

HS2

High Speed Rail (London – West Midlands)

Supplementary environmental information report

Rocky Lane

November 2024



Department
for Transport

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High Speed Two (HS2) Limited
Two Snowhill
Snow Hill Queensway
Birmingham B4 6GA

Telephone: 08081 434 434

General email enquiries: HS2enquiries@hs2.org.uk

Website: www.hs2.org.uk

A report prepared for High Speed Two (HS2) Limited:



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1 Introduction

1.1 Background to High Speed Two

- 1.1.1 The hybrid Bill for High Speed Rail between London and the west Midlands ('the Bill') was submitted to Parliament together with an Environmental Statement (ES) in November 2013 ('the main ES'). The Bill was amended a number of times following its submission resulting in five Additional Provisions (APs) which were each accompanied by Supplementary Environmental Statements (SES).
- 1.1.2 Any new or different significant effects that were likely to result from changes to the design which did not require amendments to the Bill; changes to construction assumptions, new environmental baseline information and corrections to the main ES were reported in Supplementary Environmental Statements (SEEs). These were deposited alongside the APs.
- 1.1.3 The Bill was enacted in February 2017 to become the High Speed Rail (London – west Midlands) Act 2017 ('the HS2 Act'). The HS2 Act confers the necessary powers required to construct, maintain and operate the HS2 railway from London to the west Midlands.
- 1.1.4 HS2 comprises the construction of a new railway approximately 230km (143 miles) in length between London and the west Midlands. Passenger services will be provided by new high speed trains from 2026, which will travel at speeds of up to 360kph (225 mph).

1.2 Introduction to this SEI and its purpose

- 1.2.1 This Supplementary Environmental Information (SEI) report describes new or different likely significant effects at Wendover (within Community Forum Area 10) arising from changes to construction methodology and that exceed those reported in the ES (as amended) and that, despite the implementation of the controls set out in the Environmental Minimum Requirements (EMRs), are predicted to remain as new significant effects (NSE).

1.3 The Environmental Minimum Requirements

- 1.3.1 The HS2 EMRs set out the high-level environmental and sustainability commitments that the Government has entered into through the hybrid Bill process.
- 1.3.2 The EMRs consist of a suite of framework documents which: (i) define the mechanisms by which the nominated undertaker will engage with communities and other key stakeholders; and (ii) implement environmental and sustainability

management measures designed to protect communities and the environment during detailed design development and construction. The nominated undertaker is the body, appointed by the Secretary of State for Transport (SoS), responsible for delivering Phase One of HS2.

- 1.3.3 The nominated undertaker, taking forward the detailed design and implementation of Phase One of HS2, is required by the SoS to comply with the EMRs. The components of the EMRs are described in the EMR General Principles (CS755 02/17, February 2017).
- 1.3.4 The controls contained in the EMRs, along with powers contained in the HS2 Act and the Undertakings given by the Secretary of State, will ensure that impacts which have been assessed in the ES (as amended) will not be exceeded, unless any new impact or impacts in excess of those assessed in the ES:
- results from a change in circumstances which was not likely at the time of the ES¹;
 - would not be likely to do be environmentally significant²;
 - results from a change or extension to the project, where that change or extension does not itself require environmental impact assessment (EIA) under either (i) article 4(1) of and paragraph 24 of Annex 1 to the EIA Directive³ ; or (ii) article 4(2) of and paragraph 13 of Annex 2 to the EIA Directive⁴; or
 - would be considered as part of a separate consent process (and therefore further EIA if required).

¹ In addition, Supplementary Environmental Statements and Additional Provision Environmental Statements were published and tabled by the Promoter in July 2015, September 2015, October 2015 and December 2015

² i.e. a situation that could not reasonably have been anticipated at the time of the Environmental Statement. This covers all effects (both positive and negative)

³ 2011 consolidated EIA Directive (2011/92/EU)

⁴ Broadly, this would not allow those changes or extensions to the project (once it has received Royal Assent) which would give rise to adverse environmental effects within the EIA

