

# The High Speed Rail (London – West Midlands) (Greatmoor Railway Sidings Etc.) Order

## Draft Order and associated documents

### 8. Scoping Opinion



# Department for Transport

Eversheds LLP  
1 Wood Street  
London  
EC2V 7WS

For the attention of: Darren White

Martin Woods  
Head of TWA Orders Unit  
Department for Transport  
Zone 1/14-18  
Great Minster House  
33 Horseferry Road  
London SW1P 4DR

Direct Line: 020 7944 2488  
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Web Site: [www.gov.uk/dfi/twa](http://www.gov.uk/dfi/twa)

Our Ref: TWA 2/2/138

28 June 2016

Dear Mr White,

## **TRANSPORT AND WORKS (APPLICATION AND OBJECTIONS PROCEDURE) (ENGLAND AND WALES) RULES 2006: REQUEST FOR A SCOPING OPINION**

### **PROPOSED HIGH SPEED RAIL (LONDON-WEST MIDLANDS) (GREATMOOR RAILWAY SIDINGS ETC.) ORDER**

1. I refer to your email of 16 May 2016 requesting a scoping opinion under rule 8 of the above Rules in relation to the proposed relocation of the Calvert Waste Transfer Terminal operated by FCC Waste Services (UK) Limited from its current location to Greatmoor, Buckinghamshire, in connection with the construction of the HS2 line between London and Birmingham.

2. You enclosed with your email an EIA Scoping Report, produced by ETM and Arup/Aecom for High Speed Two (HS2) Limited (document number C252-ETM-EV-REP-020-000224). The Scoping Report describes the proposed scope and methodology for the Environmental Impact Assessment ("EIA"), which will be reported in the Environmental Statement ("ES") to accompany an application for the above proposed Order.

3. We have considered your request for an opinion on the proposed scope of the EIA in accordance with rule 8 of the above Rules. In formulating the scoping opinion, we have consulted the following -

- Aylesbury Vale District Council
- Buckinghamshire County Council
- Natural England
- Environment Agency
- Historic England.



## Water Resources and Flood Risk Assessment

11. **15.1.3-4** The screening distance for identifying surface water and groundwater features that may be affected by the proposed development should take into account activities which may affect sites more than 1 kilometre from the development having regard to the nature of those sites for example as a result of water dependency, and taking into account Natural England's Impact Risk Zones.

12. **15.2.3** The ES should explain the criteria used for deciding whether to undertake hydraulic modelling. In carrying out the assessment of the impacts of the proposed development on water resources and flood risk, the promoter should address the issues raised by Buckinghamshire County Council identified in Appendix A to its letter of 14 June 2016 commenting on the Scoping Report (attached).

### **Distribution**

13. Copies of this letter are being sent to those organisations which were consulted on the request for a scoping opinion, as listed at the beginning of this letter.

Yours sincerely,



**Martin Woods**

Land quality	Scoped in. In the absence of ground investigation information the potential for encountering land contamination during construction cannot be discounted.	Scoped in. In the absence of ground investigation information the potential for effects from land contamination during operation cannot be discounted.
	In the absence of any geo-conservation sites, this aspect of the Land Quality topic is proposed to be scoped out.	In the absence of any geo-conservation sites, this aspect of the Land Quality topic is proposed to be scoped out.
Landscape and visual	Potentially significant permanent and temporary effects on landscape and visual receptors are anticipated during construction of the Proposed Scheme.	Potentially significant permanent and temporary effects on landscape and visual receptors are anticipated during operation of the Proposed Scheme.
Socio-Economics	No businesses within the area are expected to experience significant effects as a result of the construction of the Proposed Scheme.	No businesses within the area are expected to experience significant effects as a result of the operation of the Proposed Scheme.
Sound, noise and vibration	Potential temporary effects, which may be significant, are likely during construction. Scoped in	Potential permanent effects, which may be significant, are likely during operation due to operational airborne noise and vibration from on-site activities.
Traffic and Transport	Scoped in due to potential temporary increase in HGV movements on some roads	Operational impacts are not expected to result in any likely significant effects. Scoped out.
Waste	Scoped out due to the limited quantities of waste materials anticipated to be generated during construction	Scoped out due to the limited quantities of waste materials anticipated to be generated during operation
Water resources and flood risk assessment	Potential significant effects on surface water and flood risk arising from construction of the Proposed Scheme.	Potential significant effects on surface water and flood risk arising from operation of the Proposed Scheme.



