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HS2 INDEPENDENT ASSESSOR

High Speed Rail (London West Midland) Bill: Additional Provision Summary of Issues Raised by Comments on the Supplementary Environmental Information AP4 Environmental Statement

REPORT

Submitted to:
The Examiners of Petitions for Private Bills

HC846

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SUMMARY OF ISSUES RAISED BY SUPPLEMENTARY ENVIRONMENTAL INFORMATION AP4



HIGH SPEED RAIL (LONDON WEST MIDLAND) BILL: ADDITIONAL PROVISION

**SUMMARY OF ISSUES RAISED BY COMMENTS ON THE SUPPLEMENTARY
ENVIRONMENTAL STATEMENT 3 AND ADDITIONAL PROVISION 4 ENVIRONMENTAL
STATEMENT**

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)

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1.0 INTRODUCTION

This Report forms the comments of the Independent Assessor on the issues raised by comments on the Supplementary Environmental Statement 3 (SES 3) and Additional Provision 4 Environmental Statement, which constitute the Supplementary Environmental Information (SEI) which accompanied the Petition for further Additional Provision (“AP4”) to the High Speed Rail (London – West Midlands) Bill, commonly known as the HS2 Bill. AP4 consists of a range of changes to a selection of Community Forum Areas (CFAs) between CFA 4 (Kilburn and Brent) and CFA 26 (Washwood Heath to Curzon Street). 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 third Report dealing with comments on AP2 issues was published in November 2015. A fourth Report dealing with comments to AP3 issues was published in December 2015.

A period of public consultation on this SEI ran from 16 October 2015 to 23 December 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. Two hundred and seventy-one comments were received during the consultation, with an additional sixty items of junk mail.

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 Reports published on comments on the initial Environmental Statement (Golder Associates April 2014), the first round of SEI consultation (Golder Associates December 2014), the second round of SEI consultation (Golder Associates November 2015) and the third round of SEI consultation (Golder Associates December 2015). 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 CFA where possible for the proposed line.

It is not the intention of a summary report to detail each and every response. The responses received from this consultation also did not always 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;
- ii) Results, presented as
 - Key issues; and
 - CFA Results.

The Report was submitted to the Examiners on [10][11] February 2016 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/2013-1014/HS2-Independent-Assessor-Report.pdf>.

Timeline of Assessment

As noted above, the period for consultation started on 16 October and finished on 23 December.

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 prior Environmental Statement and previous SEI consultation periods. Every response was passed on directly from electronic or physical post boxes to the Department's selected processing contactor 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/2013-1014/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 15 January 2016 was 271, with a further 60 logged as 'junk' mail. The consultation cut off time was set as midnight on 23 December, 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 23 December.

Responses arrived in a variety of formats, including electronic use of the standard AP response form and 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 the public within the immediate hinterland of the affected area. The Independent Assessor also noted a small number of responses sent directly from iPhone.



