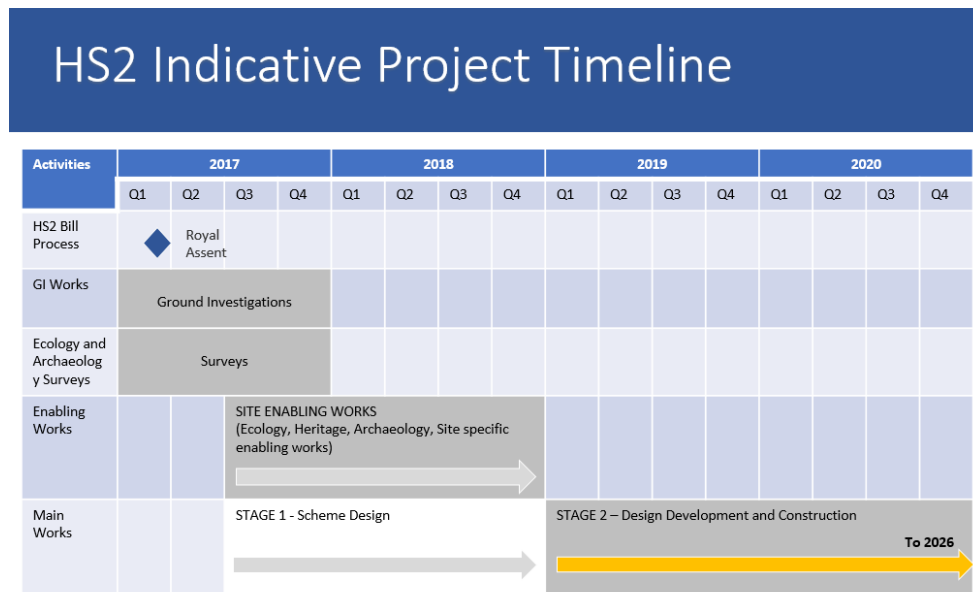


Great Missenden Parish Council's summary of responses to questions raised with HS2 Ltd

June 2017

HS2 Ltd has provided us with the following information to some of the questions asked by our community.

Caveat: The Main Works Contractor will develop more detailed designs for the construction of HS2, some of the dates and details may be liable to change but HS2 will keep us informed.



MAIN WORKS

- Contractor (referred to as the MWCC) to be appointed in July 2017 and will begin 12-18 months of scheme design
- Contractor provides a target cost to HS2 for the works - we either agree cost or start negotiating
- Seven contractors across Phase One (four in the Central section)
- Groups have been set up ready for 'neighbouring contractors' to work together
- One of the key focus areas during the Design Phase is to look at ways to reduce community impacts with one of these areas being to take vehicles off local roads and onto the trace
- Contractor produces Community Engagement Plan for the works

ENABLING WORKS

Fusion JV is HS2's contractor in our area who are delivering Enabling Works.

- Environmental and Ecological Surveys
- Historic environment investigations (for habitat creation sites)
- Park Hill habitat creation site
(construction due to start in October 2017)
- Bury Farm habitat creation site
(construction due to start in October 2017)
- Park Farm habitat creation site on hold as per U&A – will only be considered if above is not possible
- Haul Road – current plans for this to be part of the Enabling Works

SCHEDULE 17?

- The HS2 Act grants 'deemed planning permission' for the HS2 works within the Act limits
- Detailed design of the HS2 works is not approved by the Act
- Schedule 17 of the Act details the things that we must obtain approval from the local Planning Authority for:

road vehicle parks terracing cuttings embankments and other earthworks fences walls or other barriers	transformers telecommunication masts pedestrian access to the railway line artificial lighting waste and spoil disposal (County) borrow pits (County)
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ENGAGEMENT and COMMUNICATION

Pre- construction

- **Improving community awareness and knowledge – events, meetings newsletter etc**
- **Activity becoming increasingly targeted and ‘issue-based’**
- **Relationship building**
- **Notification and information sharing on surveys and ground investigations**
- **Individual resident meetings where appropriate particularly around issues around land and property**

Construction

- **Non-construction specific engagement on topics such as ‘Compensation’**
- **Significant role for the contractor on enabling works and main works**
- **HS2’s community engagement team will:**
 - **Own high-level relationships (MPs etc)**
 - **Provide guidance, templates, assurance and support as appropriate to contractor**
 - **Act as an arbitrator where required**
 - **Non-construction specific engagement on topics such as ‘Compensation’**

QUESTIONS ON THE HAUL ROAD

What is the purpose of the haul road?

To gain access to the north portal of the Chilterns bored tunnel for construction purposes.

What is the route that the haul road will take? Are there other options?

HS2 were requested to consider options during the Parliamentary process and assurances were given work would be done to consider these, specifically an option near Leather Lane.

The outcome of this work demonstrated that other routes could not be delivered without significant impacts on the cost, environmental effects, or timely delivery of the railway – all of which were caveats of the Assurance given to consider other options. Subsequently a number of alternative assurances have been given to Bucks CC and GM Parish Council to provide alternative means of mitigation in relation to safety, link road car parking and the school.

What will it look like?; Will it be visible from GM village?; When will the road be removed?

We will only have comprehensive answers to these questions once the detailed design work is carried out by our contractors and any conditions imposed by the consenting authority are considered. The duration of the works will depend on the detailed construction programme that contractors will develop once appointed.