# AYLESBURY VALE DISTRICT COUNCIL

## Planning

Please ask for: Mrs Claire Bayley

Direct Line: 01296 585335

Switchboard: (01296) 585858

Text Relay: prefix telephone number with 18001

Email: [devcon@aylesburyvaledc.gov.uk](mailto:devcon@aylesburyvaledc.gov.uk)

Our Ref: 16/02034/INF1

Your Ref:



15 June 2016

Caroline O'Neill  
TWA Orders Unit  
Department For Transport  
Zone 1/14-18  
Great Minster House  
33 Horseferry Road  
London  
SW1P 4DR

Dear Ms O'Neill

### **Greatmoor Railway Sidings South Of Sheephouse Wood Calvert Application for: Proposed Scoping Opinion under the EIA Regulations for proposed High Speed Rail.**

I refer to the above scoping report received 19 May 2016 for the proposed development by HS2 Limited, for the railway and ancillary works for the relocation of Calvert Waste Transfer Terminal

To assist the Council forming a Scoping Opinion pursuant to Rule 8 of the Applications Rules, consultations have been carried out on the document submitted and copies of the responses received are available to view on the Councils website under the reference numbers above and which in our view will be relevant to the final format and content of the Environmental Statement.

To confirm, the scoping methodology is considered acceptable and generally the structure of the chapters in the ES is acceptable as scoped. However, an additional chapter is also required on lighting.

### **Policies and plans**

AVDC are currently preparing a new local plan; The Vale of Aylesbury Local Plan (VALP) and the draft is due for publication in June 2016 and out for consultation from the 7<sup>th</sup> July 2016.

### **Agriculture, forestry and soils**

The methodology and range of assessment in this Chapter is considered appropriate.



The AVDC Landscape Officer, has confirmed that the contents to be included in this chapter is acceptable as far as the scoping report goes. Impact of lighting and night assessment should also be included in this chapter. I understand that direct discussions have taken place with the Landscape Officer which is welcomed and it is advisable to continue discuss and agree the significance thresholds if possible. Please contact Jonathan Bellars on 01296 585367 for any follow up discussions.

#### **Sound, noise and vibration**

The Council's Environmental Health Officer has reviewed the EIA scoping report and is satisfied that the correct noise impacts have been identified and the methods/guidance to assess such impacts as part of any full EIA are suitable.

#### **Traffic and transport**

This is a matter which will be addressed in the consultation response from Buckinghamshire County Council, whom you have consulted directly.

#### **Waste and material resources**

This is a matter which will be addressed in the consultation response from Buckinghamshire County Council, whom you have consulted directly.

#### **Water resources and flood risk assessment**

This is a matter which will be addressed in the consultation response from Buckinghamshire County Council, whom you have consulted directly.

#### **Cumulative Effects**

The methodology and range of assessment in this Chapter is considered appropriate.

**This letter constitutes the Local Planning Authority's formal "scoping opinion" under the Transport and Works (Applications and Objections Procedure) (England and Wales Rules 2006) In respect of the development proposed. I hope this is of help although you will appreciate that this opinion is without prejudice to the final decision or recommendation about the development or the adequacy of the Statement in its completed form.**

16

Yours sincerely,

*Mrs Claire Bayley*

Clare Bayley  
Principal Planning Officer (Large Development Team)



14 June 2016

BY EMAIL AND POST  
The TWA Orders Unit  
Department for Transport Zone  
1/18 Great Minster House  
33 Horseferry Road  
London  
SW1P 4DR.

To whom it may concern,

**Ref: Scoping Report on the Transport and Works Act for FCC Railway Sidings**

Thank you for your letter of the 13 May 2016 that offers the County Council the opportunity to comment on the proposals for the FCC Railway Sidings. The Council was only presented this report on the 8 June and for this reason has been unable to respond before this point. As you are aware Buckinghamshire County Council is in principle supportive of this scheme having supported these proposals throughout the HS2 House of Commons Select Committee process and is keen to see the proposal progress. However the Council does have some concerns that it would like to see addressed as the scheme progresses which are set out below.

1. East West Rail and HS2 Integration

In this area a number of schemes will be brought forward around the same time. These are the High Speed 2 railway line, the East West Rail (EWR) line Aylesbury spur and the FCC Railway Sidings. An integration study for EWR and HS2 was presented to the Council in May 2016 but this does not include the FCC Sidings Proposals. The Council understands that this proposal is relatively recent and therefore would not have fitted within the original integration study. However the Council would like to express its concerns that these schemes could be looked at in isolation. A joint up approach is required both to ensure timely delivery and minimal disruption to the local communities.

