

EXHIBIT LIST

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Stoke Mandeville Maintenance Loop

Location Selection

Topic	
Location	<ul style="list-style-type: none"> • Maintenance loops are required to enable maintenance trains to reach work sites on the track quickly in the limited night closure period. A maintenance loop is to be located at Stoke Mandeville, between London and Calvert. • The principal function of the loops is to allow maintenance trains to be kept securely during the day, in readiness for maintenance work during the night. A second function is as a safe stopping location for any passenger train that develops a fault.
Other design parameters	<ul style="list-style-type: none"> • The loop sites need to be largely flat (maximum gradient of 0.25%) and located on a straight section of the main line with sufficient space for connections and good road access. The loop needs to be approximately 1.25 km in length to allow passenger trains to be parked clear of the main line if necessary. The track corridor width of the loops is approximately 16m wider than the two track sections of the route.
Alternative locations	<ul style="list-style-type: none"> • Four potential locations were considered: the Proposed Scheme location at Stoke Mandeville; a location between Grim's Ditch and Wendover Dean; Hyde Heath; and Denham close to the M25. • The Denham option was not progressed because at deposition of the Formal Environmental Statement it was the proposed site for the potential link to Heathrow. In any event, the Proposed Scheme also includes track maintenance sidings at Harvil Road. For operational reasons, it would not be sensible to have two maintenance sidings placed so close together on the Phase One Scheme. • The Hyde Heath option was not progressed as the track gradients would not be compatible with those required for maintenance loops. • The Hyde Heath and Denham options were therefore discounted at an early design stage and so have not been assessed environmentally.

Stoke Mandeville Maintenance Loop

Location Selection

The Grim's Ditch and Stoke Mandeville (Proposed Scheme) options were evaluated environmentally. Both would give rise to potentially adverse environmental impacts including visual, cultural heritage, noise and biodiversity as summarised below.

	Option located at Stoke Mandeville (Proposed Scheme)	Option located between Grim's Ditch and Wendover Dean
Details	<ul style="list-style-type: none"> • Located between Nash Lee Road and the A4010 Risborough Road. • Access tracks either side of the maintenance loop with access/egress from Nash Lee Lane on the east side and B4009 Nash Lee Road on the west side of the Proposed Scheme. 	<ul style="list-style-type: none"> • Would require a shift in the horizontal alignment of up to 100m to the east from the Proposed Scheme • Affects vertical levels of the railway with deeper cuttings near South Heath and an increase in the elevation of the southern end of the Wendover Dean viaduct by around one metre.
Benefits	<ul style="list-style-type: none"> • Option outside of the AONB. • Avoids additional loss of heritage assets (Grim's Ditch) or ecological habitats (Jones' Hill Wood). 	<ul style="list-style-type: none"> • Avoids impacts on setting to Grade II Stoke House. • No requirement for realignment and lengthy culverting of watercourses.
Disbenefits	<ul style="list-style-type: none"> • Adverse visual impacts on setting of Grade II Stoke House. • Impact upon known and unknown archaeology around the site of the former Church of St Mary's and associated graveyard. • Option within floodplain and intersects a number of watercourses including Stoke Brook and its tributaries. Requires numerous culverts and realignment and results in loss of riparian habitats. 	<ul style="list-style-type: none"> • Option within the AONB which would have greater visual impacts on the landscape qualities of AONB. • Deeper cuttings would result in further loss of Jones' Hill Wood (ancient woodland) and Grim's Ditch (scheduled monument). • Closer to properties on Potter Row. Greater adverse noise impacts and visual impacts.