

# In Your Area 7: Aylesbury to Twyford

Find out here about:

- what is proposed between Aylesbury and Twyford;
- what this means for people living between Aylesbury and Twyford; and
- what would happen during construction.

## **What is proposed between Aylesbury and Twyford?**

As it approaches Stoke Mandeville from the south, the proposed route would cross over the A4010 on a viaduct. The route then passes to the south-west of Aylesbury, mainly on embankment, before going into cutting and under the A418. It would proceed north-westerly generally on the surface, although at two points north of Hartwell the route would be put on viaducts in order to cross flood plains.

The scheme would then pass over the A41 east of Waddesdon and would follow the line of the existing railway corridor, making maximum use of the trackbed which is no longer used by the existing railway. After Quainton, heading towards Calvert, some of the line would be hidden from view in cutting, with shorter sections at ground level or on embankments as well as a short viaduct over a length of flood plain. The route would then pass on the eastern side of Calvert, before crossing under the Oxford to Bletchley line north of Calvert. At this location, the route would include an infrastructure maintenance depot, just over a mile north-east of Calvert (see separate factsheet: “HS2’s Infrastructure

Maintenance Depot”). Finally, the route continues up to the east of Twyford.

## **What does this mean for people living between Aylesbury and Twyford?**

### **Opportunities**

We estimate that HS2 could create more than 500 jobs with 300 people involved to build the Infrastructure Maintenance Depot at Calvert, plus 250 permanent jobs in the depot itself.

### **Wildlife and habitats**

Running along the embankment of the disused railway track, the proposed route would pass along the edge of Sheephouse Wood Special Site of Scientific Interest (SSSI) and run adjacent to Decoypond Wood, Grendon and Diddershall meadows. The route would slightly divert from the disused railway to clip the boundary of the Calvert Jubilee Nature Reserve site. We expect any effect on these sites would be limited and that there would be opportunities to reduce any impacts and perhaps improve the natural links between other local wildlife sites and habitats. This work, along with appropriate tree planting, could also help in screening the line. We would work closely with Natural England and relevant landowners to identify any possible effects and agree the best way to manage these.

## Heritage

We have realigned the route to move it further away from Hartwell House and minimise the land take to the associated registered park and garden. This would allow room for earth mounding and planting to provide a noise and visual buffer between the new railway and the house and gardens. The route also passes in cutting at the end of the main tree lined avenue, screening the railway to avoid impacts on the avenue view from the house.

## Property and land

We expect that five homes would probably need to be demolished. These would include four properties to the north east of Calvert. A small number of additional properties could be at risk of having some land taken, although once detailed design is carried out it may prove that many of these are not affected. We do not believe that it would be necessary to demolish any buildings in order to build the Infrastructure Maintenance Depot.

Where the Government needs to compulsorily purchase and demolish individual properties we do not expect this to happen before 2015, and later than that in the large majority of cases. Where homes would need to be demolished owners would be fully compensated. Equally, where businesses would be affected they would be eligible for compensation. See factsheet “Arrangements for Dealing with Property Blight” for more details.

## Noise

We would incorporate noise barriers or earth bunds to minimise the effects of noise, and as a result the households which are predicted to experience a perceptible increase in noise are located in the areas marked in grey on the noise map in this factsheet. These are mainly located in clusters of housing on the western edge of Aylesbury and at Calvert and Twyford but also include a number of individual properties close to the proposed route.

Households in a small number of areas – indicated in yellow on the noise maps – are predicted to experience a noise increase that would qualify for noise insulation as described in the current Railway Noise Insulation Regulations (NIRR). If the project is taken forward we would carry out more detailed noise assessments and consideration of noise mitigation to see whether these potential effects could be reduced or avoided.

## Landscape and townscape

The flat nature of the land in parts of this section of the proposed route means that the scope for placing more of it in cutting is limited. However, earth mounds and landscaping would be used to reduce the visual impact on the area. Where possible, the route has been designed to follow existing or former railways in order to avoid creating a totally new transport corridor within the landscape in this area.

## Water

The route would cross several rivers and streams, in particular the Rivers Ray and Thame. Any potential effects to these waterways and their wildlife would be kept to a practicable minimum and we would work closely with the Environment Agency and Natural England in order to determine what would be the best approach for doing this.

## Transport networks and access

It may be necessary to carry out permanent minor diversions of several roads, including the A41 and Blackgrove Road east of Waddesdon, Station Road south west of Quainton and to the north-east of Calvert. We would work together with the relevant highway authorities in order to minimise any traffic disruption which might arise from this. Any effect on cycle routes and footpaths and any necessary diversions would be addressed as more detailed planning is done. Wherever possible, paths would be reinstated or alternatives provided to ensure continued public access.

## **What would happen during construction?**

In consultation with local authorities and other key authorities, contractually binding conditions covering all aspects of construction would be put in place to regulate how works are conducted at each site.

The effects of construction, for example dust, noise or traffic disruption, would be minimised through a combination of careful design, working with the local community and close management of the construction process. These conditions might be implemented, for example, through Codes of Construction Practice, Environmental Management Plans or Traffic and Transport Management Plans.

## **If you would like more detail on this topic...**

Please visit our website – <http://highspeedrail.dft.gov.uk/> – where you will see the “High Speed Rail: Investing in Britain’s Future – Consultation” and supporting documentation published alongside it, as well as detailed maps of the proposed route between London and the West Midlands, images and visualisations.