2. Flood Water

Based on the information provided in the High Speed 2 Transport and Works Act Order for FCC waste transfer siding south of Sheephouse Wood EIA scoping report (document number: C252-ETM-EV-REP-020-000224), the Council's Strategic Flood Management Team are pleased that Water Resources and Flood Risk Assessment will be scoped into the Environmental Impact Assessment (EIA).

The Council are happy with the method of assessment suggested in Chapter 15 Water Resources and Flood Risk Assessment, Section 15.2 Method of Assessment, Paragraph 15.2.3; however we expect to see clarification within the EIA of the criteria for undertaking hydraulic modelling.



impact on the operation of the A41 is also a key issue and the Transport Assessment must demonstrate that the roundabout junction between the A41 and the site will continue to operate within acceptable limits

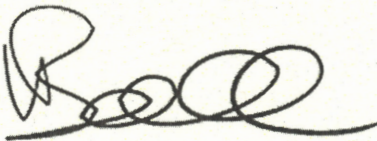
The Council agree with the 5% change threshold for triggering the need for junction assessments in the network peak hours suggested at para 13.2.5 on page 51. It is also agreed, as suggested at para 13.2.6, that separate discussions should be had regarding highway matters with the Council to ensure that the Transport Assessment is in line with requirements.

The use of baseline year traffic data from 2012 set out in para 13.2.9 is not acceptable. Traffic data should be recent and not normally more than 3 years old. Factoring data is not an acceptable method of deriving 2016 traffic data and new surveys should be undertaken where necessary. The future year should be clarified.

In summary full details of the access arrangements should be provided on plans to a scale 1:500. The Council would strongly recommend the use of the existing purpose built FCC access to the A41 to serve the site as this will minimise impact on rural roads. However an assessment of the suitability of those access arrangements for intensified use must be provided. A full Transport Assessment should be prepared to set out the implications of the proposals and the document should be prepared in consultation with the Highway Authority and in accordance with the National Planning Policy Guidance on Transport Assessment and having regard to the previous 2007 guidance. The Transport Assessment will need to demonstrate that the impact of the proposals on the highway network are not severe in the context of National Planning Policy Framework requirements.

The Council looks forward to working with HS2 to bring this scheme forward.

