



November 2015

HS2 INDEPENDENT ASSESSOR

High Speed Rail (London - West Midlands) Bill: Additional Provision

Summary of Issues raised by comments on the Supplementary Environmental Statement and AP2 Environmental Statement

Submitted to:
The Examiners of Petitions for Private Bills

HC575

Report Number 13514980570.534/A.0

REPORT





**SUMMARY OF ISSUES RAISED BY SUPPLEMENTARY
ENVIRONMENTAL INFORMATION AP2**



HIGH SPEED RAIL (LONDON - WEST MIDLANDS) BILL: ADDITIONAL PROVISION

**SUMMARY OF ISSUES RAISED BY COMMENTS ON THE SUPPLEMENTARY
ENVIRONMENTAL INFORMATION SES AND AP2**

Report prepared by the Independent Assessor appointed under Standing Order 224A(6)(a)

Submitted to the House of Commons by the Examiners of Petitions for Private Bills, pursuant to Standing Order 224A(6)(b) and (8)

*Ordered by the House of Commons
to be published 2 November 2015*

HC 575

Published on

3 November

by authority of the House of Commons



Table of Contents

1.0 INTRODUCTION..... 1

 1.1 Responses..... 2

 1.2 Campaigns..... 4

2.0 RESULTS 4

 2.1 Community Forum Areas and related Additional Provisions (APs) 8

FIGURES

Figure 1: Responses resulting from the Public Consultation on the Supplementary Environmental Information (August –September 2015) for Phase I of HS2. 3

Figure 2: CFA Location Map 4

Figure 3: Volume of Responses per category 5

Figure 4: Responses by volume against CFA and key issue area. 9



1.0 INTRODUCTION

This Report forms the comments of the Independent Assessor on the issues raised by comments on the Supplementary Environmental Information (SEI) second round which accompanied the second Petition for further Additional Provision (“AP2”) to the High Speed Rail (London – West Midlands) Bill, commonly known as the HS2 Bill. The consultation exercise covered by this Report concerns the responses to the supplementary Environmental Statement (SES) and Additional Provision 2 Environmental Information which consists of 105 amendments supported by additional sub issues attached to particular AP designations. For convenience these two statements are referred to in this report as the Supplementary Environmental Information (SEI). In this Report ‘AP’ refers both to the overall set of amendments, and to each specific additional provision, depending on the context.

Golder Associates (UK) Ltd was appointed Independent Assessor by the Examiners of Petitions for Private Bills (officials of both Houses of Parliament) in December 2013, after an advertised public procurement procedure. The appointment was made under a Standing Order passed by the two Houses of Parliament which required the Examiners to appoint an Independent Assessor to prepare a summary of issues raised by comments on environmental statements relating to the Bill. The first such summary Report was published in April 2014 and a second Report dealing with a first round of SEI comments was published in December 2014.

A period of public consultation on this SEI ran from 17 July 2015 to 18 September 2015. The Secretary of State for Transport set the consultation period, under the terms of the relevant Standing Order of the two Houses. The Examiners were required by the Standing Order to set a deadline for the Assessor to compile the Summary Report on the SEI and submit it to the Examiners. This period had to be a minimum of 28 days from the date all comments were sent to the Assessor following the end of the consultation period (i.e. 2 November 2015). A total of 116 comments were received during the consultation. Sixty (60) items of ‘junk’ mail were also received in the consultation (advertising leaflets etc.) and these are not considered in the following Report.

This Report sets out the work of the Independent Assessor in respect of comments received from the above consultation. It broadly follows the format of the previous two Reports published on comments on the initial Environmental Statement (ES) (Golder Associates April 2014) and the first round of SEI consultation (Golder Associates December 2014). This Report is intended to enable the reader to understand the patterns and key issues arising from the public consultation, along with a presentation of a synthesis of the consultation responses. The results are presented in terms of key environmental issues raised as a result of the consultation, by Community Forum Area (CFA) where possible for the proposed line (the 105 APs affect CFAs across the whole route).

Given the large number of AP references against individual responses, it is not the intention of a summary report to detail each and every response. Furthermore, the responses received from this consultation did not often correspond neatly to particular AP references. Therefore in this Report the Independent Assessor is presenting key issues and any CFA ‘hot spots’ which were evident from the analysis of the full responses received.

The Report is in two sections:

- i) An introductory section setting out the Terms of Reference, work programme, approach and methodology applied by the Independent Assessor; and
- ii) Results, presented as:
 - Key issues; and
 - CFA Results.

The Report was submitted to the Examiners on the 2 November 2015 and the Examiners submitted it to Parliament, in line with the Standing Order requirement. As required by the Standing Order, the Department for Transport will publish all responses received. The responses will be made available online at



<https://hs2phaseoneap.dialoguebydesign.net>. The Independent Assessor has no role in the publication of responses.

More information on Golder Associates is included in the initial ES consultation report (April 2014), HC (2013 -14) 1199, available at <http://www.parliament.uk/documents/commons-private-bill-office/2013-2014/HS2-Independent-Assessor-Report.pdf>.

Timeline of Assessment

As noted above the period for consultation started on 17 July 2015. The initial deadline for receipt of comments was 28 August 2015. This was later extended to 18 September 2015.

Process

Public responses to the Consultation were submitted directly to the Department for Transport, as required by the Standing Order, with no involvement from the Independent Assessor. The consultation and the process for submitting documents were designed by HS2 Ltd, working with the Department for Transport. The process for the Consultation followed the same format as that used for the initial Environmental Statement and the first SEI consultation period. Every response was passed on directly from electronic or physical post boxes to the Department's selected processing contractor without any third party opening or reviewing any response.

The Department's contractor was responsible for logging, opening and (in the case of hard copy responses) electronically scanning all received responses, as the responsible party of receipt. The comments were electronically transferred to the Independent Assessor in batches, with each response having its own individual reference number.