AP4 Types of Responses by Volume Pie Chart

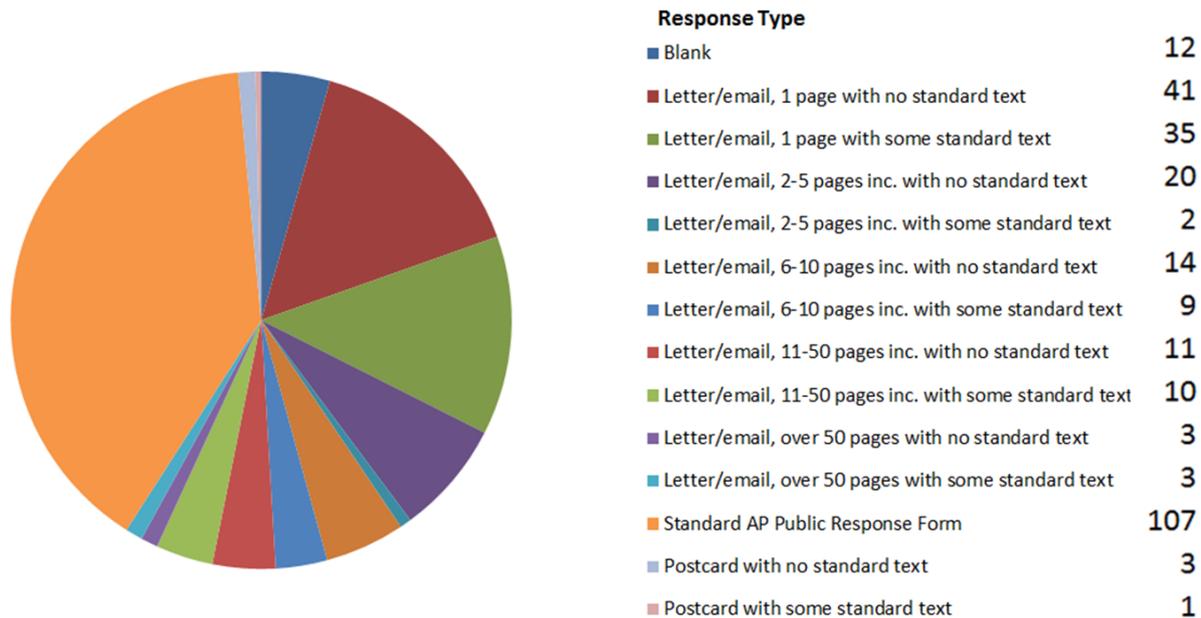


Figure 1: Responses resulting from the Public Consultation on the Supplementary Environmental Information AP4 (October – December 2015) for Phase I of HS2.

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 prior consultation phases. Most submissions received in this category were between 6 and 15 pages long.

A campaign specific to the Frays Farm Meadows location was identified referencing a particular site in CFA 7 (107 Items, roughly a third of all responses received). 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 were providing supplementary comments to their original responses to the Environmental Statement (ES) consultation.

Junk Mail was received as follows:

Architecture/Design Marketing – 36

Spam (including foreign text) – 7

Sports Site Marketing – 5

Watch Sales – 5

Invoices – 2

Charity – 1

Furniture Sales – 1

Tourism Advertisement – 1

Investments/Loans – 1

A Shop – 1



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 all other rounds 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 the relevant AP and relate it to local issues (where expressed in this manner). An interactive CFA map is also available at <http://www.hs2.org.uk/draft-environmental-statement/community-forum-areas-map>.

1.2 Campaigns

As previously mentioned, the Independent Assessor identified an informal campaign specific to the AP4 Consultation consisting of 107 responses, therefore representing just over a third of all responses received for this consultation. This is discussed in the appropriate CFA section below (CFA 7). There were also a number of responses submitted by individuals which used identical text to catalogue particular concerns across a range of CFAs under AP4 consideration.

2.0 RESULTS

This section of the Report presents a summary of the key issues and concerns received from all respondents to the AP4 (October - December) 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 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 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 in numerical order 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.

Issues relating to the ecology and land quality were of the greatest concern for respondents to this AP consultation. This reflects the fact that CFA 7 and the Frays Farm Meadows SSSI was the subject of the largest volume of CFA related responses.