2 Scope

- 2.1.1 Section 63(3) of the High Speed Rail (London – west Midlands) Act 2017 Act (“the Act”) amends Regulation 9 (relating to subsequent applications) of the Environmental Impact Assessment Regulations. In particular Regulation 9, paragraph (1)(b)(ii) of the Environmental Impact Assessment Regulations is amended to specifically reference the Act.
- 2.1.2 Regulation 9(3) allows the relevant planning authority to request further environmental information (under Regulation 25) where they believe environmental information currently provided is deemed not adequate to assess the significant effects of the development on the environment.
- 2.1.3 This Supplementary Environmental Information Report (SEI) provides further environmental information to the ES (as amended) so as to satisfy any requests under paragraphs 9 and 25 of the EIA Regs by the relevant planning authorities, West Buckinghamshire Council when considering any relevant subsequent applications.
- 2.1.4 Additionally, Paragraph 1.1.3 of the High Speed Rail (London – west Midlands) Environmental Minimum Requirements (EMR) General Principles states that:
- “The controls contained within the Environmental Minimum Requirements (EMRs) [...] will ensure that impacts which have been assessed in the ES will not be exceeded, unless any new impact in excess of those assessed in the ES results from a change in circumstances which was not likely at the time of the ES...”
- 2.1.5 Furthermore paragraph 3.1.8 states:
- “In the circumstances in the first bullet point of paragraph 1.1.3, if the significant adverse impacts identified in the ES are likely to be exceeded, the nominated undertaker will take all reasonable steps to minimise or eliminate those additional impacts. If despite these reasonable steps, significant impacts remain the nominated undertaker will report them.”
- 2.1.6 Consequently, this document also provides a report to meet the requirements of paragraph 3.1.8 of the EMR General Principles.

3 Site and works description

- 3.1.1 The site is located in Community Forum Area (CFA) 10, near Wendover, Buckinghamshire, at approximate Chainage 52+000.
- 3.1.2 Rocky Lane, spanning 600 m, links Chesham Lane to the east with the A413 to the west. The wider rural road network connects the villages of Wendover and Chesham.
- 3.1.3 Rocky Lane accommodates up to 1,300 motorised vehicles daily and is not part of any public transport route. It does not have a footpath. The ES (as amended) recorded an average of two non-motorised daily users on Rocky Lane, both of whom were cyclists.
- 3.1.4 Along Rocky Lane, there are two residential properties and a farmyard. There are several businesses located within 500 m of the Rocky Lane and A413 intersection along the A413, including a petrol station, car dealership, metal fabricator (Mayertorne Cottage), and the Firecrest Pub, are also located.
- 3.1.5 The site is presented in Figure 1 and Figure 2 below.