Yours faithfully

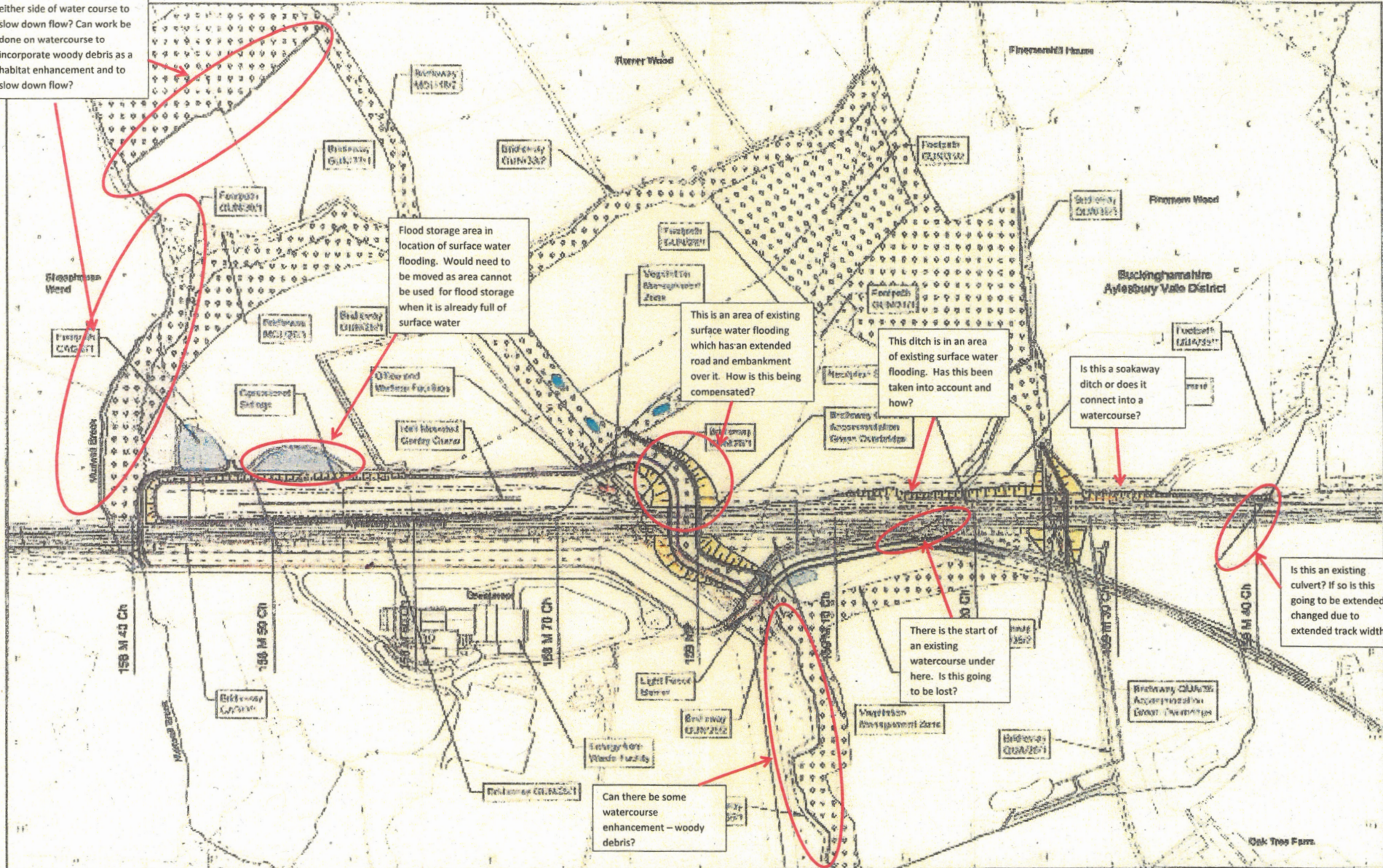


**Ian Boll**  
Director of Regeneration and Infrastructure

Officer Contacts: Thomas Fitzpatrick and Laura Martin-Leech  
Email: [tfitzpatrick@buckscc.gov.uk](mailto:tfitzpatrick@buckscc.gov.uk) [lmartin@buckscc.gov.uk](mailto:lmartin@buckscc.gov.uk)



Can woodland area be spread either side of water course to slow down flow? Can work be done on watercourse to incorporate woody debris as a habitat enhancement and to slow down flow?



Flood storage area in location of surface water flooding. Would need to be moved as area cannot be used for flood storage when it is already full of surface water

This is an area of existing surface water flooding which has an extended road and embankment over it. How is this being compensated?

This ditch is in an area of existing surface water flooding. Has this been taken into account and how?

Is this a soakaway ditch or does it connect into a watercourse?

Is this an existing culvert? If so is this going to be extended or changed due to extended track width?

There is the start of an existing watercourse under here. Is this going to be lost?

Can there be some watercourse enhancement - woody debris?

- Legend**
- Building
  - Coupled retention pond
  - Retaining pond
  - Replacement flood/r. storage
  - Woodland habitat creation
  - Grassland habitat creation
  - M152 Hybrid SS
  - Woodland habitat creation
  - M152 Hybrid SS
  - Grassland habitat creation
  - Community town boundary
  - Watercourse diversion
  - Existing watercourse
  - Ditches - new
  - Wooden habitat creation
  - Main w/ty works
  - Existing public rights of way (PROW)
  - New, diverted or realigned PROW
  - Stopped-up PROW
  - Rail alignment
  - Noise fence barrier
  - Clearance (e.g. 100M 10CH)

CT-06-052-TWAO  
 Proposed Scheme  
 TWAO - High Speed Rail (London - West Midlands) (Great Ouse Railway Sidings)

hs

Scale: 1:5000

North Arrow

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100019340



## Rights of way comments

Please see attached annotated plan.

- 1) Definitive footpath is not accurately recorded; does it need diverting (see 7)?
- 2) Definitive footpath is not accurately recorded;
- 3) Definitive footpath is not accurately recorded
- 4) It would be useful to upgrade this route to bridleway in order to connect walkers and cyclists between the bridleway to the north and the 'footpath and cycleway' to the south;
- 5) In light of 4) this should be a bridge suitable for walkers and cyclists;
- 6) Alternative continuation of the footpath and cycleway is not shown, though the original is shown as deleted on the plan; and
- 7) Possible alternative route for footpath that seems to make sense on the map: definitive path probably reflects the (now changed) historical land use and boundaries; and this suggestion could be more attractive to the landowner.

In addition, in light of the feasibility paper submitted to DfT on the National Cycleway, see Extract 1, plans need to cross-reference these proposals and the suggested route through the area (see Extract 1 and comments by HS2 in their presentation 11/11/15 in Extract 2).