SUMMARY OF ISSUES RAISED BY SUPPLEMENTARY ENVIRONMENTAL INFORMATION AP4

AP4 Responses by Issue

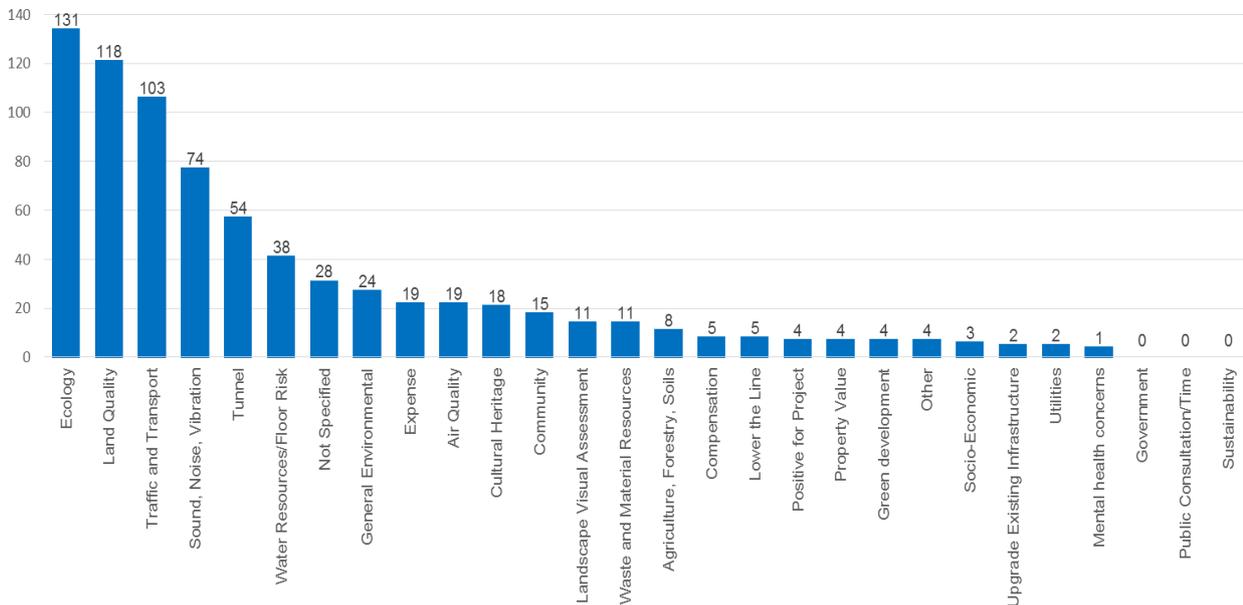


Figure 2: Volume of Responses per category

Issue 1: Ecology – 131 Comments

The majority of responses were focussed on the proposed new haul road in CFA 7 which is expected to adversely impact the Frays Farm Meadows SSSI (Site of Special Scientific Interest). The area consists of sedge fen and wet grazing meadowland which has been subject to conservation management and enhancement work for the past 16 years by the London Wildlife Trust and volunteers. These responses incorporated set text setting out concerns for the area varied by individual comments and concerns. For further details on the concerns please see CFA 7 below.

Impacts on woodlands were the next main area of ecological concern in the responses, referencing various instances along the route, with respondents expressing hope that ecological mitigation and restoration will be implemented effectively. A number of respondents welcomed that the AP4 proposed 2.6km extension to the Chiltern Tunnel will reduce the impact to some ancient woodland in the Area of Natural Beauty (AONB).

Woodland and individual trees which are potentially important bat roosting areas and the importance of effective buffer zones to SSSI areas were also highlighted as well as projected land take on specific SSSI and reserve areas. These are discussed in the CFA section below. Concern was expressed that the length of the construction period, defined as ‘temporary’, was in fact of a significant duration, which could negatively impact the restoration of areas and returning wildlife populations.

Issue 2: Land Quality – 118 Comments

The high level of responses in this category was due to the concern connected with the Frays Farm Meadows site on the potential impact of nutrient inputs to the SSSI from the access road and proposed soil stockpile on Harvil Road. The SSSI is a low nutrient habitat and respondents are concerned that there will be a likely risk of adverse eutrophication (a build-up of nutrients) which will destroy the current site characteristics for the sedge and meadow ecosystem. Additional comments received on this issue included concerns that cumulative impacts had not been fully addressed in the Misbourne Valley (Chilterns) and general concern on the loss of green belt in the Birmingham area.

Issue 3: Traffic and Transport – 103 Comments

The principal issue mentioned by all respondents in this category is the concern with construction traffic and the potential disruption to existing routes, additional traffic volumes and nuisance created for residents and road users. Many respondents believe that more traffic assessment analysis is required for many of the AP4



proposals with some commenting that the vehicle movements proposed by HS2 Ltd remain unacceptably high. Proposed road junction design changes and haul road requirements are the two issues which stand out in the responses, with the AP4 proposals being questioned. Health and safety issues associated with increased traffic volumes were also noted for specific locations by many correspondents including schools, villages and small lanes in the Chilterns.

Issue 4: Sound, Noise and Vibration – 74 Comments

These responses focussed on two main areas - the potential impact of construction activities on local communities and residential areas, and the noise levels associated with the operation of high speed trains travelling at high speeds. Potential disturbance for both human and wildlife communities during construction was a concern with a significant number of responses referencing the proposed haul road at Frays Farm Meadows SSSI in CFA 7. The effects of the noise pulse of passing trains was queried by one respondent in relation to bridleway and footpath usage, and a number of respondents queried the AP4 noise mitigation designs and accuracy of noise contour modelling used.

Issue 5: Tunnel – 54 Comments

The AP4 tunnel extension for the Chiltern tunnel was approved by all respondents in this category with the exception of one respondent, who was additionally concerned with a lack of data on adverse health implications to the surrounding communities resulting from the proposed extension. Some respondents mentioned potential impacts that could arise from the proposed new portal site. Many of the respondents would, however, prefer the tunnel to be further extended to minimise the HS2 line impact on the AONB, with some respondents referencing a further 4.1 km extension to Leather Lane. Respondents from Hillingdon, Burton Green, the Meriden Gap and Aylesbury all requested consideration for further tunnelling options to minimise local impacts. A number of respondents appended the T-BOW long Chiltern tunnel option report to their submissions for consideration.

Issue 6: Water Resources and Flood Risk – 38 Comments

The majority of responses in this category were concerned with the potential impacts on the Mid Chilterns Chalk Groundwater resource, in particular the Misbourne aquifer, and were worried about the long term safety of public water supply from this source. The impacts of tunnelling were still considered to require further analysis and understanding and greater thought given to mitigation strategies to protect this resource. Some respondents expressed concerns about the impact on water resources from materials storage areas, including the proposed waste area in the Colne Valley and for the River Avon further north. A smaller number of respondents referenced concerns for potential increases in flooding and the methodologies used to assess Flood Risk Assessment (FRA) for specific instances.

