

December 2014

## HS2 INDEPENDENT ASSESSOR

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

SUMMARY OF ISSUES RAISED BY  
COMMENTS ON THE SUPPLEMENTARY  
ENVIRONMENTAL INFORMATION

**Submitted to:**  
The Examiners of Petitions for Private Bills

REPORT



HC 831



**HIGH SPEED RAIL (LONDON - WEST MIDLANDS) BILL: ADDITIONAL PROVISION**  
**SUMMARY OF ISSUES RAISED BY COMMENTS ON THE SUPPLEMENTARY ENVIRONMENTAL INFORMATION**

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  
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**HC 831**

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### 1.0 INTRODUCTION

This document forms the Report of the Independent Assessor on the issues raised by comments on the supplementary environmental information (SEI) which accompanied the Petition for Additional Provision to the High-Speed Rail (London - West Midlands) Bill, commonly known as the HS2 Bill, deposited by the Department of Transport on 9 September 2014. The Petition for Additional Provision (AP) consists of 55 amendments proposed to the Bill. 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.

A period of public consultation on the SEI ran from 19 September to 14 November 2014. 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. 31 comments were received during the Consultation.

This Report sets out the results of the work of the Independent Assessor in respect of comments arising from the SEI. It broadly follows the format of the report published on issues raised by comments on the initial Environmental Statement (Golder Associates, April 2014). This report is intended to enable the reader to understand the patterns and key issues arising from the public consultation, along with the presentation of a synthesis of the consultation responses. The results are presented in terms of key environmental issues raised as a result of the SEI, by Community Forum Area (CFA) for the proposed line (the 55 APs affect 17 CFAs) and by specific AP reference number.

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
  - 1) Key Issues; and
  - 2) CFA and AP results.

This Report was submitted to the Examiners on 15 December 2014 and the Examiners submitted it to Parliament, in line with the Standing Order requirement. As required by the Standing Order, the Department of Transport will publish all responses received. The responses will be made available online at: <https://hs2phaseoneapsept2014.dialoguebydesign.net/>. The Independent Assessor has no role in the publication of responses.

More information about 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/2013-14/HS2-Independent-Assessor-report.pdf>).



### Timeline of Assessment

As noted above, the AP was deposited on 9 September and the EIS published at the same time. The period for consultation started on 19 September and the Secretary of State for Transport set a deadline for the receipt of comments of 56 days (eight weeks), i.e. by 14 November 2014.

### Process

Public responses to the SEI 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 comments were designed by HS2 Ltd, working with the Department of Transport. The process for the AP consultation followed the same format as that used for the prior Environmental Statement 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 each response with 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/2013-14/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 Monday 17 November 2014 was 31. The consultation response cut-off time for receipt was set as midnight on Friday 14 November 2014, 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 midnight on 14 November.

The majority of responses arrived in electronic format, by email. As a result the geographic origin of these responses could not be determined. The Independent Assessor related each response to a CFA where this was indicated by the responder. The consultation was open to national responses (via the online consultation form) and was therefore not restricted to the public within the immediate hinterland of the affected area.



### Types of Responses by Volume

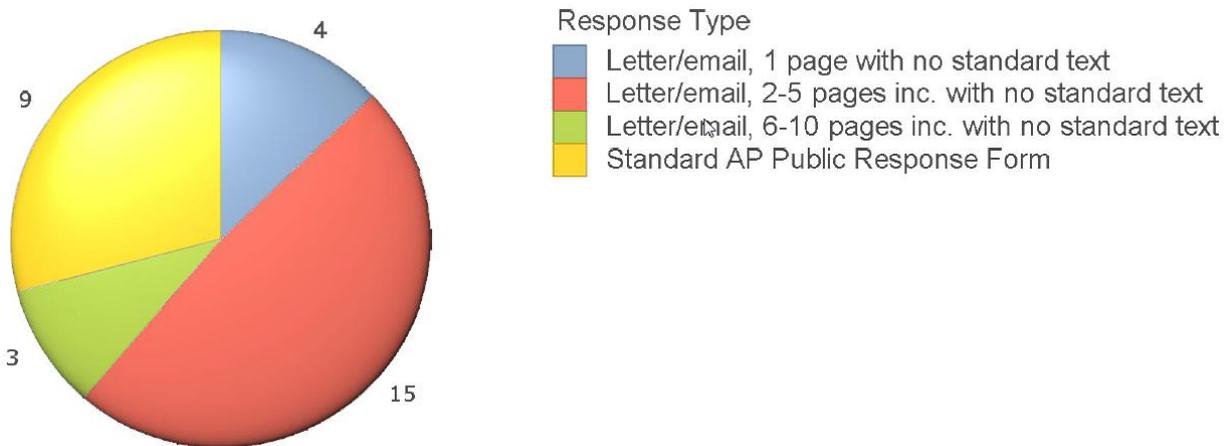


Figure 1: Responses Resulting from the Public Consultation on the Supplementary Environmental Information (September 2014) for Phase I of HS2

