Local Environmental Management Plan – Chiltern and Wycombe District Councils

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Introduction

1.1.1 This Local Environmental Management Plan (LEMP) sets out the site specific control measures to be adopted by HS2 Contractors working within the Chiltern District Council (CDC) and Wycombe District Council (WDC) areas.


1.1.3 This LEMP contains control measures and standards to be implemented within CDC and WDC areas. The sections within this LEMP should not be read in isolation from other sections due to the interconnected nature of the measures between disciplines.

1.1.4 For ease of reference the LEMP mirrors the topic headings in the CoCP.

1.1.5 Information of relevance to the formation and development of this LEMP (as shown in Figure 1) is contained within this document, or links are provided to where it can be accessed. This includes:

- Information from traffic, environmental surveys and ground investigation works. This could either be seasonal ecological surveys, tree surveys, noise monitoring, ground settlement or the results of ground investigations detailing levels of contamination (where present) and the nature of the ground;

- Feedback on pertinent information from on-going engagement; and

- Results of petitions of the Parliamentary process which have resulted in amendments to the mitigation measures contained within the CoCP.

Figure 1. Key workstreams that will provide additional information for the LEMPs
1.1.6 This LEMP has been prepared taking into account findings of the Environmental Statement (ES), Additional Provision 1, Supplementary Environment Statement (SES) and Additional Provision 2 (SES, AP2) through to SES4 and AP5, where relevant. It has evolved during the Parliamentary process and engagement with the Local Authority and other stakeholders, such as members of the National Environment Forum, which have informed its development. This LEMP may be subject to further refinement, amendment and expansion as necessary as the project design progresses.

1.1.7 The Contractors will implement the requirements of the LEMPs and the CoCP through their own Environmental Management System (EMS), which will be certified to BS EN ISO 14001.

1.1.8 The Nominated Undertaker (HS2 Ltd)\(^1\) and/or its Contractors (refer to Section 4 below) will continue to engage with the local stakeholders. This will take the form of engagement events which will be carried out to introduce and brief the communities on local environmental information, management and mitigation as detailed within this document.

1.1.9 The HS2 Environmental Memorandum identifies key worksites along the route of HS2 Phase One that are environmentally sensitive in terms of nature conservation, terrestrial and aquatic ecology, water resources, geomorphology, recreation and amenity, landscape, public open space and agricultural land. The criteria for inclusion are ‘worksites where a key significant impact (that has been agreed with the HS2 National Environment Forum\(^2\) members) is generated in any of the environmental topics’ as mentioned above. The Chilterns Area of Outstanding Natural Beauty (AONB) is an environmentally sensitive worksite within CDC. Refer to appendix 3 for details.

1.1.10 The Nominated Undertaker will prepare site-specific management plans for these identified environmentally sensitive worksites, focusing on mitigation, compensation and monitoring requirements, with opportunities for enhancement in relation to the identified environmental topics as outlined within the Environmental Memorandum.

1.1.11 The controls within this LEMP, as with those in the CoCP, are in line with HS2’s Safe at Heart health and safety brand. Safe at Heart seeks to ensure that health and safety are at the heart of everything that we do including in the design, construction and operation of the scheme. This aim stretches beyond the scheme itself, through instruments such as this LEMP, and into the communities along the scheme to ensure that we protect their health, safety and wellbeing.

1.1.12 HS2 documents referenced within this LEMP can be found on the [www.gov.uk](http://www.gov.uk) website.

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\(^1\)HS2 Ltd is the Nominated Undertaker. The two terms are used interchangeably throughout this LEMP.

\(^2\) The National Environment Forum comprises Government departments and statutory bodies and was established to advise on environmental policy for HS2, including project-wide strategies for reducing the environmental impact of the line and principles for a Code of Construction Practice
1.2 Area and scope

1.2.1 Plans showing an overview of WDC and CDC areas covered by this LEMP are shown within the Environmental Statement (ES) maps (CFA 8, 9, 10 and 11 Volume 2 Map books):

- CFA 8: CT-05-23b (SES3,AP4), CT-05-024 to CT-05-025 (ES), CT-06-027 (SES3, AP4), CT-05-028 to CT-05-030a (ES);
- CFA 9: CT-05-030b (ES) CT-05-031 to CT-05-032 (SES3, AP4), CT-05-032-L1 (AP1), CT-05-032-R1 (SES, AP2) CT-05-033 to CT-05-034a (SES3, AP4);
- CFA 10: CT-05-35 (SES3, AP4), CT-05-36 (SES1, AP2) for Chiltern District and CT-05-040a and CT-05-040b (SES3, AP4) for Wycombe District; and
- CFA 11: CT-05-41 (SES3, AP4) and CT-05-41-L1 (SES 04, AP5) for Wycombe District.

1.2.2 Construction worksites and areas required for construction works are also shown within the CT-05 maps.

1.2.3 The Enabling Works Contractors (EWC) are carrying out a range of survey and investigation works which commenced in early 2017. The EWC will also be carrying out work including the provision of early ecological mitigation sites and highways improvement work.

1.2.4 Between July 2017 and autumn 2018, the Main Works Civils Contractors (MWCC) will be developing the design for the scheme, with a target for construction starting from early 2019.

1.2.5 It is anticipated that the following general descriptions of work activities will take place prior to and during the construction period within this local authority boundary:

- advance works, including: site investigations and surveys further to those already undertaken;
- enabling works, including: utilities works in the wider area including an overhead line diversion at Chesham Road Vent Shaft; highway and public right of way (PRoW) diversions; building demolitions; site clearance, habitat removal, creation and environmental mitigation measures.
- civil engineering works: establishment of construction compounds; site preparation; main earthworks and structure works, building works and fit out, retaining structures and erection of bridges/viaducts, subsurface tunnelling and excavations, site restoration and removal of construction compounds;
- Earthworks to create cuttings and embankments along the route.
Construction of structures including bridges, viaducts and culverts;

• works to conventional railway track, signalling and other railway systems;

• high speed railway installation works and systems fit-out including: establishment of construction compounds; infrastructure installation, traction power supplies, overhead line equipment and communications features; connections to utilities; removal of construction compounds; and

• system testing and commissioning.

2 Purpose of the Local Environmental Management Plan

2.1.1 This LEMP focuses on the area specific control measures by topic as relevant to construction works within the CDC and WDC areas. The measures described will be applied by the Nominated Undertaker and its Contractors throughout the construction period to reduce the potential environmental and community impacts within the CDC and WDC areas during construction.

2.1.2 The Nominated Undertaker and its Contractors will develop the detailed Environmental Management Plans, taking into account this LEMP and the Environmental Minimum Requirements. The detailed Environmental Management Plans will remain confidential due to contractual agreements. However, certain plans will be discussed with the relevant environmental bodies. Management plans for the environmentally sensitive worksites will be submitted for information with relevant Schedule 17, or where appropriate heritage, applications.

3 Policy and environmental management principles

3.1.1 Information relating to the HS2 Ltd sustainability policy and environmental management principles is provided in Section 3 of the CoCP.

4 Implementation

4.1.1 Details relating to implementation, such as enforcement and site management measures, are provided in Section 4 of the CoCP.

4.1.2 On 16 November 2016 contracts were awarded for three Enabling Works Contractors (EWC) working on behalf of HS2 Ltd across Phase 1 of the project. The EWC covering
the CDC and WDC areas is Fusion, a joint venture between Morgan Sindall Infrastructure Services, BAM Nuttall Ltd and Ferrovial Agroman.

4.1.3 On 17 July 2017 contracts were awarded for HS2’s Main Works Civils Contractors (MWCC). The MWCC for the CDC and WDC areas are Align and EK. Align is a joint venture between Bouygues Travaux Publics, VolkerFitzpatrick and Sir Robert McAlpine. EK is a joint venture made of Eiffage and Kier.

5 General requirements

5.1.1 General control measures relating to community relations, hours of work, pollution incident control and security etc. are identified in Section 5 of the CoCP.

5.1.2 To reduce the likelihood of an environmental incident or nuisance occurring, measures from Section 5 of the CoCP will be implemented, as detailed in sections 5.2 to 5.16 below.

5.1.3 HS2 and the Contractors will be running a series of engagement events and activities that will cover the upcoming programme of works and associated environmental controls where appropriate.

5.2 Community relations

5.2.1 As detailed within Section 5 of the CoCP, the Nominated Undertaker and its Contractors will implement the Community Engagement Framework. The framework will focus on engagement during construction with the local communities and on the specific needs of protected groups (as defined in the Equalities Act 2010) especially those who may be affected by construction impacts in the immediate vicinity of the works. A range of tools will be used to achieve this that will tailor engagement to local needs.

5.2.2 Successful management of the project will involve understanding communities and their needs, actively engaging, listening and responding. The arrangements for this are set out in the HS2 Community Engagement Framework. Liaison with the local community will take place to consistently provide timely, clear tailored information on the construction programme, updates on forthcoming works. It will also provide the opportunity for members of the public to respond, discuss issues and provide feedback that can be acted upon. This information will be included in the local area plan for community engagement. HS2 and its Contractors have initiated engagement along the route via focussed engagement events. The local area plan will take account both of distinct geographic distribution of the communities around WDC and CDC and will involve the Contractors and any relevant third parties and stakeholders, for which there will be co-ordination arrangements.
5.2.3 For the purposes of this LEMP, a third party is an organisation with whom HS2 Ltd has entered into a legal agreement to undertake works on its behalf, to be delivered under the powers of the High Speed Rail (London – West Midlands) Act (the Act), or the third party’s own powers (e.g. permitted development). Such agreements require the third parties to comply with the requirements of the Act and the EMRs, including the CoCP. Third parties relevant to this LEMP include Highways England and utility companies such as National Grid.

5.2.4 Ongoing engagement with local authorities and community groups will occur during construction, as listed in Appendix 2 of this LEMP. (NB: This list is indicative and will be subject to change as more information becomes available).

Advanced notice of works

5.2.5 The Nominated Undertaker and its Contractors are committed to informing communities on matters of interest and relevance. Therefore they will ensure that stakeholders affected by the proposed construction works, as outlined in the ES, will be informed in advance of works by methods outlined in the community engagement framework and as per Section 5.1.4 of the CoCP.

Working hours

Consents

5.2.6 The framework for seeking consents from WDC and CDC for working hours under section 61 of the Control of Pollution Act 1974 is set out in the CoCP.

Core working hours

5.2.7 Core working hours will be from 08:00 – 18:00 on weekdays (excluding bank holidays) and 08:00 – 13:00 on Saturdays. See also HS2 Information Paper D4: Working Hours.

5.2.8 A period of up to one hour before and up to one hour after core working hours will be required for start-up and close down activities as detailed within the CoCP. To maximise the productivity within the core working hours, the one hour start up and close down periods will include activities such as deliveries, workforce arrival/departure, unloading, maintenance and general preparation works etc. During this period plant and machinery that is likely to cause disturbance to local residents will not be allowed to operate. This period will not be an extension of the core working hours. Working outside of these hours needs to be agreed through the S61 consenting process with WDC and CDC. Emergencies (not repairs and maintenance) may be undertaken outside core hours.

5.2.9 Certain work activities at specific locations within the local authority area will need to take place outside of the core working hours for safety and engineering purposes. These work activities (which may include construction associated with continuous tunnelling operations, infrastructure works and rail works, including possessions) will be covered by the Section 61 process and are likely to include:
• Chiltern District Council:
  ▪ tunnel boring in the Chiltern tunnel, on the border of Chiltern District and Three Rivers District, will be a 24-hour a day operation;
  ▪ excavation and concrete supply for sprayed concrete lined cross passage tunnels during the evening and night-time;
  ▪ some tunnelling support activities at Chilterns tunnel north portal during the evening and night-time;
  ▪ Chalfont St Peter vent shaft earthworks;
  ▪ Chalfont St Giles vent shaft and auto-transformer station earthworks;
  ▪ Amersham vent shaft earthworks;
  ▪ Little Missenden vent shaft and auto-transformer station earthworks;
  ▪ Chesham Road Vent Shaft earthworks;
  ▪ Chiltern tunnel north portal and Chiltern tunnel north cutting earthworks;
  ▪ South Heath cutting earthworks; and
  ▪ Leather Lane overbridge earthworks

• Wycombe District Council
  ▪ Wendover north cutting earthworks.

5.3 Construction site layout and good housekeeping

5.3.1 The measures set out in Section 5.3 of the CoCP will be used to reduce the likelihood of an environmental incident or nuisance occurring.

5.4 Site lighting

5.4.1 All construction sites will be lit in accordance with the requirements of the CoCP as detailed within Section 5.4 and approval of site lighting in Schedule 17 Part 1 of the Act.

5.4.2 Site lighting will be designed to avoid light pollution to surrounding buildings, ecological receptors, structures used by protected species, local residents, railway operations, passing motorists and other sensitive land uses, where reasonably practicable.

5.5 Worksite security

5.5.1 The intention is to achieve safe and secure worksites, with balanced and appropriate security measures that are commensurate with the risk, as detailed within Section 5.5 of the CoCP.
5.5.2 A security plan will be required for each site and where appropriate, security fencing and gates provided to perimeters of construction locations and site compounds. Fence type and construction will be appropriate to the level of security required and depend upon the likelihood of intruders, level of danger and visual impact to the environment.

5.5.3 Contractors will be responsible for ensuring that the site/working areas and plant and materials are secure from use by unauthorised persons at all times and Plant Machinery will be securely locked away and immobilised each night. Securing sites will involve the use of physical, electronic and human resources in a proportionate and cost effective manner.

5.5.4 In some situations, particularly in an urban setting, consideration will be given to extra visibility for the public and workforce at night, e.g. use of half-timber / half-infill (i.e. perspex) at hoarding corners together with convex mirror to prevent blind spots. All sites will have security lighting to ensure the safety of passing pedestrians and other traffic.

5.5.5 Security provisions will be deployed at all HS2 sites and working areas on a 24/7 basis and may include CCTV cameras, alarms and security personnel. This approach will help protect assets with measures that deter, delay and detect intrusion.

5.6 Hoardings, fencing and screening

5.6.1 The site perimeter will generally be fenced with 2.4m high solid hoardings that will be appropriately decorated, in line with measures described within Section 5.6.1 of the CoCP, if appropriate.

5.6.2 Hoardings up to 3.6m high will, on occasions, be used to control construction noise. At locations where existing fencing may need to be removed, suitable alternatives will be used. Specific hoarding heights in WDC and CDC will be included in this LEMP as and when the hoarding designs are finalised.

5.6.3 Where there are earthworks along the track, such as cuttings and embankments, at the west of Hyde Heath to the east of The Lee in CDC and north-west of Nash Lee in WDC, temporary fencing will be erected along the site boundaries. The type of fence will be dependent upon the nature of use of the adjacent land, as well as environmental, design and safety considerations.

5.6.4 Opportunities to include temporary landscaping measures including but not limited to green hoardings, ivy screens, artificial ivy and instant hedging will be considered and where reasonably practicable implemented where there are clear benefits to local air quality, biodiversity and visual appearance of the area, taking into account costs, longevity and ease of maintenance.
5.7 **Unexploded ordnance**

5.7.1 A risk assessment for the possibility of unexploded ordnance being found within construction areas will be carried out, as detailed within Section 5.7 of the CoCP.

5.8 **Electromagnetic interference**

5.8.1 The impacts of electromagnetic interference during design and construction will be undertaken, as detailed within Section 5.8 of the CoCP.

5.9 **Temporary living accommodation**

5.9.1 The provision of on-site workers' temporary living accommodation will be considered and approved in advance by the local authority, as detailed within Section 5.9 of the CoCP.

5.10 **Occupational healthcare**

5.10.1 The Nominated Undertaker will ensure there is provision for either access to on-site or near site occupational healthcare for site workers, as detailed within Section 5.10 of the CoCP.

5.11 **Clearance and re-instatement of sites on completion**

5.11.1 This will be carried out as detailed within Section 5.11 of the CoCP.

5.12 **Pollution incident control and emergency preparedness**

5.12.1 The Contractors’ Pollution Incident Control and Emergency Preparedness Plan(s) will need to have due regard to local receptors as detailed in Sections 6 to 16 of this LEMP.

5.12.2 The Contractors will also consider measures and processes to be implemented in the event of environmental non-conformances.

5.12.3 The majority of the Scheme within CDC will be within Source Protection Zones (SPZs) associated with public abstraction, including SPZ1, 2 and 3. There are no SPZs associated with the public abstraction in WDC.

5.12.4 The Contractor will need to pay particular attention to pollution incident control during the following construction activities:

- Chiltern District Council:
  - circular twin-bore tunnels and cross passages through the Chalk aquifer within SPZs for public water supply (PWS) boreholes;
  - circular twin-bore tunnels and cross passages beneath the River Misbourne and Shardeloes Lake;
  - vent shaft construction near River Misbourne and Shardeloes Lake; and
• stockpiling of material.

• Wycombe District Council:
  • culverts of Chalkshire Stream and its tributaries.

Local control measures

5.12.5 The Contractor’s Pollution Incident Control and Emergency Preparedness Plan(s) will need to include the following pollution prevention and control mechanisms:

• static plant will be used with secondary containment measures such as plant nappies to retain any leakage of fuel or oil and reduce the risk of pollution;

• spill kits will be provided where appropriate such as at the two main compounds and 11 satellite compounds in CDC and the B4009 Nash Lee Road overbridge satellite compound in WDC, to reduce the risk of pollution;

• the use of oil interceptors at site offices and work compounds; and

• appropriate measures such as use of bunds of non-erodible material or silt or sediment fences adjacent to watercourses, such as the River Misbourne;

5.13 Fire prevention and control

5.13.1 The Contractor’s will ensure all construction sites and associated accommodation and welfare facilities will have in place appropriate plans and management controls to prevent fires. See also section 5.13 of the CoCP.

5.14 Extreme weather events

5.14.1 The Contractors’ pollution incident control and emergency preparedness plan(s) will need to have due regard to the potential of extreme weather events and key receptors and take into account any proposed risk management or mitigation measures. See also Section 5.14 of the CoCP. Where necessary, the statutory bodies will be consulted with regards to emergency planning.

5.15 Carbon management plans

5.15.1 The Contractor will produce carbon management plans, in accordance with the HS2 Carbon Minimisation Policy as detailed within Section 5.15 of the CoCP.

5.16 Interface management between adjacent construction areas

5.16.1 The Nominated Undertaker will oversee the interface between the Contractors as detailed within Section 5.16 of the CoCP, which may be within the same or adjacent local authority boundaries.
6 Agriculture, forestry and soils

6.1.1 General control measures relating to agriculture, forestry and soils are provided in Section 6 of the CoCP.

6.2 Sensitive receptors

6.2.1 Approximately 265ha of agricultural land will lie within the construction boundary in CDC. Over 82% of this land is of the best and most versatile quality in Grades 2 and 3a, with the remainder being moderate quality land in Subgrades 3b and 4.