Issue 7: Not Specified – 28 Comments

The majority of responses in this category consisted of returned forms which had not been filled in and were blank. Five responses included some comment unconnected to a specific issue. Of these, two responses made a general statement objecting to any impact on the Frays Farm Meadows SSSI and two responses made a general statement of disagreement with the HS2 project. The fifth response stated that people who live near HS2 should not receive any special treatment or consideration compared to residents in other areas of the country.

Issue 8: General Environment – 24 Comments

Responses in this category made general assertions on potential environmental impacts without highlighting a specific issue. Most were concerned with the Frays Farm Meadows SSSI and stated their disquiet about 'pollution and disturbance' to the site. Other respondents were concerned about 'loss of countryside'. One respondent requested further assessment of environmental impacts caused by additional excavated material proposed in AP4-009-001.

Issue = 9: Expense – 19 Comments

Submissions in this category expressed their opposition to the proposed expenditure on the HS2 project. £50 billion was a commonly stated figure that respondents suggested should be used for the NHS, police



and army instead (or anything else at all). The majority of comments received in this category came from the community of Water Orton near Birmingham.

Issue = 9: Air Quality – 19 Comments

Air quality concerns from respondents were focussed on likely impacts of HGV movements and construction activities on local communities. Respondents were particularly concerned over the impacts of NO₂ and particulates and argued that appropriate monitoring should be undertaken during construction activities at a range of 'hot spots'. This was not just expressed in relation to urban and village communities but also for NO_x and dust deposition on surrounding woodland areas. One respondent questioned the veracity of the air quality reports presented, having found discrepancies in receptor and sampling locations in their local area.

Issue 11: Cultural Heritage – 18 Comments

These responses referenced specific locations which are dealt with in the following section. As well as concern over potential impacts on listed buildings, respondents also highlighted ancient earthworks, hedgerows and coaxial field systems in the Chiltern region.

Issue 12: Community – 15 Comments

Respondents in this category were concerned with loss of amenity, adverse impacts on 'quality of life' and 'blight' as measured against the current community characteristics. Specific issues mentioned included impacts on schools and the community children, local footpath and bridleway routes and severance of access. One respondent suggested that the Langley area, which will be impacted by the proposed Heathrow Express Depot as part of the HS2 planning, should be given its own CFA designation to better reflect the community's relation to the HS2 project and reflect its equal importance to other areas.

Issue = 13: Landscape and Visual – 11 Comments

The majority of responses were concerned with the potential impacts of HS2 on the Chiltern AONB and associated viewpoints that are valued by the respective communities. Respondents are concerned with impacts during the construction period as well as the long term infrastructure legacy. Many respondents attached a report which questioned whether robust methods for evaluating landscape had been applied to date and suggested that the application of this study would provide a valuable contribution to the debate over the costs for a longer tunnel option.

Issue =13: Waste and Material Resources – 11 Comments

Respondents were concerned over specific proposed waste and spoil holding and dumping areas and the potential resulting impacts on local receptors. The anticipated volume of HGV traffic required to transport the above materials was also of great concern. One respondent, Surrey County Council, was concerned about the justification for the disposal of 'significant quantities of inert waste in Surrey', a region far removed from the HS2 project area. The respondent claimed that a lack of consultation and assessment had been undertaken and that the proposed volumes could have a significant impact on available waste management capacity and infrastructure.

Issue 15: Compensation – 5 Comments

Respondents requested that an independent compensation scheme/commission should be provided which provides full, current, unblighted house value to all residents when they wish to sell. One Respondent also requested that compensatory pay-outs should not be any more favourable for residents close to HS2 than for people in other parts of the country.

Issue 16: Agriculture, Forestry and Soils – 8 Comments

Comments in this category were concerned with woodland, in particular impact and mitigation measures for a number of specific instances. The Forestry Commission response noted that 'adjustments outlined in this consultation (AP4) have reduced the area of ancient woodland that will be lost, as well as reducing the number of sites affected'. Respondents were keen that ecological mitigation should support the principles of ecological networks (the Lawson Principles) and be applied to the proposals.



Issue 17: Lower the Line – 5 Comments

Respondents in this category presented suggestions to 'lower the line' at various locations in order to minimise impacts, mainly from noise and visual disturbances.

Issue =18: Positive for the Project – 4 Comments

Responses focused on the economic generation and re-generation for communities as well increased connectivity and rail capacity.

Issue =18: Property Value – 4 Comments

Responses stated their concern for potential blight on property values as a consequence of the construction disruption and HS2 project.

Issue = 18: Green Development – 4 Comments

Submissions in this category were all concerned with the Meriden Gap green belt area near Birmingham and were concerned with the long term legacy impact of the Project on the area.