Figure 1 shows that the most common type of response received was the 'letter/email, 2-5 pages, with no standard text'. Six of these included misdirected 'junkmail'. No campaigns specific to the SEI and therefore constituting 'standard text' were identified.

The consultation organisers made an electronic form available for the public to submit comments and concerns which made up the second highest volume of responses. The format of the AP consultation form was largely unchanged from that used in the Environmental Statement consultation phase. Most submissions received in this format were between 21 and 23 pages long.

The responses also included formal submissions from a range of organisations including local authorities, special interest groups and others at a parish level.

### 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. This method enables the presentation and discussion of the 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 the 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>



# SUMMARY OF ISSUES RAISED BY SUPPLEMENTARY ENVIRONMENTAL INFORMATION

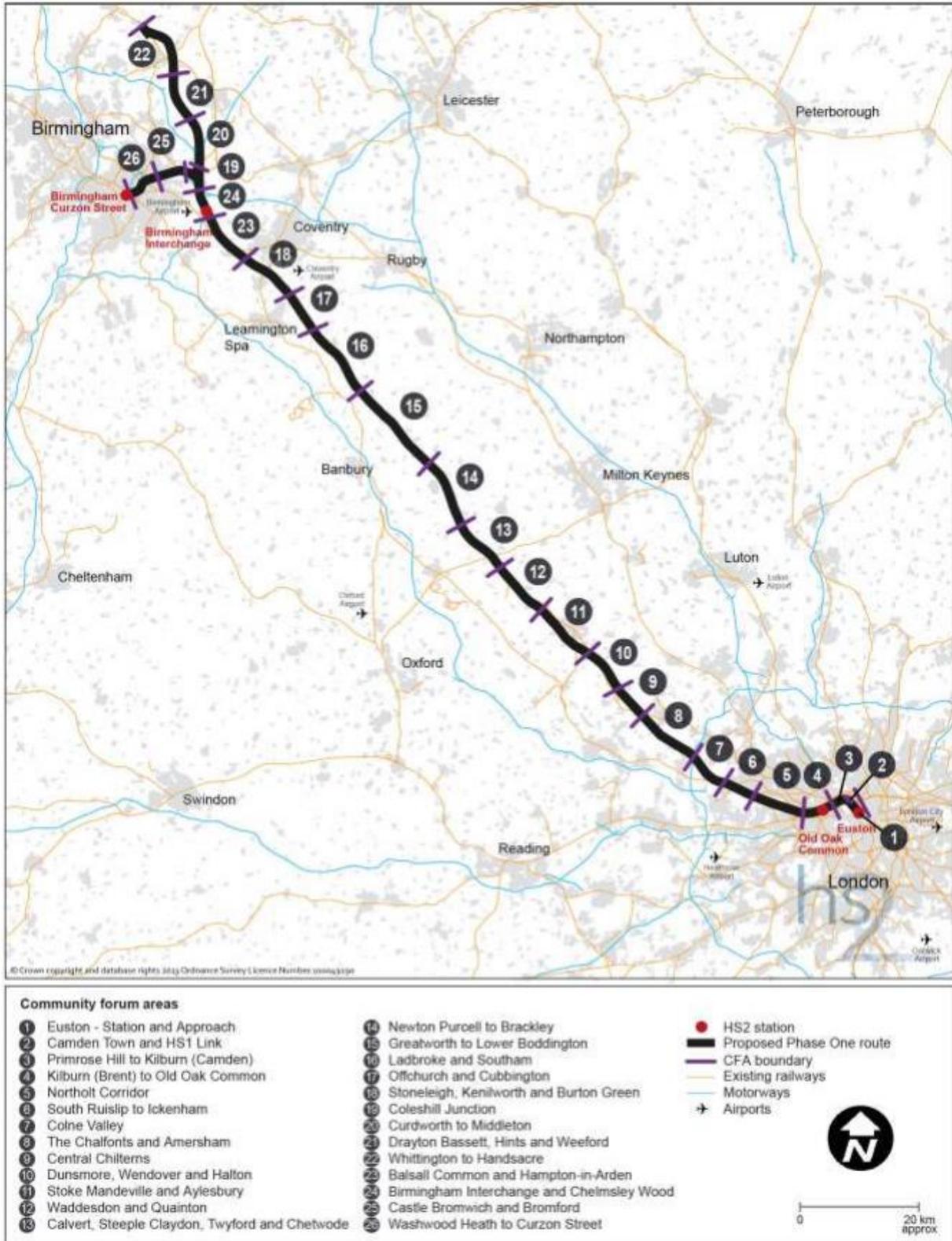


Figure 2: CFA Location Map



## 1.2 Campaigns

As previously mentioned, no ‘campaigns’ specific to the SEI and therefore constituting ‘standard text’ were identified by the Independent Assessor. There were two instances where individuals responded with the same or very similar text, relating to the same CFA(s) and specific AP(s). The numbers received (five in each case) were too low for these to be considered as campaigns.