On receipt of a batch, the Independent Assessor allocated to each response another reference number appropriate for the Assessor's software programme and referring to the response position within the processing system for stand-alone referencing. Each such reference number is directly linked to the logging reference number to provide an audit trail.

The Independent Assessor developed a bespoke approach for the handling of the responses based on Golder's proprietary GoldStake response management system and created a series of management screens and dashboards to reflect the expected key issues and types of response as well as detailed management and monitoring of performance and outcomes. More details on the GoldStake system are included in the initial ES consultation report (April 2014 HC (2013 -14) 1199, available at <http://www.parliament.uk/documents/commons-private-bill-office/2013-1014/HS2-Independent-Assessor-Report.pdf>).

The database management structure also included reference and logic checks to avoid record duplications and mis-keying of records. The Independent Assessor also had access to senior specialist experts in all technical areas of environmental assessment throughout the course of the assessment to provide an additional level of expert input as necessary.

1.1 Responses

Volume of Responses

The total number of responses received by 28 September 2015 was 116 with 15 logged as 'junk' mail. The consultation cut off time was set as 11.59 p.m. on 28 September, with postal submissions accepted into the following week, provided the posting time could be demonstrated as being prior to the deadline. Electronic submissions were not accepted after 11.45 p.m. on 28 September.

Responses arrived in a variety of formats including via the standard online AP response form, individual emails and letters. These were supplemented by response documents submitted by a range of concerned organisations. Where possible, the Independent Assessor related each response to an appropriate CFA where this was indicated by a responder. The consultation was open to national responses (via the online consultation form) and was therefore not restricted to members of the public in or near the affected area.



Types of Responses by volume pie chart

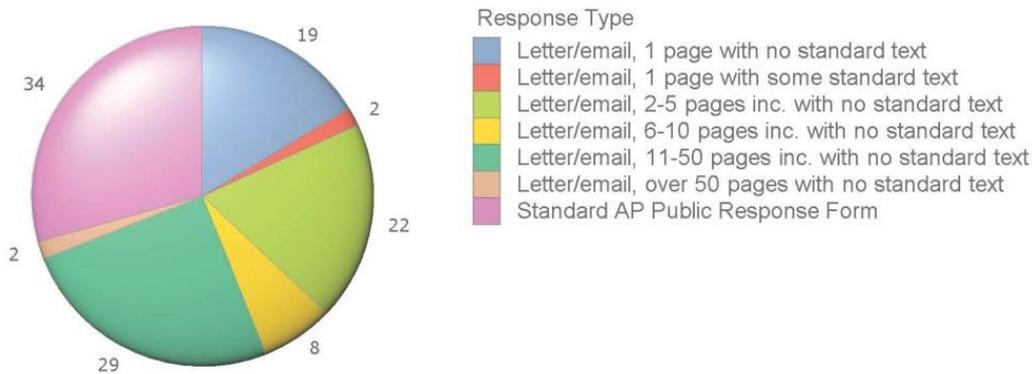


Figure 1: Responses resulting from the Public Consultation on the Supplementary Environmental Information (August – September 2015) for Phase I of HS2.

Figure 1 shows that the most common type of response received was the Standard AP Response form made available by the consultation organisers. The format of the AP consultation response form was based on the previous versions used in the previous consultation phases. Most submissions received in this category were between six and 15 pages long.

A number of respondents used the Standard AP form but left it blank and referred to (often large) attached documents. Where this occurred these were logged as page/email responses.

No campaigns specific to the SEI and therefore constituting 'standard text' were identified. Eight identical responses were received from a particular petitioning group in one instance, and as these were received from named individuals, these were logged as separate responses, thus influencing the cumulative issue totals.

The responses also included formal submissions from a range of organisations including local authorities, special interest groups and others at a parish level. Many of these provided supplementary comments to their original responses to the Environmental Statement consultation. Documents submitted ranged from single page submissions to 250 pages.

Calibration with Environmental Statement Categories

The Independent Assessor has used the categorisation of issues as defined in the ES where possible as the foundation of its analysis. This was the format followed during the reporting of the ES consultation phase and the first round of SEI consultation. This method enables the presentation and discussion of results in Section 2.0 of this Report to be easily related to the material and locations presented in the SEI material accompanying the AP.

These categories have been supplemented by the Independent Assessor to include a smaller number of issues that arose from multiple submissions in the response results. The Assessor has also used the designation of CFAs and specific APs as the foundation of the results presentation in section 2.0. These will enable interested parties to quickly gain an understanding of and relate local issues (where expressed in this



manner) to the relevant AP. The CFAs and their titles are illustrated in Figure 2 below. An interactive CFA map is also available at <http://www.hs2.org.uk/draft-environmental-statement/community-forum-areas-map>.