Issue = 21: Other – 4 Comments

This category included a comment that the documents were difficult to read, a private petition on a property matter and a request to use the HS2 project as a case study for communication practice.

Issue =21: Socio- economics – 3 Comments

Respondents expressed concern over specific impacts on current business operations with one general comment that not enough was being done to 'protect socio-economics'.

Issue = 23: Upgrade Existing Infrastructure – 2 Comments

Of the two responses in this category, one response was concerned that upgrading existing rail infrastructure in other areas of the country would be a better investment priority than HS2, and the other from Transport for London (TfL) made further suggestions and comments on potential improvements and management of links to London Transport networks.

Issue =23: Utilities – 2 Comments

Responses were concerned with individual instances of potential disruption or re-development of existing utility supply.

Issue 25: Mental Health Concern – 1 Comment

The respondent in this category stated that their personal health had been adversely impacted by the worry caused by HS2 and the activities of its supporters.



2.1 Community Forum Areas and related Additional Provisions (APs)

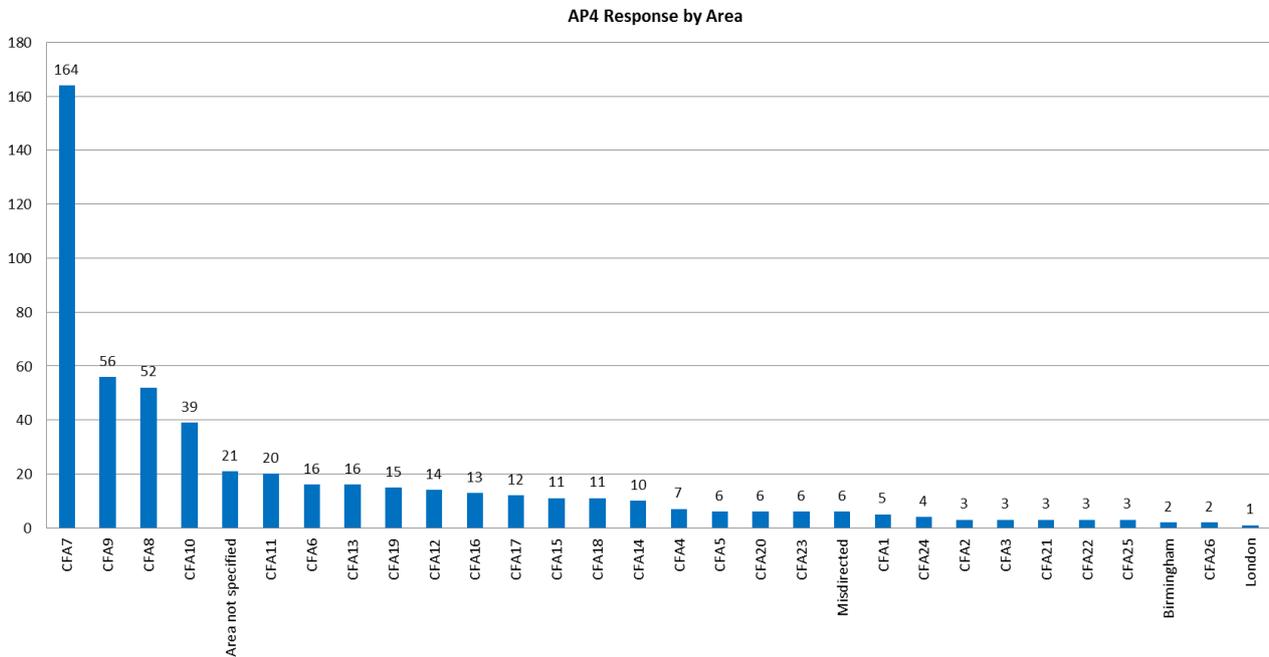


Figure 3: Responses by volume against CFA.

This section of the Report presents a summary of responses and key concerns as received by CFA reference. These are discussed in decreasing order of response volume.

CFA 7 Colne Valley: 164 Comments

CFA 7 received the largest volume of responses. This was due to a wide range of respondents using a standard text template to object to the proposed new haul road which will impact the Frays Farm Meadows SSSI (AP4 -006-004). This is an area of sedge fen and wet grazing meadowland which has been subject to conservation management and enhancement work for the past 16 years by the London Wildlife Trust and volunteers. Respondents are concerned that the proposals will destroy this habitat through disturbance and altering the ecological balance through increased nutrient run-off into the fragile habitat. The area is also home to water vole, a protected species. Although the haul road will be a temporary measure, the duration of active use means that respondents are concerned that the effects on the SSSI are likely to be semi-permanent or permanent. The respondents believe that a full assessment of the potential impacts is still required and that HS2 should still investigate alternative solutions to avoid routing the proposed haul route through the SSSI. In addition, Hillingdon Council is concerned over wider traffic impact assessment and air quality issues connected with the proposed haul road. Some respondents also noted concerns over the potential impacts on other SSSI's in CFA7, in particular Pinnock Wood, the Mid Colne Valley SSSI and Denham Lock Wood SSSI.

