



HS2 Phase One House of Lords Select Committee

Great Missenden & South Heath: Area Specific Information

Cross Sections



South Heath
Mid point
Auto-transformer

Buckinghamshire
Chiltern District

South Heath

Chiltern Tunnel

Chesham Road
Vent Shaft

Chiltern Tunnel
North Portal

Chiltern Tunnel
North Portal
Building






















Great Missenden

River Misbourne



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Rev	Description	Drawn	Checked	Con App	HS2 App	Scale with caution as distortion can occur.

Legends/Notes:

- Legend/Notes:**
-  Depot, station, headhouse or portal building
 -  Tunnel portal
 -  Balancing pond
 -  Land drainage area
 -  Replacement floodplain storage
 -  Landscape mitigation planting (scrub / woodland)
 -  Grassed areas
 -  Engineering earthworks
 -  Landscape earthworks
 -  Rail alignment formation
 -  Grassland habitat creation
 -  Tunnels external extent
 -  Rail alignment
 -  Noise fence barrier
 -  Ditches - new
 -  Hedgerow habitat creation
 -  HS2 Access road
 -  Existing public right of way (PRoW)
 -  New, diverted or realigned PRoW
 -  Stopped-up PRoW
 -  UT - Main utility works

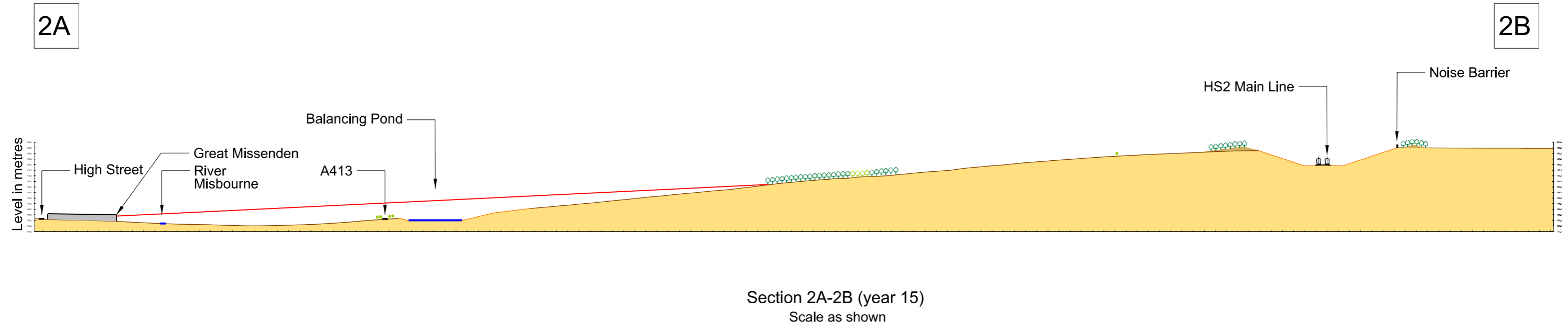
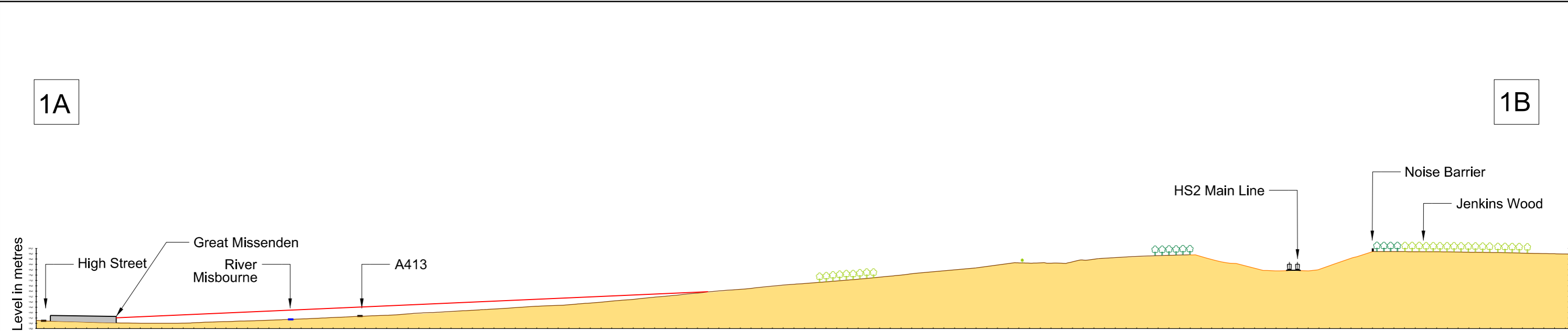


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Creator/Originator	
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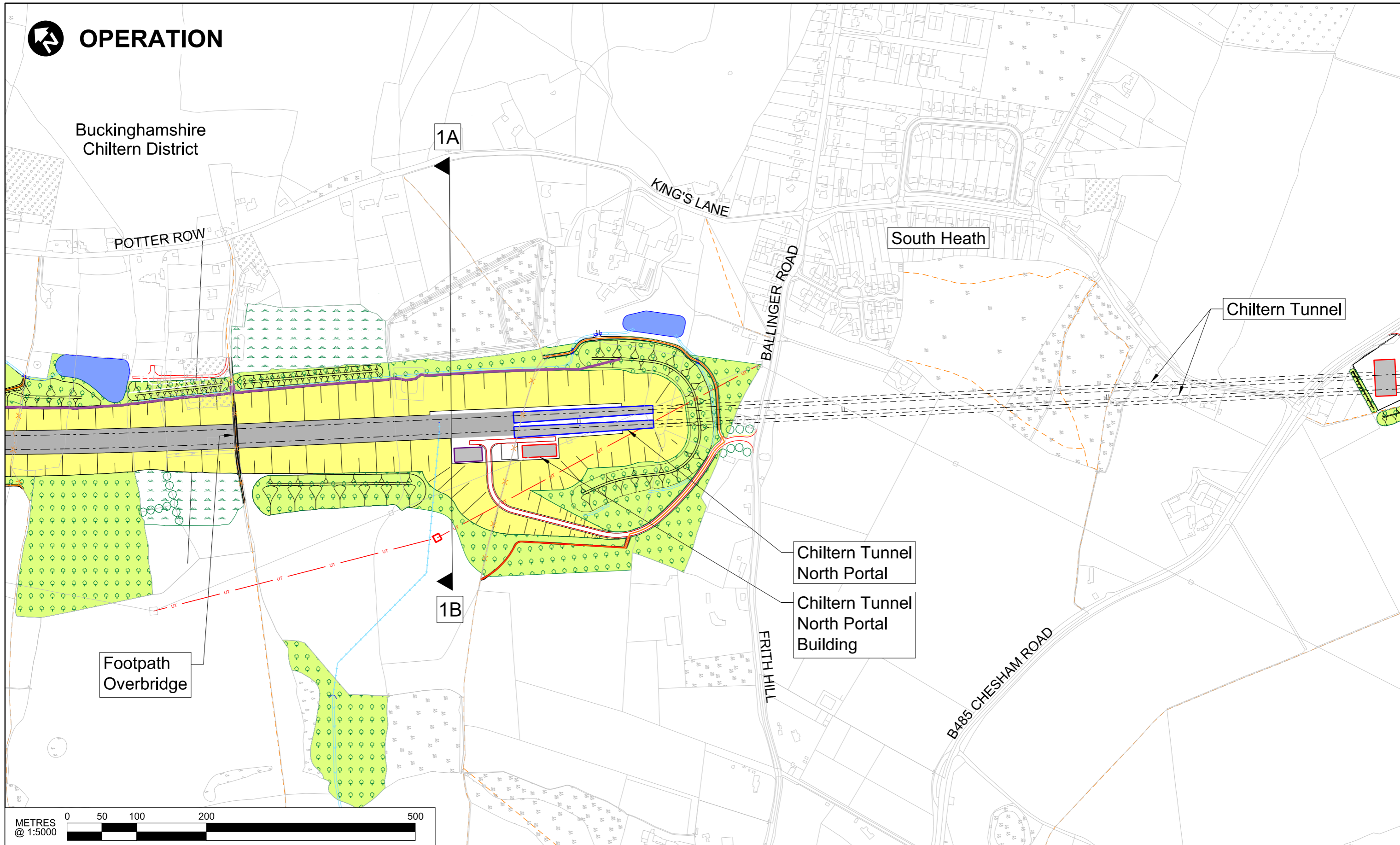
Atkins