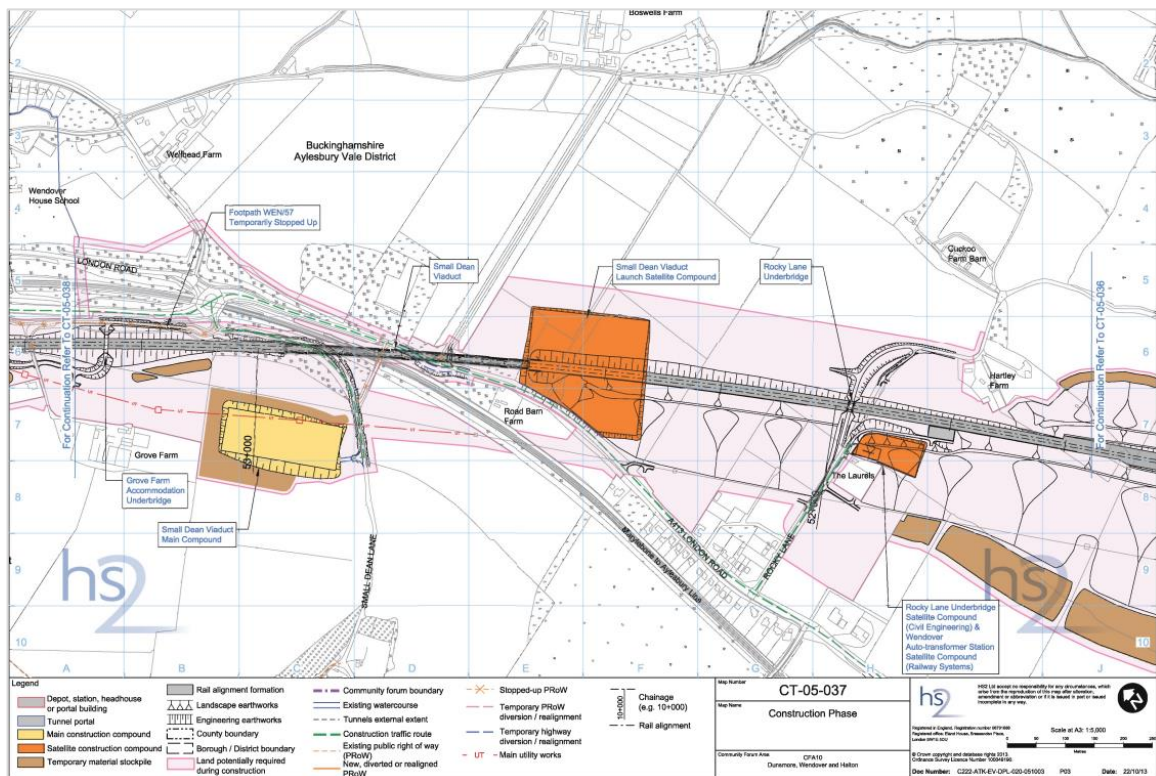


Figure 1 ES CFA 10 Map

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Figure 2 Post-HS2 highway network and associated construction works

3.1.6 The works assessed in this report include the following:

- The closure of Rocky Lane for a period of up to six-months starting from February 2025 to enable the completion of tie-ins for the Rocky Lane realignment into the existing road and completion of associated significant utilities works.

4 Summary of changes from the ES (as amended)

4.1 Changes to the engineering design and construction methodology from the ES (as amended)

4.1.1 Since the submission of the ES (as amended), it has been necessary to make changes to engineering design and construction methodology for the Rocky Lane permanent realignment works. These changes have resulted in the temporary closure of Rocky Lane for a period of up to six-months. These changes are described below.

Engineered Design and Construction Methodology as described in the ES (as amended)

4.1.2 The scheme, as assessed by the ES (as amended), includes a permanent realignment of Rocky Lane. This realignment will move Rocky Lane 40 m north of its current location, allowing it to pass under the new Rocky Lane Underbridge and the HS2 route.

4.1.3 The ES (as amended) anticipated that the construction of this realignment would occur "off-line," meaning the current roads would remain open and traffic could flow normally until the new alignment was ready to be connected to the existing highway network. The integration of the new alignment was expected to require only minimal traffic management, with short-term closures. These brief interruptions were projected to have a minimal impact on public traffic.

4.1.4 In the initial assessment of utilities within the ES (as amended), only major works with a significant impact on traffic and transport were considered. At the time of the ES's publication, no utility works near Rocky Lane were identified as major. The ES (as amended) notes that temporary local traffic management may be necessary to minimise any additional impact on public traffic.

Engineering and design changes since the time of the ES (as amended)

4.1.5 Since the ES (as amended), it has been determined that the required utility works are more extensive than assumed within the ES (as amended) and a longer term temporary road closure of Rocky Lane is required to complete the works. These utility works involve coordination with third-party utility providers and include:

- Installing a new water main along the new road alignment and connecting it to an existing Thames Water asbestos main on the eastern and western side of the realignment. Most of the installation can occur offline, but the road must be

closed for the final connection. Due to asbestos, specialised construction methods are required, leading to unforeseen delays.

- Installing a new BT Openreach cable and tying it into the existing cable. The road must be closed for these connections, and the road realignment work cannot begin until the cable installation is completed, resulting in unforeseen delays.

4.1.6 A temporary closure of Rocky Lane will be required for a period of up to six months, starting in February 2025, to complete the tie-ins and utility works.

4.1.7 During the closure, access will be maintained for the two residential properties affected by the closure. A signed 13.5 km diversion for all traffic, including HGVs, will be provided via Chesham Lane, Ballinger Road, Frith Hill, and the A413.

4.1.8 A shorter, 8.4 km informal route via Chesham Lane, King's Lane, Leather Lane, and the A413 is available for local traffic. This diversion is unsuitable for heavy use, particularly by HGVs, due to the narrow single carriageway of Leather Lane.

4.2 Topics impacted

4.2.1 Following a review of the combined changes in circumstances detailed in the preceding paragraphs new significant effects have been identified with respect to the following:

- traffic and transport.

4.2.2 Effects for other environmental topics assessed in the ES (as amended) because of the changes are not assessed to be significant and are not considered further in this report.

4.2.3 A review of the environmental topics identified above is reported in Chapter 5.

5 Assessment of changes

5.1 Traffic and transport

Introduction

- 5.1.1 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 environmental effects as a result of the changes introduced in Section 4, compared to the ES (as amended).