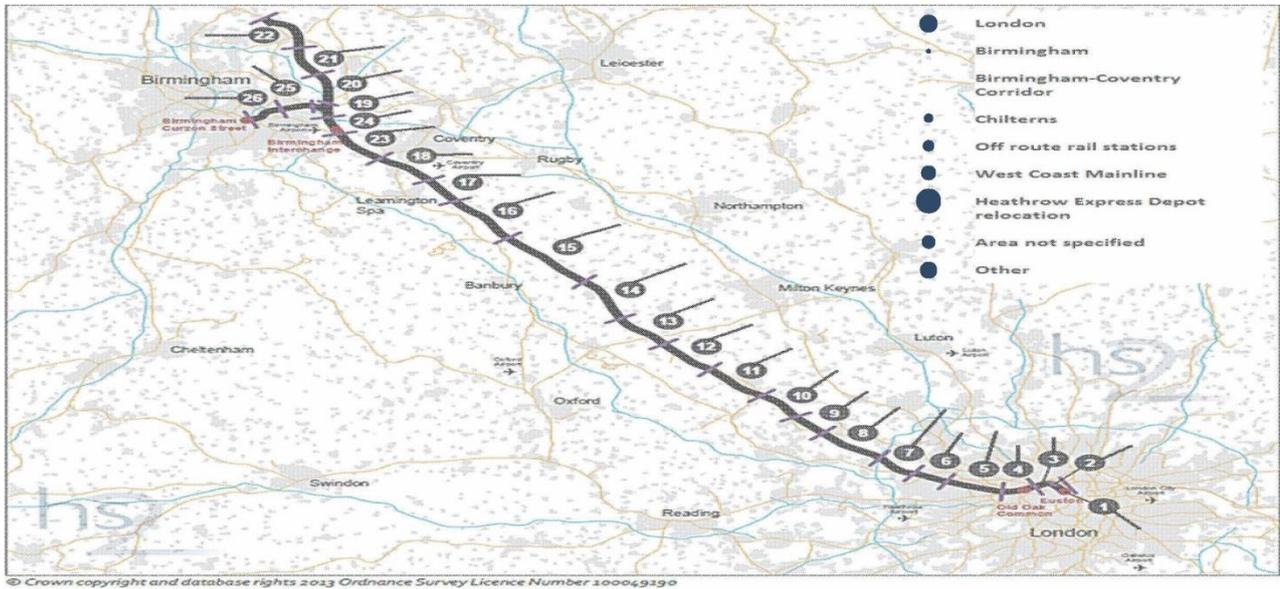


Figure 2: CFA Location Map

1.2 Campaigns

As previously mentioned, no ‘campaigns’ specific to the SEI, and therefore constituting ‘standard text’, were identified by the Independent Assessor. As mentioned above eight identical responses were received from a group of individuals connected with a particular location, and these were logged as individual responses accordingly.

2.0 RESULTS

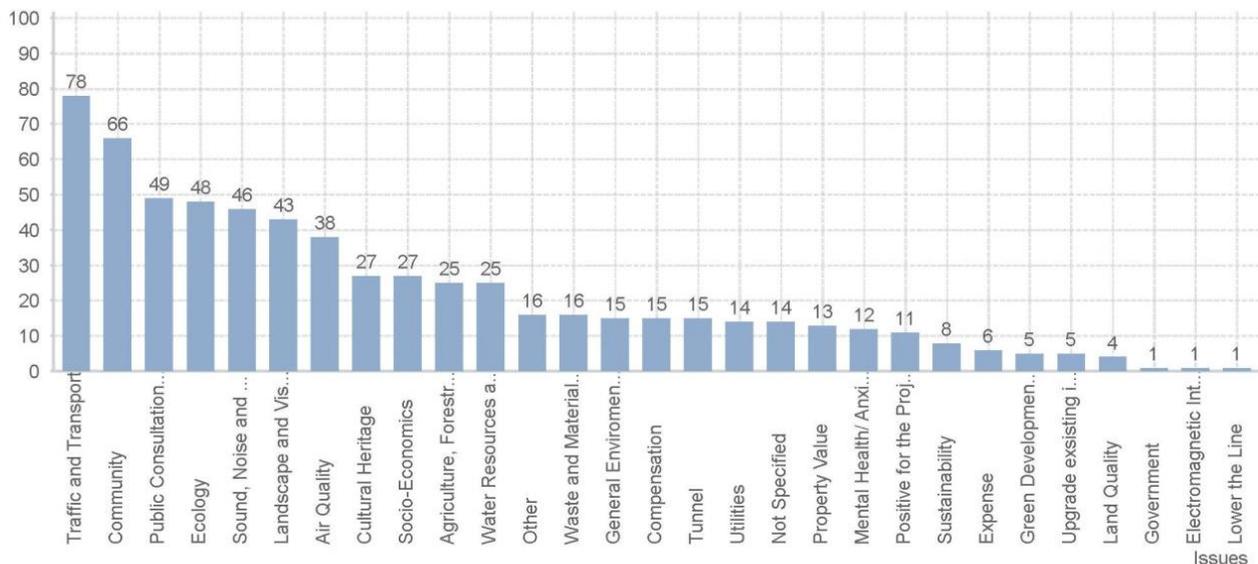
This section of the Report presents a summary of the key issues and concerns received from all respondents to the SEI consultation. The Key Issues section is designed to provide the reader with a quick and accurate picture of the feedback received from the entire consultation. The results include responses from a range of respondents ranging from individuals to public authorities. It does not evaluate responses on a technical level against assumptions presented in the AP. Responses specifically referencing individual CFAs and/or APs are referenced in section 2.2.

This section is intended to provide the reader with a snapshot of the issues expressed within each category. However, where particular geographical features or themes are a recurring element of the relevant responses this Report highlights those issues.

Key issues are presented below ranked by volume of comments received. Many responses referred to numerous issues within each response. The separate issues were logged as separate comments where appropriate. Consequently the figure for the total number of comments/issues is greater than the total number of responses.



SUMMARY OF ISSUES RAISED BY SUPPLEMENTARY ENVIRONMENTAL INFORMATION AP2



Overall traffic and transport issues (particularly relating to the construction phase) and those pertaining to communities were of the greatest concern for respondents to the AP. This maintains the pattern of findings from the first SEI process.

Figure 3: Volume of Responses per category

Issue 1: Traffic and Transport – 78 Comments

This was the highest ranked response issue from the consultation. Responses ranged from single instances of concern to raising multiple instances and locations across CFAs and communities within a particular response. Projected heavy goods vehicle (HGV) movements related to construction activity and their potential impacts on community amenity was a repeated concern, with health and safety issues, vibration, pollution and disruption also being raised a number of times. Some respondents felt that AP2 had presented improvements to previous proposals, but felt that more recognition was required of the potential impacts to particular communities. Stronger mitigation measures continue to be requested.

Potential impacts from re-modelled road networks, junctions and bridges as presented within the APs were considered from the point of view of particular community receptors, recognising both potential improvements to previous plans as well as potential impact displacement to other dwellings and community areas. Many respondents considered that an understanding of cumulative road traffic impacts from these design amendments needed further consideration.