National Cycleway in association with HS2: Preliminary Feasibility Study

Stakeholder Information Pack: HS2 Rail REVISED September 2015



HS2 Rail runs adjacent to former Great Central Railway crossing Buckingham and Brackley Railway

A summary of possible sections on lands associated with HS2 Rail

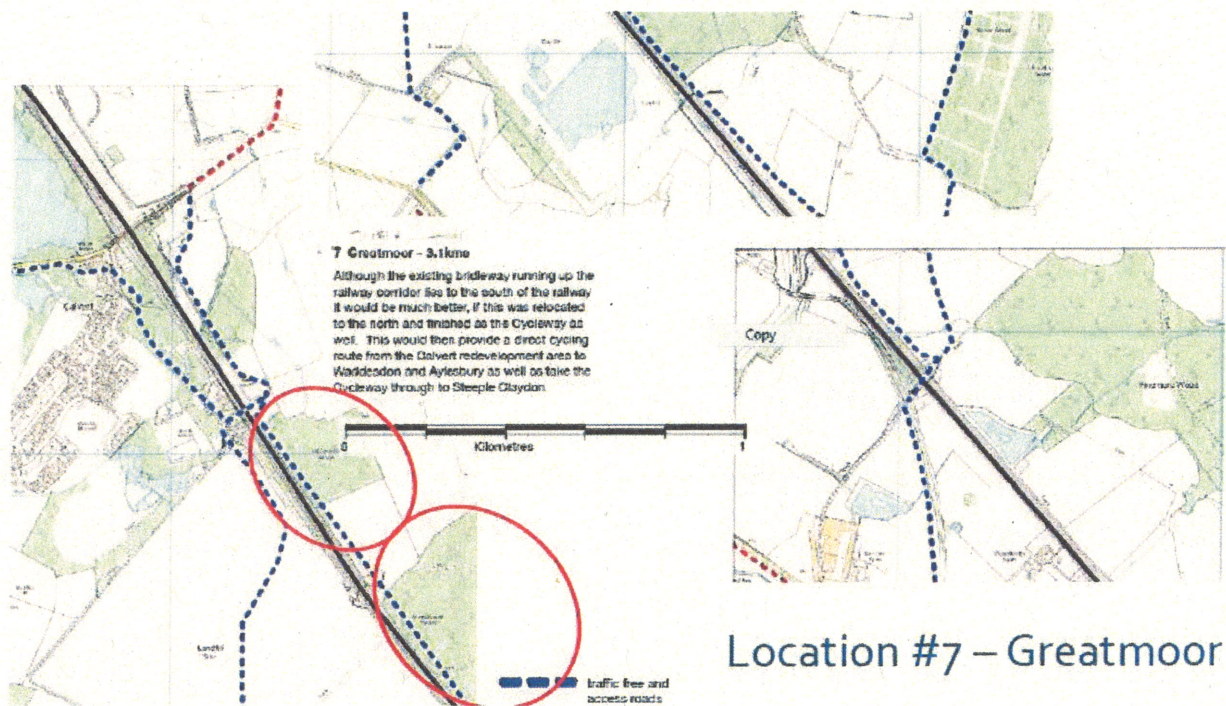
With detailed plans for each site enclosed in the second part of this document



# HS2 comments on National Cycleway interactions – dated Sep 2015

Presentation: 11 November 2015

www.gov.uk/hs2



Location #7 – Greatmoor

## 7 Greatmoor – 3.1kms

Although the existing bridleway running up the railway corridor lies to the south of the railway it would be much better, if this was relocated to the north and finished as the Cycleway as well. This would then provide a direct cycling route from the Calvert redevelopment area to Waddesdon and Aylesbury as well as take the Cycleway through to Steeple Claydon.

Extract 3







Date: 22 June 2016  
Our ref: Click here to enter text.  
Your ref: TWA/2/2/138



Transport and worksact@dft.gsi.gov.uk  
**BY EMAIL ONLY**

Customer Services  
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CW1 6GJ

T 0300 060 3900

Dear Ms O'Neill

**Transport and Works Act 1992 ("TWA") Transport and Works (applications and objections procedure) (England and Wales Rules 2006)**

**The proposed High Speed Rail (London –West Midlands) (Greatmoor Railway Sidings etc) Order**

Thank you for seeking our advice on the scope of the Environmental Statement in your consultation dated 18 May 2016 which we received on 19 May 2016.

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

Case law<sup>1</sup> and guidance<sup>2</sup> has stressed the need for a full set of environmental information to be available for consideration prior to a decision being taken on whether or not to grant planning permission. Annex A to this letter provides Natural England's advice on the scope of the Environmental Impact Assessment (EIA) for this development.

