

HS2

High Speed Rail (London – West Midlands)

Supplementary environmental information report

Banbury Road, Greatworth

February 2025



Department
for Transport

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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 Banbury Road, Greatworth (within Community Forum Area 15) 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 Northamptonshire 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:
- 2.1.5 “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...”
- 2.1.6 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.”
- 2.1.7 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) 15 in West Northamptonshire, at approximate chainage 102+500 to 104+600.
- 3.1.2 The road network in this area serves a rural region and plays a vital role in connecting several villages including Greatworth, Sulgrave and Thorpe Mandeville.
- 3.1.3 The road network serves as a crucial link for residents of the mentioned villages, enabling them to access essential services, amenities and employment opportunities in nearby towns.
- 3.1.4 The road network serves as a connection point to the broader regional transportation infrastructure, ensuring access to major A-roads and supporting regional mobility and economic activities.
- 3.1.5 The ES (as amended) design is presented in Figure 1 below.

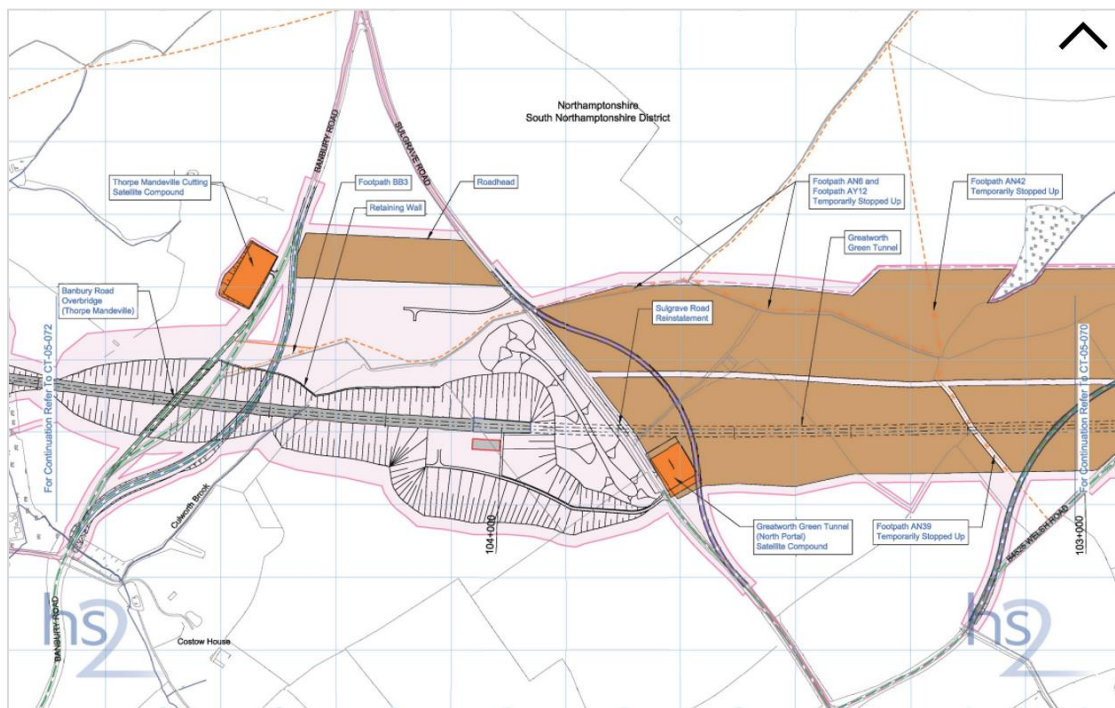


Figure 1. ES CFA 15 Mapbook

- 3.1.6 The works assessed in this report include the closure of Banbury Road for up to 24 months and the following diversions:
 - Diversion via Greatworth T and Welsh Lane (southern section of Sulgrave Road closed) (from Spring 2025 to Autumn 2025).

- Diversion via Greatworth T and a section of Welsh lane (Sulgrave and part of Welsh Lane closed) (from Autumn 2025 to Autumn 2027).
- Diversion via Sulgrave Road (from Autumn 2027 to Winter 2027)

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 works including and surrounding the Greatworth Green Tunnel. These changes have resulted in the temporary closure of Banbury Road. These changes are described below.

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

4.1.2 The ES (as amended) assumed the Greatworth Green Tunnel would span 2.1 km, from approximate chainage 102+000, 420 m west of Greatworth village, to approximate chainage 104+000, 1.1 km from south-west of Thorpe Mandeville village.