Issue 2: Community – 66 Comments

The majority of issues captured as Community concerns relate to potential loss of amenity and landscape value for the areas concerned. This relates to restrictions to land access, closure of Public Rights of Way, local recreation and quality of life. A key concern includes the long term operation of HS2 support infrastructure, where major facilities (e.g. depots and construction terminals) are to be located in proximity to particular communities. These also create particular impacts which are discussed in the relevant section below.

Issue 3: Public Consultation process/time – 49 Comments

Respondents remain concerned about the consultation process and timing. Many felt that running the consultation over July and August meant that the summer holiday period would limit the ability of



communities and individuals to respond in a full and appropriate manner. Many also felt that running the consultation to incorporate the SES and AP2 in parallel was confusing and that accessing the documentation to fully assess and respond to the changes was difficult. Some respondents still feel that their voice has not been considered sufficiently in the long-running consultation and communication processes and they remain aggrieved by this.

Issue 4: Ecology – 48 Comments

There remain concerns from the respondents on this topic about potential data gaps in detailed ecological surveys and the need to update surveys and assessments from those which informed the original ES. Better and more up to date understanding of bat roosting and foraging patterns is frequently raised, as well as impacts on ancient woodlands, local ecological amenity areas and ecological severance. Design amendments in the APs to minimise environmental impact on woodlands and other areas have been welcomed by many respondents and a number have referenced the proposed use of 'green bridges' as a measure to facilitate ecological links as a positive design step.

Issue 5: Sound, Noise and Vibration – 46 Comments

This issue is raised by respondents under two main headings. The first is associated with construction traffic and construction activity and the second with the operation of HS2 support infrastructure such as depots. Additional noise mitigation measures beyond those proposed by the APs, in particular barriers, are requested by many respondents relating to particular sections of the proposed line and concern is expressed that night time noise levels have not been adequately considered for depots and construction sites planned for 24 hour or extended hour operations.

Issue 6: Landscape and Visual Assessment – 43 Comments

Concern is still expressed by respondents about the potential impact of this issue in the Chilterns area of natural beauty AONB in particular and in the vicinity of other historic landscapes and buildings. Many respondents have however, recognised that the AP amendments have, in many cases, aimed to further mitigate a number of previous impacts by re-considering embankment designs and landscape severance measures, for example, and where this has been mentioned this has been welcomed.

Issue 7: Air Quality – 38 Comments

Respondent concern in this category is focussed on the potential for negative air quality impacts from construction traffic and construction activities.

Issue 8: Cultural heritage – 27 Comments

Cultural heritage issues are raised where a specific AP is considered to have adverse impacts on known cultural heritage assets. Features mentioned include specific buildings or monuments as well as archaeological landscapes and historic settlements and features.

Issue 9: Socio-economics – 27 Comments

Comments in this category mostly relate to perceived threats to business and livelihoods as a result of the AP proposals. This includes potential disruption from proposals to change current access patterns as well as the proposed land take of existing assets and disruption proximity to existing commercial and community premises.

Issue 10: Agriculture, Forestry and soils – 25 Comments

Issues in this category include concerns that the infrastructure plans associated with the AP (e.g. diversions, new road layouts, construction activities etc.) may result in disruption to farming practices. Land access restrictions are also expected to impact on farmland, woodland and agricultural businesses.

Issue 11: Water Resources and Flood Risk Assessment – 25 Comments

Respondents raise possible adverse impacts on flood risk and increased run-off from proposed design solutions. Many respondents feel that more detail is still needed to model and assess potential impacts in order to ensure that designs and mitigation will be effective. There is still some concern about potential



impacts on floodplain storage areas related to drainage design proposals and their potential effects on the existing water regime. A number of respondents were concerned with potential impacts on amenity use of canals and waterways and appropriate designs and mitigation measures will be applied where this occurs.

Issue 12: Other – 16 Comments

Apart from two misdirected letters concerning general enquiries about HS2, comments in this category presented musings of a general nature about HS2, its potential impacts and the opinion of the responder on the project, without any specific comments related to the SEI consultation. One respondent raised general comments about transport provision in West London and another took the opportunity to record an opinion on the quality of HS2 exhibition material for example.

Issue 13: Waste and Material Resources – 16 Comments

Respondents' concerns about waste are related to the construction phase and proposed practices. The management and disposal of tunnel boring material is a concern in terms of potential land take, haulage movements and location of material dumping. The AP proposals have mitigated some previous concerns but according to respondents have merely moved the issues to new locations. A key concern raised in this consultation is the proposed siting of the Hex (Heathrow Express) depot which will require the excavation of historic landfills. Respondents are concerned that this will create an issue of contaminated hazardous waste disposal and management.

Issue 14: General Environment – 15 Comments

This issue covered general comments on the perceived impact of the HS2 project on the environment as a whole rather than specific issues related to the SEI consultation.

Issue 15: Compensation – 15 Comments

Compensation issues were raised in relation to specific respondents' concerns and issues. Many are related to ongoing discussions and petitioning for re-assessment and therefore will not be detailed in this summary Report.

Issue 16: Tunnel – 15 comments

Respondents in this category asserted that the use of increased tunnelling could reduce the need for mitigation and avoid impacts on valuable landscape and community areas. Concerns were also expressed about the construction impacts of tunnelling, focused on waste materials, ventilation shaft construction and activity around portals. The issue of a potential tunnel to connect HS2 with HS1 was also raised as a desired future element.

Issue 17: Not Specified – 14 Comments

Comments in this section did not refer to specific issues raised in the SES or AP2 consultation. The majority consisted of misdirected forms and queries concerning correspondence not relevant to consideration in this Report. Two blank forms were submitted.

Issue 18: Utilities – 14 Comments

The majority of utilities issues are concerned with specific amendments to existing power and drainage provision in specific areas and potential disruption during construction periods.

Issue 19: Property Value – 13 Comments

Eight of the comments in this section refer to an identical submission presented by individual residents of an affected residential development. This expresses concern about potential property blight and negative impact on property values. The remainder of the comments are concerned with the same issue for other individual properties held by the respondent.