CFA 9 Central Chilterns: 56 Comments

The majority of responses received for this CFA consisted of respondents submitting a common list of comments. This common list also included responses for neighbouring CFAs – hence the similarity in numbers between CFA's 8, and 9 with overlapping concerns. For CFA 9 these responses made the following particular points:

- Potential adverse effects on the A404 – A413 Junction from construction activity;
- Potential adverse effects of the new haul road on the A413 at the Link road A4128 roundabout potentially causing congestion in Great Missenden;



- The unsuitability of using Frith Hill as a permanent access road to the Chiltern Tunnel North Portal; and
- The Tunnel extension is a 'major improvement' on the previous scheme, and illustrates the benefits that could be construed from a further tunnel extension.

The common list also included comments across the group of CFAs about potential construction noise and disturbance, blight in the communities of South Heath and Potter Row, electricity pylon mapping and proposals, and a suggestion that retained cuttings should be extensively used in the AONB which would also remove the need to raise over bridges at Leather Lane and Bowood Lane.

These points were picked up in other responses for this CFA, often using text from the common list. A number of respondents attached the REPA (Residents of the South Heath Area of the Misbourne Valley) Report to their submissions. This Report includes detailed discussions on the traffic, noise, cultural heritage and landscape impacts on the CFA sub grouping (8,9,10) as well as a discussion on material excavation quantities and disposal proposals. A number of respondents also attached the T-BOW Chiltern Tunnel proposals report to their submission.

A common theme in all the responses was that the landscape impacts should be re-evaluated with attention paid to the value of the landscape as a whole rather than as individual assets.

A smaller number of respondents referred to the potential impacts of additional cooling equipment at the Little Missenden and Chesham Road tunnel vent shafts. A smaller number also attached the Chiltern Countryside Group Report to their submissions.

CFA 8 The Chalfont and Amersham – 52 Responses

The Responses covering this CFA were almost the same submissions as for the neighbouring CFA 9. The majority of responses received for this CFA consisted of respondents submitting a common list of comments. For CFA 8 these responses made the following particular points:

- The potential adverse impacts of construction traffic on the A355 between Amersham and the M40. The respondents noted that a major adverse impact had been assessed for the London Junction but that no assessment had been made for the Gore Hill Junction which is on the same construction route;
- The effect on groundwater has been assessed as a major impact. In particular the Environment Agency re-assessment of the SPZI zone for the Misbourne aquifer suggest that any potential damage would be significant. Respondents argued that there was no strategy to deal with this issue;
- Any turbidity created for the local water supply would have to be mitigated by HS2 Ltd.; and
- No re-assessment had been made for the safety and air quality aspects of the proposed haul route to Chalfont St Peter Vent Shaft.

The common list also included comments across the group of CFAs about potential construction noise and disturbance, blight in the communities of South Heath and Potter Row, electricity pylon mapping and proposals, and a suggestion that retained cuttings should be extensively used in the AONB which would also remove the need to raise over bridges at Leather Lane and Bowood Lane.

These points were picked up in other responses for this CFA, often using text from the common list. A number of respondents attached the REPA (Residents of the South Heath Area of the Misbourne Valley) Report to their submissions. This Report includes detailed discussions on the traffic, noise, cultural heritage and landscape impacts on the CFA grouping (8,9,10) as well as a discussion on material excavation quantities and disposal proposals. A number of respondents also attached the T-BOW Chiltern Tunnel proposals report to their submission.

A common theme in all the responses was that the landscape impacts should be re-evaluated with attention paid to the value of the landscape as a whole rather than as individual assets.



CFA 10 Dunsmore, Wendover and Halton – 39 Comments

The majority of responses received for this CFA consisted of respondents submitting a common list of comments. This was the same list as used in neighbouring CFAs 9 and 10. For CFA 10 these responses were concerned with potential traffic impacts and made the following particular points:

- Concern over the capacity for roads from the spoil movement from Hunts Green dump on the Rocky Lane –A 413 Junction;
- Severe disruption to traffic on the A413; and
- Adverse impacts on lanes in the AONB.

In addition two respondents submitted the Chesham Town Council and Chesham Society Report which detailed potential impacts and concerns for traffic management within the CFA as a result of the HS2 proposals. One respondent noted additional impacts resulting from the proposed auto transformer station site near Hunts Green in terms of land take and landscape issues.

