between 15 and 40 workers and operational between two and four years. [It is recommended that the Council should petition for all vehicles to achieve access via Chalfont Lane and the temporary M25 slip roads.](#) Adjacent to the Colne Valley Viaduct Launch Satellite Compound, it is proposed to construct new retaining wall structures to the west and east of the Proposed Scheme, between the HS2 Phase One railway and the (as yet unagreed) Phase Two Heathrow spur alignment. The retaining wall would be required where the difference in level between the Heathrow Spur and the Proposed Scheme was such that normal grading of earthworks was insufficient. This construction would ensure the future provision of the Phase Two Heathrow spur without impacting on the operational capacity of Phase One of HS2. However, given that no approval for the Heathrow Spur exists, [it is considered that the Council should petition against this additional work being incorporated at this stage, particularly given the additional impact the works would have on properties in South Bucks.](#)

Parts of South Bucks District would be affected by works planned for areas beyond the District. In spite of the ES running to many thousands of pages, it is incredibly difficult to identify precisely how much of the incoming construction material (such as concrete) and how much of the excavated material from the Chiltern tunnels and from cuttings and other works will be taken in lorries on routes across the District. It is reassuring that over 90% of excavated material generated by the proposed scheme would be used in engineering and environmental mitigation earthworks along the length of the scheme. It is very unclear as to the extent to which material that emerges from tunnelling in the Chilterns will have to be transported across South Bucks on its way to whatever destination is planned. The ES traffic and transport section states that there would be a substantial increase in traffic flows (defined as more than 30% for HGV or all vehicle movements) on the A355 between the A413 Amersham bypass and the M40 and as stated above, there will be a considerable amount of movement in the vicinity of the Colne valley compounds. At this stage, it is suggested that [the Council should petition that inadequate information has been given about the movement of material within the District.](#)

6.6 Impact on Water Supplies

The Proposed Scheme could give rise to a significant adverse effect to groundwater quality and flow and thereby on water supplies that depend on groundwater. The Colne Valley viaduct would be built on foundation piling that would penetrate the chalk Principal aquifer, with some shallower footings for temporary supports. The groundwater table at this location is close to the surface. The foundation piling would be likely to disrupt groundwater flow. If significant flow horizons within the Chalk were obstructed this could lead to a reduction in flow to abstractions which contribute to the public water supply that are close to the route. One source is located approximately 25m north-east of the route. It is predicted that the drawdown of groundwater levels at that source are likely to increase; or there could be a reduction in yield by the same proportion. This potential additional drawdown or decline in yield could give rise to a major impact on the operation of this very high value receptor, particularly during times of drought. The ES acknowledges that this would then be a very large and significant effect. The ES stresses the importance of monitoring, but a concern must be that monitoring might only identify a problem after it has occurred. *It is considered that, given the seriousness of this issue, the Council should petition that urgent talks should be held with the Environment Agency and Affinity Water and that measures should be taken to ensure that the HS2 scheme and its construction does not adversely impact public water supply.*

7 Summary of Petitioning Points

Impact of Viaduct on Landscape

- An architectural competition is required in order to achieve world-class design
- An integrated landscaping scheme is required for the viaduct at both high and low-levels.

Impact on Biodiversity

- Offsetting funding must be provided by HS2 that could go into improving the management of existing Colne Valley habitats like Northmoor Hill Wood and Wyatts Covert that are not directly affected by construction. An endowment should also be provided for the future management of newly planted habitats which are receiving soil, woodland wildflowers or animals moved from disturbed habitats;
- The viaduct should be designed to minimise impacts on the SSSI by direct land take, overshadowing and construction;
- Tilehouse Lane over-bridge should include a green element along both sides of the road for ecological connectivity purposes;
- Measures must be implemented to minimise disturbance to the important bird populations in the area and to minimise the chances of collisions with birds.

Impact on Recreation

- Loss of, or damage to, existing footpaths, cycle paths, bridleways, canal towpaths and amenity land should be mitigated by more improvements to the PROW network and by the provision of replacement amenity land where land is lost;
- A new site should be provided for HOAC within the Colne Valley Park, easily accessible for current user communities;
- Lakes which provide leisure facilities for fishing and water-skiing should be improved by sensitive planting, natural screening and improvements to infrastructure;
- Compensation should be paid to the owners of the Denham Water Ski Club to enable them to remain in business.

Noise Impact

- HS2 should carry out additional noise assessment along the lines suggested here and to implement measures to reduce or avoid noise effects in line with the commitment in the ES.

Impact of Construction

- Access to, and egress from, specified compounds should be via Chalfont Lane and the temporary; M25 slip roads
- Works that might link HS2 to a Heathrow Spur at this stage should not be part of the scheme;

- Further information about the movement of material across the District is required.

Impact on Water Supplies

- Require discussions with agencies and measures to avoid deterioration of the public water supply.

8. Resources, Risk and Other Implications

8.1 The Council has previously committed up to £20,000 in relation to legal proceedings. Members and officers of South Bucks DC and Chiltern DC have been working together on HS2 as well as with representatives of other Councils in Buckinghamshire and beyond. This pooling of resources and knowledge is important and will continue and the ability of local authorities to speak with one voice on most key issues is crucial. Advice from parliamentary agents and from Counsel has been important in assisting South Bucks DC and Chiltern DC prepare responses to the ES and in establishing petitioning points. The fee of £20 for submitting a petition can be met within budget. Taking the petitioning process to the stage of presenting evidence to Parliament could incur additional unbudgeted costs up to £25,000 requiring the approval of full Council.

9. Conclusion

It is recommended that the Portfolio Holders should make the following recommendations to Cabinet:

- 1) That it is expedient for the Council to oppose the High Speed rail (London-West Midlands) Bill introduced in the Session of parliament 2013-14;
- 2) That Cabinet should note the responses prepared by officers and experts to the formal Environmental statement on behalf of the Council;
- 3) That Cabinet should note the issues raised in the report as matters of concern for the Council and that these reflect current thinking which will be developed by the officers/experts in the lead-up to the submission of the Petition to the Select Committee in April/May 2014;
- 4) That the Chief Executive, in consultation with the Cabinet Member for Sustainable Development, the Head of Legal and Democratic Services and the Head of Sustainable Development, should take all necessary steps to finalise the matters of concern and carry the foregoing Resolution into effect;
- 5) That the Common seal of the Council be affixed to any necessary documents and that confirmation be given that Sharpe Pritchard (Parliamentary Agents) be authorised to sign the Petition of the Council against the Bill.

Officer Contact:	Paul Geehan, Interim Planning Policy Manager, 01895 837298
Background Papers:	Available to download at https://www.gov.uk/government/collections/hs2-phase-one-environmental-statement-documents