Scope, assumptions and limitations

Methodology

- 5.1.2 The assessment scope, key assumptions and limitations for traffic and transport are as set out in Volume 1, the SMR (Volume 5: Appendix CT-001-000/1) and the SMR Addendum (Volume 5: Appendix CT-001-000/2). This report follows the standard assessment methodology.

- 5.1.3 Definitions as defined in the Scope and Methodology Report Addendum (CT-001-000/2), Annex I, Section 3.

Assumptions and limitations

- 5.1.4 Local assumptions and limitations for traffic and transport are set out in the main ES (Volume 2, CFA10, Section 12).

Environmental baseline

- 5.1.5 The existing baseline for traffic and transport is as set out in Volume 2, CFA12, Section 12 of the ES (as amended).

Effects arising during construction

Avoidance and mitigation measures

- 5.1.6 The CoCP (see Volume 5: Appendix CT-003-000/1) will include measures which seek to reduce the impacts and effects of deliveries of construction materials and equipment, including construction lorry trips during peak background traffic periods. The CoCP includes HGV management and control measures.
- 5.1.7 Other measures in the CoCP include clear controls on vehicle types, hours of site operation, and routes for heavy goods vehicles, to reduce the impacts of road-based construction traffic. To achieve this, generic and site-specific management measures will be implemented during the construction of the works on or adjacent

to public roads, bridleways, footpaths, and other Public Right of Way (PRoW) affected by the works as necessary.

Assessment of significant effects

Traffic Flows

- 5.1.8 The closure of Rocky Lane for up to six-months will affect up to 1,300 motorised vehicle users per day. These vehicles will be required to undergo a maximum diversion of up to 13.5 km, resulting in a major adverse significant effect on traffic flows.
- 5.1.9 Access for the two affected residential properties will be maintained during the closure. A 13.5 km signed diversion for all traffic, including HGVs, will use Chesham Lane, Ballinger Road, Frith Hill, and the A413.
- 5.1.10 An unsigned, informal 8.4 km diversion via Chesham Lane, King's Lane, Leather Lane, and the A413 will be available for local traffic. Leather Lane is too narrow for heavy traffic and cannot serve as the main diversion.
- 5.1.11 The formal and informal diversion routes detailed above are illustrated in Figure A.1 and Figure A.2, Appendix A.

Severance

- 5.1.12 The closure of Rocky Lane for up to six-months will impact less than 10 non-motorised users per day. There is no public footpath along Rocky Lane, and the ES (as amended) recorded zero pedestrians and only two cyclists using the road daily.
- 5.1.13 As a result, non-motorised travellers will experience a subsequent diversion of approximately 5.2 km (Figure A.3), leading to a moderate adverse significant effect from severance.
- 5.1.14 No PRoW is impacted by the works described in this report.

Other mitigation measures

- 5.1.15 Closures have been phased to minimise the total duration of impact, whilst maintaining local access where possible.
- 5.1.16 EKFB will continue to develop their construction methodology and mitigation measures to minimise the duration of closures, whilst implementing local solutions to partially mitigate for local communities.

6 Conclusions

Table 1 provides a summary of the new significant effects anticipated because of the changes described in Section 4.

Table 1. Summary of new significant effects

Environmental Disciple/Category	Effect
Traffic & Transport – Traffic Flows	<p>The six-month temporary closure of Rocky Lane will require between 1,000 and 10,000 motorised vehicles per day to follow a signed 13.5 km diversion, resulting in a major adverse significant effect on traffic flows.</p> <p>A shorter (8.4 km), informal diversion route is available for local traffic.</p>
Traffic & Transport - Severance	<p>The six-month temporary closure of Rocky Lane will affect fewer than 10 daily users (two cyclists). The users of Rocky Lane will require a diversion of approximately 5.2 km, resulting in a Moderate adverse effect from severance.</p>

7 List of acronyms and abbreviations

Table 2. Acronyms and abbreviations

Acronym	Description
AP	Additional Provisions
BPM	Best Practicable Means
CFA	Community Forum Area
CoCP	Code of Construction Practice (Annex 1 of the EMRs)
CoPA	Control of Pollution Act
EIA	Environmental Impact Assessment
EMR	Environmental Minimum Requirements
ES	Environmental Statement
SES	Supplementary Environmental Statement
SoS	Secretary of State for Transport
PRoW	Public Right of Way

8 References

HS2 Environmental Statement, Volume 5: Appendix CT-001-000/1); Scope and Methodology Report (SMR).

HS2 Environmental Statement, Volume 5: Appendix CT-001-000/2); Scope and Methodology Report (SMR) Addendum.