The road is likely to be partially visible from the roundabout until it reaches the tree line. New trees will be planted to screen it as much as is possible.

The intention is that road will be removed upon completion of the civil structural and earth works for the tunnel portal.

When will this process start? How long will it take to build?

This work is likely to start in March 2018 and take approx. 12 months to complete

How will the haul road impact the roundabouts? What is the process for this design, who approves it and when will we have more information?

Work is being undertaken at the moment to identify the impact on the safety and capacity of the roundabouts, and what mitigation measures that might need to be introduced. Bucks CC as highway authority are closely involved in this work.

Will there be an impact on local parking as part of these works? What are HS2 doing to mitigate this?

Depending on the mitigation required, there is a potential impact on local parking on the Link Road. HS2 have given a number of assurances to BCC and the Parish Council that includes funding for replacement parking, to be delivered by the council.

How many HGVs will be coming off and onto the haul road at the Link Road roundabout – on average and at the peak?

This will be dependent on the construction management plan and traffic management plan developed by the MWCC who will identify their traffic flow forecasts. The transport assessment in the Environmental Statement estimated peak vehicle numbers to be 135 heavy good's vehicle movements and 45 light goods vehicles and cars entering and exiting the site on a daily basis. This is over an approximate peak period for traffic movements of 29 months.

How temporary are the spoil dumps alongside the haul road?

They are available to be used throughout the duration of the project and materials will come and go on them. There will be periods of time when the sites will not be in use and the type of materials on them can change during the project.

How will you stop access to non-work vehicles?

It will be up to the contractor to satisfy us of the controls they use but as a minimum it would be expected that the bottom of the road would be manned and gated when not in use.

Will there be wheel washing facilities?

Yes there will be – as per the Code of Construction Practice.

Will there be a Haul Road compound?

Yes a compound adjacent to the A413 is identified on AP4 plan CT-05-033

Is HS2 considering making the road permanent?

No. The road is temporary and will be removed once the railway is built.

QUESTIONS ON VEHICLES AND ROADS

Will the movement of HGVs be controlled and if so how?

Principal Contractor's will be required to book and monitor traffic movements at work site access points. Contractor's will book vehicles to arrive at worksites at a specified time and day up to 5 weeks in advanced and the booked vehicle numbers will be cross checked with the vehicle capacity of worksites to ensure these are not exceeded. Actual vehicle flows will be recorded at the work site gates on a daily basis and fed back in to a Vehicle Monitoring System operated by HS2. Vehicle safety requirements and driver training records will also be recorded at the gates to ensure compliance with HS2 requirements.

How will construction traffic be controlled at Rocky Lane?

The Main Works Contractor will need to set their plans for traffic controls out in their plans.

What will be the impact on rush hour traffic and for how many years?

HS2 has been working with Buckinghamshire County Council to do further transport assessments beyond those undertaken for the Environmental Statement to assess future year traffic flows with HS2 construction traffic. The majority of junctions on the A413 in the vicinity of Great Missenden have been assessed. HS2 is proposing to implement temporary capacity improvement measures on junctions where the modelling demonstrates the junction will be operating over capacity during the HS2 construction period. The modelling undertaken to date has been worst case scenario and forms the baseline which contractors must not breach without undertaking a new Environmental Impact Assessment. Therefore, we anticipate actual contractor flows being within these limits ensuring temporary capacity measures (where required) keep traffic flowing. Also, the modelling currently includes construction workers arriving and departing worksites during the peak traffic hours. In reality construction workers tend to start work earlier – often on site from between 6am and 8am. This will further reduce the impact on AM peak traffic period. In addition, HS2 contractors will need to address accessibility to and from worksites and consider what measures they may wish to include within their travel plan such as reducing the use of single car trips and using public transport and sustainable modes of travel. All of which will alleviate the impact on the local road network.

OTHER QUESTIONS - GENERAL

Which direction along the A413 will construction traffic be travelling?

Construction traffic will travel both directions on the A413.

An access road is to be built off Frith Hill to the north portal of the Chiltern Tunnel; when and what will it be used for?

This will be used for:

- Deliveries to the works and access to the section long haul route
- Accessing the trace/line of route for the installation of power data, traction power, rail

This will be used from Quarter 2/3 of 2019 up to the end of the rail systems fit out in 2024/25.

How long will the spoil dump near Hunts Green farm be needed?

Through the duration of the project (see previous answer on use of spoil sites).

Where will workers park coming in everyday to work at the compound by the roundabout, at the North Portal and at the Leather Lane compound?

The Contractors Travel Plan will need to take this in account, but generally the Contractors will be expected to park within the designated Compounds.

Small Dean is the largest compound locally and has permission to accommodate workers. The other local compounds are just compounds from which work will be delivered. One of the options is the Small Dean compound will act as a ‘park and ride’ for the workers with them being collected and brought back to a workers car park on this site.

OTHER HS2 Ltd INITIATIVES

- 1) Limited funds are available from HS2 for the Community and Environment & Business and Local Economy Funds
- 2) The Chilterns HS2 AONB Review Panel – is concerned about the design of the HS2 scheme and is looking for local enhancement projects

Mike Johnstone, HS2 Lead for GMPC