Zone	Country South	Project/Contract			Country South Design
Design Stage	DESIGN-FOR-PETITION	Discipline/Function			Environmental
Drawing Title	Petitioners Groups N and H Cross Section Plans Final Preliminary Design	Drawn	Checked	Approved	
		IE			
		Date	Scale	Size	
		28/04/2016	AS SHOWN	A3	
		Drawing No.			Rev.
		C222-ATK-EV-DPL-020-760906-PET000000			P02



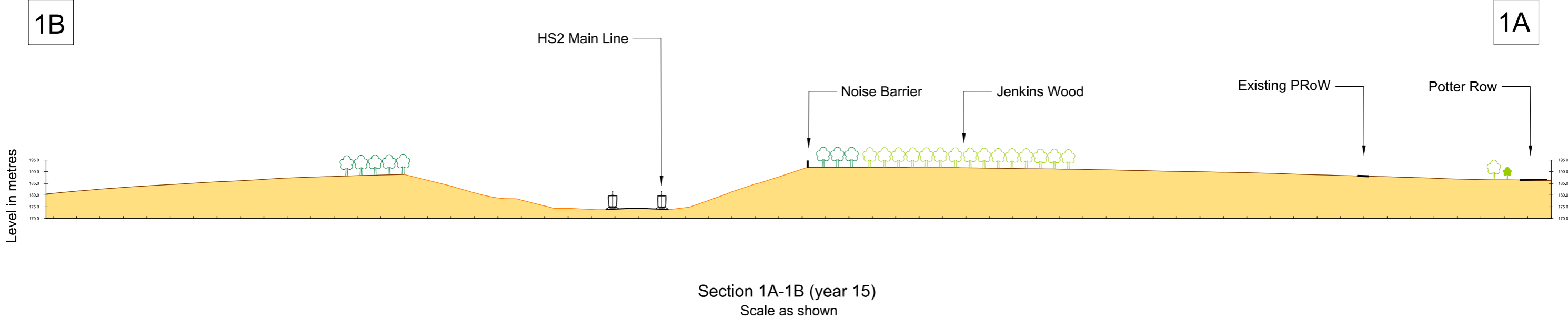
For Location Of Sections Refer To Drawing No. C222-ATK-EV-DPL-020-760906-PET000000

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						© Crown Copyright and database right 2015. All rights reserved. Ordnance Survey Licence number 100049190			Design Stage DESIGN-FOR-PETITION	Discipline/Function Environmental		
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						Scale with caution as distortion can occur.				Date 28/04/2016	Scale AS SHOWN	Size A3
Rev	Description	Drawn	Checked	Con App	HS2 App					Drawing No. C222-ATK-EV-DSE-020-760906-PET000000		Rev. P02











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Rev	Description	Drawn	Checked	Con App	HS2 App			

Zone	Country South	Project/Contract		
Design Stage	DESIGN-FOR-PETITION	Discipline/Function		
Drawing Title	Chiltern Tunnel Portal and South Heath Cutting	Drawn	Checked	Approved
	Cross Section Plan	IE		
	Final Preliminary Design	Date	Scale	Size
		28/04/2016	AS SHOWN	A3
		Drawing No.		Rev.
		C222-ATK-EV-DPL-020-763906-PET000000		P02



For Location Of Sections Refer To Drawing No. C222-ATK-EV-DPL-020-763906-PET000000

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						© Crown Copyright and database right 2015. All rights reserved. Ordnance Survey Licence number 100049190			Design Stage DESIGN-FOR-PETITION	Discipline/Function Environmental		
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						Scale with caution as distortion can occur.			Cross Sections	Date 28/04/2016	Scale AS SHOWN	Size A3
Rev	Description	Drawn	Checked	Con App	HS2 App				Final Preliminary Design	Drawing No. C222-ATK-EV-DSE-020-763906-PET000000		Rev. P02



A map of the King's Lane area, showing the location of the subject property. The map includes a street grid and a highlighted area indicating the subject property's location.

South Heath

Chiltern Tunnel

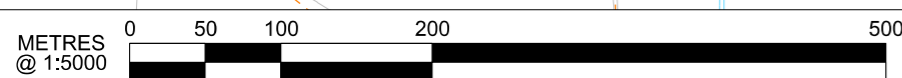
Buckinghamshire Chiltern District

Footpath
OverbridgeChiltern Tunnel
North Portal

Chiltern Tunnel
North Portal
Building


FRITH HILL


B485 CHESHAM ROAD





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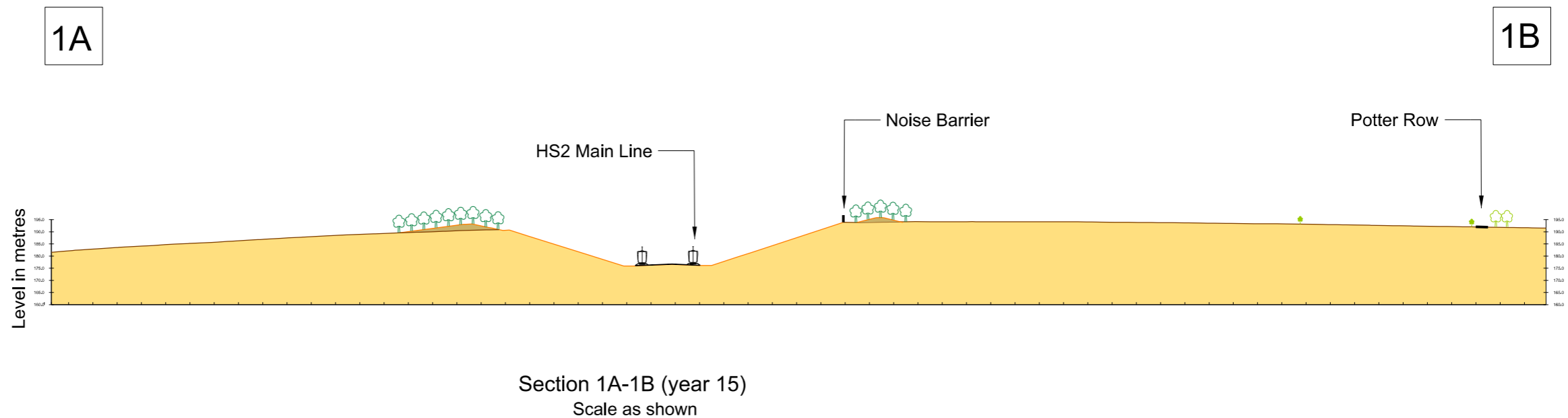


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Design Stage	DESIGN-FOR-PETITION			Discipline/Function	
Drawing Title	Petitioners Group G			Drawn	Checked
	Cross Section Plans			Date	Scale
	Final Preliminary Design			Drawing No.	Rev.
				C222-ATK-EV-DPL-020-761906-PET000000	P02



