

# Great Missenden & Prestwood Revitalisation Group

Incorporating Ballinger, South Heath and Heath End  
<http://www.gmprg.org.uk/>

## **GMPRG's Comments to Fusion-**

### **Re: HS2 Haul Road and associated highway redesign and landscaping**

Great Missenden & Prestwood Revitalisation Group (GMPRG) is a voluntary community group, an independent not-for-profit organisation run 100% by local volunteers. It is one of seven revitalisation groups supported by Chiltern District Council. We seek representation and participation from our grass roots communities and have a number of points to raise to Fusion's proposals-

#### **1. Mitigating the effect of haul road traffic and associated changes to highway design-**

To mitigate the effect of the haul road and associated traffic on Great Missenden it is necessary to enhance the appearance of the land within the highway boundary on Link Road between the A413 and the village centre to create an attractive entrance to the village, as follows-

- a.** For the areas of grass leading into Great Missenden and around the roundabouts perennial wild flower planting would not only improve the appearance, but also reduce grass cutting costs. See page 4.
- b.** The Great Missenden village sign has been defaced and needs replacing, potential styles of new sign to be discussed, see examples on page 5.
- c.** Where there are currently brambles and nettles growing at the edge of Link Road verges, they should be replaced with bird friendly hedging varieties as recommended by the RSPB and planting under the trees.
- d.** The removal of parking along Link Road is likely to increase traffic speed approaching the village and at the junction with the Buryfield Car Park. In order to prevent this happening it is suggested that traffic calming measures are used. These demonstrate to drivers that it is necessary to reduce their speed. 'Place making' measures such as changes to road materials, to make it clear to motorists that they have arrived in the village, should be put in place. Speed bumps, excessive signage and road lining should be avoided within the AONB. If possible, a median strip would help pedestrians cross from the Link Road car park. See examples of types of appropriately styled road calming for this location on page 7.
- e.** Where road widening is to take place it is likely that some of the current daffodil bulbs will be lost, these should be replaced.

**2.** To improve traffic flow it is suggested that both lanes of the widened Link Road permit turning right at Link Road roundabout. The left hand lane could be for Chesham and Aylesbury, with the right hand lane for Amersham.

**3.** It is suggested that where the new hoarding is to replace the hedge at the bottom of the haul road field, it should be set back to allow a new bird friendly hedge to be planted in front of it. This is due to concerns that the planned hoarding, with printed trees/hedging on it, will deteriorate over time, look scruffy and provide a surface for graffiti.

**4. Air pollution-** As well as the proposed safety bollards between the A413 and the Skate Park, to mitigate the resulting air pollution from the diesel trucks using the haul road for children playing in Skate Park and playground, a row of new trees of varieties suitable to the Chilterns should be planted.

<http://www.chilternsaonb.org/uploads/files/AboutTheChilterns/Woodlands/box%20woodland%20project/Trees%20and%20shrubs%20of%20the%20Chilterns%20Jan%202015%20web%20version.pdf>

**5. Tree Planting-** Given the expected increase in traffic on A413, more tree planting between Great Missenden and A413 is needed to reduce air pollution, see-

<http://www.bbc.co.uk/programmes/articles/1m0KylS04ZqwcswP5Q8MQQq/the-big-air-pollution-experiment>

**6. Landscape architects-** If this was a proposal for housing development an independent landscape architect's report to advise on the visual impact would be required, the same should apply for this scheme. Without such a report it is difficult for the local community to assess whether sufficient methods have been taken to screen the haul road, especially given its location within the AONB.

In addition, given the amount of public money to be spent on the new parking facilities, haul road and landscaping, landscape architects should be consulted to design proposals for the new landscaping, to ensure it will successfully mitigate these changes.

The landscaping scheme should then be available for local consultation, to gain agreement and support of local residents.

**7. A new school 'drop off'** from Frith Hill roundabout is supported, it is close to the school which would allow many parents to actually 'drop off' their children without the current need to park. An example of a school access off a roundabout on an A road is Cottesloe School at Wing.

## 8. Replacement parking-

It is suggested that, to accommodate lost parking spaces, current parking facilities are reviewed, to identify opportunities to increase parking by better use of space, (e.g. increase parking at Link Road car park by extending the west side gives the potential for 10 new spaces).

Redesigning areas within the highway boundary, at Station Approach and the south end of Great Missenden High Street, could provide more parking and reduce the need for new parking on Green Spaces, such as Buryfield. New parking bays interspersed with tree planting and with surface finishes other than tarmac, such as resin coating, would also revitalise these areas.



Within the aerial view of Great Missenden High Street below, the white boxes indicate where additional parking might be achieved. If altered to 45 degree parking, the current parallel parking and wide pavement opposite Chalk Leys could increase parking by 4 spaces. New 90 degree parking on part of the grass verge, as shown by the white box, in Whitefield Lane could provide a further 4 or 5 spaces.



There is also potential for further parking elsewhere within the grass verge along Whitefield Road and London Road outside Missenden Abbey. The latter section of highway should be widened to allow parking and vehicles to pass safely, with build outs to slow traffic speed.

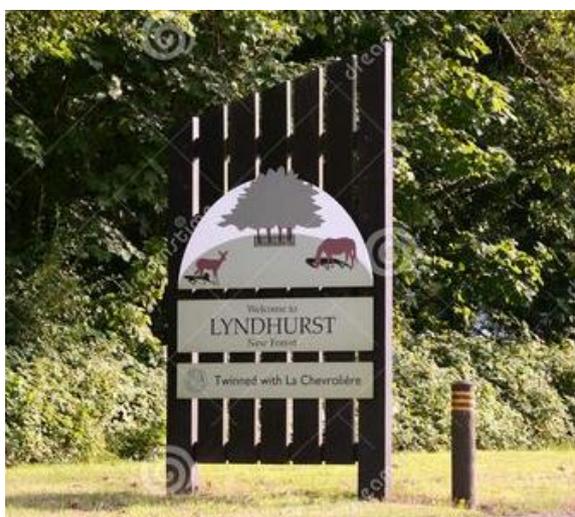
9. All areas of new car parking, especially the new 'drop off' parking at the school, need to be partially screened by tree planting, to reduce the impact of hard landscaping within the landscape of the AONB.

An example of the degree of detail that should be considered for such a scheme can be seen in this Design & Access Report for the National Trust- <https://www.nationaltrust.org.uk/brecon-beacons/documents/design-and-access-statement--pont-ar-daf-car-park-consultation.pdf>



Examples of highway verges planted with wildflowers. Prestwood Nature should be consulted regarding the appropriate varieties of wildflower seeds <https://www.prestwoodnature.org.uk/>

**New sign for Great Missenden-** here is a selection of possible styles that would be preferable to the current green sign.



Bird friendly hedge varieties for new hedgerows along Link Road. Also along the edges of the highway boundary on the A413 and where the hedge has been removed to provide a vision splay at the haul road field.  
<https://www.rspb.org.uk/birds-and-wildlife/advice/gardening-for-wildlife/plants-for-wildlife/garden-hedges/>



Traffic calming measures to reduce speed at the entry from the A413 onto Link Road. Suggest change of surface materials as shown here, a median strip to allow pedestrians to cross and the use of edging materials that visually reduce the width of the carriageway.



To ensure that construction traffic does not enter Great Missenden, or go up the A4128, it is suggested that CCTV is put in place by the mini roundabouts.