Approximately 67ha will be required permanently for the Scheme, with approximately 198ha restored to agriculture.

6.2.2 Approximately 39ha of agricultural land will lie within the construction boundary in WDC. Over 60% of this land is of the best and most versatile quality in Grades 3a, with the remainder being moderate quality land in Subgrades 3b.

Approximately 15ha will be required permanently for the Scheme, with approximately 24ha restored to agriculture.

6.2.3 The generally high quality soils that will be permanently displaced and reused in the design of the Scheme for agriculture and other uses, represent a sensitive receptor.

6.2.4 Some land uses situated adjacent to the construction boundary may be considered sensitive receptors, particularly in respect of farm infrastructure and crops. This includes interruptions to drainage systems, livestock water supplies and irrigation systems, the potential for dust deposition on crops, particularly field vegetables; interruptions to farm and field accesses; and the maintenance of appropriate stock-proof fencing. This also applies to approximately 198ha of land in CDC and approximately 24ha of land in WDC within the construction boundary that is to be restored to agriculture. Nitrate rich soil may need to be stored on an impervious membrane.

6.3 Local control measures

6.3.1 Where topsoil and subsoil will be stripped across the site, a Soil Resources Plan (SRP) will be prepared. The SRP will establish the type and volume of the topsoil and subsoil to be stripped, the designated location of the stockpiles and the proposed use of conserved soils for land restoration. There is a commitment in the ES for the reuse of soils on the scheme.

6.3.2 In the provision of early ecological mitigation areas, the topsoil and subsoil will be entirely reused within the boundaries of each site and therefore an SRP will not be produced for these sites.
6.3.3 In areas where compounds are to be created, it is envisaged that the area will be stripped of topsoil. Temporary material stockpiles will be clearly recorded and the topsoil will be reinstated.

6.3.4 In respect of storage areas for soil and excavated materials, and within the wider construction site, the presence and spread of invasive, non-native species (plants and animals) and noxious weeds will be controlled through the adoption of an appropriate management regime. This will identify and effectively treat areas which might also threaten adjoining agricultural areas.

6.3.5 Appropriate construction, handling, treatment and disposal procedures will be implemented in relation to invasive species and noxious weeds. Route-wide measures will also be implemented to promote bio-security and minimise the risk that invasive non-native species and diseases are spread as a consequence of the project. Further details are provided in Section 6 of the CoCP.

6.3.6 Measures for the protection of farm infrastructure and crops will be the subject of liaison with landowners, occupiers and land agents.

6.3.7 Following consultation with individual farmers, arrangements are being made with the farmer and documented in Farmers and Growers' packs. Details on the scope of these packs is included in the HS2 Guide for Farmers and Growers.

7 Air quality

7.1.1 General control measures relating to air quality are provided in Section 7 of the CoCP.

7.1.2 Contractors will be required to manage dust, air pollution, odour and exhaust emissions during the construction works in accordance with Best Practicable Means (BPM) and refer to current publications on ‘best practice’.

7.2 Sensitive receptors

7.2.1 The Contractor's working methods will have due regard to local sensitive receptors where there may be impacts due to dust emissions from construction works and exhaust emissions of air pollutants from construction traffic vehicles travelling to and from construction areas.

7.2.2 For air quality, relevant sensitive receptors include locations where there are residential properties, other types of property where there is human exposure over extended periods, for example hospitals and schools, and locations where there are

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1 Guidance on the assessment of dust from construction and demolition: Institute of Air Quality Management, February 2014
Air Quality Monitoring in the Vicinity of Demolition and Construction Sites: IAQM, November 2012
designated ecological sites with sensitive vegetation. The potential impacts are considered in terms of dust soiling on people and property; human health effects of dust and air pollutant emissions; and effects of dust deposition on vegetation.

### 7.2.3 The locations of these receptors have been classified as ‘low’, ‘medium’ and ‘high’ risk using the Institute of Air Quality Management (IAQM) methodology⁴, in relation to emissions of dust from construction and demolition activities. Sensitive receptors are located within 20m of the site boundary and of dust generating activities along certain sections of the route. In CDC these can include residential properties at Cricket Field Cottages, Turners Wood Farm, Ashwell’s Farm, Upper Bottom House Farm, Lower Bottom House Farm, Pipers Wood Cottages, Park View Cottages, Mantle’s Farm, Chapel Farm, Sheepcotts Cottage, Mantle’s Green Cottage, Orchard Cottage, Frith Hill Farm, Cudsdens Court and Brambles, and Amersham Hospital. In WDC these can include residential properties on B4009 Nash Lee Road. The mitigation measures as set out in the CoCP will be employed to allow active management of the construction works.

### 7.2.4 Receptors potentially affected by emissions from anticipated construction traffic include Bircham Cottage, King’s Pond Cottage and 59 King’s Lane in CDC.

### 7.3 Local control measures

#### 7.3.1 All the relevant methods outlined within the CoCP will be applied to control and manage potential air quality effects. These methods are considered to be sufficiently effective within areas in and around those listed in Section 7.2.2, which can include; ensuring drop heights from excavators to vehicles involved in the transport of excavated material are kept to the reasonably practicable minimum; the provision of dust suppression measures to be carried out in all areas of the site that are likely to generate dust; measures to keep roads and accesses and vehicles clean; covering materials, deliveries or loads entering and leaving the construction site; buildings or structures to be demolished will be sprayed with water or screened as necessary, prior to and during demolition; and, the enclosure, shielding or provision of filters on plant likely to generate excessive quantities of dust beyond the site boundaries.

#### 7.3.2 Dust suppression measures and works screening will be subject to approval in accordance with Schedule 17 of the Act. Further measures are detailed within Section 7 of the CoCP.

#### 7.3.2 HS2 has set emission requirements and targets for the engines of contractor cars, vans, and heavy road vehicles. These have been developed for the whole route and are categorised as follows: London Low Emission Zone, Clean Air Zone and Rest of Route.

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7.3.3 For CDC and WDC the relevant category of vehicle emission standard is the ‘Rest of Route’. Within the ‘Rest of Route’ category, there are requirements for heavy road vehicles to be powered by EURO VI (or cleaner) engines (as far as reasonably practicable; 100% from 2020) and for cars and vans to be Euro 6 diesel and Euro 4 petrol. There are also targets for the use of Ultra Low Emission vehicles.

7.3.4 HS2 has also set requirements for Non-Road Mobile Machinery (NRMM) (i.e. stationary plant and off road vehicles). These have been developed for the whole route and are categorised as follows: Central Activity Zone, Rest of Greater London and Rest of Country. For CDC and WDC, the relevant category of NRMM emission standard is Rest of Country. Within the Rest of Country the requirement is for NRMM to be powered by EU stage IIIIB engines from 2017 (and EU stage IV from 2020).

7.3.5 The HS2 Information Paper E31: Air Quality gives further information on the HS2 emissions standards.

7.4 Monitoring Procedures

7.4.1 An inspection monitoring programme will be implemented by the Contractor to assess the effectiveness of the control measures as outlined in section 7.3 in the CoCP. In the CDC and WDC areas, the monitoring procedures may include continuous automatic monitoring of airborne dust, including the setting a relevant site action level for dust (defined as a dust measurement threshold above which investigation will be required). The monitoring being undertaken by HS2 supplements existing air quality monitoring which is part of national and local authority surveys. Monitoring of NOx or Nitrogen deposition is not necessary in this area as the relevant CFAs state that there are no impacts originating from the proposed works.

7.4.2 The monitoring programme, including locations for dust monitoring is in the process of being agreed. Monthly reports of monitoring data from HS2 air quality surveys will be made publicly available throughout construction on the HS2 website at this address: https://www.gov.uk/government/collections/monitoring-the-environmental-effects-of-hs2.

7.4.3 The HS2 Air Quality Strategy gives further information on monitoring, including the process to determine where monitoring would be required and the monitoring methods to be used. This document is available at the same website address as referenced in paragraph above.

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1 Euro standards for heavy vehicles are given in terms of roman numerals. Euro standards for light vehicles are given in terms of numerical values and different Euro standards apply for petrol and diesel vehicles.

2 Roman numerals are also used within the NRMM EU regulations but are not directly comparable to the road vehicle Euro standards.
8 Cultural heritage

8.1.1 General control measures relating to cultural heritage are provided in Section 8 of the CoCP. Further control measures for Cultural Heritage are provided in the Hs2 Phase One Heritage Memorandum within the Environmental Minimum Requirements and the specific documents identified therein.

8.1.2 A route-wide Generic Written Scheme of Investigation: Historic Environment Research and Delivery Strategy (GWSI:HERDS) has been prepared which sets out the general principles for design, evaluation, mitigation, analysis, reporting and archive deposition to be adopted for the design development and construction of the Scheme.

8.1.3 Works associated with the Scheme will impact both designated and non-designated assets in WDC and CDC. Full details of the works to be undertaken (i.e. archaeological investigations and built heritage recording) will be determined during the detailed design and will be set out in Project Plans and Location-Specific Written Scheme of Investigations (LS-WSI).

8.1.4 Schedule 18 and Schedule 19 of the Act concern how legislation in respect of listed buildings and scheduled monuments respectively apply to the Phase One works. Schedule 20 to the Act provides a regime for the removal of human remains and related funerary monuments.

8.2 Sensitive receptors

8.2.1 Details of all designated and non-designated heritage assets within 500m of the land required, temporarily or permanently, for the construction of the scheme are listed in Volume 5 of the ES (Appendices CH-002-008, CH-002-009 and CH-002-10 for Chiltern District and CH-002-10 for WDC) and Volume 5 Cultural Heritage Map Book (Maps CH-01-025b to CH-01-032 for CDC and Maps CH-01-033a to CH-01-033a-L1 for WDC).

- Contractors will have due regard for the following designated heritage assets: Chiltern District Council:
  - one Scheduled Monument: Grim’s Ditch;
  - the granary south-east of Lower Bottom Farmhouse;
  - Lower Bottom Farmhouse;
  - Stable to south of Lower Bottom Farm House;
  - Parish Church of St Giles;
  - The Stone Cottage, attached barn and outbuildings;
  - Flag House;
  - The Wellington Cottage and the Green Cottage;
▪ Peterson House;
▪ Building and walls of the kitchen Garden at Shardeloes Park, Amersham;
▪ Barns and outhouses at Hyde Farmhouse;
▪ Hyde Farmhouse, Hyde Lane, Hyde Heath;
▪ Stable Block at Cottage Farm;
▪ Sheepcotts Cottage;
▪ Granary at Cudsdons Farm;
▪ 86 Kings Lane;
▪ South Heath Farmhouse with attached barn;
▪ Briarwood;
▪ Barn to north of Hunts Green Farmhouse;
▪ Hunt's Green Farmhouse;
▪ two conservation areas: Chalfont St Giles of moderate value and Shardeloes of high value; and
▪ Shardeloes Grade II* registered park and garden of high value.

8.3 Local control measures

8.3.1 Where practicable, construction methodologies will be required to reduce the impacts on heritage assets. The CoCP sets out the provisions that will be adopted to control those effects, including the use of appropriate equipment and methods to limit ground disturbance and settlement followed by monitoring, protection and remediation. A programme of settlement monitoring and the implementation of avoidance measures where appropriate will be undertaken by the Contractor. Detailed provisions with regard to settlement and listed buildings are outlined in the Settlement Policy / HS2 Information Paper: C3 Ground Settlement.

8.3.2 Those Listed Buildings which require works to maintain or restore their character, or for the affixing of monitoring apparatus are named in Table 2 of Schedule 18 to the Act. Listed buildings named in Table 2 are also covered by a Heritage Agreement with the relevant local authority, which sets out arrangements for obtaining approvals for protective or monitoring works to these buildings.

8.3.3 Where practicable, below ground assets will be preserved in situ beneath mitigation earthworks through the adoption of appropriate design measures.

8.3.4 Where practicable, construction methodologies will reduce the impacts on buried and upstanding remains. Those listed buildings which require works to maintain or restore
their character, or for the affixing of monitoring apparatus are named in Table 2 of Schedule 18 to the Act.

8.3.5 For the buildings listed in Table 2 the Heritage Agreement would set out the process by which protective works will be approved and the specific arrangements for each building. These Heritage Agreements will ensure that appropriate mitigation measures are in place and that any works undertaken are appropriate to the special architectural or historic interest of the listed building and its significance as a heritage asset. The Nominated Undertaker will liaise with the local authority and Historic England during the preparation of the methodology for the works.

8.4 Monitoring

8.4.1 Risk assessments, appropriate structural and/or condition surveys and vibration monitoring will be undertaken at locations of archaeological or built heritage interest adjacent to construction sites, prior to, during and following construction works, as detailed within Section 8.4 of the CoCP.

8.4.2

9 Ecology

9.1.1 General control measures relating to ecology are provided in Section 9 of the CoCP.

9.2 Sensitive receptors

9.2.1 The following locations which lie within or adjacent to the Scheme in CDC and WDC are designated for nature conservation (some of which are shown within the Volume 5 map books of the ES: ES 3.5.1.5.08, ES 3.5.1.5.09 and ES 3.5.1.5.10 for CDC and ES 3.5.1.5.10 for WDC):

- Chiltern District Council:
  - Chalfont St Giles Churchyard Biological Notification Site (BNS) east of Chalfont St Giles (Ch35+000 to Ch35+200);
  - Hodgemoor Wood Site of Special Scientific Interest (SSSI) adjacent to the A355 Amersham Road (Ch36+700 to Ch38+000);
  - Brentford Wood Local Wildlife Site (LWS) east of Coleshill (Ch38+400 to Ch39+000);
  - Shardeloes Lake LWS (Ch41+500 to Ch42+600);
  - Mop End Lane LWS to the west of Shardeloes Lake (Ch42+700);
  - Weedonhill/High Springs/Ostlers Woods LWS near Little Missenden (Ch42+700 to Ch43+300);
9.2.2 In addition, sensitive habitat receptors outside of designated sites are displayed within the Volume 5 map books of the ES (ES 3.5.1.5.08, ES 3.5.1.5.09 and ES 3.5.1.5.10 for CDC and ES 3.5.1.5.10 for WDC. These include:

- **Wycombe District Council:**
  - North Lee BNS off North Lee Lane (Ch57+200 to Ch57+700).

- **Chiltern District Council:**
  - Roberts Wood, ancient semi-natural broad-leaved woodland east of Chalfont St Peter (Ch32+700 to Ch32+800);
  - Rushcroft Wood, semi-natural broadleaved woodland north of Chalfont St Giles (Ch36+200 to Ch36+400);
  - Perryfield Plantation, semi-natural broadleaved woodland adjacent to Rushcroft Wood (Ch36+200 to Ch36+400);
  - Bow Wood, ancient semi-natural woodland on Bottom House Farm Lane (Ch36+800 to Ch36+900);
  - Hales Wood is a plantation woodland qualifying as ancient replanted woodland on Bottrells Lane (Ch37+200 to Ch37+700);
  - David’s Wood, semi-natural broadleaved woodland east of Coleshill (Ch38+700 to Ch39+000);
  - Second Wood and Wheatley Wood are both plantations on ancient woodland sites south-west of Amersham (Ch40+500 to Ch41+200);
  - First Wood, semi-natural broadleaved woodland south-west of Amersham (Ch40+500 to Ch40+600);
  - Bellhouse Wood, semi-natural broadleaved woodland south-west of Amersham (Ch40+900 to Ch41+100);
  - wet woodland around Shardeloes Lake (Ch41+600 to Ch41+900);
  - the River Misbourne (Ch42+400);
  - one small traditional orchard at Mantle’s Farm (Ch44+400 to Ch44+500);
  - one small traditional orchard north-east of Hyde Farm (Ch45+600 to Ch45+700);
  - Jenkin’s Wood, ancient semi-natural deciduous woodland north-west of South Heath (Ch47+300 to 47+600);
- two small traditional orchards near Park Farm (Ch47+700 to Ch47+800);
- Havenfield Wood, ancient semi-natural deciduous woodland north of Great Missenden (Ch48+200 to Ch48+400);
- small areas of parkland with scattered trees near Havenfield Wood;
- Rushmoor Wood, ancient semi-natural broadleaved woodland south-west of the Lee (Ch49+700 to Ch 49+900);
- an un-named wood located north-west of Rushmoor Wood (Ch49+900 to Ch50+100);
- semi-improved neutral grassland at Mulberry Park Hill, near Mantle’s Farm and Woodland’s Park;
- a number of hedgerows; and
- a number of ponds.

- Wycombe District Council:
  - a pond off B4009 Nash Lee Road (Ch56+000 to Ch56+100);
  - a traditional orchard to the north of B4009 Nash Lee Road (Ch56+300 to Ch56+700); and
  - the southern branch of the Stoke Brook (Ch56+800).

9.2.3 Key protected or important species known or assumed to occur in the vicinity of the works are:

- bats, including roosts and foraging and commuting routes;
- breeding birds including barn owls;
- great crested newts;
- otter;
- fish;
- common reptiles;
- badgers;
- water vole;
- terrestrial invertebrates including nationally scarce beetles;
- aquatic invertebrates; and
- white helleborine.
9.2.4 Further information on designated sites and legally protected species occurring in this area can be found within Volumes 2 and 5 of the ES.

9.2.5 Contractors will check whether any protected species licences are required prior to work commencing or where such licences have been obtained, to ensure compliance with the requirements of the licence.

9.2.6 Natural England has granted the HS2 organisational great crested newt and badger licences across Phase 1 in April 2017. Contractors will check whether any protected species licences are required prior to work commencing or where such licences have been obtained, ensure compliance with the requirements of the licence.

9.2.7 All actions required to comply with licences, will be undertaken by suitably qualified specialist ecologists licensed to undertake the work.

9.3 Local control measures

9.3.1 The standard ecological issues and associated control measures outlined in Table 1 are of particular relevance to this area.