Should the proposal be amended in a way which significantly affects its impact on the natural environment then, in accordance with Section 4 of the Natural Environment and Rural Communities Act 2006, Natural England should be consulted again.

We would be happy to comment further should the need arise but if in the meantime you have any queries please do not hesitate to contact us. For any queries relating to the specific advice in this letter only please contact Kathleen Covill on [Kathleen.covill@naturalengland.org.uk](mailto:Kathleen.covill@naturalengland.org.uk). For any new consultations, or to provide further information on this consultation please send your correspondences to [consultations@naturalengland.org.uk](mailto:consultations@naturalengland.org.uk).

We really value your feedback to help us improve the service we offer. We have attached a feedback form to this letter and welcome any comments you might have about our service.

Yours faithfully

<sup>1</sup> Harrison, J in *R. v. Cornwall County Council ex parte Hardy* (2001)

<sup>2</sup> *Note on Environmental Impact Assessment Directive for Local Planning Authorities* Office of the Deputy Prime Minister (April 2004) available from <http://webarchive.nationalarchives.gov.uk/+http://www.communities.gov.uk/planningandbuilding/planning/sustainableenvironmental/environmentalimpactassessment/noteenvironmental/>





## Annex A – Advice related to the Greatmoor TWA EIA Scoping Report

Section numbers in this Annex reflect the numbering in the EIA scoping report

### 1. Project background

No comment.

### 2. Proposed scheme

**2.2.1** The description of the scheme location should fully reflect the landscape and setting. The description of the scheme in the EIA report needs to be sufficiently detailed to enable consideration of its construction and operational impacts.

**2.3.2** The proposed scheme is within an area that is important for both nationally and regionally significant bat populations. It must be demonstrated that the scheme can avoid committing offences under the Conservation of Habitats and Species Regulations, 2010 (as amended in 2012) or that failing this, a derogation in the form of a licence is needed, in which case the three licensing tests must be satisfied. These tests must ensure not only the maintenance of Favourable Conservation Status (FCS), but that there is a licensing purpose and no satisfactory alternative to the proposed scheme.

**Figure 2** This figure indicates a 'welfare and office facilities' building adjacent to the green bridge which is proposed as part of the mitigation package for bats impacts from both Greatmoor and HS2. The design and impact of this building at construction and operation phases should be scoped into the EIA process as it has the potential to reduce the effectiveness of the bat mitigation features due to increased noise, lighting and disturbance from human activity.

**Figure 3** As above, this figure indicates the presence of a satellite compound adjacent to the green bridge. The design and impact from the siting and operation of the satellite compound during construction should be scoped into the EIA given the importance of this crossing point for bats.

### 3. Approach to the Environmental Assessment

The EIA must include the following information to assess impacts on the natural environment:

- A description of the development – including physical characteristics and the full land use requirements of the site during construction and operational phases.
- Expected residues and emissions (water, air and soil pollution, noise, vibration, light, heat, radiation, etc.) resulting from the operation of the proposed development.
- An assessment of alternatives and clear reasoning as to why the preferred option has been chosen.
- A description of the aspects of the environment likely to be significantly affected by the development, including, in particular, population, fauna, flora, soil, water, air, climatic factors, material assets, including the architectural and archaeological heritage, landscape and the interrelationship between the above factors.
- A description of the likely significant effects of the development on the environment – this should cover direct effects but also any indirect, secondary, cumulative, short, medium and long term, permanent and temporary, positive and negative effects. Effects should relate to the existence of the development, the use of natural resources and the emissions from pollutants. This should also include a description of the forecasting methods to predict the likely effects on the environment.
- A description of the measures envisaged to prevent, reduce and where possible offset any significant adverse effects on the environment.
- A non-technical summary of the information.



## 7. Community

Natural England encourages any proposal to incorporate measures to help encourage people to access the countryside for quiet enjoyment. Measures such as reinstating existing footpaths together with the creation of new footpaths and bridleways are to be encouraged. Links to other green networks and, where appropriate, urban fringe areas should also be explored to help promote the creation of wider green infrastructure. Relevant aspects of local authority green infrastructure strategies should be incorporated where appropriate.

In addition to PRow, the EIA should consider potential impacts on access land and public open land in the vicinity of the development. Appropriate mitigation measures should be incorporated for any adverse impacts. We also recommend reference to the relevant Right of Way Improvement Plans (ROWIP) to identify public rights of way within or adjacent to the proposed site that should be maintained or enhanced.

## 8. Cultural Heritage

We advise that HS2 seek the advice of Historic England for detailed advice on this chapter.

