

Roads *in the* AONB



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To Do

Spoil Dump, Hunts Green ?

The A413




The A413 is the main road through the Misbourne Valley, carrying commuter traffic from Aylesbury Vale to the M25 and M40 at Gerrards Cross.

It is also the route used by ambulances accessing the A&E department at Stoke Mandeville

HS2 Ltd propose that it carry all construction traffic to and from the compounds in the AONB.

The A413

The A413 also links the network of narrow lanes, characteristic of the Chilterns.

Much of the road is narrow, and the Deep Mill rail bridge is a known hazard.



Rocky Lane



Rocky Lane is the first lane on the left after the roundabout at the southern end of the Wendover Bypass ..

It lies between the Smalldean and Wendover Dean Compounds, and is the access route to a smaller compound which will be used to construct a new underbridge.



Rocky Lane

Between the A413 and Kings Ash, this is a steep, narrow sunken lane. It continues to Chesham via Swan Bottom and Chartridge, and is the main access road towards Wendover from The Lee.

Increased congestion on the A413 is likely to result in a significant increase in traffic using Rocky Lane, despite it being unsuitable as a diversion.

This will further increase congestion at the junction of Chartridge Lane and St Mary's Way in Chesham



Turning right onto the A413 can lead to long delays, during peak hours

Bowood Lane



Bowood Lane runs between the A413 and Kings Lane. The compound (for the construction of a new overbridge) is accessed along the trace. Jones' Hill (Ancient) wood is to the left, and the proposed spoil dump to the right of the Lane.



Bowood Lane

Above Wendover Dean Farm, the Lane is almost free of traffic, but much used by Walkers and Cyclists. Any additional traffic would complete the destruction resulting from the new bridge, cuttings and adjacent spoil heap.



Leather Lane



Leather Lane is another sunken lane connecting the A413 and Kings Lane. It carries a significant amount of traffic, despite being single track on the steepest section. The siting of the new overbridge will cause an unnecessary loss of hedgerow on the SE side, while the NW side is dominated by the proposed spoil dump.

Leather Lane



There is ample room between the lane and the old chalk pit for an offline overbridge to be built to the NW of the existing alignment, allowing the trees on the other side to be retained as a screen for the spoil dump.

Any increase in traffic will cause congestion and damage to the banks and hedgerows bordering the lane.



Potter Row



Potter Row is a residential street, a few hundred metres from the proposed line.

Construction traffic from the Leather and Bowood Lane compounds is routed along Potter Row, adding to the disturbance caused by the excavations for the cuttings and South Heath tunnel

