

HIGH SPEED RAIL (LONDON - WEST MIDLANDS)

Supplementary Environmental Statement and Additional Provision 2 Environmental Statement

Volume 2 | Community forum area report

CFA8 | The Chalfonts and Amersham

July 2015

SES and AP2 ES 3.2.1.8



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Department for Transport

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Structure of the HS2 Supplementary Environmental Statement and Additional Provision 2 Environmental Statement

The Supplementary Environmental Statement (SES) and Additional Provision 2 Environmental Statement (AP2 ES) comprises:

- non-technical summary (NTS). This provides a summary in non-technical language of the SES (Part 1) and AP2 ES (Part 2) and of any likely significant environmental effects, both beneficial and adverse, which are new or different to those reported in the High Speed Two (HS2) Phase One Environmental Statement (ES) submitted to Parliament in November 2013 in support of the hybrid Bill ('the Bill') for Phase One of HS2 (hereafter referred to as 'the main ES') and, where relevant, the AP ES submitted in September 2014 (hereafter referred to as 'the AP1 ES'); Volume 1: introduction to the SES and the AP2 ES. This introduces the supplementary environmental information and design changes included within the SES and amendments which have resulted in the need to amend the Bill within the AP2 ES. It also explains any changes to the scope, methodology, assumptions and limitations required for the environmental impact assessment;
- Volume 2: community forum area (CFA) reports and map books. These describe the supplementary environmental information and design changes included within the SES (Part 1), amendments within the AP2 ES (Part 2) and report any new or different likely significant environmental effects arising from these changes in each CFA compared to those reported in the main ES and, where relevant, the AP1 ES. The main local alternatives that have been considered are described, where relevant;
- Volume 3: route-wide effects. This reports new or different likely significant route-wide effects arising from the supplementary environmental information and design changes included within the SES (Part 1) and amendments within the AP2 ES (Part 2) compared to those reported in the main ES and, where relevant, the AP1 ES;
- Volume 4: off-route effects. This reports new or different likely significant off-route effects arising from the amendments within the AP2 ES compared to those reported in the main ES and, where relevant, the AP1 ES;
- Volume 5: appendices and map books. This contains supporting environmental information and associated maps; and

- glossary of terms and list of abbreviations. This contains any new or different terms and abbreviations used throughout the SES and AP2 ES compared to those included in the main ES and AP1 ES.

Structure of this report

This volume of the SES and AP2 ES is divided into CFA reports, which are in turn divided into two parts.

Part 1 provides supplementary environmental information relating to:

- new baseline information with respect to European Protected Species surveys undertaken since the submission of the Bill;
- changes to the design or construction assumptions which do not require changes to the Bill; and
- corrections to the main ES.

Part 1 of each CFA report includes, where relevant:

- a description of the changes or updates within the CFA that have triggered the need for reassessment;
- an assessment of the environmental effects of the changes for relevant environmental topics considering the:
 - scope, assumptions and limitations of the SES assessment;
 - changes of relevance to the assessment;
 - environmental baseline;
 - effects arising during construction;
 - effects arising from operation; and
 - mitigation and residual effects; and
- a summary of any new or different likely residual significant effects as a result of the changes.

Part 2 provides environmental assessment information relating to proposed amendments to the design, which have resulted in the need to alter the powers conferred by the Bill. The following is included where relevant:

- a summary of the proposed amendments within each CFA that have triggered the need for reassessment;
- a description of each amendment;
- an assessment of the environmental effects of each amendment for relevant environmental topics considering the:
 - scope, assumptions and limitations of the AP2 ES assessment;
 - environmental baseline;
 - effects arising during construction;

- effects arising from operation; and
- mitigation and residual effects; and
- a summary of any new or different likely residual significant effects as a result of each proposed amendment.