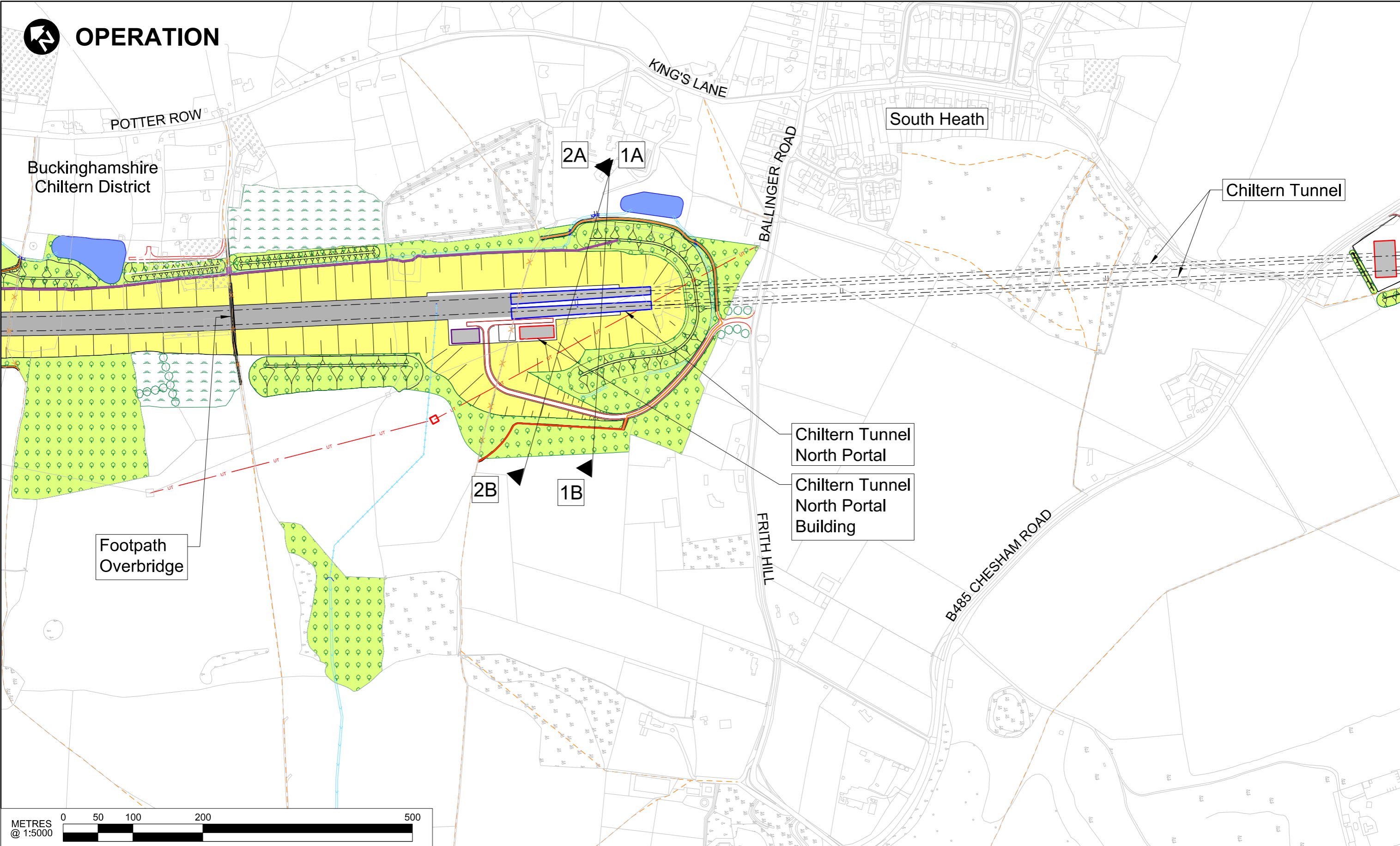
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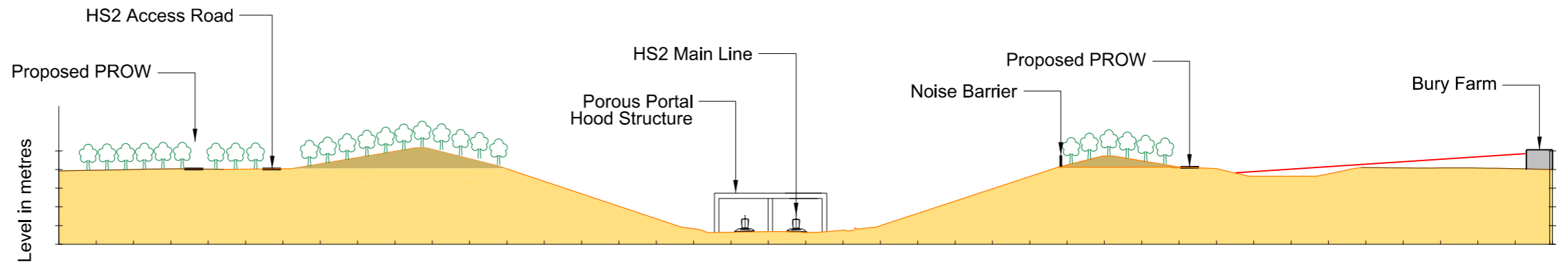
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1B

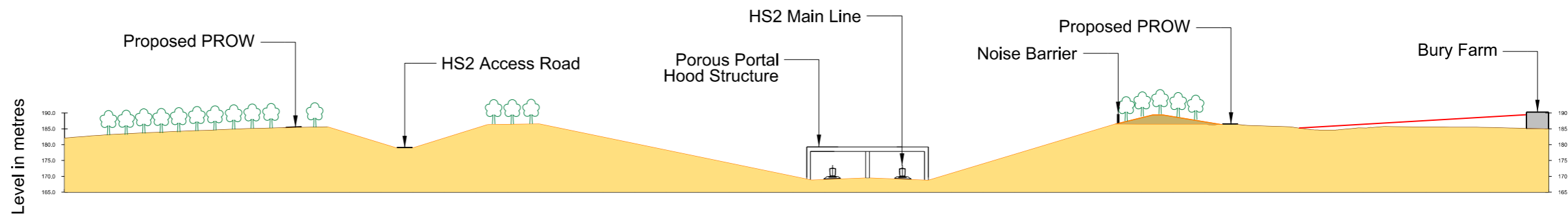
1A



Section 1A-1B (year 15)
Scale as shown








2B

2A



Section 2A-2B (year 15)
Scale as shown

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HS2 Phase One House of Lords Select Committee

Great Missenden & South Heath: Area Specific Information

Operational Noise Maps

See text for full description and extent of significant effects. (*) Where SES/AP is reason for significant effect.

Receptor/significant effect removed/added (as a result of amendment*: APX-XXX-YYY).

SES/AP change ref.