4.1.3 The ES (as amended) assumed the realignment of B4525 Welsh Lane and Sulgrave Road to construct the Greatworth Green Tunnel and for the Banbury Road overbridge to be constructed on a similar alignment as the existing Banbury Road.

4.1.4 Construction of the Banbury Road Overbridge would include a short temporary diversion parallel with the existing Banbury Road built to the southeast of the overbridge to avoid extended diversions during the construction phase.

4.1.5 The ES (as amended) estimated that the construction of the Greatworth Green Tunnel would take 2.5 years.

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

4.1.6 During the development of the design, it was decided to extend the Greatworth Green Tunnel by approximately 650 m north. The tunnel would now extend to approximate chainage 104+825 beyond Banbury Road, as shown below in Figure 2.

4.1.7 The extension reduces the Thorpe Mandeville Cutting by 650 m and will remove the 400 m Thorpe Mandeville retaining wall and the Banbury Road overbridge from the design plans.

Supplementary Environmental Information Report Banbury Road, Greatworth

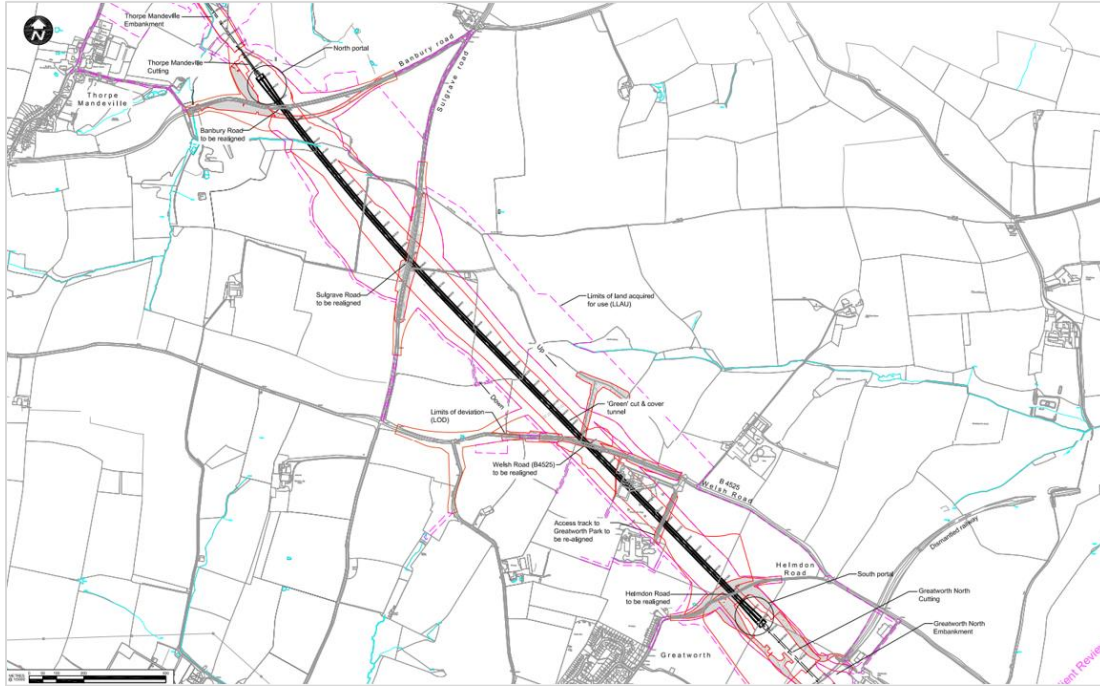


Figure 2. Post-HS2 highway network including Greatworth Green Tunnel extension.

- 4.1.8 The Greatworth Green Tunnel will extend into the construction site previously proposed in the ES (as amended) for the Banbury Road Overbridge. During construction, Banbury Road will be closed from Spring 2025 to Winter 2027. During this closure, phased diversions will be in place via Sulgrave Road, the Greatworth T temporary road, and B4525 Welsh Lane.
- 4.1.9 The longest diversion during the Banbury Road closure will be 6.59 km (see Figure A 1). Upon completion of construction, Banbury Road will be reinstated over the extended Greatworth Green Tunnel.
- 4.1.10 The proposed change is necessary to prevent significant delays and disruptions. The Greatworth T is designed to avoid separate diversions during the closures of Sulgrave Road and Welsh Road, which are required for constructing the Greatworth Green Tunnel. Without this change, a temporary diversion of Banbury Road would be needed which would result in a 36 month delay due to the need to build a segment of the tunnel first, then the permanent road alignment, and finally close the temporary diversion before continuing tunnel construction. The proposed change simplifies the process, reducing delays and minimising disruption to traffic and the community.