1 Introduction

- 1.1.1 The Bill for High Speed Rail between London and the West Midlands was submitted to Parliament together with the main ES in November 2013. The AP1 ES, which was submitted in September 2014, contained generally minor amendments to the design of the original scheme (i.e. the scheme submitted in November 2013). The Bill and associated Additional Provisions to the Bill, if enacted by Parliament, will provide the powers to construct, operate and maintain Phase One of HS2.
- 1.1.2 Since the submission of the main ES and AP1 ES, a number of changes or updates to environmental information and scheme design or assumptions have occurred, which may lead to new or different significant effects. These effects, depending on the type of change, are reported in the SES (Part 1) or AP2 ES (Part 2) of this document.
- 1.1.3 The SES contains updated environmental baseline information and scheme information relating to changes that have occurred within the current limits and powers of the Bill, and therefore do not require an Additional Provision to the Bill. This includes:
- additional environmental baseline information;
 - changes to the design or construction assumptions which do not require changes to the Bill; and
 - corrections to the main ES.
- 1.1.4 The purpose of the SES is to provide an assessment of any new or different likely significant environmental effects arising from the changes described.
- 1.1.5 The standard measures that will be used to mitigate likely significant adverse environmental effects during construction and operation of the scheme are described in the main ES, Volume 1, Section 9 and the draft Code of Construction Practice (CoCP) submitted in support of the Bill. Implementation of these measures has been assumed in this SES and AP2 ES.
- 1.1.6 It should be noted that, since submission of the Bill, the scheme design has been revised by SES design changes, amendments described in the AP1 ES (AP1 amendments) and/or amendments described in the AP2 ES (AP2 amendments). In order to differentiate between the original proposals and subsequent changes, the following terms are used:
- 'the original scheme' - the Bill scheme submitted to Parliament in November 2013, which was assessed in the main ES;
 - 'the AP1 revised scheme' - the original scheme as amended by the AP1 submitted in September 2014;
 - 'the SES scheme' - the original scheme with the design changes described in the SES; and
 - 'the AP2 revised scheme' - the original scheme as amended by the SES scheme and AP2.

Part 1: Supplementary Environmental Statement

2 Summary of changes

2.1 New environmental baseline

Ecology

- 2.1.1 Surveys for bats, great crested newt, otter and white-clawed crayfish have been undertaken in the Chalfonts and Amersham area since production of the main ES (September 2013). In addition, habitat surveys have been undertaken at selected woodland locations to assist in determining if these areas represent ancient woodland.
- 2.1.2 Details of all survey work and desk-study information gathered since September 2013, which are relevant to this area is provided in SES and AP2 ES Volume 5: Appendix EC-001-002 and SES and AP2 ES Volume 5 map series EC-04; EC-05; and EC-11.
- 2.1.3 The additional baseline data does not generate any new or different significant effects and, therefore, is not reported in Section 3.
- 2.1.4 SES and AP2 ES Volume 5: Appendix EC-002-002 provides a summary of additional baseline survey data collected since September 2013, which has resulted in no change to the conclusions of the main ES. SES and AP2 ES Volume 5: Appendix EC-003-002 identifies additional local/parish level effects, which occur as a consequence of SES changes but are not significant.

2.2 Changes to the design or construction assumptions not requiring a change to the Bill

- 2.2.1 There are no changes to the design or construction assumptions in the Chalfonts and Amersham area (CFA8) not requiring a change to the Bill that result in a new or different significant effect.

Changes to the design or construction assumptions in other CFAs affecting this CFA

- 2.2.2 Design changes in other CFAs affect CFA8, in particular the removal of the sustainable placement area at Hunt's Green Farm in the Dunsmore, Wendover and Halton area (CFA10). Consequently, the movement of excavated material by heavy goods vehicle (HGV) will be altered in this CFA and traffic flows will differ in comparison to the original scheme. The assessment in relation to this is presented in Section 3: 'Assessment of changes' under Traffic and transport.

2.3 Corrections to the main ES

- 2.3.1 Since submission of the Bill, the need for a number of corrections in the contents of the main ES has been identified. Table 1 provides a list of those instances where there has been a need to correct the Volume 2 CFA report for the Chalfonts and Amersham

area because of the potential to alter the significant environmental effects reported in the main ES or a factual inaccuracy relating to significant effects has been identified. The table gives the location of the correction in the main ES, the reason for the correction, replicates the text from the main ES, where applicable provides revised text, and identifies whether the correction changes a significant effect reported in the main ES. Where relevant, these corrections have been taken into account in the technical assessments contained within Section 3 of this SES.