Significant effect descriptor

Reduced effect Increased effect

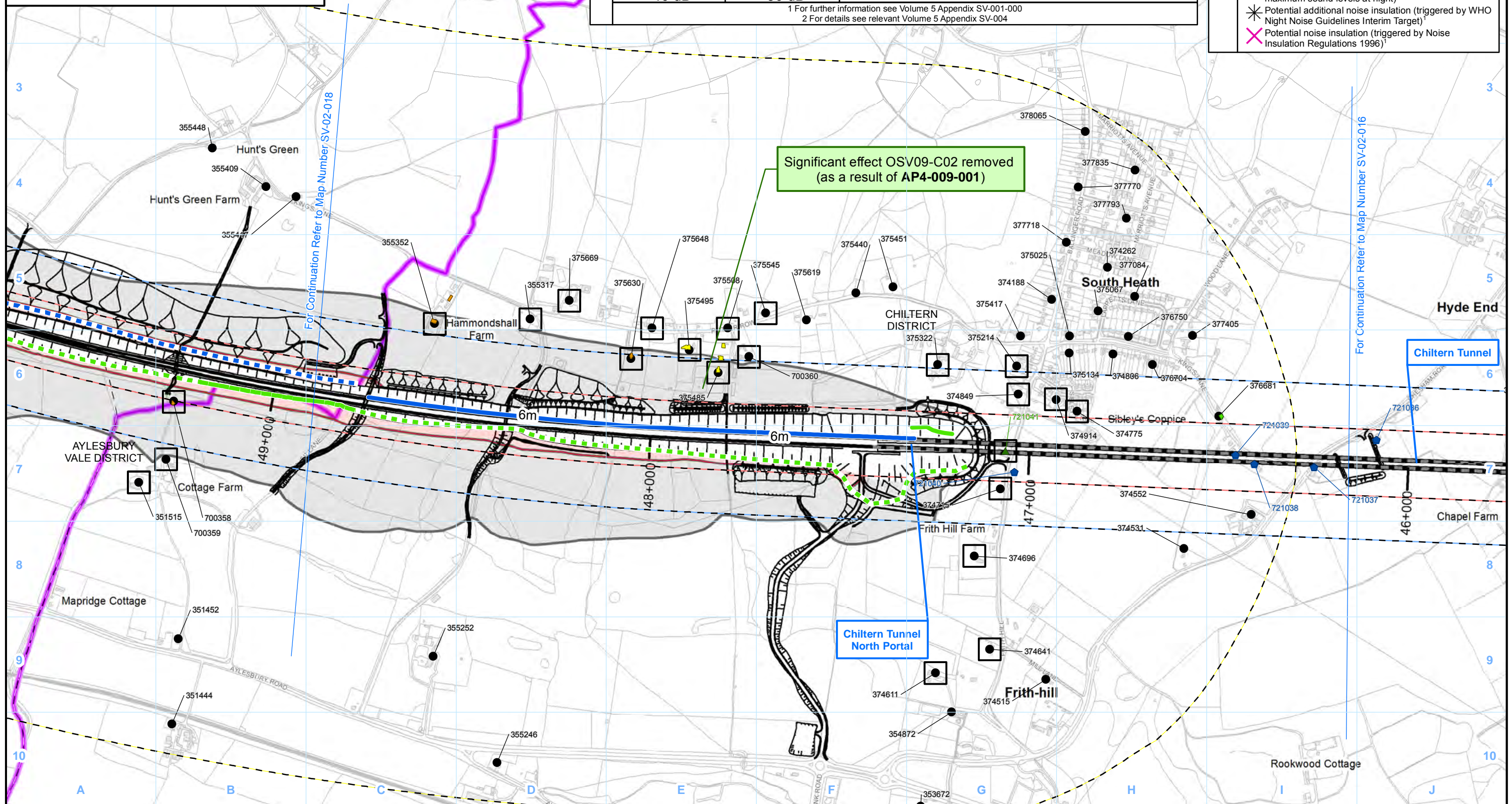
Panel A	HS2 (rail only) sound level $L_{pAeq,T}$		Potential noise effect ^{1,2}	
	Night-time $L_{pAeq,T}$ (T=23:00 to 07:00)	Daytime $L_{pAeq,T}$ (T=07:00 to 23:00)	Residential	Non-residential & quiet areas
	> 55 dB	> 65 dB	Likely significant effect on dwellings indicated by ○, * or ✕ avoided by noise insulation	Effect dependent on receptor and baseline. For further details see Volume 5, Appendix SV004. Likely significant effect indicated by OSV#-N#
	40 to 55 dB	50 to 65 dB	Effect dependent on sound level change (see Panel B) and significance criteria. Likely significant effects on groups of dwellings and associated facilities indicated by OSV#-C#	
	< 40 dB	< 50 dB	Generally no adverse effect expected ¹	

1 For further information see Volume 5 Appendix SV-001-000
2 For details see relevant Volume 5 Appendix SV-004

Operational airborne sound impacts at buildings*
Change in sound level ($L_{pAeq,T}$ day / night)

Major adverse (>10dB)
Moderate adverse (5dB to 10dB)
Minor adverse (3dB to 5dB)
Negligible (-3dB to 3dB)
Beneficial (<-3dB)

Potential additional noise insulation (triggered by maximum sound levels at night)¹
Potential additional noise insulation (triggered by WHO Night Noise Guidelines Interim Target)
Potential noise insulation (triggered by Noise Insulation Regulations 1996)¹



Legend - General features

Route in bored tunnel
Route in green tunnel
Route on surface
Depot, station, headhouse or portal building
Community forum boundary
District/Borough boundary
County boundary

Engineering earthworks: Non engineering earthworks:
Embankment
Cutting
L_{max} >= 60dB façade**
* Residential buildings only
* Labelled with total barrier height above rail level
** ES/SES HS2 train only L_{max} + 2.5dB façade correction

Legend - Sound related features

Committed developments (label as CFA#/#) - SV Only
Envisaged mitigation to avoid / reduce significant noise effects:
Landscaping and/or fence barriers*
Engineering e.g. cuttings (green tunnels separately marked)
Envisaged measures further reducing noise effects:
Other environmental e.g. landscaping
Engineering e.g. cuttings
Airborne sound study area

Ground-borne sound & vibration study area (residential and non-residential)
Ground-borne sound & vibration study area (highly sensitive non-residential)
Airborne sound assessment location
Airborne sound and vibration assessment location
Ground-borne sound and/or vibration assessment location
Airborne sound, ground-borne sound and vibration assessment location
Minor ground-borne noise or vibration impact*

Map Number
SV-02-017
Map Name
Operational Airborne Noise and Vibration Impacts and Likely Significant Effects (with Assessment Locations)
Post-AP Petitions
Community Forum Area CFA9:
Central Chilterns

hs2
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Metres



HS2 Phase One House of Lords Select Committee

Great Missenden & South Heath: Area Specific Information

Great Missenden Temporary Access Road

Gt Missenden temporary access road



Gt Missenden temporary access road

Description

The extension of the Chiltern tunnel moved the Chiltern tunnel portal from Mantles Wood to the north side of South Heath. To support the construction works for the new portal location, the adjacent South Heath cutting alongside Potter Row and the rail systems fit out required from this portal, a temporary access road has been incorporated into the construction works running from the A413/Link Road roundabout up to the portal worksite area.

The temporary access road would:

- Be in place for about 7 years
- Would carry up to approx. 200 2-way HGVs/day during the main cutting excavation works
- Would be removed and the land reinstated following completion of the construction works

As part of the construction works, improvements would be made to the A413/Link Road roundabout and adjacent B485 Chesham Road/A413 roundabouts to ensure that construction traffic could be accommodated on the existing junctions without causing additional congestion.

Gt Missenden temporary access road

Local concerns

Following publication of the tunnel extension and inclusion of the temporary access road, local concerns regarding the access road were raised. Particular concerns related to the location of the access road and use of the existing Link Road/A413 junction, including:

- Concern over visibility of the temporary access road from viewpoints in Gt Missenden
- Concern over additional traffic and congestion on the roundabouts
- Concern regarding safety of the junction due to additional HGV traffic entering the roundabout from the new access, in particular for the adjacent children's play area on the Gt Missenden side of the Link Road roundabout
- Concern regarding additional 'rat-running' through Gt Missenden to avoid congested junctions

In recognition of this, an assurance was provided to Buckinghamshire County Council (BCC) such that the promoter would implement an alternative access road location to be brought forward by BCC subject to the alternative alignment:

- Being provided consistent with the overall railway construction programme
- Not creating new adverse environmental effects that could not be mitigated or reduced
- Not increasing the cost of the haul road.