Issue 20: Mental Health/Anxiety Concerns – 12 Comments

Respondents in this category have raised health concerns for either themselves or close family members, including issues of stress during construction and longer term impacts on their way of life from the new railway infrastructure. As these are all individual issues these will not be specified any further in this Report.

Issue 21: Positive for the Project – 11 Comments

Respondents in this section all stated their support for the Project in principle and explained that concerns expressed in the responses were there to communicate proposed improvements in mitigation and design detail that could contribute to better outcomes in the referenced APs. A number of Respondents expressed appreciation of the process to date and that issues raised earlier in the process had been considered by HS2 and actions taken to address them.

Issue 22: Sustainability – 8 Comments

Sustainability comments covered a wide scope of issues ranging from long term biodiversity strategy to general comments on the overall sustainability of the Project as a whole. Some respondents questioned the credibility of sustainability claims as presented in existing documentation.

Issue 23: Expense – 6 Comments

Responses in this category made general comments on the expense of the HS2 Project and their disagreement with the allocation of funds for this purpose.

Issue 24: Green Development/Planning Applications – 5 Comments

Respondents in this category were concerned about the potential impact of land acquisition on affected communities as well as the planning philosophy underpinning the Hex depot selection process.

Issue 25: Upgrade Existing Infrastructure – 5 Comments

Respondents were concerned about the planning and long term strategic options for the HS2 Project in regard to other transport infrastructure (rail and road) as well as construction impacts. It was felt that further work and assessment was required to assess the cumulative impacts of these options, as well as communication with other bodies responsible for transport infrastructure provision.

Issue 26: Land Quality – 4 Comments

Two of the comments were concerned with land quality issues relating to the proposed Hex depot in West London. The other comments were concerned with issues of landscape quality outside the urban route of the proposed line.

Issue 27: Government – 1 Comment

This respondent wanted to record a comment on perceived negative attitude of the Government to objectors to the Project.

Issue 28: Electro-magnetic interference – 1 Comment

This comment was related to concerns on the potential impact of the proposed Hex depot location and operation.

Issue 29: Lower the line – 1 Comment

The comment was a reference to a specific issue in the previous consultation referring to suggested design changes to the line to minimise impacts by avoiding embankments and other obtrusive route structures. The respondent in this case felt that account had been taken of this issue from the previous submission.

2.1 Community Forum Areas and related Additional Provisions (APs)

This section of the Report presents the results from the public consultation related to the geographical/spatial groupings along the proposed route. The responses received by the Independent Assessor, in the main, did



not neatly refer to individual AP proposals but referred to CFAs, particular communities and general points. For this reason the discussion will be presented in CFA categories, highlighting key points and issues of concern for respondents related to particular CFAs.

Twenty three specific CFAs were referred to in the received comments, along with more general geographical areas which include more than one CFA designation such as the Chilterns and Birmingham.

In addition, responses in this consultation also focused on the Hex depot allocation and potential impacts resulting from this proposal. In fact, this was the largest single issue of concern expressed in this consultation exercise.

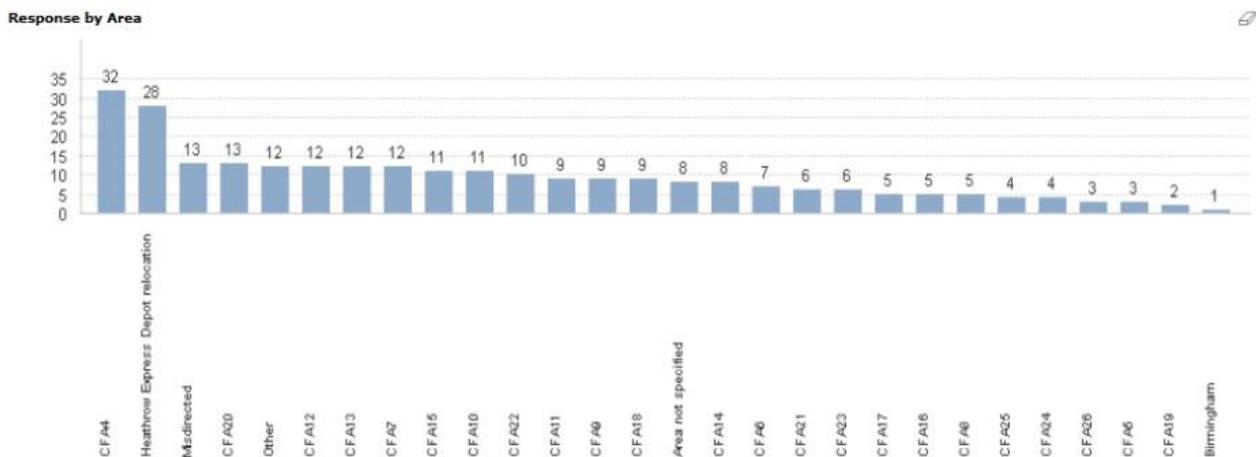


Figure 4: Responses by volume against CFA and key issue area.

CFA 4: Kilburn (Brent) to Old Oak Common – 32 Responses

The principal concerns in this CFA are the traffic and construction impacts potentially resulting in poor air quality, dust, noise and disruption from HGV traffic. This then caused concern over quality of community amenity and quality of life. Ten responses specifically referenced AP provisions expressing concern over particular proposals including adverse effects on public access (001 and 002), an error in allocating Kensal Green as Grade II status in the baseline, when it is actually Grade I (003), impacts from the flyover over the Great Western Main Line (004), potential impacts from the proposed logistics tunnel (005) and impacts from the proposed construction complex and delineation of land take required, and demolition of a pillbox (006).

Respondents also took the opportunity to re-state their dissatisfaction with elements of the original ES and question strategic decisions made against wider transport initiatives, infrastructure and cumulative impacts. General responses discussed issues in the SES and APs as well as construction dust, tunnel waste management, impacts and disruption from the proposed conveyor belt positioning (for tunnel construction) and possible destruction of local amenity areas and trees. Eight identical responses were received by individuals from the Wells Road Housing development, which covered a range of issues and concerns specific to their situation.