Table 1: Summary of corrections to the main ES in CFA8

Reference in the main ES	Reason for correction	Text in the main ES	Revised text	Change to significant effects and mitigation
Traffic and transport Paragraph 12.4.13, Volume 2, CFA8 of the main ES	A moderate adverse effect during construction is reported for the junction of the A413 with School Lane (Amersham Old Town) and Shardeloes. This effect is related to delay and congestion to vehicle users. This, however, should have been reported as a major adverse effect.	A413 with School Lane (Amersham Old Town) and Shardeloes (moderate adverse effect)	A413 with School Lane (Amersham Old Town) and Shardeloes (major adverse effect)	Yes Junction of the A413 with School Lane (Amersham Old Town) and Shardeloes: Moderate adverse effect to major adverse effect, with regard to delay and congestion to vehicle users. There is no change to the mitigation required, as outlined in the main ES.
Traffic and transport Paragraph 12.4.13, Volume 2, CFA8 of the main ES	A moderate adverse effect during construction is reported for the junction of the A413 Amersham Bypass with the A404 Whielden Lane. This effect is related to delay and congestion to vehicle users. This, however, should have been reported as a major adverse effect.	A413 Amersham Bypass with A404 Whielden Lane (moderate adverse effect)	A413 Amersham Bypass with the A404 Whielden Lane (major adverse effect)	Yes Junction of the A413 Amersham Bypass with the A404 Whielden Lane: Moderate adverse effect to major adverse effect, with regard to delay and congestion to vehicle users. There will be no changes to the mitigation required, as outlined in the main ES.

2.4 Topics included in the SES assessment

2.4.1 The changes described above in Sections 2.1 to 2.3 result in new or different significant effects in respect of traffic and transport only.

3 Assessment of changes

3.1 Traffic and transport

Introduction

- 3.1.1 This section of the report describes the environmental baseline in relation to traffic and transport that is relevant to the assessment. It then identifies any new or different likely significant traffic and transport environmental effects as a result of the changes introduced in Section 2, compared to the original scheme.

Scope, assumptions and limitations

- 3.1.2 The assessment scope, key assumptions and limitations for the traffic and transport assessment are as set out in Volume 1, the Scope and Methodology Report (SMR) (Volume 5: Appendix CT-001 -000/1) and the SMR Addendum (Volume 5: Appendix CT-001-000/2) of the main ES.

Changes of relevance to this assessment

- 3.1.3 Design changes in other CFAs have resulted in alterations to the movement of excavated material. This includes removal of the sustainable placement area at Hunt's Green Farm in the Dunsmore, Wendover and Halton area (CFA10) (SES-010-001). Consequently, there have been alterations to forecast HGV traffic flows within the Chalfonts and Amersham area during construction, in comparison to those under the original scheme.
- 3.1.4 The main traffic and transport changes associated with the SES scheme changes are amended HGV flows on the A413 in the Chalfonts and Amersham area, notably a decrease in HGVs between Joiners Lane and the A404 Stanley Hill (the A413 between Bottom House Farm Lane and A404 Stanley Hill will no longer be used for the movement of excavated material). The movement of excavated material is also removed from the A404 Whielden Lane (between the A413 Amersham Bypass and Whielden Street). However, Joiners Lane, Chesham Lane/Denham Lane (between Joiners Lane and Chalfont St Peter vent shaft satellite compound) and the A355 Gore Hill/Amersham Road (between the A413 Amersham Bypass and the M40) will be used.
- 3.1.5 These changes have been assessed as they are considered to have the potential to result in new or different likely significant effects on traffic and transport.

Environmental baseline

Existing baseline

- 3.1.6 The existing baseline for traffic and transport remains the same as set out in Volume 2, CFA8, Section 12.3 of the main ES.

Future baseline

Construction

- 3.1.7 The future baseline for construction remains unchanged from that reported in Volume 2, CFA8, Section 12.3 of the main ES.