Gt Missenden temporary access road

Assessment of alternative locations for the access road

The promoter provided design information to BCC and supported the assessment of alternative access road alignments. The most appropriate alternative route was identified adjacent to Leather Lane, however the assessment by the Promoter of this alternative route against the assurance given to BCC found that it:

- Would cost significantly more than the Proposed Scheme access road
- Would introduce a new likely adverse significant environmental impact due to construction works across a known archaeological site
- Would be difficult to implement to meet the construction timetable for works in this area

In addition:

- It would require the introduction of a new junction on the A413 near to Leather Lane with associated traffic delay impacts. Improvements to the Link Road junction would need to be reconsidered due to lower construction traffic use, with potentially less reduction in existing traffic congestion.
- It would require acquisition of land outwith the Bill limits, both for the access road and alongside the HS2 route. **This is not supported by the Promoter as it would require the introduction of an Additional Provision to the Bill.**
- The required land acquisition would otherwise require a separate planning process to be instigated by BCC and with potential landowner objections this could significantly delay this process.

Given the additional land required, the increased cost of the alternative options assessed, the new environmental impact, the high development costs that would be incurred through the planning process and significant additional risk to the programme, the Promoter does not support a change to the Proposed Scheme.

Gt Missenden temporary access road

Mitigation for the proposed access road

The Promoter has been in discussion with BCC, Chiltern District Council and Gt Missenden Parish Council regarding potential mitigation for the temporary access road, as follows.

Traffic

As part of separate assurances to BCC regarding construction traffic impacts on key junctions in Buckinghamshire, the Promoter has developed alternative schemes to mitigate the impact of construction traffic on both the A413/Link Road and A413/B485 Chesham Road roundabouts, taking into account access road construction traffic. This has demonstrated that improvement works can be introduced to both junctions to reduce both existing traffic congestion and the impact of construction traffic. A draft assurance is being provided to BCC regarding the implementation of agreed works to these junctions.

Safety

An assurance is being provided to BCC regarding the provision of safety fence barrier alongside the children's play area and skate park during detailed design of the junction improvements.

The junction improvements and access road approach onto the roundabout would be subject to appropriate road safety audits as part of the design process and the Promoter does not consider that new safety risks would be created.

Visual screening

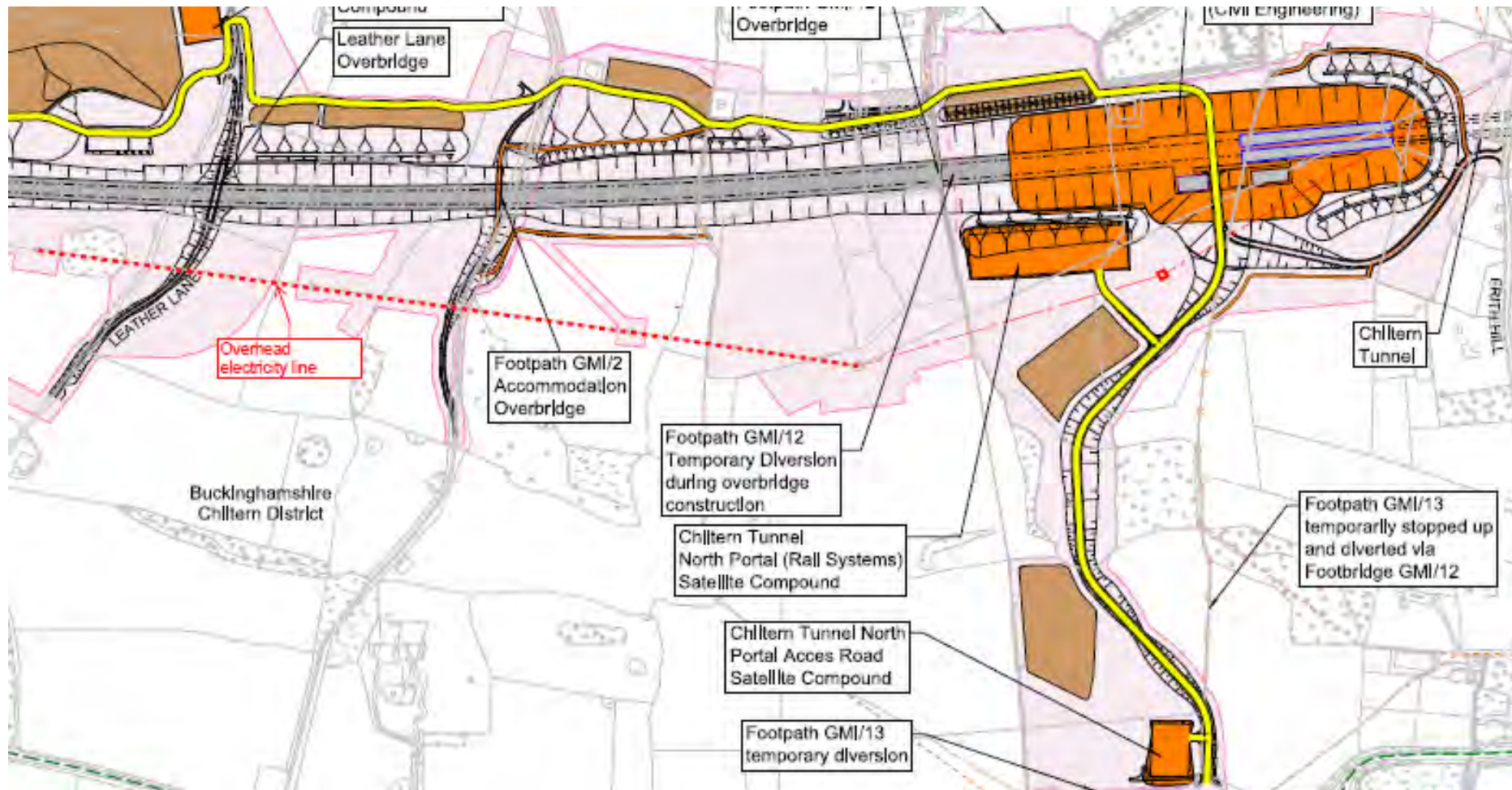
An assurance is being provided to BCC to introduce enhanced screening of the temporary access road through revised screen bunds and introduction of some screen planting.