Area Not Specified: 21 Comments

Responses in this category consisted of general comments on the HS2 project itself, the content of which is included in the issues discussion above, and blank submissions.

CFA 11 Stoke Mandeville and Aylesbury: 20 comments

Respondents in this CFA noted the potential impacts of the route on Lower Hartwell with a particular concern over potential noise and landscape impacts. One respondent noted that mitigation measures for this area 'still had to be satisfactorily addressed'. A number of respondents questioned the investigation methodologies that had been used for noise and air quality decision-making and some suggested that the proposed noise barrier at Sedrup 'fell short' of what was likely to be required. Three respondents referred to the desirability of a short tunnel at the A418 crossing and one respondent commented that the proposed landscape mitigation plans at Stoke Mandeville and Risborough Road were not suitable for grass snake mitigation habitats as required in those areas.

CFA 6 South Ruislip to Ickenham: 16 comments

Potential impacts resulting from the construction traffic and associated infrastructure are the key concerns for respondents in this CFA. Queries are raised by respondents on the methodology used to make traffic assessments and mitigation measures. Many respondents are 'dissatisfied that AP4 does not meet expectations' for further mitigation on this subject and that further work is required. Many respondents are also concerned that the closure of Uxbridge golf course will last for at least two years and this may have long lasting damage on the facility. Respondents in this CFA are particularly disappointed in the communication process between the community stakeholders and HS2 Ltd.

CFA 13 Calvert, Steeple Claydon, Twyford and Chetwode: 16 Comments

The key concerns for the respondents for this CFA are the re-configuration of the Calvert landfill waste transfer station and the amendments to the infrastructure maintenance depot proposals. The potential impact on wildlife and nearby residents are the focus of concern, with the effects of 24 hour operation for the depot still causing friction. Some respondents reference and support the Berkshire, Buckinghamshire and Oxfordshire Wildlife Trust (BBOWT) Report comments and mitigation proposals for this CFA. Many respondents question the methodology used to support noise mitigation measures and the proposals for the waste transfer depot. One respondent welcomed the fact that the AP4 proposals will result in a reduced loss of ancient woodland in this CFA by approximately 1.5 ha, although opinion among respondents is divided on the proposals for the green overbridge location near the re-configured waste transfer depot.

CFA 19 Coleshill Junction: 15 Comments

Respondents in this CFA question the need for HS2 and register objections to the project. Particular concerns focus on potential environmental damage to the CFA, increased nuisance from construction traffic



and activities and loss of green belt land. One respondent noted that AP4 (AP4 -019-002) will increase loss of great crested newt habitat which requires mitigation.

CFA 12 Waddesdon and Quainton: 14 Comments

The majority of respondents referenced general comments about potentially re-routing the line from its present alignment north of Aylesbury which, in their opinion, would further mitigate impact in this CFA. Specific instances of concern included the potential impact on the deserted settlement of Doddershall and the AP4 proposal to locate a second pond within the earthwork structure which would adversely impact this cultural heritage site.

CFA 16 Ladbroke and Southam: 13 Comments

The majority of respondents referenced general comments about potentially re-routing the line from its present alignment north of Aylesbury which, in their opinion, would further mitigate impact in this CFA. One respondent noted that some land set aside for ecological compensation in this CFA in the original HS2 proposals had since been lost due to planning permission for a camp site. This raised concern for them over the value of project assurances over ecological compensation planning generally.

CFA 17 Offchurch and Cubbington: 12 Comments

The majority of respondents referenced general comments about potentially re-routing the line from its present alignment north of Aylesbury which, in their opinion, would further mitigate impact in this CFA. One respondent noted that the amount of woodland habitat creation proposed for this CFA in the original Environmental Statement had been reduced and was concerned over the potential precedent this could set.

CFA 15 Greatworth to Lower Boddington: 11 Comments

Responses were concerned that proposals AP4-015-002 Balancing Pond and AP4-015-003 Planting Edgcote would impact on the registered battlefield at Edgcote. Responses were also concerned that additional land is required for the provision of an accommodation overbridge.

CFA 18 Stoneleigh, Kenilworth and Burton Green: 11 Comments

The majority of respondents in for this CFA referenced ecological mitigation issues and the strategy that would be implemented to compensate for impacts on ancient woodlands. The loss of 1.4ha at Back Waste Wood was noted by one respondent. Respondents from Stoneleigh village were concerned about the potential impacts of construction traffic and that the noise methodologies applied by the Proposals to date did not enable appropriate mitigation to be designed. One organisation in the CFA was concerned over the potential impact of the proposals to its premises.