## 2.0 RESULTS

### 2.1 Key Issues

This section of the Report presents a summary of the key issues and concerns received from all respondents to the AP (September 2014) public consultation. The Key Issues section is designed to provide the reader with a quick and accurate picture of the feedback received from the entire public consultation. The results include responses from a range of respondents 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 detailed 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 these issues.

Key issues are presented below in ranked numerical order of comments received. Many responses referred to numerous issues within each response. These 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.

Overall, traffic and transport issues and those pertaining to communities were of the greatest concern for respondents to the AP.

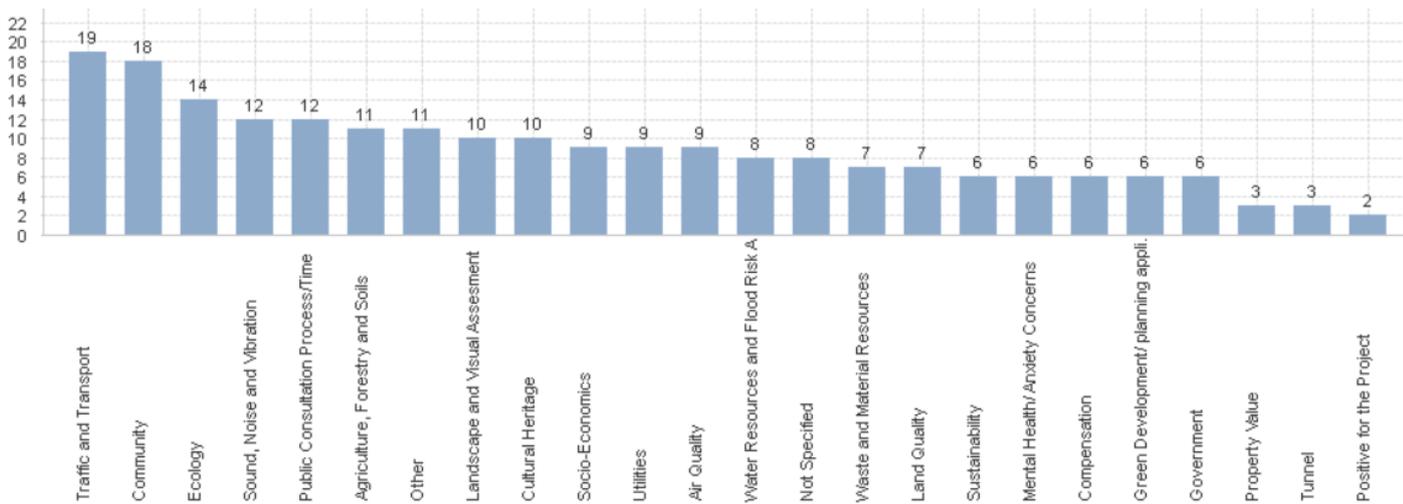


Figure 3: Volume of Responses per Category

### Issue 1: Traffic and Transport – 19 Comments

This is the joint highest ranked response issue from the consultation. The majority of these related to concerns regarding health and safety issues which may result from increased traffic due to proposed diversions put forward in the AP. The AP includes proposed amendments to specific sensitive junctions and routeways. Responders were concerned that construction and/or



maintenance traffic resulting from the AP could lead to an increase in accidents and congestion. Specific points were raised about the unsuitability of particular diverted routes set out in the AP, which currently have limited lighting and pavements. A review of alternative access arrangements was repeatedly requested. Concerns were also raised about inadequate consideration of workers' travel arrangements where an increase in traffic volume is anticipated.