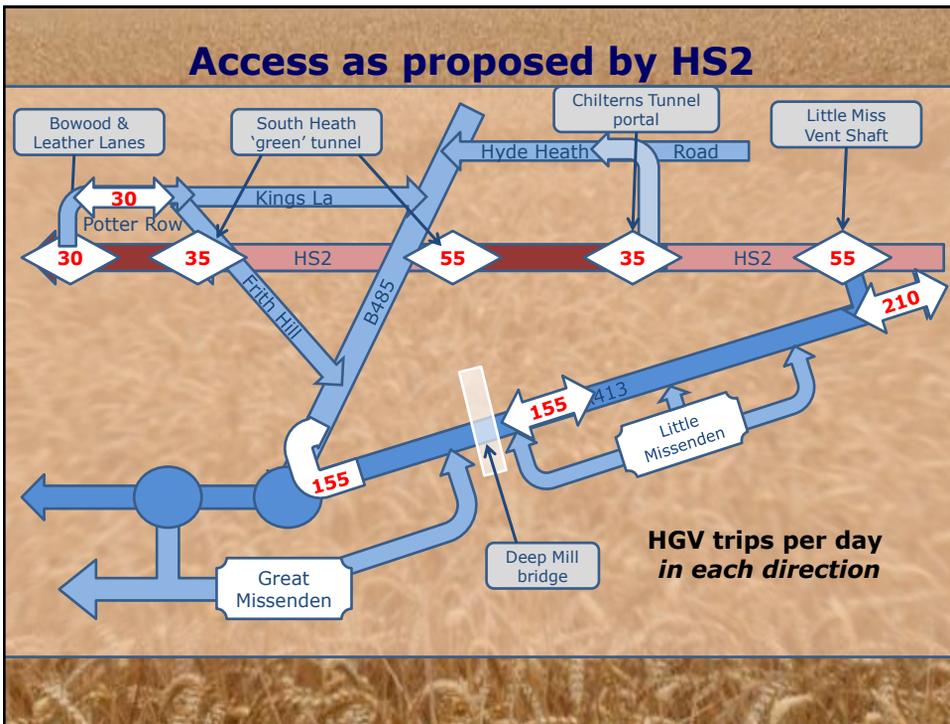
Potter Row

Potter Row is a narrow lane, without footpaths. Several properties are immediately adjacent to the carriageway, and may not survive the impact of heavy construction traffic.



South Heath

ES Vol 2 5.4.31 - "Residents of South Heath are predicted to experience a combination of residential and community infrastructure demolitions, changes to residential amenity in places throughout the village, temporary (?) loss of land at Sibley's Coppice and the minor (?) adverse temporary isolation effects from facilities in Great Missenden. **This is considered to have a community wide effect on the community of South Heath.**"



South Heath

View towards Ballinger;
Sibleys' Rise & Coppice in
the foreground →



← Kings Lane, Cudsden
Court and the B485

South Heath

Junction of Potter Row, Kings
Lane and Ballinger Road; used
by construction traffic from
Leather & Bowood Lane
compounds →



← Kings Lane, view towards
the B485

Frith Hill



View from South Heath towards Gt. Missenden, with "Weights and Measures" Gym in the foreground. The road will be closed for two years during construction of the 'Green' tunnel, forcing National Cycle Route 57 to be diverted along the B485 (a construction route)

Frith Hill



← Property bordering on the construction Zone of the 'Green' tunnel

The junction with the B485 is → steep and a sharp turn, causing problems for HGVs. (HS2 proposed access route to S. Heath tunnel North portal)



B485 (Chesham – Gt. Missenden Road)



B485 (Chesham – Gt. Missenden Road)



← Peak hour tailbacks at junction with A413 already vastly exceed the predictions made in the ES.



Footpath from Frith Hill to Gt. Missenden, passing under the B484 & A413



← The B485 passes through Chesham Old Town. Requests for a ban on HGVs have not been successful.

Hyde Lane



A quiet single track road connecting the B485 and A413 – to be closed for a year while a new bridge is constructed.

The lower access is to an area of 'offset' planting

Hyde Lane



← The White Van marks the crossing point

This section is used to access 'offset' → planting. No amount of offsetting would compensate for any damage to these hedgerows. Hyde Lane joins the A413 on the bend at Deep Mill bridge – a known accident blackspot.



Hyde Heath Road



Hyde Heath Road is the main route out of the village towards Aylesbury and Wendover (via B485 & A413)

Mantle's Wood (foreground) and Hyde End/B485 →



Hyde Heath Road ↗

Hyde Heath Road

This is the main construction route to the Chiltern's Tunnel North Portal, and the permanent emergency access route.



End of the farm track to Mantle's Wood ↑



Hyde Heath Common

Junction with B485 at Hyde End →



South Heath – N. Portal Access



Proposed road to access the trace between South Heath and the Wendover viaduct. The new road follows footpath GMI/12/1, but could join the A413 at the "Link Road" roundabout, if this reduced congestion.

Chilterns N. Portal Access

The HS2 route to the North Portal is a 4½ mile diversion to reach a point just over ½ mile from the A413. The proposed alternative does not pass through Mantles Wood, and substantially reduces traffic on Frith Hill and the B485.



Chilterns N. Portal Access



←The "Existing farm access track" becomes a footpath on entering the wood. →
The HS2 proposal necessitates the construction of a new road through the wood, descending in a cutting to reach the track level.



← A bridge over the Chiltern Line at this point would give access to the field adjacent to the portal; a new road could be constructed following the edge of the wood, and screened by a belt of trees, or the new planting proposed by HS2.