Table 1: Standard ecological issues and control measures relevant to this area

<table>
<thead>
<tr>
<th>Receptor</th>
<th>Issue</th>
<th>Standard control measure</th>
</tr>
</thead>
<tbody>
<tr>
<td>Designated Sites</td>
<td>Sites of nature conservation interest listed in Paragraph 9.2.1 will be directly affected by the Scheme resulting in habitat loss. They are also, to varying degrees, vulnerable to construction related impacts including runoff, siltation, and air and water-borne pollution.</td>
<td>Measures to reduce habitat loss should be included in planning of construction works; such as avoiding siting temporary materials stockpiles, construction materials and vehicle parking within sites; Potentially hazardous materials should also be located away from sites stored correctly; Specific measures for control of surface water, and for air and water-borne pollution should also take account of the proximity of these sites.</td>
</tr>
<tr>
<td>Habitats</td>
<td>The Scheme affects habitats such as watercourses and ponds outside of sites of nature conservation importance.</td>
<td>Measures to avoid adverse effects of construction on retained aquatic habitats are required to avoid unnecessary habitat removal or damage, inputs of dust and pollutants and changes in surface water drainage.</td>
</tr>
<tr>
<td>Bats</td>
<td>All UK bat species and their roosts (even if bats are not present) are fully protected under both UK and European legislation.</td>
<td>Adhere to requirements of licences and, where relevant, Ecology Site Management Plans.</td>
</tr>
<tr>
<td>Receptor</td>
<td>Issue</td>
<td>Standard control measure</td>
</tr>
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<tr>
<td></td>
<td>The Scheme will result in the loss of confirmed bat roosts in trees and buildings.</td>
<td>Adopt precautionary approach. Follow appropriate Working Method Statement for demolition of buildings and felling of trees.</td>
</tr>
<tr>
<td></td>
<td>The Scheme will result in the loss of trees and buildings identified as having moderate or high potential to support roosting bats, but no evidence of their use has been recorded to date through survey work.</td>
<td>Where practicable, undertake activities causing loss or disruption during seasonal periods when bats are likely to be less active. Retain as much of the key habitat for as long as possible and establish new areas as quickly as possible to reduce the effects. Ensure lighting is directed away from foraging areas and commuting routes. Reduce night time working in close proximity to foraging areas and commuting routes.</td>
</tr>
<tr>
<td>Breeding birds</td>
<td>The nests and eggs of all bird species are legally protected against being damaged or taken. Some species are specially protected against disturbance whilst nesting. The Scheme will result in the loss of nesting bird habitat, including vegetation, buildings and structures.</td>
<td>Habitat clearance should be conducted outside of the bird nesting season (March to August inclusive) where practicable. If habitat clearance is carried out during the bird nesting season then an appropriate Working Method Statement shall be completed in advance of clearance works commencing.</td>
</tr>
<tr>
<td>Great crested newt</td>
<td>Great crested newts and their habitats are fully protected under both UK and European legislation. The Scheme will result in the loss of water bodies and terrestrial habitat used by great crested newts.</td>
<td>Adhere to requirements of HS2 great crested newt organisational licence, method statements, and Ecology Site Management Plans.</td>
</tr>
<tr>
<td>Common amphibians</td>
<td>The Scheme will result in the loss of water bodies supporting common amphibians. Clearance during peak</td>
<td>Drain down of ponds should be conducted outside of the main breeding period for amphibians (March to August) where practicable.</td>
</tr>
<tr>
<td>Receptor</td>
<td>Issue</td>
<td>Standard control measure</td>
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<tr>
<td></td>
<td>periods of occupation could result in the loss of these populations.</td>
<td>If drain down of ponds is carried out during the main breeding period then an appropriate Working Method Statement shall be completed in advance of drain down works commencing.</td>
</tr>
<tr>
<td>Otter</td>
<td>Otters are fully protected under both UK and European legislation.</td>
<td>Adhere to requirements of licences and, where relevant, Ecology Site Management Plans.</td>
</tr>
<tr>
<td></td>
<td>All major watercourses crossed by the Scheme have otters present or are potentially suitable to support them. It is not expected that there will be any fragmentation of otter movement routes, however, there is the potential for disturbance during construction along some parts of the Scheme.</td>
<td>Ensure that route of safe passage for otters is maintained throughout construction at crossing points. Use fencing as required to prevent otters being forced over existing road crossings. Reduce light spill onto watercourses.</td>
</tr>
<tr>
<td>Common reptiles</td>
<td>Common species of reptile (grass snake, adder, common lizard and slow worm) are protected from intentional killing or injury. Common reptiles are widespread, and the Scheme will result in the loss of confirmed and potential reptile habitat.</td>
<td>Where works have the potential to kill or injure reptiles, but there is suitable habitat immediately adjacent to the work site that could support a viable population (with enhancements where necessary) the Habitat Manipulation and Displacement approach should be followed. A Working Method Statement should be produced in advance of works commencing. Where there is no suitable habitat immediately adjacent to the work site, the Reptile Translocation approach should be followed. A Working Method Statement should be produced in advance of works commencing. This will include details of the approach, any exclusion fencing required, and details of the receptor site.</td>
</tr>
<tr>
<td>Badger</td>
<td>Badgers and their setts are protected under the Protection of Badger Act 1992. Badgers are widespread, and the Scheme will result in the loss of badger habitat, including setts.</td>
<td>Adhere to the requirements of the HS2 badger organisational licence, method statements, and Ecology Site Management Plans. Avoid badger setts to reduce disturbance where they do not need to be closed. Badgers are a mobile species and can create new setts in a short period of time. Contractors to be aware of the potential for badger setts to be present within or adjacent to work sites – works to be stopped if potential setts are identified and an ecologist contacted for advice.</td>
</tr>
<tr>
<td>Receptor</td>
<td>Issue</td>
<td>Standard control measure</td>
</tr>
<tr>
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</tr>
<tr>
<td>Hazel dormouse</td>
<td>Hazel dormice and their habitats are fully protected under both UK and European legislation. The Scheme will result in the loss of habitats that are suitable for hazel dormouse, although this species has not been recorded along the Scheme to date.</td>
<td>Where relevant adhere to requirements of licences and Ecology Site Management Plans.</td>
</tr>
<tr>
<td>Water vole</td>
<td>Water voles are fully protected under UK legislation. The Scheme will result in the loss of confirmed and potential water vole habitat.</td>
<td>An appropriate Working Method Statement should be produced in advance of works commencing, where relevant. Adhere to requirements of translocation licence, where relevant. Contractors to be aware of the potential for water voles to be present within or adjacent to work sites – works to be stopped if water vole evidence is identified and an ecologist contacted for advice.</td>
</tr>
<tr>
<td>Notable plants</td>
<td>There is a risk of work sites and adjacent land supporting invasive non-native species (INNS), as defined in Schedule 9 of the Wildlife and Countryside Act 1981 (as amended), in particular Japanese knotweed. INNS have been already recorded along some parts of the Scheme through previous survey work.</td>
<td>All land required for the works and immediately adjacent land (where practicable) shall be surveyed for the presence of INNS, with a focus on high-risk species. A Biosecurity Management Plan shall be produced in advance of works commencing, where required.</td>
</tr>
<tr>
<td>Aquatic wildlife (such as fish, eels, invertebrates)</td>
<td>There are watercourses within the vicinity of the works, some of which have been identified as supporting aquatic wildlife which could be at risk of direct impacts during channel works or indirectly from contamination.</td>
<td>Part of the monitoring strategy for watercourses, informed by work carried out for the Environmental Statements and for Water Framework Directive assessments, is to include a plan for monitoring pre, during and post construction where aquatic species are identified as sensitive receptors. These monitoring plans will be agreed by the Environment Agency. Local control measures will include protection of aquatic species, where necessary. Moving fish will be undertaken in accordance with the HS2 organisational fish permit.</td>
</tr>
</tbody>
</table>
### Receptor

<table>
<thead>
<tr>
<th>Receptor</th>
<th>Issue</th>
<th>Standard control measure</th>
</tr>
</thead>
<tbody>
<tr>
<td>Invasive plants</td>
<td>There is a risk of work sites and adjacent land supporting invasive non-native species (INNS), as defined in Schedule 9 of the Wildlife and Countryside Act 1981 (as amended), in particular Japanese knotweed. INNS have been already recorded along some parts of the Scheme through previous survey work.</td>
<td>Land required for the works and immediately adjacent land (where practicable) shall be surveyed for the presence of INNS using a risk based approach with a focus on high-risk species. A Biosecurity Management Plan shall be produced in advance of works commencing, where required.</td>
</tr>
<tr>
<td>General</td>
<td>Unexpected discovery of legally protected species during works.</td>
<td>There will be a procedure to follow in the unexpected event that protected species are identified during construction. This will include seeking appropriate licences and consulting with Natural England. Unexpected finds of great crested newts or badgers are covered by the organisational licences and works must be in accordance with those licences.</td>
</tr>
</tbody>
</table>

9.3.2 Further information on the control of ecological impacts is provided in HS2 Information Paper E2: Ecological Impact, Section 9 of the CoCP, in Technical Note: Ecological principles of mitigation are set out in Volume 5 of the SES2 and AP3 ES (Scope and methodology report addendum (CT-001-000/2)).

9.4 **Monitoring**

9.4.1 Contractors will be required to undertake appropriate monitoring of the consequences of construction works on ecological resources and of the effectiveness of the management measures designed to control ecological effects, as detailed within Section 9.3 of the CoCP.

10 **Ground settlement**

10.1.1 General control measures relating to ground settlement are provided in Section 10 of the CoCP. Specific measures to reduce and repair settlement and requirements with regard to assessment, surveys and monitoring are contained in the Settlement Policy / HS2 Information Paper C3: Ground Settlement.

10.1.2 Requirements for monitoring will be confirmed by the settlement report prepared during the detailed design stage. Where determined as necessary, monitoring will be undertaken on selected adjacent buildings, structures and the conventional railway tracks. Baseline readings will be taken prior to the commencement of excavation.
10.1.3 The monitoring strategy, methodology and programme, including the choice and location of monitoring equipment, will be discussed and agreed with the local authorities and land/building owners prior to commencement of construction.

10.1.4 Where significant buildings tensile are predicted to be caused by excavation induced ground movements, ground treatment/improvement techniques might be required to ensure that if ground movement occurs, it stays within agreed and acceptable limits thereby limiting the impacts on buildings.

10.1.5 Monitoring may be required where existing sensitive buildings/structures/utilities are in close proximity to the planned excavation works. An assessment of the sensitivity of each building/structure/utility in close proximity to the excavation works will be carried out at the detailed design stage. This will then inform the design/specification of the monitoring system for that building/structure/utility and will also inform the design of any movement mitigation works if these are deemed necessary by the designer.

10.1.6 The monitoring of ground settlement will be undertaken in the areas where the route passes beneath the River Misbourne and Shardeloes Lake, and for a suitable distance up and downstream, in order to underpin prompt decision making in relation to further mitigation.

10.1.7 Prior to the commencement of construction, structural surveys and condition/defect surveys will be commissioned where structures are at likely risk of potentially damaging settlements.

11 Land quality

11.1.1 Further land quality study work including intrusive ground investigation (where needed) and analysis will be conducted prior to construction in order to confirm areas of suspected land contamination that could be disturbed or encountered during construction of the Scheme. Contaminated sites beyond the Scheme will be considered only in terms of potential impact on the Scheme. For the purposes of this LEMP it is assumed that no new land quality constraints will be identified during these pre-construction surveys. If new constraints are identified then the LEMP would be updated accordingly. No contaminated sites (in accordance with the meaning defined in Part Ila of the Environmental Protection Act, 1990) have been formally identified by the Regulator (in accordance with and the Contaminated Land (England) Regulations 2000) within the Scheme.

11.1.2 General control measures relating to land quality are provided in Section 11 of the CoCP.
11.2 Potential contamination sources and sensitive receptors

11.2.1 The following land with potentially contaminative existing or historical uses has been identified as a possible contaminative risk to HS2 works within the CDC area:

- small individual works such as car workshops north-west of Chalfont St Giles and unspecified works and workshops at Chalfont Common and at Chalfont St Giles;
- Warren Farm historical landfill complex (four sites);
- Froghall Brickworks historical landfill;
- Round Dell Wood historical landfill;
- the Marylebone to Aylesbury Line;
- infilled historical gravel and chalk workings along the route at Mantle’s Farm, Hyde Farm, Cudsdens Court, Chalkdell Wood, Bury Farm, Havenfield Wood and Leather Lane; and
- a partially infilled pond at Hunt’s Green Farm.

11.2.2 No existing and/or historical land with potentially contaminative uses has been identified as a possible contaminative risk to HS2 works within the WDC area.

11.2.3 With regard to the above identified contaminative risks, the Contractors will have due regard to the following sensitive receptors:

- people, including residents in existing properties, local employees, construction and/or maintenance workers;
- controlled waters, including groundwaters in The Chalk and The White Chalk (Principal aquifers) and various Secondary A aquifers;
- the River Misbourne, Shardeloes Lake and Stoke Brook;
- ecological receptors of Froghall Brickworks SSSI;
- the built environment, including buildings, property and underground structures and services; and
- the natural environment including mineral resources of sand, gravel and chalk.

11.3 Local control measures

11.3.1 Ground investigations are being undertaken to assess areas of potential contamination within the Scheme. Following development of a conceptual ground model and a risk assessment a remedial strategy will be prepared, as needed. Consultation with CDC, WDC and the Environment Agency will take place, as appropriate, during the formulation of the remedial strategy, which will include
measures to be taken if unexpected contamination is encountered as outlined in Section 11 of the CoCP.

11.3.2 Contaminated soils or groundwater excavated from the site are to be separated from other materials and, wherever reasonably practicable, will be treated as necessary to remove or render any contamination inactive, and reused within the Scheme where needed and suitable for use. Treatment techniques could include stabilisation methods, soil washing and appropriately permitted bio-remediation to remove oil contaminants. Contaminated soil disposed off-site will be taken to a soil treatment facility, another construction site (for licensed treatment, as necessary, and reuse) or an appropriately permitted landfill site.

11.3.3 Both tunnelling and excavation will be required in the areas covered by this LEMP. Should the ground investigation discover contaminated materials within the area required to construct the cutting in these locations, it will be excavated, then treated and re-used, or removed, as appropriate. In addition ground (landfill) gas and/or leachate control systems will be constructed where necessary to manage ingress to the Scheme or control migration pathways external to the works where pathways have been affected adversely by the construction.

11.3.4 Similar measures will be undertaken as needed at other sites where contaminated soils or groundwater are identified during the investigation and / or construction processes.

11.4 Minerals

11.4.1 The Scheme crosses a Mineral Safeguarding Area in the CDC area. No Mineral Safeguarding Areas are crossed in the WDC area.

11.4.2 Mitigation of potential impact on these mineral resources can include prior extraction of the resource for use within the project or elsewhere. Extraction may be limited to areas of environmental mitigation earthworks within the Scheme adjacent to rather than beneath the trackbed, which will require good founding conditions. A plan will be discussed in advance of the construction works with the landowner and/or mineral owner, the mineral planning department at Buckinghamshire County Council and any other interested parties to assist in achieving an effective management of minerals within the location of the affected Mineral Safeguarding Areas.

12 Landscape and visual

12.1.1 General control measures relating to landscape and visual are provided in Section 12 of the CoCP.
12.2 Sensitive receptors

12.2.1 With reference to the set-up and location of temporary works, the Contractor will have due regard to limiting impacts of the character of the following landscape character areas (LCAs):

- Chiltern District Council:
  - Chilterns Area of Outstanding Natural Beauty (AONB);
  - Maple Cross Slopes North LCA;
  - Chalfont St Peter North LCA;
  - Misbourne Upper South LCA;
  - Penn South LCA;
  - Misbourne Upper North LCA;
  - Hyde Heath North LCA;
  - Lee and Buckland Common Farmland LCA; and
  - The Lee Undulating Valley Slopes LCA.

- Wycombe District Council:
  - Risborough Foothills LCA;
  - Chiltern Scarp (Coombe Hill) LCA; and
  - Longwick Vale LCA.

12.2.2 Construction will partly take place in the Chilterns Area of Outstanding Natural Beauty and its setting.

12.2.3 The Contractors will also have due regard to limiting visual intrusion on the following visual receptors:

- residents in the CDC area, particularly located to the north of Chalfont St Peter, north and east of Chalfont St Giles, west of the M25 in areas such as Horn Hill, at dispersed properties on Bottom House Farm Lane, to the southern periphery of Amersham Old Town, at the perimeter of Hyde Heath and South Heath, along Potter Row, in Kingsash and isolated groups of residences interspersed throughout the landscape;

- recreational users on public rights of way (PRoW) throughout the CDC area, including users of PRoW near the eastern periphery of Chalfont St Giles, users of the South Bucks Way long distance PRoW near the north side of
Hodgemoor Woods and within Shardeloes Grade II* registered park and garden, and users of Chiltern Link long distance PROW; and

- people travelling through the area along numerous ‘scenic’ rural roads within the CDC area, including Whielden Lane, Chesham Lane, Hyde Heath Road and Keepers Lane, and on main roads, including the A413.

12.2.4 The Contractors will be made aware of the location of the following sensitive sites:

- Sibley’s Coppice and adjacent areas (though loss of woodland is removed by AP4, and no works will be undertaken within the area falling in the land required for construction);

- in the area of the Stoke Grove autotransformer station, the B4009 Nash Lee Road, the maintenance loop and the A4010 Stoke Mandeville bypass (loss of hedgerows).

12.2.5 The Contractor shall also discuss the possibility of advance planting off-site with landowners, CDC and WDC to further screen the locations listed above.

12.3 Local control measures

12.3.1 Measures that have been incorporated into the CoCP to avoid or reduce landscape and visual effects during construction include the following (see Volume 5):

- maximising the retention and protection of existing trees and vegetation where possible;

- use of well-maintained hoardings and fencing;

- designing lighting to avoid unnecessary intrusion onto adjacent buildings and other land uses;

- replacement of any trees intended to be retained which may be accidentally felled or die as a consequence of construction works;

- appropriate implementation, establishment and maintenance of planting and seeding works and implementation of landscape management measures, to continue through the construction period as landscape works are completed;

- temporary bunds to be positioned to screen views to the route construction;

- consideration of the specific location of construction compound layouts and site access in relation to existing vegetation to reduce visual impacts where practicable; and

- the specific location of temporary material stockpiles to reduce visual impacts.
12.4 **Trees**

12.4.1 The Contractor will give consideration to where trees and other planting can be established early in the construction programme. For example, where trees require removal due to utility works early in the programme, replacement trees will be provided at the earliest possible opportunity, where reasonably practicable. The Nominated Undertaker will ensure any early planting during construction is maintained to promote healthy growth.

12.4.2 Where practicable, the Contractor will carry out surveys and determine the details of tree retention and protection measures, in accordance with BS 5837:2012 Trees in relation to design, demolition and construction – Recommendations, in advance of any works in the vicinity of trees.

12.5 **Site Buildings for Office and Welfare**

12.5.1 Buildings will generally be of a temporary modular type; they will typically be multi-storey to maximise construction space and limit land take.

13 **Noise and vibration**

13.1.1 General control measures relating to noise and vibration are provided in Section 13 of the CoCP and additional information is provided in Information Paper E23: Control of construction noise and vibration.

13.2 **Sensitive receptors**

13.2.1 Noise and vibration construction assessment locations, at sensitive residential and non-residential properties, are identified within Noise and Vibration – Volume 5 Map Book (ref.: ES 3.5.1.9.2).

13.2.2 The avoidance and mitigation measures in this area will avoid airborne construction noise adverse effects on the majority of residential receptors and communities.

13.2.3 Residential and non-residential sensitive receptors at which the ES has reported adverse impacts from construction noise and/or vibration are mainly located at residential communities at:

- South Heath in CDC (CSV-09-C01).

