

## **PHOTOGRAPHIC SURVEY OF HAREFIELD AREA TO STUDY CONTINUING IMPACT OF HS2 CONSTRUCTION AND ASSOCIATED WORKS**

The survey took place on Friday morning May 4<sup>th</sup> 2018. The photographer was John Parkinson and the driver was Keith Piercy.

The survey began at the Dog's Trust car park, from where we considered the impact of the works to reconstruct the Harefield to Southall gas pipeline needed before HS2 can be built through. The view shows these works as making a long brown scar in the landscape, with many trees having been removed and also areas of grassland taken from the north-facing slope of the hill overlooking the Dog's Trust (see Figure 1).



Figure 1

The entry to these works remains just north of the railway bridge and off Harvil Road (see Figure 2). This is via a gravel road capable of taking heavy vehicles and plant through gates with heavy security, which on one occasion has refused to organise first aid help for one of the protestors at the camp opposite who was badly injured by a hostile passer-by who used a broken bottle and attacked his face and eye. The firm in charge of the site is Cadent with much of the work subcontracted to Murphy.

On the day we were there the works had been extended into Harvil Road (see Figures 3 and 4) necessitating temporary traffic lights affecting the flow of traffic. In the distance from the entry to the site it is possible to see the two acres set aside by HS2 for environmental restoration, which has become the scene for a legal battle between the London Borough of Hillingdon and HS2 (see Figure 4). The council claim is that the area restored is not adequate to replace areas that will be destroyed by HS2 construction.



Figure 2



Figure 3



Figure 4

It appeared that HS2 were doing some exploratory surveying of the ground in a field to the west of Harvil Road opposite the Cadent site (see Figure 5). This involved some form of drilling to test the soil and rocks underground, and is on the proposed line of the railway when it is built. This is also likely to be the site of some of the structures which will be built to provide power and other resources for the railway when it exits the tunnel from the east.



Figure 5

The main site for Cadent and Murphy still seems to be to the south of the railway bridge and opposite the Harefield Oil Terminal (see Figure 6). From the road can be seen various cranes and other heavy equipment, a number of storage tanks and parking for the workers. The level of security is heavy here too.



Figure 6

The security requirements of Cadent, presumably working with HS2, have led them to go to the law and get an injunction on 19<sup>th</sup> February 2018 to legalise restrictions on access to various areas. These are shaded various colours on the map and access is only allowed to Dews Lane and public bridleways and footpaths. They also have got action rendering any reasonable form of protest illegal and impossible, mainly through making illegal any attempt to slow down or restrict vehicle access to the areas shaded purple on the map (see Figure 7). No doubt they would claim this is necessary to ensure a smooth operation that costs as little as possible. Not all would agree with them.

From here we progressed via Denham and the A412 to the beginning of Tile House Lane in West Hyde. Here we were able to look at the workings by the west side of the A412 and below Tile House Lane (see Figures 8 and 9). An informant here told us that the purpose of the works was to mine as much of the gravel that covered the site as they could. It was of a good quality for use in the construction industry and needed to be got out as quickly as possible before the building of HS2 meant it would be permanently inaccessible.



Figure 7



Figure 8



Figure 9

The entry road giving access to the Chilterns is now complete since our last visit (see Figure 10). It is there so that repairs can be made to the main pipe carrying water through this area, which is leaking seriously.



Figure 10

The entry to the access road to the gravel extraction at Denham Farm Quarry is also at this location (see Figure 11). The perceived need for security is again apparent.



Figure 11

We progressed the short distance up the A412 to the roundabout with Chalfont Lane. Because of the building of a large camp on the field to the south west of the roundabout from where the construction of the tunnel through the Chilterns will be organised and supervised, Chalfont Lane will be closed to traffic for a number of years. There is access for a short distance for the benefit of the people occupying a small line of houses on a track off the lane. At this point Chalfont Lane has been completely closed to public access (see Figure 12).



Figure 12

Because the building of the tunnel will create a large amount of waste in the form of chalk and any other rock which may have to be dug out, access is needed for the lorries that will take some of it away (the rest will be used to cover and build up the ground south of the tunnel entrance). To reduce the impact of this on the local roads two slip roads giving access to and egress from the tunnel entrance site are being constructed (see Figures 13 and 14). In view of the increasing frequency of congestion and slow moving, at times stationary, traffic on the M25, whether the lorries will seek local roads as an alternative seems likely.



Figure 13



Figure 14

Much of this work is now visible from the Harefield side of the Colne Valley. When viewed from Park Lane by Colney Farm the landscape is clearly marked with the beginnings of the construction site for the tunnel (just visible on Figure 15) and by Denham Quarry Farm gravel workings (see Figure 16).



Figure 15



Figure 16



# 3<sup>RD</sup> JULY HS2 WETLAND MITIGATION HEARING

## HS2 v London Borough of Hillingdon Council

Legally HS2 must mitigate for protected habitats and species. However they are seeking Planning Permission to only **create 2 acres** of wetland compensation for **taking 62 acres** of wet woodland and waterside nature reserves. London Borough of Hillingdon have already said NO once. Now the Planning Inspectorate will hear all sides.



We love and want  
to **PROTECT**

Our wet woodland  
in Denham  
Country Park,  
HOAC Lake,  
Savay Lake and  
the Grand Union  
Canal London.

**STOP HS2**  
destructive plans  
and inadequate  
compensation

**Support the  
Council**

### COME TO

Civic Centre High Street,  
Uxbridge UB8 1UW

10am Tuesday 03/07/18

Committee Room 5

Open to public and  
press