Operation (2026 and 2041)

- 3.1.8 The future baselines for operation in 2026 and 2041 remain unchanged from those reported in Volume 2, CFA8, Section 12.3 of the main ES.

Effects arising during construction

Avoidance and mitigation measures

- 3.1.9 Avoidance and mitigation measures are as set out in Volume 2, CFA8, Section 12.4 of the main ES.

Assessment of impacts and effects

Temporary effects

- 3.1.10 The changes in the SES scheme result in amended HGV traffic flows compared to the original scheme in this CFA. The amended HGV flows give rise to new or different likely significant effects, changing the level of significance, in relation to traffic related severance¹ for non-motorised users at the following locations:

- A413/A413 Amersham Bypass, between A355 Gore Hill and the boundary of CFA9: increase in HGV flows, resulting in a major adverse significant effect which is a different significant effect (reported in the main ES as a moderate adverse significant effect under the description 'A413/A413 Amersham Bypass, between A404 Whielden Lane and B485 Frith Hill/Chesham Road');
- A355 Gore Hill/Amersham Road between A413 Amersham Bypass and M40: increase in HGV flows, resulting in a major adverse significant effect which is a different significant effect (reported in the main ES as a moderate adverse significant effect); and
- A413 Amersham Road/Gravel Hill between Bottom House Farm Lane and Joiners Lane: decrease in HGV flows, resulting in a moderate adverse significant effect, which is a different significant effect (reported in the main ES as a major adverse significant effect).

- 3.1.11 The movement of excavated material is being removed from the A404 Whielden Lane (between the A413 Amersham Bypass and Whielden Street), and being introduced to Joiners Lane, Chesham Lane/Denham Lane (between Joiners Lane and Chalfont St Peter ventilation shaft satellite compound) and the A355 (between the A413 and the M40). In the main ES, significant effects on these roads in relation to traffic related severance for non-motorised users ranged from moderate adverse to major adverse. The changes in these locations do not give rise to any new or different significant effects to those reported in the main ES.

Permanent effects

- 3.1.12 Permanent effects of construction on traffic and transport are reported under effects arising from operation.

¹ In the context of this traffic and transport section, severance is used to relate to a change in ease of non-motorised users due to, for example, a change in travel distance or travel time or a change in traffic levels on a route that makes it harder for non-motorised users to cross. A reference to severance does not imply a route is closed to access.

Other mitigation measures

- 3.1.13 No changes to the mitigation measures reported in Volume 2, CFA8, Section 12.4 of the main ES are required.

Cumulative effects

- 3.1.14 Cumulative effects are as reported in Volume 2, CFA8, Section 12.5 of the main ES. The assessment has taken into account these cumulative effects, which include planned development and background traffic growth, as well as traffic and transport impacts of works being undertaken in other areas.

Summary of likely residual significant effects

- 3.1.15 The amended HGV flows as a result of the SES scheme will result in a major residual adverse significant effect in relation to traffic related severance for non-motorised users at A413/A413 Amersham Bypass, between A355 Gore Hill and the boundary of CFA9 (reported in the main ES as a moderate adverse significant effect under the description 'A413/A413 Amersham Bypass, between A404 Whielden Lane and B485 Frith Hill/Chesham Road') and at A355 Gore Hill/Amersham Road between A413 Amersham Bypass and M40 (reported as a moderate significant adverse effect in the main ES). There will also be a moderate residual adverse significant effect at A413 Amersham Road/Gravel Hill between Bottom House Farm Lane and Joiners Lane (which was reported in the main ES as a major adverse significant residual effect).
- 3.1.16 The significant residual effects that result from construction of the SES scheme are shown in the SES and AP2 ES Volume 5, CFA8 Map Book, Traffic and Transport Map Book and SES and AP2 ES Volume 5: Appendix TR-001-000.

Effects arising from operation

- 3.1.17 There will be no changes arising from the SES scheme during operation, consequently there will be no new or different likely residual significant effects arising from operation, compared to those reported in the main ES.

Part 2: Additional Provision 2 Environmental Statement

There are no amendments proposed within the Chalfonts and Amersham area (CFA8).

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