HS2 Environmental Statement, Volume 2, Community Forum Area Report: CFA10 I
Dunsmore, Wendover and Halton

High Speed Rail (London west Midlands), Environmental Minimum Requirements
General Principal

9 Appendix A



Figure A.1 Rocky Lane closure signed diversion route (13.5 km)

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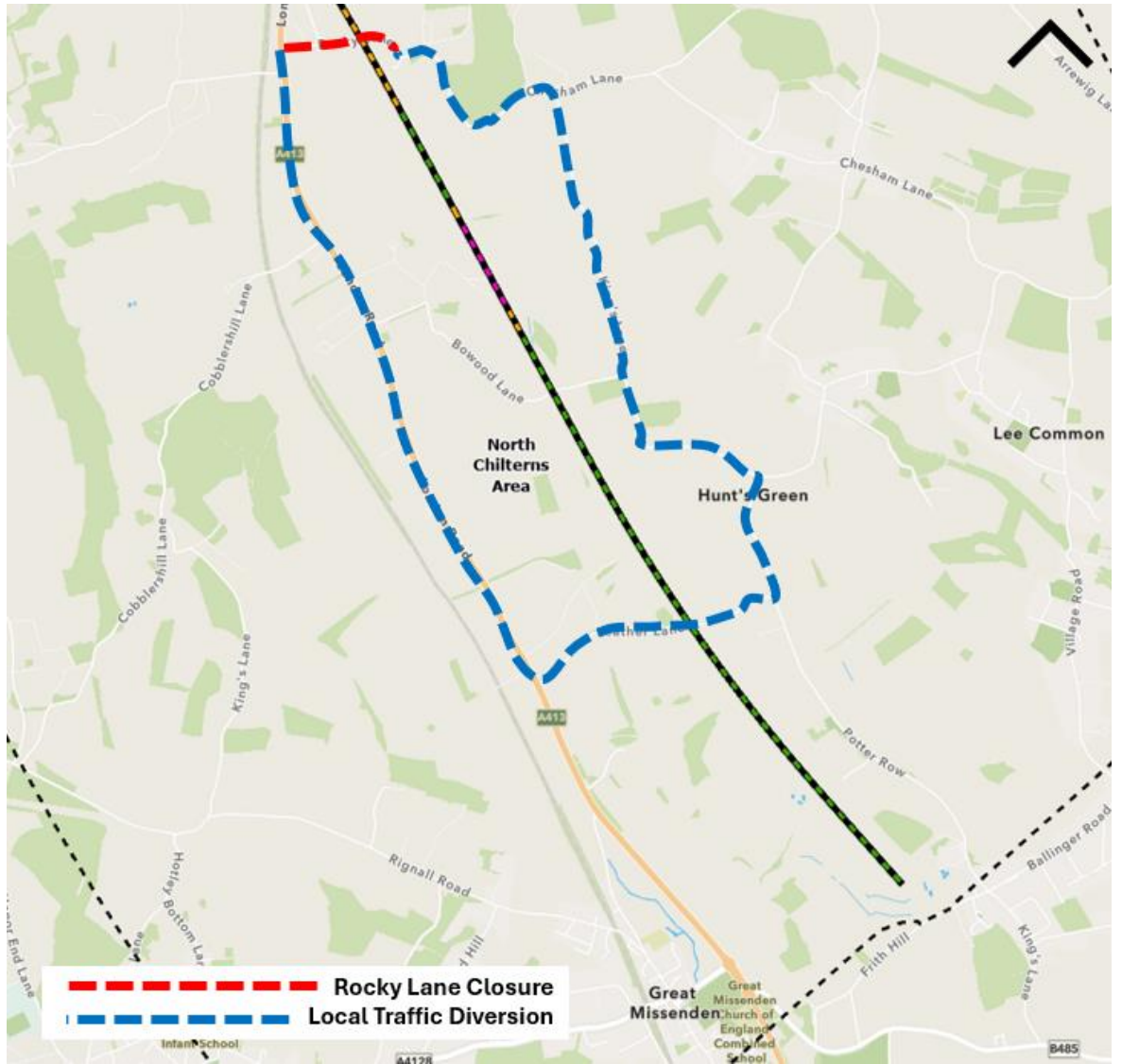


Figure A.2 Rocky Lane closure unsigned diversion route (8.4 km)

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Figure A 3. Rocky Lane non-motorised users diversion (5.2 km)