Gt Missenden temporary access road

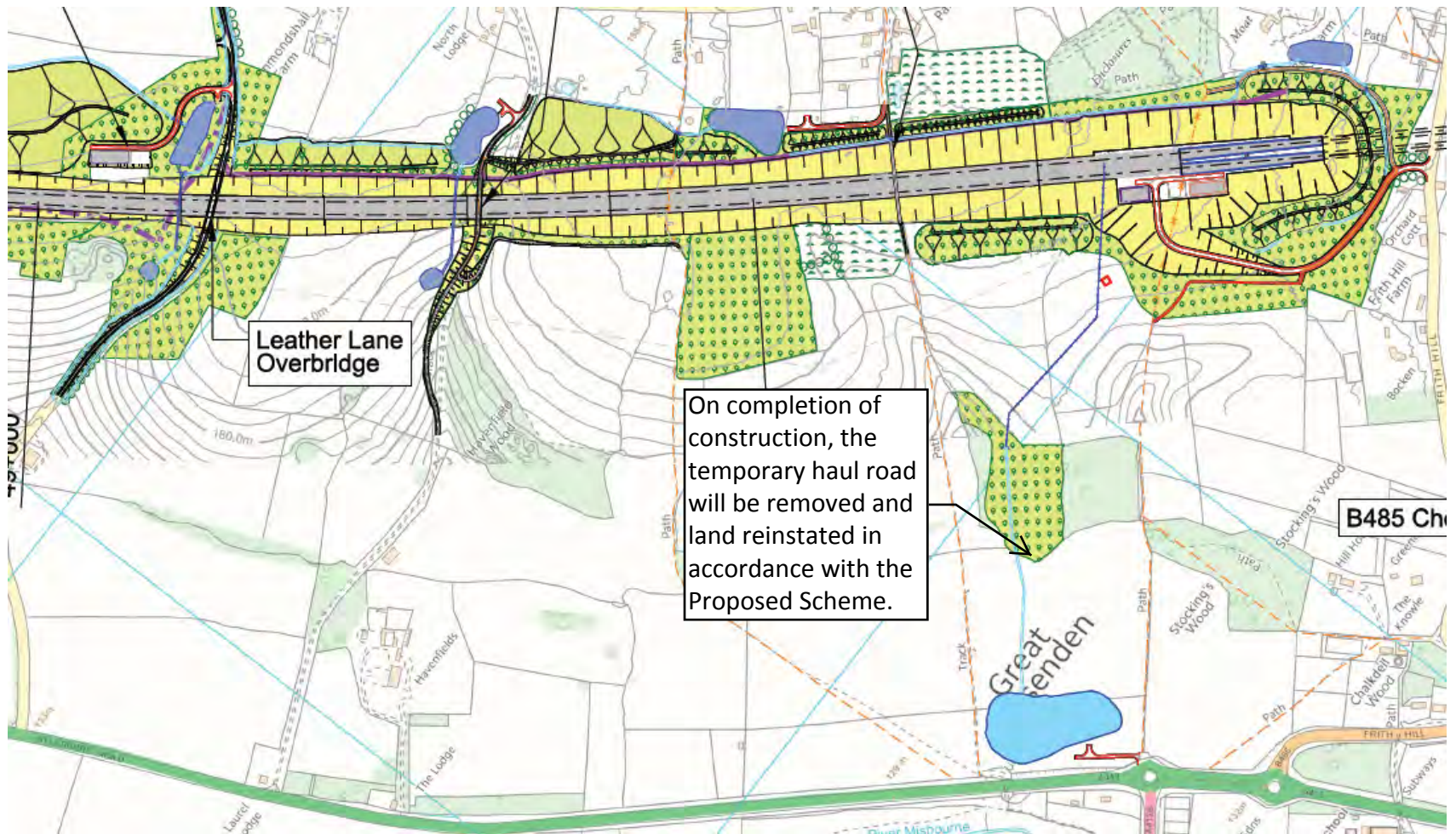
Further information on the temporary access road:

- Construction phase drawing – see following slide
- Operational phase drawings – see following slide
- Traffic information – see following slides
 - Construction compound routes and vehicle numbers
 - Construction phase traffic flows
 - Forecast construction traffic histogram

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Great Missenden Temporary Access Road - Verified Photo Locations



Legend

① Photo location

Public Rights of Way (PROW)

- Bridleway
- Footpath
- Permissive Route
- Restricted Byway

These images are verifiable photographs which were produced using the verifiable photography specification within the HS2 Scope and methodology report addendum (CT-001-000/2)

Great Missenden Temporary Access Road

Verified Photo Location 1 of 6

Viewpoint 1 - View looking north-east across Great Missenden play area and tennis courts to the countryside beyond.



Image Details

Camera:	Canon EOS 6D
Lens:	Canon EF 50 mm
Tripod Height:	1.6m AOD
Date:	05/10/2016
Time:	10.38am
Weather Conditions:	Light sun, little cloud cover
Focal Length:	50mm
Latitude / Longitude:	51.704728 / 0.705106

Great Missenden Temporary Access Road

Verified Photo Location 2 of 6

Viewpoint 2 - View looking north-east from the corner of the A4128 Link Road and the A413 towards Stooking's Wood.

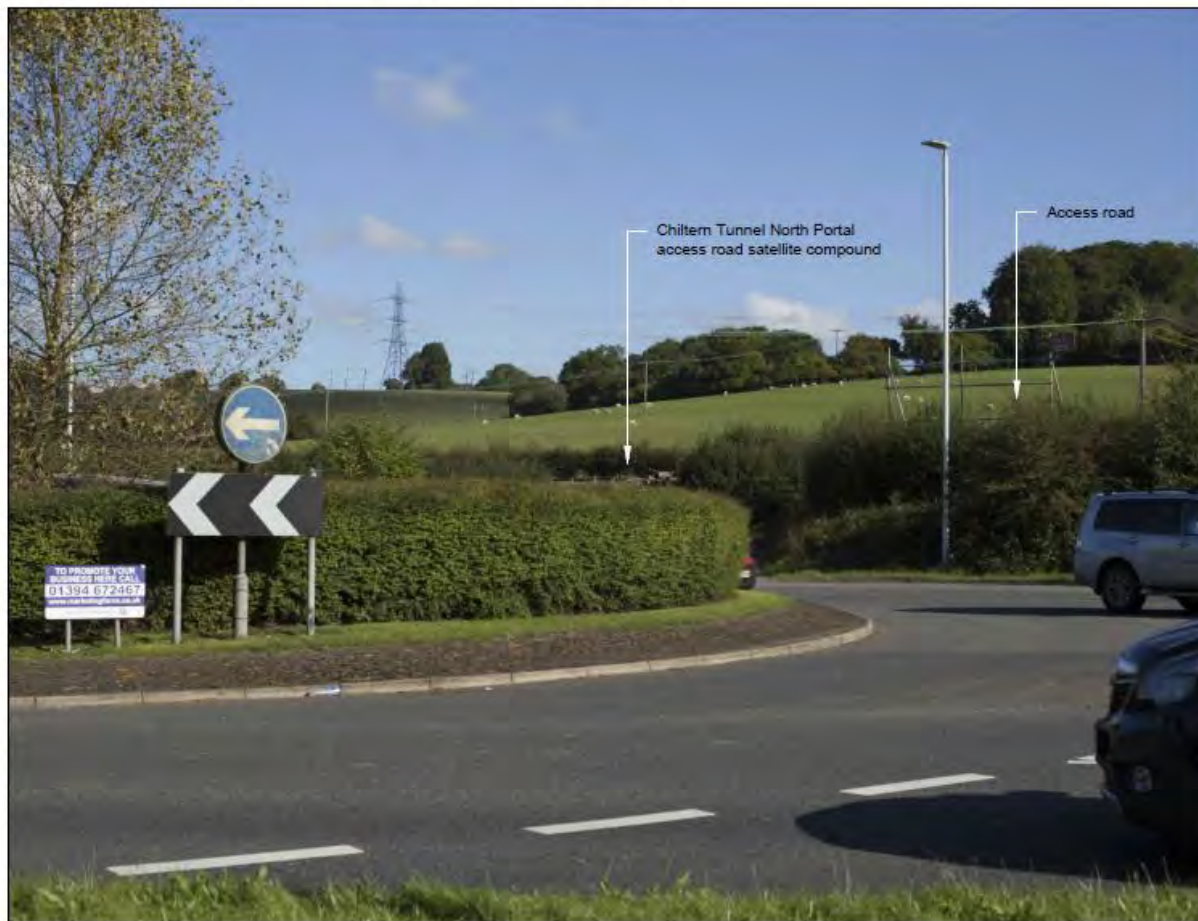


Image Details

Camera:	Canon EOS 6D
Lens:	Canon EF 50 mm
Tripod Height:	1.6m AOD
Date:	05/10/2016
Time:	10:55am
Weather Conditions:	Light sun, little cloud cover
Focal Length:	50mm
Latitude / Longitude:	51.705473 / 0.704149

Great Missenden Temporary Access Road

Verified Photo Location 3 of 6

Viewpoint 3 - View looking east from the grass verge adjacent to the A413 and Buryfield House towards Stocking's Wood.