With regard to heritage landscapes, the EIA should consider whether there is land in the area affected by the development which qualifies for conditional exemption from capital taxes on the grounds of outstanding scenic, scientific or historic interest. An up-to-date list may be obtained at [www.hmrc.gov.uk/heritage/lbsearch.htm](http://www.hmrc.gov.uk/heritage/lbsearch.htm) and further information can be found on Natural England's landscape pages [here](#).

## 9. Ecology

### Protected sites

We can confirm that there are no sites of European importance affected by the proposals.

**9.1.3** We welcome the use of Natural England's Impact Risk Zones (IRZs) to inform the EIA scoping for statutory sites of nature conservation and agree that Sheephouse Wood SSSI should be scoped in. However, it appears that the scoping report has scoped in SSSIs within 500m based on potential effects from air quality associated with waste management activities. Additional IRZs are triggered for the following development category which seems relevant to the proposed scheme: *3. All planning applications outside or extending outside existing settlements/urban areas affecting greenspace, farmland, semi natural habitats or landscape features such as trees, hedges, streams, rural buildings/structures.*

On this basis the following SSSIs should be scoped in, or the reasons for scoping them out set out in the scoping document:

- Sheephouse Wood
- Finemere Wood
- Grendon & Doddershall Woods
- Ham Home-cum-Hamgreen Woods

The Long Herdon Meadow SSSI IRZ is also triggered due to potential impacts from discharges. There does appear to be hydrological connectivity between the Muxwell Brook adjacent to the proposed scheme and the River Ray which flows into the SSSI. However there is considerable distance between the application site and the Long Herdon Meadow SSSI, and assuming mitigation measures are in place to minimise contamination of surface water then the risk would appear very low. We note that the land quality and water resources and flood risk chapters include consideration



- planting schemes and timings,
- maturity of vegetation to be planted,
- locations of temporary barriers/fencing,
- the lighting regime for the truck movements and sidings operations,
- sound proofing,
- detail on the offloading procedure,
- green bridge design principles,
- interactions between different mitigation elements.

This data should be presented in combination with the bat survey data in a coherent and coordinated way. The EIA should show clearly how impacts on sensitive receptors from the different stages of the sidings scheme will be addressed at both construction and operation stages, and how the cumulative and in combination effects with other projects will also be addressed.

The ES should assess the impact of all phases of the proposal on protected species (including, great crested newts, reptiles, birds, water voles, badgers and bats). Natural England does not hold comprehensive information regarding the locations of species protected by law, but advises on the procedures and legislation relevant to such species. Records of protected species should be sought from appropriate local biological record centres, nature conservation organisations, groups and individuals; and consideration should be given to the wider context of the site for example in terms of habitat linkages and protected species populations in the wider area, to assist in the impact assessment.

The conservation of species protected by law is explained in Part IV and Annex A of Government Circular 06/2005 *Biodiversity and Geological Conservation: Statutory Obligations and their Impact within the Planning System*. The area likely to be affected by the proposal should be thoroughly surveyed by competent ecologists at appropriate times of year for relevant species and the survey results, impact assessments and appropriate accompanying mitigation strategies included as part of the ES.

In order to provide this information there may be a requirement for a survey at a particular time of year. Surveys should always be carried out in optimal survey time periods and to current guidance by suitably qualified and where necessary, licensed, consultants. Natural England has adopted standing advice for protected species which includes links to guidance on survey and mitigation.

### Ancient Woodland

The Bernwood Forest area includes a number of ancient woodland blocks both within and outwith designated site boundaries, all of which will provide important roosting and foraging habitat for the woodland bat assemblages and other protected species present. It is important that impacts on ancient woodland are considered in the EIA for the proposed scheme.

Information about ancient woodland can be found in Natural England's standing advice [http://www.naturalengland.org.uk/Images/standing-advice-ancient-woodland\\_tcm6-32633.pdf](http://www.naturalengland.org.uk/Images/standing-advice-ancient-woodland_tcm6-32633.pdf).

Ancient woodland is an irreplaceable resource of great importance for its wildlife, its history and the contribution it makes to our diverse landscapes. The ES should have regard to the requirements under the NPPF (Para. 118)<sup>2</sup> which states:

*"Planning permission should be refused for development resulting in the loss or deterioration of irreplaceable habitats, including ancient woodland and the loss of aged or veteran trees found outside ancient woodland, unless the need for, and benefits of, the development in that location clearly outweigh the loss."*

### Habitats and Species of Principal Importance



Landscape Character Assessment (LCA), based on the good practice guidelines produced jointly by the Landscape Institute and Institute of Environmental Assessment in 2013. LCA provides a sound basis for guiding, informing and understanding the ability of any location to accommodate change and to make positive proposals for conserving, enhancing or regenerating character, as detailed proposals are developed.