### **Issue 2: Community – 18 Comments**

The majority of issues captured as community concerns relate to land access (including a nature reserve) and/or footpath diversions, the closure of Public Rights of Way and the resultant effects on local recreation and quality of life. Other general comments related to concern with regard to increased workforce pressures on existing community facilities and inadequate assessment of resultant community impacts.

Comments were made referring to a lack of provisions in the AP for local residents to deal with general disruption.

Where particular community assets have been referenced, these are detailed more fully in the relevant AP section below.

### **Issue 3: Ecology – 14 Comments**

Concerns were raised with regard to AP requirements to redesign elements of the HS2 line in the vicinity of a nature reserve and the effect this could have on wildlife and general environmental damage. Other comments relating to the unclear effects of proposed biodiversity offset and general poor ecological mitigation were also raised about the AP. Concern regarding the timing of vegetation clearance and resulting ecological effects was mentioned and impacts on bat and bird populations were also commented on.

Specific local concerns are detailed more fully in the relevant AP section below.

### **Issue 4: Sounds, Noise and Vibration – 12 Comments**

These concerns are linked to road and/or maintenance area diversions set out in the AP and resultant anticipated increased traffic noise levels. There were also comments on the lack of associated noise mapping in specific AP locations. Specific local concerns are detailed more fully in the relevant AP section below.

### **Issue 5: Public Consultation – 12 Comments**

Requests for involvement in mitigation strategies for the AP going forward were a common occurrence in this category. Concerns were also raised regarding a perceived lack of stakeholder involvement in the AP design process. Comments also reference situations where responders feel they have not been properly consulted despite substantial changes (e.g. to land access) proposed in the AP. These comments are generally made with reference to similar frustrations expressed during the Environmental Statement Phase I process or the perceived omission of advice gathered in previous consultations.

### **Issue 6: Agriculture, Forestry and Soils – 11 Comments**

Issues in this category include concerns that the infrastructure arrangements (e.g., traffic increases and road diversions) associated with the AP may result in disruption to farming practice. Land access restrictions (i.e. where acquisition is proposed) are also anticipated to affect farmland, agricultural business and woodland. Comment was also made regarding the restoration of acquired land to agricultural use.



### Issue 7: Other – 11 Comments

Comments in this category related to non-specific land-take concerns, where the additional land required by the AP was considered too great and/or in need of redesign. Inadequate consideration of (non-specific) route-wide and off-route AP effects was also raised as an issue. The relocation of the route and related APs was also frequently requested. Other comments also included requests for works to adhere to the Code of Construction Practice.

Comments were also raised regarding the perceived general inadequacy of the environmental assessment accompanying the AP and inappropriate or overly generic mitigation.

### Issue 8: Landscape and Visual – 10 Comments

Alteration to landscape character was a concern. With reference to the Chilterns Area of Outstanding Natural Beauty, an area covering a number of CFAs, a specific concern was raised regarding balancing ponds, which were considered as 'out of character'.

### Issue 9: Cultural Heritage – 10 Comments

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

### Issue 10: Socio-Economics – 9 Comments

Comments in this category mostly relate to perceived threats to businesses and livelihoods as a result of the AP proposals. Comments regarding the increased cost of local travel were noted.

Comment was also raised concerning the lack of a High Speed Line 1 link, which was thought to put the Midlands region at an economic disadvantage compared to London, as it has no direct rail link to continental Europe.

### Issue 11: Utilities – 9 Comments

The majority of utilities issues relate to proposed land-take and clearance resulting from the AP and temporary access closure to facilitate pylon or cabling works. Comment was also made requesting the undergrounding of cables rather than pylon diversion. Where specific APs are referenced in the category further details are included below.

### Issue 12: Air Quality – 9 Comments

Respondent concern in this category is focussed on the potential for air quality impacts from construction traffic and construction activities. A lack of dust emission mapping was also mentioned for specific localities.