Image Details

Camera:	Canon EOS 6D
Lens:	Canon EF 50 mm
Tripod Height:	1.6m AOD
Date:	05/10/2016
Time:	11.03am
Weather Conditions:	Light sun, 10% cloud cover
Focal Length:	50mm
Latitude / Longitude:	51.706009 / 0.704743

Great Missenden Temporary Access Road

Verified Photo Location 4 of 6

Viewpoint 4 - View from the A4128 Link Road adjacent to the skate park towards Stooking's Wood.



Image Details

Camera:	Canon EOS 6D
Lens:	Canon EF 50 mm
Tripod Height:	1.8m ACD
Date:	05/10/2016
Time:	11.12am
Weather Conditions:	Light sun, little cloud cover
Focal Length:	50mm
Latitude / Longitude:	51.705424 / 0.704606

Great Missenden Temporary Access Road

Verified Photo Location 5 of 6

Viewpoint 5 - View looking north-east along the A4128 Link Road tree-lined avenue towards the countryside beyond the edge of Great Missenden urban fringe.



Image Details

Camera:	Canon EOS 6D
Lens:	Canon EF 50 mm
Tripod Height:	1.6m ACD
Date:	05/10/2016
Time:	11:21am
Weather Conditions:	Light sun, little cloud cover
Focal Length:	50mm
Latitude / Longitude:	51.704010 / 0.707321

Great Missenden Temporary Access Road

Verified Photo Location 6 of 6

Viewpoint 6 - View looking north-east from the footpath adjacent to Great Missenden station entrance, towards the countryside in the background.



Image Details

Camera:	Canon EOS 6D
Lens:	Canon EF 50 mm
Tripod Height:	1.6m AOD
Date:	05/10/2016
Time:	11:28am
Weather Conditions:	Light sun, little cloud cover
Focal Length:	50mm
Latitude / Longitude:	51.703993 / 0.708731



HS2 Phase One House of Lords Select Committee

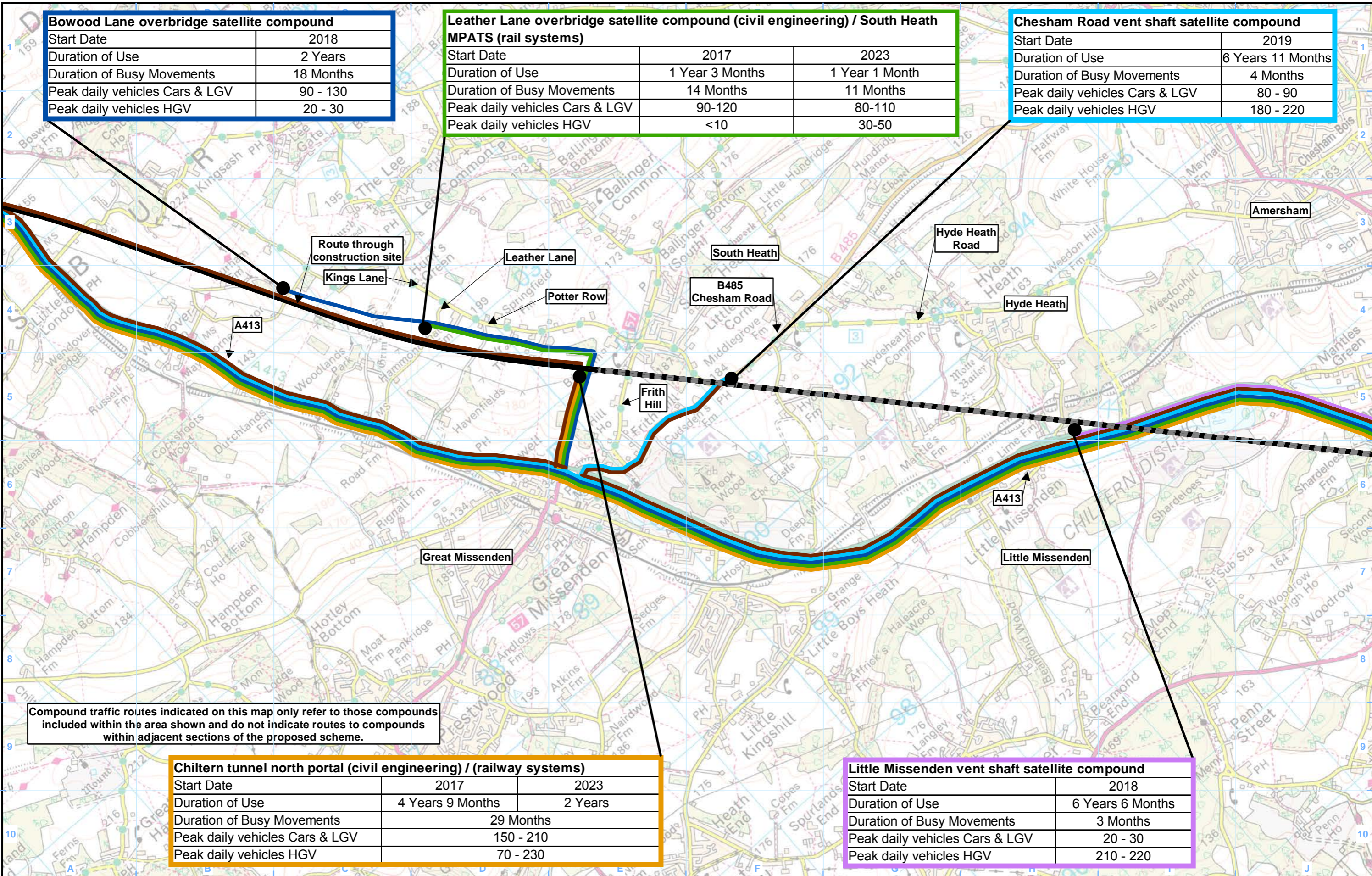
Great Missenden & South Heath: Area Specific Information

Traffic & Transport

Bowood Lane overbridge satellite compound	
Start Date	2018
Duration of Use	2 Years
Duration of Busy Movements	18 Months
Peak daily vehicles Cars & LGV	90 - 130
Peak daily vehicles HGV	20 - 30

Leather Lane overbridge satellite compound (civil engineering) / South Heath MPATS (rail systems)		
Start Date	2017	2023
Duration of Use	1 Year 3 Months	1 Year 1 Month
Duration of Busy Movements	14 Months	11 Months
Peak daily vehicles Cars & LGV	90-120	80-110
Peak daily vehicles HGV	<10	30-50

Chesham Road vent shaft satellite compound	
Start Date	2019
Duration of Use	6 Years 11 Months
Duration of Busy Movements	4 Months
Peak daily vehicles Cars & LGV	80 - 90
Peak daily vehicles HGV	180 - 220



Compound traffic routes indicated on this map only refer to those compounds included within the area shown and do not indicate routes to compounds within adjacent sections of the proposed scheme.