13.2.4 Noise from construction traffic is likely to affect residential properties along King's Lane where it passes through South Heath in CDC.
13.3 Local control measures

13.3.1 Site specific best practicable means measures to control noise and vibration have been identified through the Parliamentary process and discussions with CDC and WDC, and reflected in this document. Furthermore, site specific measures will be identified by the Contractor on a site-by-site and activity-by-activity basis and agreed with CDC and WDC through the Section 61 process. As identified in the ES, examples of best practicable means measures that may be employed by the Contractor to control noise and vibration include:

- additional height hoardings which may, on occasion, be used to control construction noise. These will be subject to approval in accordance with the requirements of Schedule 17 Part 1 of the Act;

- arranging the layout of compounds to reduce noise impacts where construction compounds are in close proximity to noise sensitive receptors. This may include placing any stacked portacabins between noisy works and sensitive receptors;

- taller screening as described in the CoCP has been assumed along the edge of the construction site boundary adjacent to the residential communities at Chalfont St Peter, Chalfont St Giles, Amersham, around the Little Missenden vent shaft site, on Hyde Lane, Chesham Road and Frith Hill and at South Heath, all in CDC, and Nash Lee Road in WDC; and

- controlling noise and vibration at source - for example the selection of quiet and low vibration equipment, review of construction programme and methodology to consider quieter methods.

13.3.2 The following residential buildings are forecast to experience noise levels higher than the noise insulation trigger levels as defined in the CoCP (Section 13) and are identified in the ES as qualifying for a noise insulation package as detailed within the Noise Insulation and Temporary Rehousing Policy:

- two residential buildings (a dwelling on King’s Lane and a dwelling on the B485 Chesham Road).

13.3.3 Local control measures will be periodically reviewed, including following any material changes in the proposed construction method and appointment of the Contractor.

13.4 Monitoring

13.4.1 The Nominated Undertaker requires its Contractors’ to undertake and report such monitoring as is necessary to ensure and demonstrate compliance with all noise and vibration commitments and the requirements of the CoCP. These can be found on the HS2 website at this address: https://www.gov.uk/government/collections/monitoring-the-environmental-effects-of-hs2.
13.4.2 As set out in Section 4.3.10 of the CoCP, where the Nominated Undertaker’s Contractors are monitoring noise, dust and air quality with equipment capable of streaming data in real time, this will be made available to CDC and WDC, if a written request is made. In addition, monthly noise monitoring reports will be made publicly available throughout construction. The monthly reports will include information such as measurement methodology and monitoring locations. The reports will be available on the HS2 website: https://www.gov.uk/government/collections/monitoring-the-environmental-effects-of-hs2

13.4.3 All noise and vibration monitoring equipment should hold a valid calibration certificate issued by either a United Kingdom Accreditation Service (UKAS) accredited calibration laboratory or equipment manufacturer.

14 Traffic and transport

14.1.1 Route-wide, local area and site specific traffic management measures will be implemented during the construction of the project on or adjacent to public roads, bridleways, footpaths and other Public rights of way (PRoW) affected by the Scheme as necessary. These measures are guided by Section 14 of the CoCP.

14.1.2 The CoCP sets out a number of measures to ensure the impacts from construction traffic on the local community are reduced by its Contractors where reasonably practicable:

- A Route-wide Traffic Management Plan (RTMP) setting out generic traffic management measures to be implemented during the construction of the project;
- Local Traffic Management Plans (LTMPs) will set out specific traffic management measures for each work site within particular areas along the route. Information on how the local impacts of construction will be mitigated, in particular those associated with materials delivery and redistribution, offices and workers’ accommodation will be included within the LTMP or on a site-specific basis;
- Contractors will prepare site specific traffic management measures, which will be subject to consultation and, as necessary, consent; and
- For road cleanliness Contractors will be required to use all reasonably practicable measures to avoid/limit and mitigate the deposition of mud and other debris on the highway.

14.1.3 HS2 will require its Contractors to undertake such monitoring as is necessary to ensure compliance with the requirements of the CoCP, and this will include the maintenance of records of traffic management measures.
14.1.4 Information relating to construction traffic is also provided in the following Information Papers:

- D11: Maintaining access to residential and commercial property during construction;
- E13: Management of traffic during construction; and
- E14: Highways and traffic during construction – legislative provisions.
- E30: Vehicle flow management and safety requirements during construction.

14.2 Local control measures

Sensitive Receptors

14.2.1 In relation to traffic and transport, key sensitive receptors will need to be considered when the Contractor develops the overall programme within the LTMP and the site specific traffic management schemes.

14.2.2 These requirements will be addressed appropriately though the development of the LTMPs or site specific measures and discussed at the Local Traffic Liaison Group meeting, established in accordance with the Code of Construction Practice and the Route-wide Traffic Management Plan.

Site access

14.2.3 A number of vehicle access points to the construction sites will be required and so the construction vehicle movements will be spread over a number of roads within the area of the works. Highway access notifications and/or approvals will be undertaken in accordance with Schedule 4 of the Act.

14.2.4 Routes for construction traffic will be subject to approval of the relevant planning authority in accordance with Schedule 17 of the Act when large construction vehicle movements exceed 24 single movements (12 two way movements) per day to and/or from a site.

14.2.5 Any permanent highway works outside the limits of deviation as outlined in the Act will be subject to normal Highways legislation and Highway Authority powers.

14.3 Works to the Highway and Access Measures

14.3.1 The ES noted that temporary and permanent road closures and diversions of the following roads will likely be required:

- Chiltern District Council:
  - temporary closure of Bottom House Farm Lane will be required for through traffic
for a period of approximately two years;

- a temporary closure and realignment of Bowood Lane will be required with alternative route via the A413 London Road, Rocky Lane/Chesham Lane and King's Lane, for a period of nine months to one year.

- Wycombe District Council:
  - a permanent realignment of B4009 Nash Lee Road, to the north across new offline B4009 Nash Lee Road overbridge; and
  - a permanent realignment of Nash Lee Lane junction with B4009 Nash Lee Road to the east of original alignment.

14.3.2 Alternative routes for the following PRoW will be required, namely:

- Chiltern District Council:
  - a permanent alternative route for Footpath CSP/16 via the realigned connection to Shire Lane;
  - a temporary alternative route for Footpath CSP/10, to the west for approximately two years;
  - a temporary alternative route for a footpath and cycleway (between A404 Whielden Lane and A413), to the south via A404 Whielden Lane for approximately one year;
  - a temporary alternative route for Footpath LMI/17, for a period of approximately 10-12 months;
  - a permanent alternative route for Footpath LMI/21 to the east over realigned Footpath LMI/17;
  - a temporary alternative route for Footpath GMI/23/611, to the west for a period of approximately six to nine months;
  - temporary alternative route for Footpath GMI/33/4: diverted west along a field boundary to join footpath GMI/33/5 and GMI/33/3, for approximately 18 months, adding an additional 600m in length. It will then be permanently reinstated along its existing alignment;
  - a temporary alternative route for Footpath GMI/33/5, to the south for a period of approximately one year and six months to two years;
  - Footpath GMI/13 will be temporarily diverted parallel to the A413 to join Footpath GMI/12 to cross the route then temporarily diverted south around the edge of the AP4 revised scheme boundary and to the west of Jenkin's Wood where it will re-join its existing alignment through the wood. The diversion will last for approximately
five years and will be 690m longer than the existing footpath. This footpath will be permanently diverted to the south of the Chiltern tunnel north portal, before re-joining its existing alignment through Jenkin's Wood, adding 490m to the existing footpath;

- a temporary alternative route for Footpath GMI/12 to the south for a period of approximately six to nine months;
- a permanent alternative route for Footpath GMI/2 to the west over Footpath GMI/2 accommodation overbridge;
- a temporary alternative route for Footpath TLE/2, to the south for a period of approximately six to nine months; and
- a temporary alternative route for Footpath TLE/3, to the south for a period of approximately nine months to one year.

- Wycombe District Council:
  - a temporary alternative route for Footpath ELL/25, via the existing Nash Lee Road for a period of approximately one year to one year and six months.

14.3.3 The following temporary private access diversions will be required:

- Chiltern District Council:
  - to Park Farm will be required during the construction of Footpath GMI/12 during the construction of Footpath GMI/12 overbridge via a temporary diversion along diverted Footpath GMI/12; and
  - to Havenfield Wood will be required during the construction of Footpath GMI/2 accommodation overbridge via a temporary diversion along diverted Footpath GMI/2.

14.3.3 All temporary closures and diversions will be subject to appropriate consultation, submissions and notifications to the relevant highway authority.

14.4 Monitoring procedures

14.4.1 Each Contractor will be responsible for monitoring to ensure compliance with the RTMP, LTMP, the requirements of the provisions of the Act, assurances and undertakings, site specific drawings and site specific traffic requirements and conditions.

15 Waste and materials

15.1.1 All waste will be managed in accordance with the waste hierarchy which aims to reduce waste at source and to reduce the quantity that requires final disposal to landfill. This applies to excavated material arising on-site, which will be reused within the Scheme as far as reasonably practicable, as well as material from demolition and
construction activities. This approach is described in greater detail in HS2 Phase One Information Paper E3: Excavated Material and Waste Management and in Section 15 of the CoCP.

15.2 Local control measures

Testing and classification of materials

15.2.1 The ‘basic characterisation’ of excavated material will be determined by the Contractor to ascertain the potential for reuse, recycling, recovery or disposal to inert, non-hazardous or hazardous landfill.

15.2.2 A Materials Management Plan will be developed in accordance with the Definition of Waste: Development Industry Code of Practice to set out the processes to be adopted in respect of the reuse of excavated materials either on the Scheme or transferred to another development site.

15.2.3 In the event that excavated material is to be sent for disposal, which shall be the option of last resort, testing and classification of will be undertaken by the Contractor in line with the Environment Agency’s guidance. This includes:

- Waste Sampling and Testing for Disposal;

Transport of waste and materials

15.2.4 Opportunities for the off-site re-use of surplus excavated material will be identified and utilised where reasonably practicable. Surplus excavated material will only be sent to landfill as an option of last resort. Further information on the management of material and waste is provided in HS2 Information Paper E3: Excavated Material and Waste Management.

16 Water resources and flood risk

16.1.1 General control measures relating to water resources and flood risk are provided in Section 16 of the CoCP.

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7 Basic characterisation’ refers to the characterisation of excavated material to help define the type of re-use for which it is suitable (e.g. DMRB soil classes). Characterisation of waste would include the allocation of an EWC code (in accordance with The List of Wastes (England) Regulations 2005 SI No. 895) and a detailed evaluation of the waste properties. The latter is based on a combination of the detailed knowledge of the source process and chemical testing.

8 CL:AIRE Definition of Waste: Development Industry Code of Practice, version 2, March 2011


16.2 Sensitive receptors

16.2.1 The Contractor will have due regard to the following sensitive local water resource receptors:

- local aquifers: Gerrards Cross Gravel (Secondary A aquifer); Beaconsfield Gravel (Secondary A aquifer); Alluvium (Secondary A aquifer); Head deposits (Secondary A aquifer); Lambeth Group (Unproductive (top)/Secondary A (base)); Newhaven Chalk Formation (Principal aquifer); Seaford Chalk Formation (Principal aquifer); Lewes Nodular Chalk Formation (Principal aquifer); Chalk Rock Member (Principal aquifer); New Pit Chalk Formation (Principal aquifer); Holywell Nodular Chalk Formation (Principal aquifer); and Upper Greensand Formation (Secondary A aquifer);

- seven groundwater abstractions for public water supply (PWS); three private licensed abstractions; there are three unlicensed abstractions within the study area. The route passes through Source Protection Zones (SPZs) in CDC;

- surface water features: River Misbourne, Shardeloes Lake and Brentford Grange Moat, all in Chiltern District; Chalkshire Stream and Stoke Brook in WDC; and numerous small ponds within 1km radius of the Scheme; and

- water dependent habitats: River Misbourne, which is a local BAP habitat, and Shardeloes Lake Local Wildlife Site (LWS), both in CDC area.

16.2.2 The Contractor’s Pollution Incident Control Plan will have due regard to the local flood risk sources (i.e. surface, artificial, groundwater and sewers) and key receptors and take into account any proposed risk management or mitigation measures.

16.2.3 The Contractor will have due regard to the following area within Environment Agency Flood Zones 2 and 3 and therefore at risk of river flooding:

- River Misbourne; and

- Chalkshire Stream.

16.2.4 The Contractor will have due regard to the following local flood water receptors and their respective flood histories:

- Bottom House Farm within Flood Zone 2 and 3.

16.3 Potential sources of contamination

16.3.1 Potential sources of contamination are detailed within Section 11 of this LEMP.
16.4 **Local control measures**

16.4.1 Measures identified in Section 16 of the CoCP, including detailed method statements, will aim to reduce potential adverse effects on surface water or groundwater quality or flows associated with construction; this will include release to ground, groundwater, watercourses or surface water sewers in the surrounding receptors.

16.4.2 As outlined in the CoCP, best practice measures will be used (e.g. through the use of silt traps and appropriate attenuation, if required) prior to the discharge of water to watercourses, groundwater or surface water sewers, subject to obtaining the required permits or consents. This could apply to runoff from wheel washing facilities or from general construction activities. As noted in Section 11 of this document, a pollution incident control management system will be produced which will incorporate procedures for alerting relevant water supply companies and reducing impacts to public supply Source Protection Zones (SPZs) and local private abstractions in this area.

16.4.3 Where there is the possibility that work may affect aquifers, a groundwater monitoring plan will be implemented, as outlined in Section 16 of the CoCP.

16.4.4 A programme of groundwater and surface water monitoring will be undertaken prior to, during and following completion of the construction works. This will include at risk WFD elements as identified in the ES route wide WFD assessment. This is required to enable further scheme design and for the protection of public water supply and other abstractions with a legal right to abstract water. The monitoring programme scope and duration will be developed and agreed with the Environment Agency in consultation with Affinity Water and Bucks County Council and any other relevant stakeholders. A management strategy will also be agreed with the Environment Agency in consultation with Affinity Water that will cover any physical mitigation required for the protection of public water supply.

16.4.5 If dewatering from excavations is required, it will be carried out in consultation with the Environment Agency and will take into consideration risks posed to water quality or quantity.

16.4.6 Groundwater from dewatering at vent shafts will be discharged back into the groundwater via recharge wells within the vicinity of the vent shaft. In the event that a technical constraint is identified at the detailed design stage, provision has been made to transfer some discharge by pipeline into the River Misbourne near each shaft.

16.4.7 As outlined in the CoCP Section 16, site specific flood risk management plans will be produced to manage the flood risk at the satellite compounds and vent shaft sites. These will take account of the flood risk assessments produced for CFA8, CFA9 and CFA10 for CDC and CFA10 for WDC in the ES and include any proposed risk management or mitigation measures, if required.
If required, appropriate guidance will be adhered to, including the Piling and Preventative Ground Improvement Methods on Land Affected by Contamination: Guidance on Pollution Prevention\(^{11}\). Groundwater and surface water monitoring plans will be prepared, where piling could affect below ground contamination.

Temporary excavated material stockpiles, construction compounds and site offices will be located outside of areas at risk of flooding where reasonably practicable, to avoid having an impact on the risk of flooding. Where construction compounds cannot be located outside flood risk areas, there will be a site specific flood risk management plan prepared prior to construction to manage the potential risks. These will take account of the flood risk assessments produced for CFA8, CFA9 and CFA10 for CDC and CFA10 for WDC in the ES and include any proposed risk management or mitigation measures, if required.

The route will pass beneath the River Misbourne and Shardeloes Lake in twin-bore tunnel. Baseline monitoring of river flows, and monitoring during construction will take place upstream and downstream of crossing points. Monitoring locations and appropriate trigger levels will be developed with the Environment Agency to ensure an appropriate action plan is in place to cover any mitigation, should it be required. Additionally, monitoring of groundwater levels close to the River Misbourne crossings, will be undertaken before and during construction. This will also assist in providing a better indication of the magnitude of any impact due to tunnelling.

The monitoring of ground settlement will be undertaken in the areas where the route passes beneath the River Misbourne and Shardeloes Lake, and for a suitable distance up and downstream, in order to underpin prompt decision making in relation to further mitigation.

Drainage from the works will be attenuated and discharged to watercourses or Thames Water Sewers, under agreement, at a controlled rate and, where required, with approval of the Environment Agency and, where appropriate, the drainage authority in accordance with Schedule 3 Part 5 of the Act.

In certain instances, the excavated retained cut is at a level below the natural ground water table. Mitigation, where necessary with continuous piles or grouting, will ensure that any changes to local groundwater levels and flow are minimised through the use of cut-offs and applying relatively short time-scales for dewatering.

Additional information, such as how the Scheme complies with the Water Framework Directive, as well as further provisions for engagement with stakeholders, monitoring and protection of local water resources are outlined in HS2 Information Paper E1: Control of Environmental Impacts and HS2 Information Paper E4: Water resources and flood risk.