### Issue 13: Water Resources – 8 Comments

Respondents are concerned that not enough detail on the design of proposed balancing ponds has been provided in the AP and that drainage requirements would likely lead to more flooding. The location of balancing ponds was also a cause of concern in some responses. There was a request that alternatives to balancing ponds be used, such as wetland areas, smaller ponds, ditches and swales.

### Issue 14: Not Specified – 8 Comments

This category consisted of junk mail material sent to the consultation address, misdirected messages, duplicated submissions and advertising flyers.



### **Issue 15: Waste and Material Resources – 7 Comments**

Comments in this category primarily concerned off-site waste and spoil, where anticipated landfill is considered to potentially detrimentally affect specific areas. Respondents are also concerned about local effects as a result of proposed plans for waste and material resources and note a lack of detailed analysis in this regard.

### **Issue 16: Land Quality – 7 Comments**

Non-specific “land quality” issues were noted in a number of responses.

### **Issue 17: Sustainability – 6 Comments**

Comments in this category related to a perceived lack of adequate consideration of climate change at local level. A lack of sustainable waste disposal methods is also highlighted for attention.

### **Issue 18: Health and Anxiety – 6 Comments**

Respondents in this category referenced concerns for individual wellbeing and stress resulting from the AP proposals and particular project-related on-going issues and grievances.

### **Issue 19: Compensation – 6 Comments**

Compensation issues were raised over a variety of concerns including property blight, crop damage, farming businesses in general and loss of land access. Where comments relate to specific APs, these are raised in more detail below.

### **Issue 20: Greenbelt Development and Planning – 6 Comments**

Respondents in this category noted that usual planning permission for each AP would require close scrutiny and discussion.

### **Issue 21: Government – 6 Comments**

Comments were made in relation to the perceived direct failure of government departments to adequately address consultee concerns. In such instances the Government is directly blamed and generally unfavourably mentioned.

### **Issue 22: Property Value – 3 Comments**

This category includes comments where the respondent highlighted route impacts on individual property value, including planning blight.

### **Issue 23: Tunnel – 3 Comments**

Respondents in this category asserted that tunnelling could reduce the need for mitigation.

### **Issue 24: Positive for the Project – 2 Comments**

These comments related to responses welcoming attempts by HS2 Ltd. to address the concerns of communities and individuals through the APs. In a number of instances, where comment was made in favour of the AP, a caveat followed stating that these works should conform to the parameters set out within the Construction Code of Conduct. Two key areas were noted for positive (AP-related) improvements – habitat creation in CFA 20 and protection of heritage features in CFA 12.

Although not specific to the AP, there were also comments in support of the HS2 project in general. These comments have not been included in this report.



## 2.2 Community Forum Area (CFAs) 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 and the specific AP considered by the responder. Not all submissions referred specifically to an AP, although where possible the Assessor related submissions to the appropriate CFA through references to local settlements and features mentioned in the text.

The CFA and AP references are taken from the SEI and AP consultation documents and the Independent Assessor has decided to apply the same categorisation for ease of reference with HS2 project material.

Each of the following sections presents results by volume, issue and response type. The results are presented in the following pages in numerical order. Table 1 below presents the ranking of CFAs and APs by volume of responses received.

17 of the route's 26 CFA areas are affected by the AP. Those areas along the route with the largest volume of public responses were CFA 11, 12 and 13. Where specific APs have been obviously referenced (i.e. by AP number or title) they are discussed in the text below within that relevant CFA section. For example, general comments relating to CFA 9 are followed by comments specific to AP-009-002. Three CFAs received no comments, CFA 10; CFA 15; and CFA 22.

**Table 1: Responses per Area Reference**

Area Reference	Count	AP Reference	Count
CFA7	1	AP1-007-001	1
CFA9	6	AP1-009-002	6
CFA10	0	AP1-010-003	0
		AP1-010-004	0
		AP1-010-005	0
		AP1-010-006	0
CFA11	10	AP1-011-007	2
		AP1-011-008	2
		AP1-011-009	1
		AP1-011-010	1
		AP1-011-011	5
		AP1-011-012	5
CFA12	11	AP1-011-013	5
		AP1-012-014	6
		AP1-012-015	5
CFA13	9	AP1-012-016	5
		AP1-013-017	6
		AP1-013-018	2
CFA14	1	AP1-013-019	2
		AP1-014-020	0
		AP1-014-021	0
		AP1-014-022	0
CFA15	0	AP1-014-023	0
		AP1-015-024	0