Chiltern tunnel north portal (civil engineering) / (railway systems)		
Start Date	2017	2023
Duration of Use	4 Years 9 Months	2 Years
Duration of Busy Movements	29 Months	
Peak daily vehicles Cars & LGV	150 - 210	
Peak daily vehicles HGV	70 - 230	

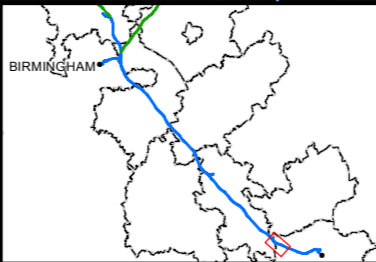
Little Missenden vent shaft satellite compound	
Start Date	2018
Duration of Use	6 Years 6 Months
Duration of Busy Movements	3 Months
Peak daily vehicles Cars & LGV	20 - 30
Peak daily vehicles HGV	210 - 220

Legend

- Construction compounds
- Route in tunnel
- Mass haul traffic route
- Route on surface
- Compound traffic routes

Description Key

Start Date	Indicative start/set up date.
Duration of Use	Estimated duration of use (years).
Duration of Busy Movements	Estimated duration with busy vehicle movements (months).
Peak daily vehicles Cars & LGV	Average daily combined two-way vehicle trips during busy period and within peak month of activity.
Peak daily vehicles HGV	



High Speed Two
Central Chilterns CFA 9
Construction Compounds Routes
and Vehicle Numbers

Petitioner

Petition number

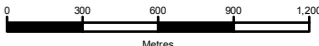


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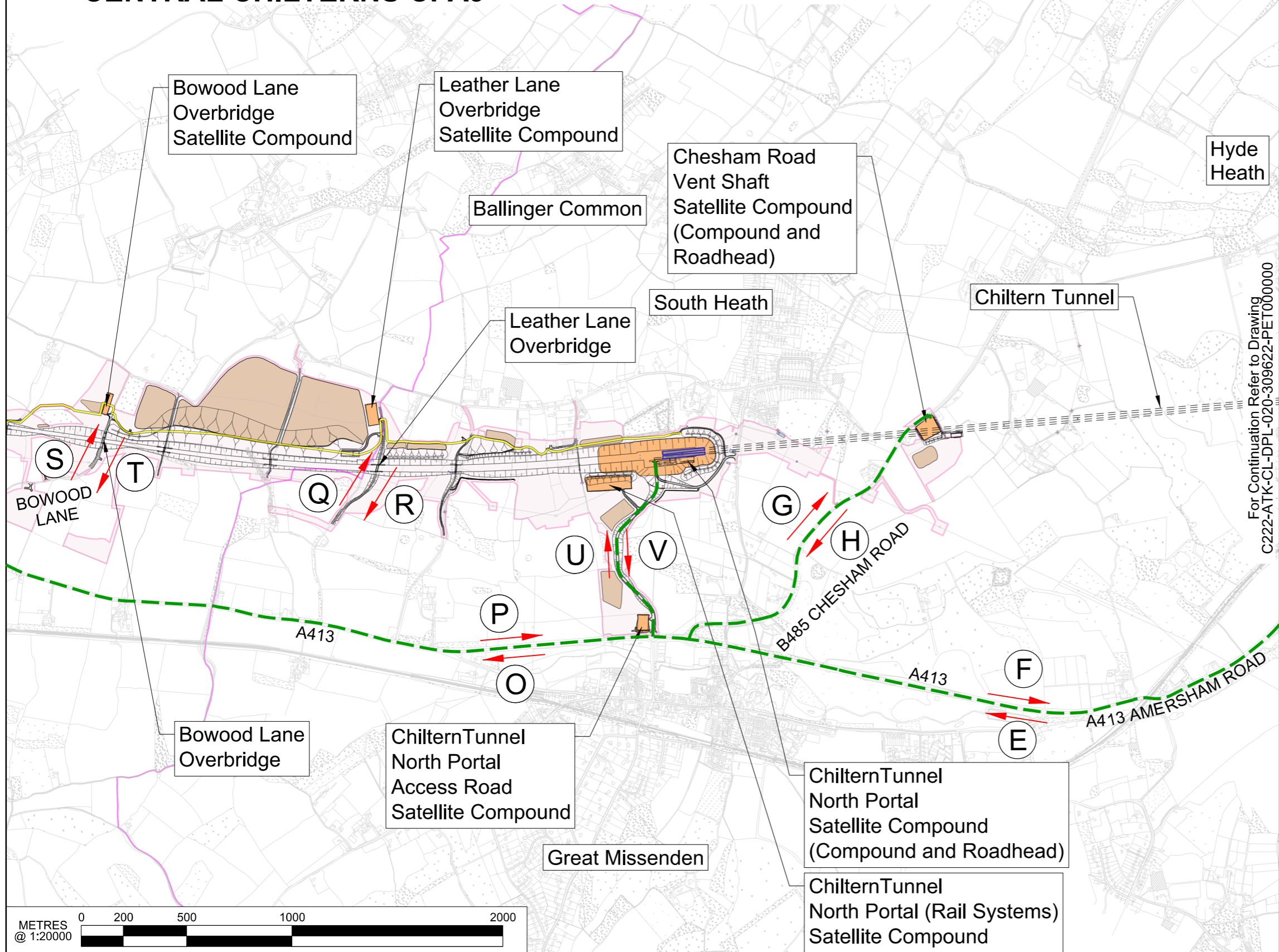
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Scale at A3: 1:30,000



DAILY WEEKDAY TRAFFIC FLOWS CONSTRUCTION PHASE
CENTRAL CHILTERN CFA9



A413 Missenden Bypass (South of B485)					
E	Northbound	2021 daily weekday	HS2	2021 daily flow plus HS2	% increase
	Cars & LGVs	8330	153	8483	2%
	HGVs	223	155	378	69%
F	Southbound	2021 daily weekday	HS2	2021 daily flow plus HS2	% increase
	Cars & LGVs	9498	153	9651	2%
	HGVs	318	155	473	49%
B485 Chesham Road / Frith Hill (west of King's Lane)					
G	Eastbound	2021 daily weekday	HS2	2021 daily flow plus HS2	% increase
	Cars & LGVs	4575	89	4664	2%
	HGVs	139	110	249	79%
H	Westbound	2021 daily weekday	HS2	2021 daily flow plus HS2	% increase
	Cars & LGVs	4487	89	4576	2%
	HGVs	269	110	379	41%
A413 Missenden Bypass (North of B485)					
O	Northbound	2021 daily weekday	HS2	2021 daily flow plus HS2	% increase
	Cars & LGVs	8128	174	8302	2%
	HGVs	195	156	351	80%
P	Southbound	2021 daily weekday	HS2	2021 daily flow plus HS2	% increase
	Cars & LGVs	8309	174	8483	2%
	HGVs	273	156	429	57%
Leather Lane					
Q	Eastbound	2021 daily weekday	HS2	2021 daily flow plus HS2	% increase
	Cars & LGVs	231	26	257	11%
	HGVs	2	0	2	0%
R	Westbound	2021 daily weekday	HS2	2021 daily flow plus HS2	% increase
	Cars & LGVs	256	26	282	10%
	HGVs	2	0	2	0%
Bowood Lane					
S	Eastbound	2021 daily weekday	HS2	2021 daily flow plus HS2	% increase
	Cars & LGVs	4	55	59	1300%
	HGVs	0	0	0	N/A
T	Westbound	2021 daily weekday	HS2	2021 daily flow plus HS2	% increase
	Cars & LGVs	6	55	61	939%
	HGVs	0	0	0	N/A
New link road					
U	Northbound	2021 daily weekday	HS2	2021 daily flow plus HS2	% increase
	Cars & LGVs	0	45	45	N/A
	HGVs	0	135	135	N/A
V	Southbound	2021 daily weekday	HS2	2021 daily flow plus HS2	% increase
	Cars & LGVs	0	45	45	N/A
	HGVs	0	135	135	N/A

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Description

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Scale with caution as distortion can occur.

Legends/Notes:

Satellite construction compound

Main construction compound

Tunnel portal

Rail alignment formation

Tunnels external extent

Rail alignment

Engineering earthworks

Landscape earthworks

Land potentially required during construction

Construction site access route

Construction traffic route

Temporary material stockpile

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Creator/Originator
Atkins

Zone
Country South

Design Stage
DESIGN-FOR-PETITION

Drawing Title
Central Chilterns CFA9
Daily Weekday Traffic Flows
Construction Phase

Project/Contract
Country South Design

Discipline/Function
Construction and Logistics

Drawn
IE

Checked

Approved

Date
27/04/2016

Scale
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Size
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