CFA 5: Northolt Corridor – 3 Responses

Of the three responses only one referenced a specific AP Provision, mentioning concerns over the location change of the ventilation shaft to a position closer to a nearby Grade II listed building (002). The other issues concerned potential impacts from construction, traffic and transport, disruption to current transport patterns and temporary works.



CFA 6: South Ruislip to Ickenham – 7 Responses

Common concerns across respondents for this CFA were the assumptions in the SES about traffic and transport, air quality assessment, noise and vibration, tunnelling and ecology. One respondent specifically mentioned New Year's Green Court, which is an area recently added to the Ancient Woodland Inventory. The respondent was concerned that proposed construction could result in loss to this woodland. One respondent was concerned over the re-routing of pylons (shared with CFA 7) which would impact on woodland, visual impact and amenity use of a local golf course.

CFA 7: Colne Valley – 12 Responses

Responses were concerned about the potential impacts on greenbelt amenity and areas of landscape, woodland and wetland impact. The ecological mitigation and compensation was not considered sufficient for a number of impacted areas, including Broadwater Lake and the mid-Colne Valley site of metropolitan interest (SMI) habitats. One respondent noted that Battlesford Wood will have a greater land take under the AP provisions than under previous proposals (from 1.0 ha to 1.7 ha). High levels of construction traffic were also a concern, particularly over bridges and for traffic flows in the area. The proposed haul road across the River Colne flood plain required assurance on design to meet flood risk levels. Noise mitigation barriers for the entire length of the proposed Colne Valley Viaduct were also requested from respondents.

CFA 8: The Chalfonts and Amersham – 5 Responses

Detailed comments were focused on the potential impact on construction traffic using the existing lanes and road infrastructure for construction of both the tunnel and the ventilation shafts. Concern was also expressed on the level of mitigation and compensation being planned for ecological assets, and further assessment was requested for a number of specified areas including the River Misbourne and associated habitats including Shardloes Lake.

CFA 9: The Central Chilterns – 9 Responses

Potential construction traffic impacts in the area were a key concern for respondents with a particular focus on traffic levels in Great Missenden and for the Little Missenden ventilation shaft. More clarity was requested on the measures for the revised proposed spoil storage management areas with concern about the impact this may have. Ecological issues remain important for respondents who expressed concern that more detailed work was required on ecological mitigation and compensation for potentially affected woodlands and hedgerows across the CFA. Some respondents welcomed the announcement (after the publication of the AP2/SES consultation papers) that the bored tunnel would be extended from Mantle's Wood to South Heath, but were awaiting details in further consultation papers.

CFA 10: Dunsmore, Wendover and Halton – 11 Responses

Construction traffic impacts and traffic levels are of concern in this CFA, with a number of potential pinch points being identified by respondents (e.g. West Wycombe village and the A4010 and A40). The revised proposals for the removal of the spoil dump near Hunts Green Farm were welcomed by many respondents, although clarity on the alternatives and traffic movements was still felt to be lacking. Concern was expressed on the ecological mitigation and compensation measures for a number of specific locations across the CFA, including Ancient Woodland and hedgerows. Some respondents also expressed concern for the protection of Grims Ditch, an archaeological feature which crosses the route and which could be affected by construction activities.

CFA 11: Stoke Mandeville and Aylesbury – 9 Responses

Four responses in this CFA wanted to record that they believed that the alternative Bicester alignment would be a better option for this CFA. In their opinion this would provide better connectivity, and minimise ecological and agricultural impact and disruption to the existing road networks. The potential loss of Aylesbury golf course was a concern for loss of local amenity. The other responses remained concerned about ecological mitigation and compensation and the potential impacts on grassland, woodland, hedgerows, ponds and wet ditches in the area. One respondent noted that Hazel dormice surveys had not been carried out and some of the woodland potentially impacted by the route was prime habitat for this species. Construction traffic and its impacts on existing road networks was also a concern. One respondent



noted that a site mentioned in one of the provisions (007) was situated on/adjacent to an area with potential for contamination, which would require appropriate actions in the future.

CFA 12: Waddesdon and Quainton – 12 Responses

A number of responses focused on potential impacts on the Doddershall medieval landscape and biodiversity area. Concern was expressed at the intention to create a balancing pond within the monument earthworks (001) and potential impacts on nearby civil war earthworks (003). Three responses focused on the proposed revised location of a new substation (004) which could also impact an earthwork structure, a nearby ancient woodland, and create visual impact and noise disturbance. A number of respondents referenced recent and ongoing bat fieldwork in the CFA which will present findings which should be considered in the SEI. This includes the location of Bernwood Forest, which respondents noted was a habitat for Bechstein's bats. Respondents also expressed concern about the ecological mitigation and compensation plans for woodland, hedgerows and ponds and about the potential loss of scrub habitats (butterflies). Flood risk connected with the widening and deepening of Doddershall Brook and the River Ray crossing should also be further investigated.

CFA 13: Calvert, Steeple Claydon, Twyford and Chetwode – 12 Responses

Bernwood Forest also continues into this CFA and the same concerns arise for Bechstein's bats and the updating of survey work were expressed as in respect of CFA 12. Respondents were concerned about the likely impacts on Calvert Jubilee Nature Reserve and its links as a nature corridor to Sheephouse Wood. One respondent also highlighted the proposed increase in ancient woodland loss due to the AP provisions' potential impact on Decoypond Wood. Three respondents noted that the alternative Bicester alignment would minimise impacts within this CFA. Concern was also expressed about the proposal to upgrade the access road to Twyford sewage works, given the perceived implications for increased traffic, waste and the proposed work camp impacts on the village community.