## SUMMARY OF ISSUES RAISED BY SUPPLEMENTARY ENVIRONMENTAL INFORMATION

Area Reference	Count	AP Reference	Count
		AP1-015-025	0
CFA16	1	AP1-016-026	1
		AP1-016-027	1
CFA17	1	AP1-017-028	1
CFA18	3	AP1-018-029	1
		AP1-018-030	2
		AP1-018-031	1
CFA19	1	AP1-019-032	1
CFA20	1	AP1-020-033	1
		AP1-020-034	1
		AP1-020-035	1
		AP1-020-036	1
		AP1-020-037	1
		AP1-020-038	1
		AP1-020-039	1
CFA21	1	AP1-021-040	1
		AP1-021-041	0
		AP1-021-042	0
		AP1-021-043	0
CFA22	0	AP1-021-044	0
		AP1-022-045	0
		AP1-022-046	0
		AP1-022-047	0
		AP1-022-048	0
CFA24	1	AP1-022-049	0
		AP1-024-050	0
		AP1-024-051	0
CFA26	1	AP1-024-052	0
		AP1-026-053	1
		AP1-026-054	1
		AP1-026-055	1

### 2.2.1 CFA7 – Colne Valley

There was one response relating to this CFA with a specific reference to AP-007-001.

#### *AP-007-001 – Utilities & Cultural Heritage*

The comment relates to a request to HS2 Ltd to investigate the feasibility of burying overhead cables instead of the diversion proposed in this AP. An 18<sup>th</sup> century bridge and house and the remains of a medieval moat are highlighted as potentially affected by the AP.

### 2.2.2 CFA 9 – Central Chilterns

Six comments were received relating to CFA 9 where one AP is proposed.

#### *AP-009-002 – Traffic and Transport, Community & Landscape Character*

The comments relate to traffic and transport issues where the proposed increases in road width to allow access by construction vehicles raise health and safety concerns. The proposed revised



route is identified as a 'sensitive junction'. The resultant risks to the local community were also noted, specifically to children and the elderly. Further work is requested to explore alternative arrangements. The comment about landscape is made in reference to proposed balancing ponds, considered to be out of character within the Chilterns Area of Outstanding Natural Beauty.

### **2.2.3 CFA 11 – Stoke Mandeville and Aylesbury**

Ten references were made to CFA11. Reference was made to all seven proposed APs within CFA 11. General comment was passed on utilities works and revised access arrangements, raising concerns due to predicted local access restrictions, increased noise and dust, and traffic congestion. Noise, traffic, waste and air quality issues are raised in the context of the exclusion of mapping information. There was also general comment about land take and public consultation issues, specifically the lack of detail within the AP consultation documents provided. Further consultation was requested. Anticipated impacts to local community facilities (Aylesbury Park Golf Club) and ecological resources are also noted with concern.

#### ***AP-011-007 – Landscape and Visual, Community, Noise & Vibration, Public Consultation, Compensation, Socio-economics, Traffic and Transport & Ecology***

Comment noted the visual, sound, noise and vibration impacts of the AP upon a residential care home due to predicted vegetation removal. Request was made for continued consultation in this regard. Suggestions are put forward to reduce the compensation required and to reduce the potential negative effects on the care home business. Comments are also made regarding the potential loss of trees and hedgerows and amendments to road widening proposals suggested.

#### ***AP-011-008 – Traffic and Transport, Community, Noise & Positive for the Project***

Comments were raised in relation to the impact of the proposed bypass and anticipated blight on the local community, and about the possible demolition of houses. Noise is a particular concern in this regard. There were positive comments welcoming attempts to resolve stakeholder issues in this area.

#### ***AP-011-009 – Cultural Heritage***

Access track arrangements required for temporary pylon works put forward in the AP are considered to be within an area of cultural heritage interest (ridge and furrow earthworks and an 18th century farmhouse).

#### ***AP-011-010 – Traffic and Transport***

A comment noted a possible significant increase in traffic and proposed alterations to the construction traffic access arrangements in order to reduce it.

#### ***AP-011-011 – Community, Traffic and Transport, Landscape and Visual & Utilities***

There were concerns regarding the potential effects of the AP upon local residents' health and safety in a densely populated area. General concerns regarding utility works were also noted. Anticipated visual impacts, resulting from construction activities, were also commented on.