\(^{11}\)Environment Agency (2001), Piling and Preventative Ground Improvement Methods on Land Affected by Contamination: Guidance on Pollution
## Appendix 1: Glossary of Terms

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<thead>
<tr>
<th>Term</th>
<th>Definition</th>
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<tr>
<td>AP</td>
<td>Additional Provision</td>
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<tr>
<td>CDC</td>
<td>Chiltern District Council</td>
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<tr>
<td>CFA</td>
<td>Community Forum Area</td>
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<tr>
<td>CoCP</td>
<td>Code of Construction Practice</td>
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<tr>
<td>Contractor</td>
<td>The Contractor on a construction site is responsible for planning, managing and co-ordinating themselves and/or the works and all other sub-contractors working on their site, or any other contractor directly employed by the Nominated Undertaker to undertake key construction works on site.</td>
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<tr>
<td>CoPA</td>
<td>Control of Pollution Act 1974</td>
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<td>ES</td>
<td>Environmental Statement</td>
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<td>EMS</td>
<td>Environmental Management System</td>
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<td>HGVs</td>
<td>Heavy Goods vehicles</td>
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<td>HS2</td>
<td>High Speed 2</td>
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<td>HS2 Ltd</td>
<td>High Speed Two Limited - is a company wholly owned by the Department for Transport, established in 2009 to develop plans for a new high speed network and present a proposed route connecting London - West Midlands.</td>
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<td>IAQM</td>
<td>Institute of Air Quality Management</td>
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<td>IP</td>
<td>Information Paper</td>
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<td>LCAs</td>
<td>Landscape Character Areas</td>
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<tr>
<td>LEMP</td>
<td>Local Environmental Management Plan</td>
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<tr>
<td>Nominated Undertaker</td>
<td>The body or bodies appointed to implement the powers of the Act to construct and maintain the railway.</td>
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<tr>
<td>PRoW</td>
<td>Public rights of way</td>
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<tr>
<td>RRVs</td>
<td>Road Rail Vehicles. A vehicle which can operate both on rail tracks and road, often used for railway maintenance.</td>
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<tr>
<td>RTMP</td>
<td>Route-wide Traffic Management Plan</td>
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<tr>
<td>SBI</td>
<td>Site of Biological Importance</td>
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<tr>
<td>Scheme</td>
<td>The Scheme to which this CoCP relates is the proposed high-speed railway between London - West Midlands. This is a high speed railway between London - West Midlands with a connection via the West Coast Main Line at conventional speeds to the North West and Scotland. It includes four high speed rail stations at London Euston, Old Oak Common (West London), Birmingham Airport (Birmingham Interchange) and Birmingham (Curzon Street).</td>
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<tr>
<td>Section 61</td>
<td>Section 61 of the Control of Pollution Act 1974 (which sets out procedures seeking and obtaining local authority consent to measures for the control of noise and vibration on construction sites).</td>
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<td>SES</td>
<td>Supplementary Environmental Statement</td>
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<td>SFRA</td>
<td>Strategic Flood Risk Assessment</td>
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<td>SLI</td>
<td>Site of Local Importance</td>
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<td>SMI</td>
<td>Site of Metropolitan Importance</td>
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<td>SPZ</td>
<td>Source Protection Zone</td>
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<td>SRP</td>
<td>Soil Resources Plan</td>
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<td>WDC</td>
<td>Wycombe District Council</td>
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Appendix 2: Non – exhaustive list of Local Interest and Community Groups in Chiltern District Council and Wycombe District Councils

- Chiltern District Council
- Chilterns AONB Review Group
- Natural England
- Environment Agency
  - The Lee Parish Council;
  - Chalfont St Peter Parish Council;
  - Chalfont St. Giles Parish Council;
  - Great Missenden Parish Council;
  - Little Missenden Parish Council;
  - Coleshill Parish Council;
  - Amersham Town Council;
  - Ballinger Road Residents’ Association;
  - Forestry Commission;
  - Woodlands Trust;
  - National Trust;
  - North Buckinghamshire Bat Group;
  - Bat Conservation Trust;
  - Great Missenden Church of England (CofE) Combined School;
  - Missenden Abbey Adult Education College;
  - The Misbourne (school);
  - Gateway School;
• Little Missenden CE Infant School;
• Hyde Heath Infants School;
• Amersham Hospital;
• Chiltern Conservation Board;
• Chiltern Society;
• Chalfont Valley Equestrian;
• Shardeloes Farm Equestrian Centre;
• Buckinghamshire Archaeological Society;
• Ramblers - Buckinghamshire, Milton Keynes and West Middlesex Area;
• Hyde Heath Village Society;
• Lee Common CE School;
• Great Missenden Village Association; and
• Amersham & District Residents’ Association.

• Wycombe District Council:
  • Ellesborough Parish Council; and
  • Ramblers - Buckinghamshire, Milton Keynes and West Middlesex Area.

(NB: This list is not exhaustive and may be subject to change as more information becomes available).
Appendix 3: Environmentally Sensitive Sites: Site Specific Management Plan
1EW03 - Enabling Works Central Chilterns Area of Outstanding Natural Beauty – Key Environmentally Sensitive Worksite Management Plan

Document no.: 1EW03-FUS-EV-PLN-C000-002013

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A report prepared for High Speed Two (HS2) Limited:
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   1.3 Purpose of the Management Plan  
   1.4 Process of developing the management plan  
   1.5 Consultation  

2 **Overview of upcoming works within the Chilterns AONB**  
   2.1 General  
   2.2 Early works  
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   Water Resources and Flood Risk  
   Recreation and Amenity Impacts and Public Open Space  
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List of figures  
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1 Introduction

1.1 Background

1.1.1 The HS2 Environmental Memorandum ([https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/593596/Environmental_Memorandum.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/593596/Environmental_Memorandum.pdf)) identifies key worksites along the Phase One route that are environmentally sensitive. These sites are considered particularly environmentally sensitive in relation to the following environmental topics: nature conservation, terrestrial and aquatic ecology, water resources, geomorphology, recreation and amenity, landscape, public open space, and agricultural land. The criteria for their selection is set out in the HS2 Environmental Memorandum.

1.1.2 The key environmentally sensitive worksites across Phase One of HS2, from south to north, are:

- Colne Valley;
- Chilterns Area of Outstanding Natural Beauty (AONB);
- Bernwood Forest;
- Radstone and Helmdon Disused Railway; and,
- Berkswell Marsh.

1.1.3 The management plans for these key environmentally sensitive worksites are being prepared and published prior to the commencement of works which may affect them. The preparation and publication of these plans is, therefore, determined by the Phase One construction programme. These plans will be developed as HS2 Contractors develop their designs and programme.

1.1.4 This management plan is for the Chilterns AONB.

1.2 The Chilterns AONB in the Context of HS2

1.2.1 The Chilterns AONB stretches from the River Thames in Oxfordshire to Hitchin in Hertfordshire, covering approximately 833km in area. The AONB is nationally protected and was designated in 1965, under the National Parks and Access to the Countryside Act 1949, for its outstanding natural beauty. All relevant authorities must have regard to the purpose of conserving and enhancing its natural beauty when performing their functions, as required under Countryside and Rights of Way Act 2000.

1.2.2 The Phase One HS2 route is in tunnel through the Chilterns AONB from Chalfont St Giles to South Heath; the HS2 route then passes overland through the AONB from South Heath to just north of Wendover. A map of the Chiltern AONB in relation to the Phase One route is shown on drawing reference: PH1-HS2-Gl-MAP-C000-000001.
1.2.3 The Chilterns AONB falls within the scope of three Environmental Statement (ES) Community Forum Area (CFA) Boundaries: CFA 8 Chalfonts and Amersham; CFA 9 Central Chilterns and CFA 10 Dunsmore, Wendover and Halton. These documents provide detail of the assessment of the route, outline of the work and sensitive receptors.

1.2.4 The Chilterns AONB falls within Chiltern District Council, Wycombe District Council and Aylesbury Vale District Council areas. It is identified in the HS2 Environmental Memorandum as being a key environmentally sensitive worksite in relation to the following key environmental topic areas:

- Nature conservation and terrestrial and aquatic ecology;
- Water resources and flood risk;
- Recreation and amenity impacts and public open space;
- Landscape and visual; and,
- Agricultural land.

1.3 Purpose of the Management Plan

1.3.1 The purpose of this management plan is to:

- Identify future works potentially affecting the Chilterns AONB from Contractors and third parties in relation to HS2;
- Focus on mitigation, compensation and monitoring requirements and opportunities for enhancement in relation to specific environmental topics;
- Identify synergies between different stakeholder organisations in terms of opportunities.

1.3.2 This management plan has been prepared to satisfy the commitments set out within the HS2 Environmental Memorandum and to support the Local Environmental Management Plan (LEMP) for Chilterns and Wycombe District Council area and Aylesbury Vale District Council area. The management plan is part of a suite of documents which identify environmental issues, controls and opportunities in relation to the Chilterns AONB including:

- The Environmental Minimum Requirements which contains the CoCP and the HS2 Environmental Memorandum;
- Schedule 17 controls under the HS2 Act 2017 (the Act). KESWMP's will support Schedule 17 submissions and Town and Country Planning Applications within the Chilterns AONB and where appropriate, heritage applications under Schedule 18, 19 and 20;
- HS2 design policy. This management plan supports the Detailed Design Principles developed by the Chilterns AONB review group as set out in the HS2 Chilterns Integration and Enhancement Plan, Part 1 (November 2017);
• Ecology Site Management Plans (ESMP). The site-specific ESMP provide the maintenance and management requirements for ecological mitigation sites; two of which are proposed within the AONB: Park Hill, Bury Farm and Chalfont St Peter (located 500m from the AONB boundary);

• Protective provisions. The Act also contains provisions which give protection to bodies affected by the scheme. These include: highway authorities, utility undertakers, the Environment Agency, the Canal and Rivers Trust, and harbour and airport authorities. Typically these provisions enable HS2 Contractors to undertake works affecting their infrastructure but require approval of the details to be obtained. Paragraph 12 of Schedule 31, Part 1 of the Act requires the nominated undertaker not to deposit soil or material, or store any plant, or erect scaffolding or other structures, in or over a highway without the consent of the highway authority;

• Legally binding consenting and licensing process. HS2 Limited will be submitting licenses and consents in accordance with the Schedules of the Act; and,

• The Environmental Management Systems implemented by HS2 Contractors (as defined in the CoCP) including contract level and site level environmental management plans.

1.3.3 There is a commitment in the document The Chilterns AONB Management Plan 2014-2019: A Framework for Action ([http://www.chilternsaonb.org/conservation-board/management-plan.html](http://www.chilternsaonb.org/conservation-board/management-plan.html)) to: conserve and enhance the natural beauty; increase understanding and enjoyment of the area; foster social and economic well-being; preserve the natural beauty; and increase visitors’ understanding and enjoyment of the landscape. HS2 and its Contractors support these principles and aim to seek opportunities for shared delivery.

1.4 Process of developing the management plan

1.4.1 On 16 November 2016 contracts were awarded to three Enabling Works Contractors (EWC) working across Phase One of HS2. The EWC contracts run until November 2020 with an option for HS2 to extend these for a further two years. Fusion are the EWC for Area Central. Area Central covers an area of the Phase One route from east of Harvil Road in the London Borough of Hillingdon to Southam in Warwickshire and is split into three sectors (C1, C2 and C3). The approximate boundaries of the Area Central sectors relevant to the AONB are shown on drawing reference: PH1-HS2-GI-MAP-C000-000001

1.4.2 Fusion have produced this management plan on behalf of HS2 Ltd. Fusion is a joint venture between Morgan Sindall Infrastructure Services, BAM Nuttall Ltd and Ferrovial Agroman.

1.4.3 The EWC are carrying out a range of survey and investigation works which commenced in early 2017. The EWC will also be carrying out some construction work including the provision of early ecological mitigation sites. Fusion have produced this plan as they are the first Contractor to carry out works within the vicinity of the Chilterns AONB.
1.4.4 On 17 July 2017 contracts were awarded for HS2’s Main Works Civils Contractors (MWCC). The MWCC covering the Chiltern AONB area are EK (for sectors C2 and C3) and ALIGN (for sector C1). EK is a joint venture made of Eiffage and Kier. ALIGN is a joint venture between Sir Robert McAlpine, Bouygues TP, and Volker Fitzpatrick. The MWCC are currently developing the scheme design and the programme for the main civils construction works.

1.4.5 EK started ground investigation within the Chiltern AONB 2018. The earliest start date on site for ALIGN in the Chilterns AONB will most likely be at the Chalfont St Giles vent shaft site, currently anticipated for 2020. ALIGN are undertaking ground investigation works throughout the summer of 2018 and this includes sites through the AONB on the line of the Chiltern Tunnel. This will include pump tests at the proposed shaft locations in 2020. The GI is supported by a temporary compound at the Chalfont St. Peter shaft location. This is outside of the AONB designation. It is anticipated that EK will take the lead on updating this management plan in 2019 as they will be implementing the majority of above ground construction works affecting the AONB.

1.4.6 HS2 Contractors are working collaboratively, along with relevant third parties such as utilities companies, in relation to works within the Chiltern AONB, such as National Grid.

1.4.7 As the MWCC are still developing their design and construction programme this management plan currently focuses on works being undertaken by Fusion within the AONB which includes surveying, surface and groundwater monitoring, creation of ecological mitigation sites and tree planting, as well as utilities diversions and minor road works. It is also expected that the majority of opportunities within the AONB will be identified by the MWCC through the design process. Therefore, the opportunities identified at this stage are limited.

1.4.8 This management plan is intended to be reviewed prior to any construction works taking place within the AONB, whenever there is a significant change to works proposed in line with the revision of the LEMPS or on a six monthly basis, whichever is soonest. Updates of publication will be in line with publication of the LEMP. This document is revised on a six-monthly basis. This document is currently managed by Fusion and is expected to be handed over to the MWCC’s, ALIGN and EK in late 2019.

1.5 Consultation

1.5.1 National Environment Forum (NEF) members and relevant planning authorities will be consulted on the KESWMP following requirements within the HS2 Environmental Memorandum. In addition, the Chiltern AONB Review Group and the Chilterns Conservation Board will be consulted on this plan.

1.5.2 Copies of the updated plan will be made available for consultees by e-mail following revision. Comments from the consultees will be collated for consideration of further updates and amendments. Comments and discussions from attendance by HS2 and its Contractors at the Chiltern AONB Review Group Panel will also be taken into account for updates and amendments.
1.5.3 Following the Environmental Memorandum commitments, the management plan will be submitted with relevant Schedule 17 submissions to local planning authorities and, where appropriate, heritage applications.

1.5.4 HS2 Contractors will work closely with the Chilterns AONB Review Group, communicating and consulting as appropriate on works within the area. The Review Group provides recommendations on design and mitigation proposals for their section of the HS2 route. Regular representation at the AONB Review Group by the HS2 Contractor leading on production and updates of the KESMP is beneficial to all parties to identify areas of concern, possible mitigation and compensation planting or alternatives that can be incorporated into design.

2 Overview of upcoming works within the Chilterns AONB

2.1 General

2.1.1 Fusion have been carrying out a range of survey and investigation works within the vicinity of the Chiltern AONB which commenced in early 2017 and 2018 and will continue throughout 2019. Works include:

2.1.2 Environmental surveys such as ecological surveys, groundwater monitoring and surveys to support hydrological modelling. There will also be surveys to identify invasive species, such as Japanese knotweed, to support plans for future treatment and control; and,

- Engineering surveys, including soil surveys;
- Construction of ecological mitigation sites;
- Design and construction of advanced planting sites;
- Haul road and minor road works;
- Utility diversions; and,
- Archaeological investigations.

2.2 Enabling works

2.2.1 The first construction works by the EWC in the AONB was the creation of the Bury Farm ecological mitigation site, at South Heath, in mid-2018. The Bury Farm ecological mitigation site will provide suitable habitat for great crested newts and reptiles as well as compensation to replace loss of grassland and woodland in the AONB. Bury Farm ecological mitigation site is the results of an undertaking and assurance and is not shown on ES plans. The site contains woodland, scrub and hedgerow planting and will include artificial bat roosts. The site forms
part of the creation of a mosaic of grassland and wetland habitat to the west of the new high-speed railway to compensate for similar habitat lost.

2.2.2 Park Hill ecological mitigation site, at South Heath, is also in the AONB and construction was completed in May 2018. The site has similar objectives as Bury Farm ecological mitigation site though this site will also include a bat barn to mitigate for the loss of a bat roost at Park Hill Manor House. The new roost will be constructed and completed prior to the commencement of the demolition works. The location of the Park Hill ecological habitat creation site is shown in Supplementary Environmental Statement (SES) and Additional Provision (AP) 4 maps (CFA9 Volume 2 Map Books CT-06 033).

2.2.3 Chalfont St Peter mitigation site is located 500m from the AONB and information on this can be found within the Environmental Statement (CFA8 Volume 2 Map Books CT-06 024). Construction of the mitigation site was completed in mid-2018. There is ongoing maintenance works which includes grass cutting and pond maintenance which is due to be completed in 2020.

2.2.4 Planting of both Park Farm, Bury Farm and Chalfont St Peter ecological mitigation sites will contribute to HS2 aim of “no net loss” in relation to biodiversity.

2.2.5 Advance landscape planting by EWC is currently anticipated to start in late 2020. The designs for these planting sites have not been finalised; they will take account of the Detailed Design Principles developed by the Chilterns AONB review group as set out in the HS2 Chilterns Integration and Enhancement Plan, Part 1 (November 2017). In the Chiltern AONB the proposed advanced landscape planting sites are:

- Jones Hill Wood – planting outside Wendover Dean to allow for compensation for loss of ancient woodland and connectivity between fragmented woodland. The Jones Hill Wood planting site will also act as an ancient woodland soils receptor site from the ancient woodland to be affected by MWCC works at Jones Hill Wood.

- The MWCC will undertake work on the following in regard to advance planting;
  - Leather Lane – planting along the lane adjacent to the embankments of proposed overbridges to integrate the linear alignment into the landscape;
  - Leather Lane – planting adjacent to the Park Hill ecological mitigation site to diminish the impacts of the re-aligned Leather Lane

- Work on advance planting is due to start in 2020.

2.2.6 A utility connection at South Heath was completed in February 2019. An additional utility diversion (400kV diversion) is due commence in September 2019. This work will be carried out by NGET at the following locations; north and south of Wendover and Great Missenden. The work is planned for approximately 12 months. The work involved will include the construction of temporary towers, the installation of new towers and commissioning the line. The temporary and existing towers will then be removed at diversion location.
2.2.7 Ecological mitigation, vegetation clearance and archaeological investigation work is undertaken prior to utility diversion works.

2.2.8 The MWCC will commence utility diversion along the Chiltern AONB in January/February 2020. Further information on these diversion works will be included in the next revision.

2.2.9 Fusion will be widening Bottom House Farm Lane; this is currently at scheme design, with construction anticipated to start in late 2019. Surveys to support the design commenced in May 2018. Fusion will be constructing a the haul road which will connect with the A413.

2.2.10 Archaeological investigations including geophysical (non-intrusive) surveys and trial trenching commenced in early 2018 at a number of sites in the AONB. Geophysical surveys were completed February 2019 of the site along the AONB.

2.2.11 Trial trenching has been ongoing within the AONB along the HS2 route as of mid-2018. The trial involves excavating shallow shallows trenches to unearth any historical findings. The trench sizes are estimated 30m long, 2m wide ~0.3m deep. Any historical findings discovered by the archaeology team are then reported to Fusion and HS2.

2.2.12 Fusion are currently liaising with the MWCC EK, to define the scope of works for the trial trenching to be undertaken at the Grim’s Ditch site. The scope of work is to excavate 3 No. large, stepped trenches. The three trenches will be located across the earthwork remains of the monument itself. The plan is currently under review with HS2, Buckingham County Council and Historic England.

2.2.13 No main vegetation clearance has commenced in the Chiltern AONB at present. However, it is anticipated that AW5 and AWE2 will begin vegetation clearance in 2020. Under the AW5 work package, EWC will carry out erection of security fencing, vegetation clearance, and species translocations in the area prior to MWCC carrying out construction.

2.2.14 There have been no in-combination impacts or multiple consenting process impacts identified from the EWC scope of work prior to MWCC mobilising on site. There have been no other development projects identified which are considered to lead to in-combination impacts on the Chiltern AONB with the proposed HS2 works.

2.2.15 There are other survey works anticipated to be carried out by the EWC for which the details and programme are currently being developed:

- Translocation of protected species into the ecological habitat creation sites at Park Hill, Bury Farm and Chalfont St Peter; and,

- Assessment of hedgerow translocation and carrying out habitat translocation.

2.2.16 The following sections focus on the purpose of this KESWMP in relation to the technical topics identified in section 1.2.
2.3 **Ground investigation**

2.3.1 ALIGN have produced Environmental Management Plans to manage any potential effects arising during GI. Risk assessments are being undertaken for heritage and noise and pre-commencement ecological surveys are being conducted. Proposals for boreholes and pump testing are being discussed with Affinity Water and the Environment Agency.