CFA 14: Newton Purcell to Brackley – 8 Responses

Responses for this CFA concentrate on ecological and habitat issues with specific areas of concern noted. The Helmdon disused railway line site of special scientific interest (SSSI) is of particular concern because the proposed green bridge follows the line of the SSSI and will require some land take (006). Respondents therefore request that further thought is given to the eventual design solutions for this initiative. Respondents are concerned about proposed ecological mitigation and compensation plans for woodlands, ponds and hedgerows as well as the Tuwerston Manor grasslands which will be subjected to land take requirements. Respondents note the presence of a number of species, including Natterer's bat at Redstone and invertebrate populations, and suggest that recent surveys be used to update SEI findings. Two respondents state that the overlap between woodland mitigation approaches and floodplain management measures are not clear in this CFA and would benefit from further studies. One specific response is concerned with the 'unsuitable' playground proposed in Turweston Glebe (004).

CFA 15: Greatworth to Lower Boddington – 11 Responses

The highest number of responses (x3) was focused on the new bypass proposed north of Chipping Warden (009). Concerns expressed included an increase of severance to amenities for two of the responders, and increased construction traffic nuisance as well as concerns over increased flood risk from the new road. It was also stated that the new road will pass within 90 m of Arley Banks monument for which no impact assessment has been presented. Two respondents noted that likely additional discharges to the Boddington Feeder from watercourses and balancing ponds had not been assessed sufficiently against the available infrastructure. Further concern was expressed about potential loss of floodplain storage throughout the CFA, as well as land drainage changes near Greatworth Hall. One respondent noted that an incorrect statement from the ES still remained to be corrected. This concerned an impact statement for the Roman Villa at Blackgrounds Farm. Two respondents were concerned over woodland land take in the CFA, with a particular mention for Fox Covert (Glyn Davis Wood) about further assessment for ecological mitigation.

CFA 16: Ladbrook to Southam – 5 Responses

Two respondents were concerned over the noise mitigation measures proposed for the Oxford Canal crossing, suggesting that additional mitigation would be likely to be required. Potential increased flood risk



for Ladbroke Village and also from drainage changes from the River Itchen Viaduct were also mentioned by respondents. Mitigation measures for ecological impacts were also a concern (Fox Covert and great crested newt habitat fragmentation risk across the CFA) as well as mitigation for a particular dwelling/proposed development. The only stated AP concern was concern over the fate of the cycleway (001), as well as design parameters for the Stoneton Road Green Bridge and the Boddington road design amendments.

CFA 17: Offchurch and Cubbington – 5 Responses

Three respondents were concerned with the potential lack of ecological mitigation and compensation measures for woodland in this CFA, with two responses specifically focussing on Burnt Firs Woodland and the potential loss of ancient woodland and ecological connectivity. One respondent was concerned with noise mitigation barriers being placed on the Longhole Viaduct crossing. Clarity on additional proposed design measures was requested, including one response which asked that the new cycleway bridge should match the specifications of the existing Kenilworth Green and for ditch design details to be provided (001).

CFA 18: Stoneleigh, Kenilworth and Burton Green – 9 Responses

A wide range of issues was cited by the respondents in this CFA. These included concerns about noise impacts, road diversions, visual and landscape impacts of the proposed viaducts and route infrastructure, right of way changes, cultural heritage and ecological impacts. Five new areas of ancient woodland will now be impacted in this CFA from the proposed amendments and concern is expressed about the related mitigation measures, loss calculations and extent of impact. Construction traffic impacts are of concern to many respondents, as are the proposed changes to Rights of Way across the CFA including the Kenilworth Greenway and public footpaths. Concern was also expressed by two respondents that not enough account had been taken of the Berkswell Conservation Area and that 'too much land acquisition' was being planned. Specific AP concerns included a request to reconsider mitigation for the woodland and golf course (002), minor mapping amendments (003) and footpath amenity concerns (004).

CFA 19: Coleshill Junction – 2 Responses

Aside from a general response on woodland management, the main response in this CFA was concerned with the Coleshill Manor amendments set out in (002). The respondent wanted assurance that appropriate ecological mitigation and compensation would be forthcoming, as well as raising concerns over the details of a range of road infrastructure design issues. The respondent also questioned the reduction in value of heritage asset COL017 in the supplied documentation.

CFA 20: Curdworth to Middleton – 13 Responses

Two viaducts in this CFA were highlighted in responses- the Langley Brook viaduct, with concerns on noise barrier provision and as a 'pinch point' across Langley Brook, and the lack of noise barriers proposed on the Birmingham and Fazeley Canal viaduct. Noise issues were also highlighted in relation to the railway cuttings and from the potential impact of construction traffic and activities. One respondent questioned that prior acknowledgement by politicians of them being a 'special case' for environmental management had seemingly not been carried through into the design and communication process. Respondents were concerned that impacts and land take would be matched with appropriate mitigation and compensation. Concerns were raised about drainage risks during construction and about the details of the temporary material stockpiles that are proposed in the area. The level of proposed planting at Middleton Moated Site (005) was questioned as was the reduction of allocated value of heritage asset CWM001. The proposed Kingsbury railhead complex was also raised by respondents with more design and operation details required, along with an assurance of appropriate mitigation and compensation areas.

CFA 21: Drayton Bassett, Hints and Weeford – 6 Responses

Responses in this CFA were mainly concerned with ecological mitigation, design measures and landscape issues. It was recognised by one respondent that changes to the visual impact of the proposed line should lead to improvements in this area compared to the original design, as well as a reduction in the anticipated construction traffic impacts. Respondents remained concerned about the management of woodlands and ancient woodlands (Rookery and Roundhill Woods and potentially Drayton Copse) even though a reduction of land take in Rookery Wood from the original plans was welcomed. Some concerns were raised about flood risk assessment for specific areas, such as the embankments which now replace the viaduct at



Gallows Brook, and the drainage design of Swinfen Cutting, which was thought could be a threat to the nearby groundwater spring in Moor Covert and Pool SBI and required more assessment. It was also felt by one respondent that proposed land take for Black Brook SBI could be lessened with further design amendments.