#### ***AP-011-012 – Community, Traffic and Transport, Noise, Air Quality, Agriculture, Water Resources & Other***

Issues are raised regarding access requirements for construction and operational traffic, resultant congestion and potential related effects on local farming activity. Concerns include noise and dust associated with access routes proposed. Flooding concerns are also noted. The relocation of the AP was suggested.



### *AP-011-013 – Water Resources, Cultural Heritage, Landscape and Visual & Community*

Flood risks associated with the AP and other potential impacts on historic settlement and local landscape were raised in comments. Anticipated impacts on the community are also noted with concern.

### **2.2.4 CFA 12 – Waddesdon and Quainton**

Eleven responses were received in relation to CFA 12. General comments included concern regarding land take areas required for the AP, particularly as a result of utilities works and construction or maintenance access. Anticipated visual effects related to construction and utilities activities in CFA 12 are also commented on. Other issues raised for CFA 12 in general include concerns regarding proposed biodiversity offsetting and effects on bats, effects on known cultural heritage sites and agricultural compensation. Noise, traffic, waste and air quality issues are also raised, specifically with regard to the exclusion of mapping information. Comments relating to traffic and transport are made in relation to health and safety where increases in traffic volume are anticipated. Waste is raised as a concern where local disposal plans are considered to be lacking in detail.

### *AP-012-014 – Community, Positive for the Project, Public Consultation, Cultural Heritage & Ecology*

Concern was raised regarding the closure of the rights of way at Doddershall Estate. Comment was also passed welcoming the AP as resolving some stakeholder issues. There were also comments concerning a lack of consultation and anticipated negative cultural heritage effects due to land take and construction activity. Ecological concerns are noted where land is to be acquired for AP work.

### *AP-012-015 – Community, Compensation, Landscape and Visual, Utilities & Agriculture*

Concern was raised regarding the closure of rights of way. Comments also include concerns over crop damage associated with the AP. Compensation was suggested in this regard. Concerns regarding landtake required for utilities work were also noted and there were request for discussions with the utility company. Agricultural concerns were noted where a loss of top soils, hedges and fences are anticipated in relation to utility work. Predicted landscape and visual impacts were also noted with concern.

### *AP-012-016 – Positive for the Project & Traffic and Transport*

Comment was passed welcoming the AP as resolving some stakeholder issues. General comment is also made in relation construction vehicle activity on local roads and additional land take required for access.

### **2.2.5 CFA 13 – Calvert, Steeple Claydon, Twyford and Chetwode**

Nine responses were received in relation to CFA 13. General comments included concern regarding land take areas required for the AP, and concerns over public consultation in this regard. Noise issues were also noted for properties in the vicinity of the proposed works. Concerns also included possible lake contamination as a result of works in proximity to a historic landfill. Ecological issues included possible AP impacts on the wildlife at a nature reserve. Issues with regard to utilities diversion and related land access are noted. Community and traffic concerns were raised about the expected influx of construction workers. Concerns in relation to waste and land fill are made in relation to the local disposal of excavated materials. General noise, traffic and air quality issues are also raised, specifically with regard to the exclusion of mapping information for CFA 13.



### ***AP-013-017 – Compensation, Land Quality, Public Consultation, Traffic and Transport, Ecology, Community & Water Resources***

Comments were raised regarding the AP proposals at the nature reserve, considered to be a popular community asset. Compensation is suggested where adverse effects on the reserve cannot be mitigated. Land quality concerns related to the possible contamination of a lake. Mitigation for hydrological impacts was also requested. More information is requested for public consultation and concerns are raised regarding traffic on narrow roadways in the locality. Comments also note concerns over potential effect of this AP on the ecology of the site.

### ***AP-013-018 – Compensation & Community***

Comment concerned the closure of public rights of way and related compensation.

### ***AP-013-019 – Compensation & Community***

Comment concerned the closure of public rights of way and related compensation.

## **2.2.6 CFA 14 – Newton Purcell to Brackley**

A response referring to CFA 14 noted concerns regarding the proposed acquisition of farmland. The acquisition is considered unnecessary and an alternative suggested.

## **2.2.7 CFA 16 – Ladbroke and Southam**

No general CFA comments were received. Reference was made to APs within the one response received.

### ***AP1-016-026 – Traffic and Transport***

There were concerns that a full traffic assessment had not been published.

### ***AP1-016-027 – Public Consultation & Traffic and Transport***

More information is requested regarding proposed construction access.

## **2.2.8 CFA 17 – Offchurch and Cubbington**

Reference was made to the AP within the one response received.