2.4 **Third Party Works (Utilities)**

2.4.1 There are 118 utility works recognised within the Chiltern AONB. All of which will be undertaken by a utility contractor or by MWCC. The works include examples such as communication connections, sewer connections, low pressure mains and high-pressure gas mains. The works have been identified in various locations ranging from fields and footpaths to access tracks and roads.

2.5 **Topic areas**

**Nature Conservation, Terrestrial and Aquatic Ecology Mitigation, Compensation and Monitoring Requirements**

2.5.1 The Park Hill and Bury Farm ecological mitigation sites are mitigation for the loss of habitat due to the construction of HS2. The ecological mitigation sites have been designed with the intention of maximising the potential quality of the available habitat on each site. Both sites have a bespoke maintenance, management and monitoring requirements to achieve the ecological objectives of that site.

2.5.2 Standard construction control measures specific to the locality have been outlined in Table 1 of the Chiltern and Wycombe Local Environmental Management Plan (Document Ref: 1EW03-FUS-EV-PLN-000-002626) and Table 1 of the Aylesbury Vale Local Environmental Management Plan (Document Ref: 1EW03-FUS-EV-PLN-Co00-002627) and support the ecological mitigation as specified in the Environmental Statement (ES). Fusion will use method statements and construction management plans to ensure the environmental effects associated with construction are identified, planned for and managed in addition to those identified in the consents and licenses. Fusion and HS2 assure that these controls are being implemented through regular site visits, inspections and audits.

2.5.3 Whilst there have been protected species identified near the ecology mitigation sites there are no identified adverse impacts on them due to the scale and timing of the EWC construction works.

2.5.4 New packages of work will be reviewed and assessed for any impacts on the nature conservation, terrestrial or aquatic ecology and appropriate mitigation and compensation requirements implemented. The translocation of protected species will be carried out in accordance with the respective licenses and method statements produced by Fusion.
2.5.5 Monitoring requirements for protected and other species, and habitats, are determined through the licence application processes and through the ESMP for ecological mitigation sites. Monitoring of mitigation measures is required in the EMR’s (para 6.5). Fusion will comply with HS2 Limited’s route-wide licence for great crested newts and Badgers and will implement the class licence for bats where relevant. The early ecological mitigation sites are being created as receptors for protected species such as great crested newt as required under the HS2 route-wide licence.

2.5.6 The site-specific ESMP will be consistent with the requirements of the Environmental Minimum Requirements Annex 4: Environmental Memorandum on management and monitoring (section 4.8). Section 4.8.6 states:

2.5.7 “Monitoring of the ecology mitigation and compensation measures is necessary to measure the extent to which the ecological objectives of the proposals are being met. The approach to monitoring will vary depending upon which management option is adopted for a particular area of habitat and will be agreed on a site-specific basis. Broad generic indications of the likely durations of monitoring, maintenance and management during the establishment period for those habitats affected by the project are set out in HS2 Information Paper E26: Indicative Periods for the Management and Monitoring of Habitats.” Opportunities for Enhancement

2.5.8 At the current time, opportunities for enhancement within the AONB in conjunction with EWC works are being sought. Opportunities for enhancement will be identified during design and through discussion with consultees including the AONB Review Group and local authorities.

2.5.9 The Chiltern AONB review group have 2 projects which are due to start summer 2019. The first project is in relation to is a landscape and Biodiversity project looking at landscape improvements along the line being delivered by Chilterns Conservation Board. The work be ongoing for the next 5 years.

2.5.10 The second project the AONB review group are starting is improvements to the Ridgeway to improve accessibility and also open it up to new riding users by new paths and rights of way. This project is being led by the Ridgeway Partnership.

**Water Resources and Flood Risk**

*Mitigation and Compensation*

2.5.11 Following CoCP measures, there are no anticipated impacts within the AONB on water resources and flood risk from the early EWC works.

2.5.12 All design within the flood plain will incorporate a flood risk assessment. The Flood Risk Zone is defined by areas located in areas of flood risk (Flood Zone 2 or Flood Zone 3) or greater than 1ha in area and where required in support of a consent and/or approval application. For HS2 works the Environment Agency grant the consent and the Local Authority are consulted.

2.5.13 The Park Hill and Bury Farm ecological mitigation sites to be constructed within the AONB are in Flood Zone 1 (fluvial flooding). The siting of the ponds has been designed outside the flood...
zone to prevent incursion by flood waters increasing the likelihood of introducing non-desirable species.

2.5.14 The advanced landscape planting sites and other EWC and third party works sites will be fully assessed for flood risk as part of the scheme design stage.

**Monitoring Requirements**

2.5.15 Monitoring requirements will be agreed as part of scheme design dependant on the locality and severity of the flood risk in discussion with HS2 Limited, the Environment Agency and the Local Authority as appropriate. The consenting process will ensure appropriate monitoring is agreed and implemented.

2.5.16 Monitoring of the sites for flood incursion will be undertaken as part of the ongoing monitoring of all the sites.

**Opportunities for Enhancement**

2.5.17 Enhancement opportunities have been considered within the design and construction process and includes such opportunities as additional swales for the habitat mitigation sites and placement of reptile banks and hibernacula outside the floodplain or areas at risk.

2.5.18 Opportunities for further enhancement will be identified through consultation with consultees including the AONB Review Group and Lead Local Authorities Forum (LLAF) will continue to identify opportunities to reduce areas traditionally known to flood throughout the project.

**Recreation and Amenity Impacts and Public Open Space**

**Mitigation & Compensation**

2.5.19 Main works civils construction of HS2 within the AONB will result loss of woodland, ancient woodland, grassland and impacts on landscape views. These impacts will be considered in more detail when the KESWMP is updated in relation to the MWCC design and programme. The works proposed by the EWC are not anticipated to cause significant effects within the AONB.

2.5.20 Woodland and ancient woodland loss will be minimised through the exploration of alternative options. There will be no woodland removed until it has been confirmed there are no design alternatives that are acceptable. Areas of amenity lost permanently through the scheme are being mitigated through design supported by the EWC, the MWCC in time and through HS2 Limited’s support of the AONB Additional Projects being developed by the AONB Panel.

2.5.21 Public Rights of Way will be affected by the construction of HS2. The EWC and MWCC will work with the community and interest groups to mitigate for these disruptions through the provision of additional routes where possible linking sections of curtailed path and by enhancing PRoW with additional planting also if possible. The EWC is not stopping up any PRoW so this will be explored by the MWCC. The Ridgeway National Trail and regionally promoted routes will be affected by the MWCC. It is understood, for example, that the route of the Ridgeway will need
to be realigned to coincide with the Ellesborough Road diversion, consideration will be needed as to how this will be managed to minimise impacts on users of this National Trail.

**Opportunities for Enhancement**

2.5.22 Comments received from the AONB Review Group, Local Authorities, Parish councils, community groups and interest groups during design and any opportunities identified for enhancement will be explored with the AONB Panel, HS2 and local authorities.

2.5.23 Interested parties can propose enhancement opportunities to the EWC and the MWCC who will endeavour to work with these parties to develop and deliver the enhancements if practicable. All contractors are committed to providing community investment and the provision of PRoW and recreation and amenity improvements will be enthusiastically received to incorporate into the Contractor’s suggestions.

**Landscape and Visual Mitigation**

2.5.24 Sensitive landscape and visual receptors are outlined in the relevant LEMP and ES. Screening planting has been included within the Proposed Scheme design and is planned for sensitive landscape locations. The advance landscape planting is designed to provide early screening to local residents, businesses and for public amenity value in advance of the MWCC works. Further consultation will be undertaken as the advance landscape planting develops.

2.5.25 The AONB Review Group is working alongside HS2 and communicating with Fusion on additional integration and enhancement measures to reduce the landscape and visual effects of the scheme within the AONB and its setting. The plans being developed by the AONB Review Group are in their early design phase but are welcomed by Fusion and will be taken on board with future Work Packages. None have been identified and shared with Fusion to date.

**Monitoring Requirements**

2.5.26 The advanced landscape planting will be monitored in accordance with Landscape, Maintenance, Management and Monitoring Plans which will be produced at detailed design stage for these sites by Fusion.

**Opportunities for Enhancement**

2.5.27 Further opportunities for enhancement will also be highlighted and developed during design, especially when designing permanent infrastructure. The views of the AONB Review Group will be included as appropriate and consultation will be local authorities and other interested parties. Suggestions received from any party will be considered and discussed between the EWC or MWCC (or both) and HS2 for the practicality and impacts and adopted or incorporated wherever feasible. For example, the opportunity to open up part of a woodland mitigation site was agreed by the EWC in another area but until the consent of the landowners has been agreed the idea will not be implemented.
Agriculture

Mitigation and Compensation

2.5.28 Minimising the loss of any agricultural land, particularly the Best and Most Versatile agricultural land, i.e. grades 1, 2, 3a, as well as mitigation and compensation for loss of Best and Most Versatile agricultural land will be principally within the MWCC scope.

2.5.29 The EWC work programme is not affecting high quality agricultural land; small junction improvements, habitat mitigation sites – generally sited on grazing land in the AONB. The areas of agricultural land to be lost or adversely affected are outlined in the relevant LEMPs and ES as are local control measures. The proposed scoping matrix accompanying additional revisions of this KESWMP will identify cross topic opportunities and mitigation requirements in more detail.

Monitoring Requirements

2.5.30 A Soil Resources Plan (SRP) will be prepared by the HS2 Contractors on sites where topsoil and subsoil are being stripped and returned to agriculture, these areas have not been fully identified to date as the majority of the EWC works are associated with environmental mitigation measures in the form of advance tree planting and early ecology mitigation site creation or will be restored by the MWCC post construction.

2.5.31 The SRP will identify the type and volume of soils affected and the reuse potential within the footprint of the works or suitable donor site for land restoration. For agricultural land the SRP will include a target specification for restoration.

Opportunities for Enhancement

2.5.32 Further opportunities for enhancement will also be highlighted and developed during design, especially when designing permanent infrastructure. The views of the AONB Review Group will be included as appropriate and consultation will be local authorities and other interested parties.

2.6 Summary

2.6.1 This document addresses the impacts associated with the Chilterns AONB, particularly through the activities of the HS2 Enabling Works Contractor. The recreation, nature conservation and terrestrial and aquatic ecology, water resources and flood risk and landscape and visual impacts have been assessed and opportunities for enhancement within the AONB area will be identified in future.

2.6.2 In-combination adverse impacts and the need for multiple consenting requirements during the EWC scope of works have been avoided within the AONB through planning and communication with other EWC Contractors and third parties. The EWC works are not identified as adversely affecting the sensitive landscape of the AONB. Each consent has been reviewed, together with and the Environmental Statement and HS2 undertakings and assurances but with widely spaced and disparate requirements the holistic nature of the consenting requirements is being...
assessed and will be addressed through the incorporation of a scoping matrix integrating topics and cross cutting themes and opportunities.

2.6.3 The KESWMP will be reviewed and revised as appropriate and on a six-monthly basis by HS2 and its Contractors.
1EW03 - Enabling Works Central
EWC Colne Valley Regional Park – Environmentally Sensitive Worksite Management Plan

Document no.: 1EW03-FUS-EV-PLN-C000-001021

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A report prepared for High Speed Two (HS2) Limited.
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Drawing reference PH1-HS2-GI-MAP-C000-000002 Colne Valley Regional Park In Relation To Phase One Route

Template no.: HS2-HS2-PM-TEM-000-000004
1 Introduction

1.1 Background

1.1.1 The HS2 Environmental Memorandum (https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/593596/Environmental_Memorandum.pdf) identifies key worksites along the Phase One route that are environmentally sensitive. These sites are considered particularly environmentally sensitive in relation to the following environmental topics: nature conservation, terrestrial and aquatic ecology, water resources, geomorphology, recreation and amenity, landscape, public open space, and agricultural land. The criteria for their selection is set out in the HS2 Environmental Memorandum.

1.1.2 The key environmentally sensitive worksites across Phase One of HS2, from south to north, are:
- Colne Valley;
- Chilterns Area of Outstanding Natural Beauty (AONB);
- Bernwood Forest;
- Radstone and Helmdon Disused Railway; and,
- Berkswell Marsh.

1.1.3 The management plans for these key environmentally sensitive worksites are being prepared and published prior to the commencement of works which may affect them. The preparation and publication of these plans is, therefore, determined by the Phase One construction programme. These plans will be developed as HS2 Contractors develop their designs and programme.

1.1.4 This management plan is for the Colne Valley Regional Park, focusing particularly on the Mid-Colne Valley Site of Special Scientific Interest (SSSI).

1.2 The Colne Valley Regional Park in the Context of HS2

1.2.1 The Colne Valley Regional Park (CVRP) stretches over 40 square miles, with 200 miles of river and canal and more than 60 lakes. The central section of the park contains the Mid-Colne Valley SSSI, which consists of open standing water and woodland habitats of value for breeding birds, along with a smaller area of calcareous grassland. All relevant authorities must have regard to the purpose of conserving and enhancing the areas natural beauty when performing their functions, as required under Countryside and Rights of Way Act 2000.
1.2.2 The HS2 Phase One route enters the area in cutting, travels over a viaduct through the majority of the area and then returns to near grade at the northern end of the Colne Valley. A map of the Colne Valley Regional Park and Mid-Colne Valley SSSI in relation to the HS2 Phase One route is shown on drawing reference PH1-HS2-GI-MAP-C000-000002.

1.2.3 The Colne Valley Viaduct is a 3.4km long structure that will be constructed to carry HS2 over the water features of the Colne Valley, including Harefield No. 2 Lake, Savay Lake, Korda Lake and Long Pond, the Grand Union Canal, the River Colne and the Newyears Green Bourne. The lakes and ponds were formed following gravel extraction and many of these water features now make up the Mid Colne Valley SSSI. The viaduct will be orientated south east to north west, beginning at the South Embankment that will be constructed to the west of Harvil Road. At the north west end of the viaduct the North Embankment will be constructed to the west of the A412 North Orbital Road.

1.2.4 The CVRP falls within the scope of three Environmental Statement (ES) Community Forum Area (CFA) Boundaries: CFA 6 South Ruislip to Ickenham; CFA 7 Colne Valley and CFA 8 The Chalfonts and Amersham. The Mid-Colne Valley SSSI lies within CFA 7. These documents provide detail of the assessment of the route, outline of the work and sensitive receptors.

1.2.5 The CVRP falls within Chiltern District, London Borough of Hillingdon, Buckinghamshire County Council, South Bucks District Council, Hertfordshire County Council and Three Rivers District Council. The majority of the Mid-Colne Valley SSSI is within the London Borough of Hillingdon.

1.2.6 The Colne Valley is identified in the HS2 Environmental Memorandum as being a key environmentally sensitive worksite in relation to the following environmental topics:

- Landscape;
- Nature conservation, terrestrial and aquatic ecology;
- Water resources and flood risk; and
- Recreation, amenity and public open space.

1.3 Purpose of the Management Plan

1.3.1 The purpose of this management plan is to:

- Identify future works potentially affecting the CVRP from HS2 Contractors and third parties in relation to HS2;
- Focus on mitigation, compensation and monitoring requirements and opportunities for enhancement in relation to specific environmental topics;
- Identify synergies between different stakeholder organisations in terms of
opportunities.

1.3.2 This management plan has been prepared to satisfy the commitments set out within the HS2 Environmental Memorandum and to support the Local Environmental Management Plans (LEMP) for the Chilterns, Three Rivers and South Bucks and the London Borough of Hillingdon. The management plan is part of a suite of documents which identify environmental issues, controls and opportunities in relation to the CVRP including:

- The Environmental Minimum Requirements which contains the Code of Construction Practice (CoCP) and the HS2 Environmental Memorandum;
- Schedule 17 controls under the HS2 Act 2017 (the Act). KESWMP’s will support Schedule 17 submissions and Town and Country Planning Applications within the CVRP and where appropriate, heritage applications under Schedule 18, 19 and 20;
- This management plan supports the Mitigation Plan developed by the CVRP Panel as set out in the High Speed 2: Additional Mitigation Plan for the Colne Valley (October 2017);
- Biosecurity Management Plans, Ecology Site Management Plans (ESMP) and Landscape Maintenance, Management and Monitoring Plans (LMMP). The site-specific ESMP and LMMMP provide the maintenance, management and monitoring requirements for ecological mitigation and landscape planting sites;
- Groundwater Management Strategy;
- Protective provisions. The Act also contains provisions which give protection to bodies affected by the scheme. These include: highway authorities, utility undertakers, the Environment Agency, the Canal and Rivers Trust, and harbour and airport authorities. Typically, these provisions enable HS2 Contractors to undertake works affecting their infrastructure but require approval of the details to be obtained. Paragraph 12 of Schedule 31, Part 1 of the Act requires the nominated undertaker not to deposit soil or material, or store any plant, or erect scaffolding or other structures, in or over a highway without the consent of the highway authority;
- Legally binding consenting and licensing process. Hs2 Limited will be submitting licenses and consents in accordance with the Schedules of the Act; and,
- The Environmental Management Systems implemented by HS2 Contractors (as defined in the CoCP) including contract level and site level environmental management plans.
1.4 Process of developing the management plan

1.4.1 On 16 November 2016 contracts were awarded to three Enabling Works Contractors (EWC) working across Phase One of HS2. The EWC contracts run until November 2020 with an option for HS2 to extend these for a further two years.

1.4.2 Fusion are the EWC for Area Central. Area Central covers an area of the Phase One route from east of Harvil Road in the London Borough of Hillingdon to Southam in Warwickshire and is split into three sectors (C1, C2 and C3). Fusion is a joint venture between Morgan Sindall Infrastructure Services, BAM Nuttall Ltd and Ferrovial Agroman. Costain Skanska Joint Venture (CSJV) are the EWC for Area South. Area South covers the Phase One route from Euston Station in London Borough of Camden to Harvil Road in the London Borough of Hillingdon. Area South is split into four sectors (S1 and S2 being the main areas and S3 and S4 covering Euston Station and Old Oak Common Station).

1.4.3 On 17 July 2017 contracts were awarded for HS2’s Main Works Civils Contractors (MWCC). The MWCC covering the majority of the CVRP and the Mid-Colne Valley is Align in sector C1. Align is a joint venture between Sir Robert McAlpine, Bouygues TP and Volker Fitzpatrick.

1.4.4 The Skanska Costain STRABAG (SCS Railways) joint venture is the MWCC who will also be working within the CVRP for sector S2 which affects the southern side of the CVRP around Harvill Road. SCS Railways covers the Phase one route from Euston Station in London Borough of Camden to Harvil Road in the London Borough of Hillingdon. The MWCC’s Align and SCS Railways are both currently developing their scheme design and programme for the main civils construction works.

1.4.5 The approximate boundaries of the Area Central sectors relevant to the CVRP are shown on drawing reference: PH1-HS2-GI-MAP-Cooo-000002. For the purpose of HS2 Ltd procurement the CVRP falls across two contractual boundaries: South (S2) and Central (C1).