Natural England supports the publication *Guidelines for Landscape and Visual Impact Assessment*, produced by the Landscape Institute and the Institute of Environmental Assessment and Management in 2013 (3rd edition). The methodology set out is almost universally used for landscape and visual impact assessment.

In order to foster high quality development that respects, maintains, or enhances, local landscape character and distinctiveness, Natural England encourages all new development to consider the character and distinctiveness of the area, with the siting and design of the proposed development reflecting local design characteristics and, wherever possible, using local materials. The Environmental Impact Assessment process should detail the measures to be taken to ensure the building design will be of a high standard, as well as detail of layout alternatives together with justification of the selected option in terms of landscape impact and benefit.

The assessment should also include the cumulative effect of the development with other relevant existing or proposed developments in the area. In this context Natural England advises that the cumulative impact assessment should include other proposals currently at Scoping stage. Due to the overlapping timescale of their progress through the planning system, cumulative impact of the proposed development with those proposals currently at Scoping stage would be likely to be a material consideration at the time of determination of the planning application.

The assessment should refer to the relevant [National Character Areas](#) which can be found on our website. Links for Landscape Character Assessment at a local level are also available on the same page.

## **12. Sound, noise and vibration**

No comments.

## **13. Traffic and transport**

No comments.

## **14. Waste and material resources**

No comments.

## **15. Water resources and flood risk assessment**

**15.1.3 and 15.1.4** state that the EIA will look at surface water and groundwater features within 1km of the proposed scheme. However, the screening distance should be informed by the activities that will take place in the vicinity of these sites and the nature of the sites themselves (e.g. water dependency). It is important that the screening out does not result in potential impacts being missed. Natural England's Impact Risk Zones can extend up to 3km for water dependant sites.

As highlighted in section 9 above, the Muxwell Brook may be hydrologically connected to the Long Herdon Meadow SSSI. The EIA should explore this and ensure cross referencing where necessary between the water resources and ecology sections of the ES.



## Caroline O'Neill

---

**From:** Smith, Sara [REDACTED]  
**Sent:** 06 June 2016 11:04  
**To:** Caroline O'Neill  
**Cc:** Kitchen, Jim; 'Simon.Dale-Lace' [REDACTED]  
**Subject:** FW: TWAO Calvert Sidings

Caroline

Please find attached our response which I send to Simon Dale-Lace in error.

Sara

Sara Smith  
Integrated Planning Specialist  
Environment Agency  
[REDACTED]

---

**From:** Smith, Sara  
**Sent:** 31 May 2016 10:38  
**To:** 'Simon.Dale-Lace' [REDACTED]  
**Cc:** Kitchen, Jim; Planning-Wallingford  
**Subject:** TWAO Calvert Sidings

Simon

I have reviewed the Scoping Opinion for the Calvert Sidings. I am happy that the data being used and the assessment of levels of risk and impact is correct.

My only comment relates to FCC's permit. As the boundary of the permitted area is changing, FCC will need to apply to vary its permit or for a new permit.

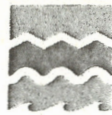
Sara

Sara Smith  
Integrated Planning Specialist  
Environment Agency  
[REDACTED]

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Historic England

SOUTH EAST OFFICE

Ms Caroline O'Neill  
Department for Transport (TWA Orders Unit,  
Legal Service)  
Zone 1/14-18, Great Minster House  
33 Horseferry Road  
London  
SW1P 4DR

Direct Dial: 01483 252027

Our ref: PA00430965  
Your ref: TWA/2/2/138

13 June 2016

Dear Ms O'Neill

### Request for Advice

**LAND SOUTH OF SHEEPHOUSE WOOD, CALVERT, AYLESBURY, BUCKS, MK18 2HF**

Thank you for contacting us on 18 May 2016 regarding an EIA screening/scoping opinion in relation to the above site.

### Advice

I note from the attached EIA scoping report that Cultural Heritage has been scoped in and that the designated assets in the area which might be affected by the Proposed Scheme have been identified.

We are therefore content that that the relevant information relating to the historic environment will be included in the Environmental Statement.

### Recommendation

The Environmental Impact assessment should now be carried out in accordance with the Phase 1 Scoping Methodology Report and the SMR Addendum. The local authority conservation officer should be involved in the process, along with the County Archaeological Service.

Yours sincerely

Chris Welch



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