### ***AP-017-028: Public Consultation, Compensation & Other***

Comments request consultation with the affected landowner and appropriate compensation for land take. There was a request that works adhere to the Code of Construction Practice.

## **2.2.9 CFA 18 – Stoneleigh, Kenilworth and Burton Green**

Three submissions were received with regard to CFA 18. All three APs in this area were mentioned specifically. General concerns for the CFA area relate to public consultation and inaccuracies in the information provided. There were also concerns regarding increased noise levels and air pollution levels as a result of this AP, and comments noted the continued stress of residents.

Traffic and transport issues are raised, with reference to fears of increased congestion in the local area. General concerns are also noted with reference to potential AP effects on local ecology, hydrology, ancient woodland and cultural heritage.

### ***AP-018-029: Public Consultation, Compensation & Agriculture***

Comments requested consultation with the affected landowner and appropriate compensation for land take, and raised concerns about the restoration of agricultural land.



### ***AP-018-030 – Traffic and Transport, Community, Compensation, Noise & Other***

Concerns noted the danger posed by this proposed AP to road users as a result of construction traffic and the effects on local residents, and raised the need for appropriate compensation. Requests were made for the management and monitoring of anticipated noise impacts and there was a request that all works adhere to the Code of Construction Practice.

### ***AP-018-031 – Public Consultation***

Comments concern the lack of available information and request more detail.

## **2.2.10 CFA 19 – Coleshill Junction**

The one response received referred to the specific AP.

### ***AP-019-032 – Public Consultation & Traffic & Transport***

There were concerns about the lack of available information and requests for a traffic management plan to be completed.

## **2.2.11 CFA 20 – Curdworth to Middleton**

The one response received referred to specific APs. No general CFA comments were received.

### ***AP-020-033 – Other***

There was a request that works adhere to the Code of Construction Practice.

### ***AP-020-034 – Traffic and Transport & Other***

The route's suitability for construction vehicles was questioned. There were requests that the works adhere to the Code of Construction Practice.

### ***AP-020-035 – Positive for the Project & Ecology***

Comment commend the habitat compensation associated with this AP, but note the anticipated overall loss of biodiversity.

### ***AP-020-036 – Public Consultation, Compensation & Traffic and Transport***

The comment related to concerns over landowner consultation and compensation related to landtake associated with the AP. Issues regarding highway access and associated consultation are also mentioned.

### ***AP-020-037 – Other***

The comment requested that works adhere to the Code of Construction Practice.

### ***AP-020-038 – Consultation, Compensation, Traffic and Transport & Utilities***

The comment raised concerns over landowner consultation and compensation related to land take associated with the AP. Lack of data regarding traffic management was also noted. A full traffic management plan was requested. There were request for discussions with the utility company to agree and sign off works.

### ***AP-020-039 – Ecology, Socio-Economic & Utilities***

The comment considers that landtake associated with the AP will result in significant biodiversity loss. The potential effect upon a local business is noted. There was a request that the power provider signs off and agrees the associated work.

## **2.2.12 CFA 21 – Drayton Bassett, Hints and Weeford**

The one response received referred to a specific AP. No general CFA comments were received.



***AP-021-040 – Public Consultation, Compensation & Other***

The comment relates to concerns over landowner consultation and compensation related to landtake associated with this AP. The comment also requested that the works adhere to the Code of Construction Practice.

**2.2.13 CFA 24 – Birmingham Interchange and Chelmsley Wood**

One general non-specific comment was made with regard to concerns for proposals in CFA 24.

**2.2.14 CFA 26 – Washwood Heath to Curzon Street**

One response was received in relation to CFA 26 referencing the three APs. Comments were included in relation to the HS2 Project in general, unrelated to the AP. The response also requested involvement in all further AP consultation.

***AP-026-053 – Community***

There was a request that, where the AP works are proposed, pedestrian access and connectivity should be ensured throughout the area.

***AP-026-054 – Socio-Economics***

The comment relates to concerns over impacts to existing businesses and operations within the area.

***AP-026-055 – Socio-Economics & Public Consultation***

The comment relates to concerns over impacts to existing businesses within the area and requests that they are consulted and provided with opportunities to relocate.

**2.2.15 Unspecified Area –Traffic and Transport**

A comment was received requesting that long-term maintenance access be included within all AP plans.



## Report Signature Page

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

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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.

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