CFA 22: Whittington to Handsacre – 10 Responses

A number of respondents in this CFA (5) were concerned that the amended designs for Wood End Lane could potentially bring increased impacts around land take and disruption. This included potential impact on the Trent and Mersey Canal and associated amenity use. Two respondents requested more clarity on the proposed adjustments to canal infrastructure in this CFA to better understand the likely changes and impacts. Construction traffic impacts from HGVs are a concern, with the development and operation of the proposed construction complex at Handsacre a particular issue for respondents. Ecology and ancient woodland impact management was raised as an issue and one respondent noted that the design revisions in this CFA had increased the land take of ancient woodland to unacceptable levels. The proposed balancing ponds are also a cause of concern for respondents. The potential adverse groundwater impacts resulting from the new route alignment now going under the West Coast Main Line were felt to require further assessment.

CFA 23: Balsall Common and Hampton in Arden – 6 Responses

A common concern for respondents in this CFA is the proposed changes to Public Rights of Way, footpaths and access. Respondents made general comments about the requirement for ecological mitigation and compensation concerned with woodlands and bat foraging corridors in particular, with concern expressed about potential corridor severance. One respondent was still concerned that a proposed tunnel between Burton Green and 16 Acre Wood had not been accepted by the Project.

CFA 24: Birmingham Interchange and Chelmsley Wood – 4 Responses

Respondents in this CFA were concerned with specific issues and potential impacts, including public rights of way in the CFA, increased traffic impacts on Diddington Lane and a requirement for appropriate avoidance, mitigation and compensation for the Denbigh Spinney local wildlife site (wet woodland). One respondent requested that the construction programme should be agreed with the National Exhibition Centre (NEC) to minimise disruption to the operation of that facility.

CFA 25: Castle Bromwich and Bromford – 4 Responses

Responses in this CFA had general concerns about whether appropriate mitigation and compensation measures would be applied. There was one specific response focused on Parkhill and Langley Woods, where the respondent was concerned over identified errors in mapping and logging impact extent. The respondent urged the project to revisit these issues and reduce the potential loss of these woods within this CFA.

CFA 26: Washwood Heath to Curzon Street – 3 Responses

One respondent welcomed the extended habitat surveying that had been carried out in this CFA but felt that further work was needed to fully capture all the required baseline information. Two rare plant species had been identified (Dittander and Perennial Wall Rocket) in the potentially impacted area, as well as potential ecological value of watercourses and culverts in the area. Another respondent commented on the proposed planning for traffic management during construction as well as welcoming the fact that the reconfiguration of the existing freightliner terminal meant that it would be able to continue to operate.

The following section presents a summary of comments received from Respondents which either focused on a particular issue or covered a geographical area without specifying it, or enabling the Independent Assessor to determine a named CFA without making assumptions.

Proposed re-location of Heathrow Express Depot – 28 Responses

The proposal to re-locate the Heathrow Express Depot further west to a position adjacent to the Great Western Main Line near Iver and Langley resulted in the largest volume of responses on any single issue. Many respondents noted that by building the depot in this location it will preclude planning development for



other purposes on the site, including potential sizeable residential development options. The respondents noted a number of adverse environmental impacts that could likely result from the proposals. These include operational disturbance from noise and light pollution (the depot will have extensive night operations), air quality impacts and visual intrusion from the depot elevation, scale of the maintenance shed and impacts on wider viewpoints and vibration from train movements. Some respondents noted a possible conflict with the Western Rail Link to Heathrow (WRLtH) proposal, which would require land and infrastructure in the area. They were concerned about cumulative impacts if both schemes were to be approved.

Construction traffic and increase in HGV movements was a common concern, especially in the village of Iver with many respondents contesting the assertion that there will be a 'negligible' increase in HGV movements. The development of the depot is expected to involve the excavation of existing landfill, and many respondents are concerned about the safe management and disposal of potentially contaminated and hazardous materials which will be necessary from this operation. Respondents were also concerned about the long term impact on community amenity, use of the flood plain and long term quality of life issues for surrounding residents and users of the area.

Birmingham – 1 Response

The response which considered the wider Birmingham region noted that impacts along the spur to Birmingham were relatively minor in nature and expressed support for the project.

Area not specified – 8 Responses

This category includes a miscellany of responses ranging from general comments concerning the HS2 project to confirmation by a respondent that they had no comment to make on the SES or AP2 documentation. One respondent also submitted a paper highlighting methodologies for ecological surveys and mitigation which should be applicable along the entire route length.



Report Signature Page

GOLDER ASSOCIATES (UK) LTD

A handwritten signature in black ink, appearing to read 'Petrides', written over a faint background of the company logo.

Christina Petrides
Consultant

A handwritten signature in blue ink, appearing to read 'Sim D. Aldrich', written over a faint background of the company logo.

Simon Aldrich
Project Director

Date: 2 November 2015

AH/CP/SDA/cr

Company Registered in England No.1125149.

At Attenborough House, Browns Lane Business Park, Stanton-on-the-Wolds, Nottinghamshire NG12 5BL

VAT No. 209 0084 92

Golder, Golder Associates and the GA globe design are trademarks of Golder Associates Corporation.

As a global, employee-owned organisation with over 50 years of experience, Golder Associates is driven by our purpose to engineer earth's development while preserving earth's integrity. We deliver solutions that help our clients achieve their sustainable development goals by providing a wide range of independent consulting, design and construction services in our specialist areas of earth, environment and energy.

For more information, visit golder.com

Africa	+ 27 11 254 4800
Asia	+ 86 21 6258 5522
Australasia	+ 61 3 8862 3500
Europe	+ 44 1628 851851
North America	+ 1 800 275 3281
South America	+ 56 2 2616 2000

solutions@golder.com
www.golder.com

Golder Associates (UK) Ltd
Golder House
Tadcaster Enterprise Park
Station Road
Tadcaster
North Yorkshire
LS24 9JF
UK
T: [+44] (0) 1937 837800