CFA 14 Newton Purcell to Brackley: 10 Comments

The majority of respondents referenced general comments about potentially re-routing the line from its present alignment north of Aylesbury which, in their opinion, would further mitigate impact in this CFA. Two respondents noted that concerns raised in the previous AP2 consultation process had not been addressed for this CFA and were disappointed that matters had not been addressed. One example of this was Fox Covert Wood, which remained impacted by the proposals.

CFA 4 Kilburn (Brent) to Old Oak Common: 7 Comments

Respondents referring to this CFA mentioned concern over potential tree loss for bat habitat and a positive comment for the proposed redevelopment of Old Oak Common. Respondents also requested that the Limits of Deviation being sought for HS2 works didn't preclude options for the potential Kensal Portobello Station.

CFA 5 Northolt Corridor: 6 Comments

Respondents in this CFA were concerned about the potential impact of the HS2 project on rail infrastructure in the CFA and the impact on land issues related to the Grand Union Canal as it runs through the CFA.



CFA 20 Curdworth to Middleton: 6 Comments

Responses expressed a general concern about the impact of HS2 on the CFA area, although one respondent took the opportunity to remind the project about the importance of the Tame Valley Wildlife Landscape Partnership and recommended that the project work closely in partnership with this organisation.

CFA 23 Balsall Common and Hamptonin Arden: 6 comments

Respondents for this CFA were concerned with detailed design proposals for the following infrastructure: the A 452 Marsh Lane junction, change of access to Bradnocks Marsh auto transformer site, culvert changes to Bayleys brook and proposed changes to bridleways and footpaths in the Meriden Gap, an important local area of green land.

The majority of respondents referenced general comments about potentially re-routing the line from its present alignment north of Aylesbury which, in their opinion, would further mitigate impact in this CFA.

Mis-directed: 6 Comments

These were responses with no relevance to the subject of this AP4 consultation process.

CFA 1 Euston Station and Approach: 5 Comments

Some of the responses were likely late responses from the previous AP3 consultation process. They commented on the desirability of changing the location of the proposed Adelaide Road ventilation shaft. Other responses commented on major expenses and losses to local businesses.

CFA 24 Birmingham Interchange and Chelmsley Wood: 4 comments

Respondents were concerned over specific design proposals in this CFA, including concern over potential changes to car parking at the National Motorcycle Museum, the relocation of Bickenhall waste recycling centre and potential impacts on the Island Project School. One respondent also highlighted the proposals for a tunnel at Balsall Common and another noted potential impacts at Denbigh Spinney which required evaluation.

CFA 2 Camden: 3 Comments

Some of the responses were likely late responses from the previous AP3 consultation process. They commented on the desirability of changing the location of the proposed Adelaide Road ventilation shaft.

CFA 3 Primrose Hill to Kilburn (Camden): 3 Comments

Some of the responses were likely late responses from the previous AP3 consultation process. They commented on the desirability of changing the location of the proposed Adelaide Road ventilation shaft.

CFA 21 Drayton Bassett, Hints and Weeford: 3 Comments

The respondents were concerned that further work was still required on ecological surveying, mitigation and compensation for the CFA.

CFA 22 Whittington to Handsacre: 3 Comments

Respondents raised concerns over the proposed mitigation measures for the A38 Junction works and that additional ecological surveys were required to assess impacts on hedgerows, bats, woodland and watercourses in response to the AP4 proposals.

CFA 25 Castle Bromwich and Bromford: 3 Comments

The potential impacts of the Project on the Park Hall nature reserve are of concern for the respondents for this CFA. Although the proposal to increase the height of the pylons in Park Hall Wood will mitigate impact on woodland and are welcomed, the respondents are still concerned about the scale of impact on the nature reserve and the ecological mitigation and compensation measures to be applied. Other design proposals



promoted in AP4 were noted, including utility network changes, and suitable mitigation and management actions were requested for all these elements.

Birmingham: 2 Comments

One respondent submitted a set of comments disputing the assumption on cost-benefit and speed of service for Birmingham rail passengers who use the service between London and Birmingham, and suggested that increasing Pendolino train length to 12 carriages would be more effective. The other respondent registered their support for the HS2 project and its potential beneficial impacts on the economic fortunes of the area.

CFA 26 Washwood Heath to Curzon Street: 2 Comments

One Respondent welcomed the AP4 provision to re-locate the Curzon Park auto transformer station further east as it was felt that this would lessen impact of previous proposals. The other Respondent requested that ecological mitigation and compensation be applied to all HS2 development in the CFA area.

London: 1 Comment

This was the general comment referenced above concerning a set of comments disputing the assumption on cost-benefit and speed of service for rail passengers of Birmingham who use the service between London and Birmingham and suggested that increasing Pendolino train length to 12 carriages would be more effective.



Report Signature Page

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