

Wendover Meeting 3 10-Sep-2012

Notes & Actions

- Online 'Agenda Packs' – didn't meet some expectations.. No meeting agenda on the HS2 website
- [MW] – Justine Greening promised an update this session of parliament
 - Package not signed off !! (*not sure which package*)
- Access (for surveys etc) – **HS2 action** to report on access requested & obtained
- Compensation - nothing happening in some hardship cases; recommendations rejected by (now Ex) minister.

Bilateral meetings / General Update

Reporting back at the discretion of the attendees. The CF would like to receive reports, and at least a list of such meetings.

- Chesham Society bilateral report – see http://www.hs2amersham.org.uk/Resources/Forums/HS2%20Bilateral%20Minutes%2024July12_2.pdf.
- Other bilaterals held with the National Trust, the Chiltern Society [S.Rodrick ?]
- CRAG engineering Group [M Jepson] - to promote full tunnel option
 - Two tunnel + break (near Mantels Wood) , < 20km each tunnel to avoid need for an escape tunnel.
 - HS2 will look at this further –(was already looked at by ARUP ?? [HS2 engineer])
- Dunsmore & Rocky lane – regarding Wendover Dean de-Mitigation, Noise + Visual impact
 - Would sacrifice visual appearances, to improve Noise Mitigation (e.g. an Enclosed Viaduct ?? [MW])
 - Wendover Society supports this view

Code of Construction - Introduction

[See Slides by ??]

Slide 3 – Appointed Environmental Overview Consultant is ARUP

Slide 5 - No local detail (eg workcamps) will be included in the general document

Slide 6 - Local Environmental Plans

- Who drafts these ?? (Local Planning Authority ? Not clear) This happens Post Hybrid Bill
- How does the CF interact with the planning authorities - post bill is too far down line ?

Slide 8 - Traffic & transport covers all related issues, not just construction traffic

Slide 9 – “Stakeholder Liaison” – stakeholders are any party affected by the works

HS2 work Update

- No major alignment changes, other than level at A413 crossing to provide clearance
- Nash Road - level raised by ~2m(flood plain)
- No major Power Feeds in this area, but some small substations (preferentially in cuttings)

- Existing HV pylons – may be moved to align parallel to HS2 (*You didn't really believe they would bury the thing ??*)
- RoW surveys & traffic surveys from mid-September

Noise

[See slides - Temple Group ; worked on HS1 etc etc]

How loud, how long .. no single index captures all aspects - use

- Continuous equivalent sound level - biased to highest db level - $L_{pAeq,T}$
- Max sound level (L_{max})

Slide 4 - Baseline.. to assess local 'tranquility';

preliminary surveys of ~ 300 sites so far, over 30min ... 7 day intervals

Slide 11 - Aerodynamic noise important above 300 km/h, in particular train Nose & 1st pantograph. Dominant noise if track/wheel is suppressed by barriers

Q. How is noise modified by the Misbourne valley ?

A. Mitigation calculations use 3D modeling to take local geography into account

Relative noise contribution from different parts of the train doesn't change with speed

Comment - TGV studies found barriers no use for suppressing Aerodynamic noise

Specific Items...

Traffic study to be included in draft Environmental Impact Assessment

AoB

- “Lower line speed in AoNB” - would be a decision for the Sec. of State (currently undergoing brainwashing briefings) .. not for HS2
- What is the purpose of the RoW surveys -? A. Just one measure of path usage; guide for provision of alternate routes during construction..

Next meeting - 13th Nov