1.4.6 Fusion have produced this management plan, with input from CSJV, Align and SCS Railways, on behalf of HS2. Fusion have produced this plan as they are the first Contractor to carry out works within the vicinity of the CVRP.

1.4.7 It is anticipated that the MWCC, Align started the early works programme in March 2019. It is anticipated that Align will take the lead on updating this management plan for the next revision as they will be implementing the majority of above ground construction works affecting the CVRP. Fusion will continue with their works up to December 2019, where it is expected that Align will receive the Notice to Proceed.

1.4.8 HS2 Contractors are working collaboratively, along with relevant third parties such as utilities companies, in relation to works within the CVRP, such as Cadent Gas.
1.4.9 As the MWCC are still developing their design and construction programme this management plan currently focuses on works being undertaken by the EWC within the CVRP which includes surveying, surface and groundwater monitoring, creation of ecological mitigation sites, tree planting, utilities diversions and minor road works, as well as site and vegetation clearance. It is expected that the majority of opportunities to reduce environmental effects or improve environmental outcomes within the CVRP will be identified by the MWCC through the design process. Therefore, the opportunities identified at this stage are limited.

1.4.10 This management plan is intended to be reviewed prior to any construction works taking place within the CVRP and whenever there is a significant change to works proposed in line with the revision of the LEMPs or on a six-monthly basis, whichever is soonest. Updates of publication will be in line with publication of the LEMP.

1.5 Consultation

1.5.1 National Environment Forum (NEF) members and relevant planning authorities will be consulted on the KESWMP following requirements within the HS2 Environmental Memorandum. In addition, the CVRP Panel will be consulted on this plan.

1.5.2 Copies of the updated plan will be made available for consultees following each revision. Comments from the consultees will be collated for consideration of further updates and amendments. Comments and discussions from attendance by HS2 and its Contractors at the CVRP Panel will also be taken into account for updates and amendments.

1.5.3 Following the Environmental Memorandum commitments, the management plan will be submitted with relevant Schedule 17 submissions to local planning authorities and, where appropriate, heritage applications.

1.5.4 HS2 Contractors will work closely with the CVRP Panel, communicating and consulting as appropriate on works within the area. The Panel provides recommendations on design and mitigation proposals for their section of the HS2 route. Regular representation at the CVRP Panel, the HS2 Contractor leading on production and updates of the KESWMP is beneficial to all parties to identify areas of concern, possible mitigation and compensation planting or alternatives that can be incorporated into design.

2 Overview of upcoming works within the Colne Valley Regional Park

2.1 Early works

2.1.1 Fusion and CSJV have been carrying out a range of survey and investigation works within the vicinity of the CVRP including the Mid-Colne Valley SSSI which commenced in early 2017 and will continue throughout 2018 and 2019. Works include:
• Environmental surveys such as ecological surveys, groundwater monitoring and surveys to support hydrological modelling;
• Surveys to identify invasive species, such as Japanese knotweed, and to support plans for future treatment and control;
• Engineering surveys, including soil surveys;
• Construction of ecological mitigation sites;
• Design and construction of advanced planting sites;
• Site clearance and demolition;
• Haul road and minor road works;
• Utility diversions; and,
• Archaeological investigations.

2.1.2 There are other survey works anticipated to be carried out by the EWC for which the details and programme are currently being developed:
• Translocation of protected species into the ecological habitat creation sites at Tilehouse Lane and Harvil Road; and,
• Assessment of hedgerow translocation and carrying out habitat translocation.

2.1.3 Construction works in the CVRP by the EWC include ecological mitigation sites, advance landscape planting, utilities and enabling civil development works, invasive species management and control, security site fencing installations, archaeological investigations and vegetation clearance which are discussed in more detail below.

2.1.4 **Design and creation of ecological mitigation sites.** The first construction works by the EWC in the CVRP was the creation of the Tilehouse Lane Cutting Woodland and the Harvil Rd Woodland ecological mitigation sites in early 2018. Habitat creation works, including pond construction and advanced planting, took place in early 2018, north of the MSD site in New Years Green. The planting was only partially successful as a result of the unseasonal and persistent dry weather, re-planting is to commence in early 2019. Reptile fencing was installed around the MSD site to secure the material stockpiles, preventing protected species from overwintering. Material stockpiles are to be managed and inspected to ensure protected species are not harmed. Colne Valley Wetland ecological mitigation site is scheduled for construction in late 2019/2020 and is principally designed to help integrate the Ickenham Auto Transformer Feeder Station (IFTS) into the landscape as well as providing replacement tree planting and wetland vegetation compensation. Colne Valley Grassland ecological mitigation site is also proposed for construction in late 2019/2020. The site has the objectives to be a
receptor site for reptiles providing compensation for grassland lost elsewhere. See section on Nature Conservation, Terrestrial and Aquatic Ecology for further information.

2.1.5 **Advance landscape planting** by EWC is currently anticipated to start in late 2019 (see Landscape section below).

2.1.6 **Utilities works** for HS2 will either be carried out by HS2 contractors (contestable utilities) or by Utilities Companies (non-contestable utilities). Non-contestable utility works will be carried out by the MWCC as part of the main civils works. There are two non-contestable works being carried out by utility companies in relation to HS2 within CVRP: Cadent Gas diversions at Harvil Road (West) and west of Breakspear Road Underbridge (in Sector S2) and National Grid electric power line diversion works west of Hillingdon Outdoor Activities Centre, east of Denham (sector C1). There are utility diversions proposed between 2018 and 2020. Fusion to conduct: species translocations, archaeology investigations and vegetation clearance to enable National Grid works where required.

2.1.7 CSJV have been conducting site clearance for non-contestable utilities works near Dews Lane relating to diversion of two gas mains in the vicinity of Harvil Road and a water main in the vicinity of Breakspear Road South (commenced October 2018), all within the CVRP but outside of the Mid-Colne Valley SSSI. CSJV works commenced late 2017 and will continue till mid-2018.

2.1.8 Site clearance and utility diversion works, currently underway, this is to enable the haul road construction through MSD work site linking to Breakspear Road South, and to facilitate waste movement arising from demolition in the MSD pharmaceutical site from late 2018 for SCS works on the Gatemead Embankment and Brackenbury Cutting.

2.1.9 **Archaeological investigations** including geophysical (non-intrusive) surveys and trial trenching was undertaken in early 2018 and will continue in 2019 at a number of sites in the CVRP. Trenching works are currently proposed 2019 at the Harvil Road and Colne Valley ecological habitat sites off Harvil Road and Dews Lane respectively. The results of geophysical surveys and trial trenching will determine whether further archaeological excavations are required. Some tree and scrub vegetation clearance may be undertaken during these works.

2.1.10 The main vegetation clearance within the CVRP for the construction of the main civils works (specifically in the test pile locations at the Denham Ski Club) is due to start in 2019 and will be undertaken by ALIGN. Fusion will have vegetation clearance to accommodate access for the construction the haul road leading to the 275kv cable diversion and for the larger requirements associated with the scheme. This work is to be instructed and pursued late 2019/early 2020. It is currently anticipated that Fusion will carry out erection of security fencing, and species translocations in the area prior to MWCC carrying out construction.
2.1.11 The EWC ecology mitigation and advance planting sites are being created in advance of MWCC construction activities. There have been no in-combination impacts or multiple consenting process impacts identified from the EWC scope of work prior to MWCC mobilising on site. There have been no other development projects identified which are considered to lead to in-combination impacts on the CVRP with the proposed HS2 works.

2.1.12 Early civils works by the EWC include the design & build of a temporary access road and bridge over the River Colne from Denham Court Lane through Buckinghamshire County Golf course. The access road is to facilitate National Grid with temporary access for their overhead line diversion works. Works is due to start in late 2019, ending early 2020.

2.2 Main works

Align

2.2.1 The earliest date that Align are anticipated to start on site for construction of the main works within the Mid-Colne Valley SSSI is 2019 for site clearance and for test piling at two locations which are mentioned below. Natural England were consulted in relation to the works within the SSSI and a section 28 was applied for by ALIGN. However, Align have already undertaken ground investigation within the CVRP in 2018 and are proposing additional investigation works in advance of the main construction works starting in 2019.

2.2.2 The additional site investigation will include:

- Ground investigation including boreholes at each of the piers for the Colne Valley viaduct;
- Test piles at three locations Harvil Road (outside of the Mid Colne Valley SSSI), Moorhall Road and at Denham SKI where the Affinity Water site and associated turbidity migration trial will commence in April 2019. The Moorhall Road site is currently excluded from the scope and is not anticipated to return to be part of the Early Works programme if the Load Test Pile trials yield good results at Harvil Road and Denham Ski.

2.2.3 The test pile will inform the design of the foundations for the viaduct.

2.2.4 The main works on the Colne Valley Viaduct will commence in 2020 the first works within the SSSI boundary will be between the A412 and the River Colne. The main works will include construction compounds, temporary access, pier foundations and construction of the viaduct deck.

2.2.5 Construction compounds will include:

- The main compound is located north of the northern abutment (A58) at the portal to the Chiltern Tunnel.
- The satellite compounds at the following locations:
- CVV North Embankment Satellite Compound, located at the northern embankment,
- CVV Laydown Satellite Compound, located East of the northern embankment,
- CVV Storage Satellite Compound, located at Moorhall road crossing,
- CVV Jetty Satellite Compound, located East of the Moorhall road crossing,
- CVV HOAC Satellite Compound, located at Hillingdon Outdoor Activities Centre,
- CVV South Embankment Satellite Compound, located at the southern embankment,
- CVV ATFS Compound, located on the ATFS.

2.2.6 **Temporary Access** will consist of a new 8m wide ‘road’ or ‘platform’ alongside the viaduct. The design of this is being developed but is expected to a combination of temporary piled jetty and earth embankments.

2.2.7 The **pier foundations** will be constructed by building a sheet piled coffer dam at each pier location. This will then be de-watered and a series of concrete piles will be inserted with a pile cap put on top. The pier will then be built on top of the pile cap.

2.2.8 The **deck of the viaduct** will be built in 3m sections. Each section will be made in the pre-casting site at the main compound. This will then be moved along the viaduct using a launching girder and placed at the end of the viaduct. The girder will then move and place the next segment in a west to east direction across the lakes.

### SCS Railways

2.2.9 The S2 area falls within the boundary of the CVRP, however not within the boundary of the Mid- Colne Valley SSSI.

2.2.10 Since August 2018, SCS Railways have been undertaking a suite of **ground investigation works** along the S2 route which is anticipated to be completed by February 2019. However, to date SCS have not undertaken any ground investigation works within the boundary of the CVRP.

2.2.11 All ground investigation works planned to take place within the CVRP of S2 are proposed to take place in 2021. This ground investigation includes a series of window samples required to be completed to inform temporary works design which are required early in the construction programme. This will include temporary bridges and structures such as conveyors to support tunnelling operations. Further detail of these window samples will be provided in a later revision of this management plan prior to the start of these works.
2.2.12 It is important to note that the scope of the ground investigation works is not fixed and is subject to change during the works. This management plan will be updated accordingly owing to any change in the scope and timescales for completion of this ground investigation works.

2.2.13 No construction compounds are required as part of the Ground investigation works.

2.2.14 The earliest date that the main works construction is anticipated to start within the CVRP in S2 is June 2019. Further detail with regards to the proposed construction phase will be updated as part of the next six-monthly revision of this management plan.

2.3 Impacts, mitigation and enhancement opportunities

Nature Conversation, Terrestrial Ecology

2.3.1 Without mitigation or compensation, the construction of the HS2 railway would have significant permanent adverse effects that are significant to a variety of ecological receptors up to a national level. Effects would range from the destruction/fragmentation of a variety of habitat types and direct/indirect effects on fauna species including; bats, Great Crested Newts and reptiles. Below outlines the mitigation and compensation measures proposed from the HS2 Phase 1 Environmental Statement:

- Tree planting will be undertaken within the CVRP including around the Colne Valley lakes. Planting will also occur during daylight hours which will reduce the need for tower lighting which could cause disturbance of nocturnal species.
- Habitat loss around the CVRP will be mitigated by constructing grassland and a wetland suitable to accommodate local wildlife.

2.3.2 Further to the above, a further two habitats sites have been constructed in the area to compensate for loss of habitat. Translocation of protected species is programmed to commence in summer 2019.

2.3.3 Mitigation measures to address the potential killing, injury and disturbance of badgers will include the provision of badger proof fencing and replacement setts where necessary. New planting within the ecological mitigation areas will benefit badgers present in those areas by improving foraging habitat and providing new opportunities for sett creation.

2.3.4 HS2 have obtained route wide licence for badger (License number WML-OR24) and Great Crested Newt (License number WML-OR25) which outlined a series of conditions/activities that can be carried out, which will minimise impacts on these species provided the correct procedures are followed.

2.3.5 A bat licence is currently being prepared by Fusion to permit licensable works within the CVRP and the surrounding areas. The bat licence is due for submission in May 2019.
2.3.6 Opportunities for enhancement will be identified during detailed design and through discussion with consultees including Natural England, Woodland Trust and AVDC.

**Landscape and Visual**

2.3.7 General mitigation measures have been outlined within the Three Rivers and South Bucks LEMP and as a result are not discussed further within this document.

2.3.8 Opportunities for enhancement will be identified during detailed design and through discussion with consultees including Natural England, Woodland Trust and South Bucks DC and Three River DC. Opportunities for improvement may include removal of selected trees and vegetation masses to create glades, enhance woodland ride edges and the woodland edge. All works are aimed at improving habitat diversity and increasing variation in the woodland structural layers.

2.4 **Utilities**

2.4.1 The National Grid ZC 275 kv diversion is a non-contestable scope of works to be delivered within the C1 Colne Valley region. Construction works are set to commence Autumn 2019 from National Grid’s subcontractor Babcock and must conclude within the prescribed outage window in 2020 to facilitate the diversion. The construction works will include the installation of several new permanent replacement towers and associated wirings (east of the original line) followed by a series of dismantling and removal activities for towers on the existing line: ZC-044 to ZC-049. Fusion are undertaking the enabling works (archaeology, ecology surveys and mitigation) to address environmental constraints before National Grid commence works.

3 **Environmental Topics**

3.1 **Landscape and Visual**

3.1.1 Within the Colne Valley Region Park the following Landscape Character Areas (LCA) have been identified;

- Harefield Farmland Valley Slopes;
- Colne River Valley;
- Colne Valley;
- Colne Valley Gravel Pits; and
- Maple Cross Slopes South.

3.1.2 The settlement pattern in the Colne Valley is relatively sparse, although the valley is more densely developed to the south. On the valley sides mixed farmland is a dominant feature within the landscape.

3.1.3 The corridors of open space that follow the River Colne, Grand Union Canal and the lakes that these waterways support are dominant landscape features in the valley bottom. There is
concentrated residential and industrial development around Uxbridge. The Chiltern Main Line spans the Colne Valley and has a distinctive influence upon settlements along its route; either forming a perimeter boundary to urban development or travelling directly through the settled area, forming a green corridor due to adjacent line-side vegetation.

3.1.4 The M25 corridor is a major urban feature within the landscape to the west of the area. Conservation areas, registered parks and gardens and listed buildings are located within the area. The vegetation patterns within the area comprise woodland, scrub and meadow within open space, trees and shrubs within river corridors, hedgerows including Old Shires Way ancient hedgerow and small woodlands.

**Temporary Effects**
Temporary effects to LCA and visual receptors during construction arising from the presence of construction plant, construction compounds, demolition, temporary overhead power lines and pylon diversions, removal of existing vegetation, temporary access routes, earthworks and stockpiles and severance of agricultural land.

**Permanent Effects**
Permanent landscape and visual effects during operation arising from the presence of new engineered landforms within the existing landscape. These will include a viaduct, embankments, Proposed Scheme in cutting, tunnel portal, highway infrastructure, noise fence barriers, overhead power line diversions, auto-transformer feeder stations, auto-transformer stations, a sustainable placement area and regular passing of high speed trains. The majority of permanent effects will reduce over time as planting established as part of the Proposed Scheme matures. This is with the exception of the diverted overhead power line, Colne Valley viaduct and associated passing high speed trains which will remain prominent in certain locations.

**Impacts**

3.1.5 The enabling works that has been programmed to take place within the CVRP is as follows;

- Construction of an access road to enable the diversion of a 275kv cable located to the east of the Buckinghamshire Golf Course.
- Archaeology investigation works are being undertaken throughout the CVRP and have minimal impact on the local landscape.
- A substation is being construction adjacent to the M25 in the West Hyde area. Due to the location and topography of the area, minimal impact is anticipated on the landscape.

3.1.6 The MWCC work to be programme in for the CVRP is as follows;
- Construction of a compound to accommodate welfare accommodation and batching plant for the construction of the tunnel
• Construction of Satellite compound along the route of the viaduct
• Entry portal to accommodate the Tunnel Boring Machine
• A viaduct which will be constructed over the Colne Valley

**Mitigation**

3.1.7 The EWC is undertaking advance landscape planting designed to provide early screening to local residents, businesses and for public amenity value in advance of the MWCC works.

3.1.8 Advance landscape planting by EWC is currently anticipated to start in the winter 2019/2020 season. The designs for these planting sites will take account of the Detailed Design Principles being developed by the CVRP Panel. In the CVRP the proposed advanced landscape planting site is:

• **MSD** at New Years Green. – to provide advanced planting and is acting as a receptor site for ecology. Planting date TBD.

3.1.9 The construction of the haul road will be undertaken in an area currently occupied by woodland. There will be some vegetation clearance during the construction of the road however some of the woodland will be left in situ to provide natural cover.

3.1.10 The Grid substation for the Tunnel Boring Machine (TBM) will be constructed on an existing arable field. All soil stripped in this area will be used to act as an earth bund. This bund will be formed to ensure that that it fits in with the local landscape.

3.1.11 The MWCC design for the viaduct has been designed to consider the landscape and visual context and where practicable the visual mass has been reduced to try and reduce the level of visual intrusion. This has led to consideration of measures including:

• **arched piers** – over water sections of the viaduct.
• **noise barriers** with a transparent, hybrid or opaque components.

3.1.12 The design of the viaduct has not been finalised at this stage and a final decision will be made on these matters and details such as concrete finishes to inform a future Schedule 17 consent application.

3.1.13 On the western valley slopes **landscape earthworks** will be used to integrate the railway and the Chiltern Tunnel South Portal into the existing environment and reduce some of the visual effects. A landscape proposal has been developed and was part of the public engagement held in 2018.

3.1.14 Screening planting has been included within the Proposed Scheme design and is planned for sensitive landscape locations. This includes extensive planting on the Western Valley Slopes. However, no screen planting is planned for 2019.
3.1.15 The CVRP Panel is working alongside HS2 and communicating with Fusion on additional integration and enhancement measures to reduce the landscape and visual effects of the scheme within the CVRP and its setting. The plans being developed by the CVRP Panel are in their early design phase but are welcomed by Fusion and will be taken on board with future Work Packages.

3.1.16 Standard construction mitigation measures as detailed in the CoCP will be applied during construction. The MWCC is currently working on the proposals for temporary works and for example, the lighting needed for construction. Further information will be provided in future updates of the KESWMP.

Monitoring

3.1.17 The advanced landscape planting will be monitored in accordance with LMMMP which will be produced at detailed design stage for these sites by the EWC. Long term the MWCC will implement a landscape planting contract as part of the reinstatement of the working areas.

Opportunities for Enhancement

3.1.18 Further opportunities for enhancement will also be highlighted and developed during design, especially when designing permanent infrastructure. The views of the CVRP Panel will be included as appropriate and consultation will be local authorities and other interested parties. Suggestions received from any party will be considered and discussed between the EWC or MWCC (or both) and HS2 for the practicality and impacts and adopted or incorporated wherever feasible.

3.2 Nature Conversation, Terrestrial and Aquatic Ecology

Impacts

3.2.1 Based on the design in the published ES the limits of land to be acquired and used within the CRVP includes the valley of the River Colne where past mineral extraction has created a series of large lakes. These lakes support important populations of breeding birds and waterfowl as well as wetland and wet woodland habitats. Many of the lakes are used for angling and Tilehouse Lake South, Harefield No. 2 Lake and the northern part of Broadwater Lake are all used for water sports. Lafarge Aggregates operates on the eastern side of Broadwater Lake and Harefield Moor Lake is a gravel washing lagoon. Large areas of arable farmland are present to the west of the A412 Denham Way/North Orbital Road and farmland is present between Harefield No. 2 Lake and Harvil Road; both areas are crossed by hedgerows. There are several areas where work will be undertaken in close proximity to ancient woodlands.

Mitigation and Compensation

3.2.2 Ecological mitigation sites have been identified to mitigate for the loss of habitat due to the construction of HS2. Ecological mitigation sites being provided early by Fusion, largely to act as species receptor sites, have been designed with the intention of maximising the potential
quality of the available habitat on each site. All ecological mitigation sites have a bespoke maintenance, management and monitoring requirements to achieve the ecological objectives of that site. The ecological mitigation sites which have or are being constructed early in the programme by EWC within the CVRP are:

- **Tilehouse Lane Cutting Woodland and Harvil Road Woodland** – constructed in 2018. These will provide suitable habitat for reptiles as well as compensation to replace loss of woodland in the CVRP. The sites contain woodland, scrub and hedgerow planting and will include artificial bat roosts. The objectives for these sites is to form part of the replacement woodland habitat to the west of the new high speed railway to compensate for similar habitat lost;

- **Colne Valley Grassland** – to be constructed in late 2019/2020. The site has the objectives to be a receptor site for reptiles and great crested newts, providing replacement pond provision and provide compensation for rank grassland lost elsewhere;

- **MSD site** in New Years Green Bourne – constructed in 2018. The MSD site includes pond construction and advanced planting and is acting as a receptor site for great crested newts. Advanced planting failures mean that re-planting is needed in early 2019 to replace those saplings impacted by the exceptionally dry 2018 summer.

- **Colne Valley Wetland** - scheduled for construction in late 2019/2020. This site is principally designed to help integrate the Ickenham Auto Transformer Feeder Station (IFTS) into the landscape as well as providing replacement tree planting and wetland vegetation compensation.

3.2.3 The wider ecological habitat creation outlined in the ES is still being developed. In response to feedback from member of the CVRP options for improving the package of ecological measures is being considered and will be detailed in future updates of the KESWMP.

3.2.4 Originally, part of the construction of the Viaduct would affect Battlesford Wood and Ranston Covert Ancient Woodland within the CVRP. Align have redesigned the viaduct and associated haul roads to avoid any loss of woodland within the designated area.

3.2.5 Other mitigation measures being explored by Align include:

- **River Colne** – reducing the habitat loss associated with a realignment of the river. The re-alignment of the river has been re-designed to avoid habitat losses. The current design places eddies in the river bed as part of the Viaduct pile cap design, thus improving the flow of the water and fish habitats.

- **Habitat reinstatement** – chalk grassland to be created as part of the reinstatement of the main compound on the Western Valley Slopes.
• **Habitat reinstatement** – creating wetland habitat at certain piers along the viaduct.

• **Habitat planting** – increased planting areas at Ickenham ATFS.

### 3.2.6
In addition, Align have identified that the proposed load test pile proposed will affect a number of existing bat boxes at Moorhall Road. Align operating under a Natural England licence in agreement with the Wildlife Trust relocated the bat boxes in January 2019.

### 3.2.7
Standard construction control measures specific to nature conservation receptors have been outlined in Table 1 of the Three Rivers and South Bucks District Council Local Environmental Management Plan, Table 1 of the South Bucks District Council Local Environmental Management Plan and Table 1 of the London Borough of Hillingdon Local Environmental Management Plan and support the ecological mitigation as specified in the Environmental Statement (ES). Contractors will use method statements and construction management plans to ensure ecological effects associated with construction are identified, planned for and managed in addition to those identified in consents and licenses. The Contractors and HS2 assure that these controls are being implemented through regular site visits, inspections and audits.

### 3.2.8
Creation of all the ecological mitigation sites will contribute to the HS2 aim of “no net loss” in relation to biodiversity. For the Colne Valley there is a further specific Undertaking and Assurance (U&A_9532) regarding no net loss. This states ‘The Promoter will consider an area within the Hillingdon, Denham, Ickenham, Harefield and Ruislip environs within which a no net biodiversity loss target will be applied.’ The improvements in the quality of the habitat expected to be delivered in accordance with the Align design for the Western Valley Slopes has shown an overall increase in the number of biological units of gain in the Colne Valley compared with the ES design.

**Monitoring**

### 3.2.9
Monitoring requirements for protected species, and habitats, are determined through the licence application processes and through the ESMP for ecological mitigation sites. Monitoring of mitigation measures is required in the EMR’s (para 6.5). Fusion will comply with HS2 Limited’s route-wide licence for great crested newts and badgers and will implement licences for other protected species where relevant. The early ecological mitigation sites are being created as receptors for protected species such as great crested newt as required under the HS2 route-wide licence.

### 3.2.10
The site-specific ESMP will be consistent with the requirements of the Environmental Minimum Requirements (CS498E, March 2016) on management and monitoring (section 4.8). Section 4.8.6 states:

### 3.2.11
"Monitoring of the ecology mitigation and compensation measures is necessary to measure the extent to which the ecological objectives of the proposals are being met. The approach to
monitoring will depend on which management option is adopted for a particular area of habitat and will be agreed on a site-specific basis.”

**Opportunities for Enhancement**

3.2.12 At the current time, opportunities for enhancement within the CVRP in conjunction with EWC works are being sought. Opportunities for enhancement will be identified during detailed scheme design and through discussion with consultees including the CVRP Panel and local authorities. Align have considered that improved public access could be achieved through a new pedestrian access bridge over the River Colne however currently there is no funding mechanism identified for this opportunity.

3.2.13 Vegetation (lower grade timber) from clearances in the area will be chipped and used to shore up footpaths in the local area, maximising social value by allowing the local community, especially those with mobility limitations, easier access to the local green spaces. Opening up access via Ruislip Golf Course, surrounding residential areas, and parks to the Celandine walks.

3.3 **Water Resources and Flood Risk**

*Impacts*

**Groundwater**

3.3.1 The ES identified the potential for significant effects on water resources as a result of the permanent works and the construction of the permanent works.

3.3.2 The area is underlain by Cretaceous chalk of the White Chalk Subgroup, made up of the Seaford Chalk and the Newhaven Chalk. At the extreme south eastern tip of the viaduct the Chalk is overlain by the Lambeth Group which is comprised of clay, silt and sand with minor limestone bands. Superficial deposits in the vicinity of the viaduct consist of alluvium; comprised of clay, peat, silt, sand and gravel associated with the River Colne; the Shepperton Gravel Member, underlaying the lakes of the Colne valley and the Taplow Gravel Member, present between the River Colne and the A412 North Orbital Road.

3.3.3 The Chalk is classified as a Principal aquifer and is extensively used for groundwater abstraction, including a significant quantity of public water supply. The Chalk aquifer is a dual permeability aquifer which is characterised by very low flow rates through the rock matrix and much higher rates of flow through fissures. In some areas these fissures are enlarged by solutional weathering which can result in extremely fast flow rates. The Chalk is likely to be heterogeneous with the principal mechanism for groundwater flow to occur through a dendritic network of interconnected fractures.
3.3.4 Permeability is typically highest in the valleys and lowest in the interfluve areas. Once further ground investigation data are available from ongoing EWC monitoring and Align’s additional ground investigations more specific permeability data will be available for the Colne Valley.

3.3.5 Along its length the viaduct will be supported by a number of piers. Each pier will be supported by a number of deep piles. The final design of the piles will be subject to the results of piling tests, but they will penetrate the Chalk.

3.3.6 The emplacement of piles within the Chalk, in an area used for public water supply, introduces a risk to groundwater quality in the immediate vicinity of the piles, principally generation of turbidity as a result of the piling through the release of very fine particles of Chalk during the construction process. HS2, the Environment Agency and Affinity water are engaging to ensure that the quality of the aquifer is not impacted.

3.3.7 There is not considered to be a significant risk to surface waters due to that fact there are no major springs feeding the watercourses in this area, which indicates that baseflow supporting these features is largely diffuse and so less sensitive to any increased turbidity carried within it. None of the EWC works is anticipated to affect ground water.

Flood Risk and Water Framework Directive

3.3.8 The Flood Risk Zone is defined by areas located in areas of flood risk (Flood Zone 2 or Flood Zone 3) or greater than 1ha in area and where required in support of a consent and/or approval application. For HS2 works the Environment Agency grant the consent and the Local Authority are consulted.

3.3.9 The whole of the Colne Valley is subject to flood risk with all of the lakes within Flood Zone 3. Additionally, the viaduct will cross two watercourses, the River Colne and New Years’ Greene Bourne.

3.3.10 A flood risk assessment will be undertaken for all works to allow consent for works in the Floodplain to be granted by the Environment Agency. Following CoCP requirements, there are no anticipated impacts within the CVRP on water resources and flood risk.

Mitigation and Compensation

Groundwater

3.3.11 Align have been engaging with Affinity Water and the Environment Agency regarding the strategy for managing and monitoring potential effects on groundwater. The mitigation for the main civils works is focused on:-

- Selection of the tunnel boring machine (TBM). A variable density TBM has been selected to manage water pressure and reduce the risk of pollution of groundwater;

- enhanced treatment capacity at public water supply sources; and
• selection of optimal pile construction techniques following the piling tests.

**Flood Risk and Water Framework Directive**

3.3.12 The Colne Valley Viaduct South Embankment Wetland, Grassland, Harvil Road and Tilehouse Lane ecological mitigation sites to be constructed within the CVRP are in Flood Zone 1 (fluvial flooding). The siting of the ponds has been designed outside the flood zone to prevent incursion by flood waters increasing the likelihood of introducing non-desirable species. Monitoring of the sites for flood incursion will be undertaken as part of the ongoing monitoring of all the sites.

3.3.13 Within the main works mitigation measures will include:-

• Reducing the extent of works to the River Colne;
• Designing the pier bearings to be above flood level; and
• Floodplain compensation to be provided.

3.3.14 The potential for any direct effects of construction on these watercourses is limited as they will be managed through measures outlined in the CoCP.

**Monitoring Requirements**

3.3.15 Monitoring requirements will be agreed as part of scheme design dependant on the locality and severity of the flood risk in discussion with HS2 Limited, the Environment Agency and the Local Authority as appropriate. The consenting process will ensure appropriate monitoring is agreed and implemented. Hydrological monitoring is still being undertaken and when complete hydrological models will be included in future assessments.

3.3.16 The requirement for extended groundwater monitoring prior to construction has been defined in conjunction with the Environment Agency and Affinity Water. This is currently being managed by EWC and will, subsequently, be delivered by Align through the construction phase. Construction phase monitoring will be more detailed, adapting to the programme of works and associated risks.

**Opportunities for Enhancement**

3.3.17 Enhancement opportunities have been considered within the design and construction process and includes such opportunities as additional swales for the habitat mitigation sites and placement of reptile banks and hibernacula outside the floodplain or areas at risk.

3.3.18 Opportunities for further enhancement will be identified through consultation with consultees including the CVRP Panel and Lead Local Authorities Forum (LLFA) will continue to identify opportunities to reduce areas traditionally known to flood throughout the project.
3.4 Recreation and Amenity Impacts and Public Open Space

*Impacts*

3.4.1 Main works civils construction of HS2 within the CVRP will result in significant impacts, including loss of woodland, grassland and impacts on landscape views.

3.4.2 The works proposed by the EWC are not anticipated to cause significant effects within the CVRP.

3.4.3 According to the environmental statement, the CVRP will be crossed by the Colne Valley viaduct. The construction of the viaduct will result in land being required for the Colne Valley viaduct storage and jetty satellite compounds (off Moorhall Road) and Colne Valley viaduct laydown satellite compound (off the A412 Denham Ski/North Orbital Road, south-west of West Hyde House) for approximately three years and nine months. It is not anticipated that there will be any significant impact.

3.4.4 The construction works for piling and erection of the viaduct piers and decking will, in parallel, also take approximately two and a half years within the Regional Park. Providing opportunities for countryside recreation and encouraging community participation are key objectives for the CVRP.

3.4.5 The Park is accessible to communities in west London as well as providing a recreational resource for nearby communities. Although land within the park will be required for two and a half years, it is considered that the park is sufficiently large that the construction works will not affect the ability of the park to retain its function. Therefore, it is considered that there will not be a significant effect on the Colne Valley Regional Park.

3.4.6 The study area, including Colne Valley Regional Park, has a number of PRoW through it. These include the Colne Valley Trail and Hillingdon Trail along the banks of the Grand Union Canal, the Old Shire Lane Circular Walk and the South Bucks Way, as well as other informal routes. Those routes that will be intersected will be re-routed, either temporarily or permanently and therefore no significant effects on recreational PRoW are predicted.

3.4.7 Impacts on the Grand Union Canal have been avoided through the placement of piers on either bank rather than in the canal. The section of the Old Shire Lane Circular Walk from the junction with the A412 Denham Way/North Orbital Road near West Hyde House, west and north-west, to its intersection with the M25 runs alongside areas of construction activity including the Chiltern tunnel main construction compound. This part of the walk is approximately 2.5km in length. Part of this route will be temporarily diverted to the south of the existing route, adding 1.2km to the route. The section of the route that heads north toward the crossing of the M25 at Chalfont Lane will be closed during the construction period for five and a half years.
3.4.8 This requirement for land is considered to result in a moderate adverse effect on the Old Shire Lane Circular Walk and therefore its users, which is significant. In addition, the users of the remaining section of the route within this study area are predicted to experience a change in amenity when using the alternative route, principally as a result of the views of and noise from, the construction activity.

**Mitigation and Compensation**

3.4.9 Woodland loss will be minimised through the exploration of alternative options which are also being informed by tree and arboricultural surveys. Areas of amenity lost permanently through the scheme are being mitigated through design supported by the EWC, the MWCC in time and through HS2 Limited’s support of the CVRP Additional Projects being developed by the CVRP Panel.

3.4.10 Public Rights of Way (PRoW) will be affected by the construction of HS2. The EWC and MWCC will work with the community and interest groups to mitigate for these disruptions through the provision of additional routes where possible linking sections of curtailed path and by enhancing PRoW with additional planting also if possible.

3.4.11 The EWC have been consulted and have contributed to opportunities to develop the PRoW network within the Colne Valley as part of the enhancement.

3.4.12 The PRoW network where it could be extended from Old Shires Lane across the ecological mitigation site known as Tilehouse Lane. A member of Fusion has met with the CVRP to discuss the plans. Fusion changed the design of the planting to accommodate the intention by the CVRP to open a PRoW though the Painsfield land at a later date through their mitigation package proposals.

3.4.13 Current mitigation measures include:

- The reinstatement of the working area alongside the northern section of the viaduct (between the River Colne and the A412) will include new public access;
- the design of the Chiltern Tunnel South Portal has been modified to reduce the effects on Old Shire Lane; and
- explore alternative diversion route for a PRoW at Ickenham ATFS.

3.4.14 It is not anticipated that any PRoW will be closed by the EWC. Any PRoW or bridleways affected by the works will be considered in order to minimise impacts on users of these public amenities.
Monitoring

3.4.15 During any temporary closures and or diversions, PRoWs will be kept under regular review by both Fusion and ALIGN. Monitoring shall be undertaken during the construction phase of the project. PRoWs will be reopened when it is deemed practicable.

Opportunities for Enhancement

3.4.16 Comments received from the CVRP Panel, Local Authorities, Parish councils, community groups and interest groups during design and any opportunities identified for enhancement will be explored with the CVRP Panel, HS2 and local authorities.

3.4.17 Interested parties can propose enhancement opportunities to the EWC and the MWCC who will endeavour to work with these parties to develop and deliver the enhancements if practicable. All contractors are committed to providing community investment and the provision of PRoW and recreation and amenity improvements will be enthusiastically received to incorporate into the Contractor’s suggestions.

4 Summary

4.1.1 This document addresses the impacts associated with the CVRP, with emphasis on the Mid-Colne Valley SSSI through the activities of HS2, its Contractors and third parties. The nature conservation, terrestrial and aquatic ecology, water resources, geomorphology, recreation and amenity, landscape, public open space and agricultural impacts have been assessed and opportunities for enhancement within the CVRP and Mid-Colne Valley SSSI will be identified in future.

4.1.2 In-combination adverse impacts and the need for multiple consenting requirements during the EWC scope of works have been avoided within the CVRP through planning and communication with other EWC Contractors and third parties including the CVRP Panel. Each consent has been reviewed in accordance with the contract scope and the ES and HS2 Undertakings and Assurances but with widely spaced and disparate requirements the holistic nature of the consenting requirements is being assessed and will be addressed through the incorporation of a scoping matrix integrating topics and cross cutting themes and opportunities.

4.1.3 To date three ecological mitigation sites (Harvil Road Tilehouse Lane and New Year Greene) have been constructed in the CVRP to compensate for the future loss of habitat for protected species. These will be managed and maintained by the enabling works contractors until their work is completed on HS2.

4.1.4 Advanced planting has been proposed in the Mid-Colne Valley and along Denham Way. These will act as either visual screening of construction sites and or compensation for loss of
vegetation in the Colne Valley Regional Park. However, this activity is not due to take place in 2019.

4.1.5 CIVILS work which includes the construction of haul roads, substations viaducts and construction compounds have been proposed to commence in 2019.

4.1.6 The above has taken into consideration the environmental impacts identified in the Environmental Statement and has incorporated mitigation measures to ensure that minimal impact will or has occurred.

4.1.7 The KESWMP will be reviewed and revised as appropriate and on a six-monthly basis by HS2 and its Contractors.