4.2 Topics impacted

- 4.2.1 The effects of the changes detailed above have been assessed in respect of all environmental topics reported in the ES (as amended) following the appropriate

assessment methodologies as set out in the Scope and Methodology Report and Addendum, inclusive of Technical Appendices where relevant.

4.2.2 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 & Transport

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

4.2.4 None of the other environmental topics reported in the ES (as amended) will experience additional environmental impacts as a consequence of these changes that result in new or different significant environmental effects when assessed in line with the methodologies specified in the Scope and Methodology Report (SMR) and Addendum.

4.2.5 As stated in Section 1.2, the purpose of this document is to report new or different likely significant effects that exceed those reported in the ES (as amended). Environmental topics that have been assessed as not experiencing NSE are not considered further in this report.

5 Assessment of changes

5.1 Traffic and transport

Introduction

- 5.1.1 This section of the report describes the environmental baseline in relation 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, CFA15, Section 12).

Environmental baseline

- 5.1.5 The existing baseline for traffic and transport is as set out in Volume 2, CFA15, 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.

Sequence of works

5.1.8 The road closures and diversion routes for the Banbury Road closure will occur in four phases and are as follows:

Phase 1 (Spring 2025)

5.1.9 Banbury Road will be closed, with traffic diverted via B4525 Welsh Lane, the northern portion of Sulgrave Road, and the newly constructed Greatworth Tee temporary road (Figure 4). The diversion distance is 6.59 km (see Figure A 1).

Phase 2 (Autumn 2025)

5.1.10 B4525 Welsh Lane will be closed east of its junction with Sulgrave Road. Traffic from Banbury Road will be diverted via the southern leg of the Greatworth Tee junction (Figure 5). The diversion distance is 6.05 km (see Figure A 2).

Phase 3 (Autumn 2027)

5.1.11 Sulgrave Road will reopen after reinstatement above the tunnel (Figure 6), allowing traffic to divert via the reopened road. The northern section of the Greatworth Tee temporary road will close. The diversion distance is 4.91 km (see Figure A 3).

Phase 4 (Winter 2027)

5.1.12 The permanent Banbury Road alignment will open above the completed Greatworth Tunnel, restoring normal traffic flow (see Figure A 4).

Assessment of significant effects

Traffic Flows

5.1.13 The Greatworth Green Tunnel will be extended beyond Banbury Road, requiring the closure of Banbury Road for a period of up to 2.5 years commencing in Spring 2025. The extension of the tunnel beyond Banbury Road was not anticipated in the ES (as amended). During the Banbury Road closure, construction activity will be phased, allowing diversion routes for Banbury Road traffic.

5.1.14 In the first phase, traffic will be diverted along the northern section of Sulgrave Road and the Greatworth T Temporary Road (the southern portion of Sulgrave Road will be closed). Traffic will follow the Greatworth T Temporary Road until it intersects B4525 Welsh Lane, as shown in Figure A 1. The diversion distance will be 6.59 km.

- 5.1.15 During the second phase, traffic will follow a route similar to that of Phase 1. Vehicles will be diverted along the northern section of Sulgrave Road and the Greatworth T temporary road. This temporary road will guide traffic west across the HS2 route and connect with the B4525 Welsh Lane. The southern portion of Sulgrave Road and the eastern portion of Welsh Lane will be closed, as illustrated in Figure A 2. The total distance of this diversion is 6.05 km.
- 5.1.16 In the third phase, traffic will be directed along the reopened Sulgrave Road to B4525 Welsh Lane, as shown in Figure A 3. The Greatworth T temporary road will be closed as it will no longer be needed. The diversion distance will be 4.91 km.
- 5.1.17 The diversions described above in Phases 1 to 3 are expected to increase traffic volumes along the diversion routes. Through careful planning, engagement, and strategic signage placement, this effect is expected to be managed to avoid significant impacts due to traffic displacement being spread over several alternative routes.
- 5.1.18 The longest diversion distance required by users of Banbury Road during the closure is 6.59 km. Due to the diversion distance, the duration of the closure and number of travellers affected (4,004 daily users, ES 2012 baseline survey), a major adverse significant effect on Traffic Flows has been assessed and identified.
- 5.1.19 There are no regularly scheduled public bus services on Banbury Road, Sulgrave Road, or the B4525 Welsh Lane. Additionally, no construction lorry routes will be adversely impacted by the proposed works.

Severance

- 5.1.20 The temporary closure of Banbury Road for up to 2.5 years will impact fewer than 200 non-motorised users per day. There is no public footpath along Banbury Road, and the ES (as amended) recorded an average two pedestrians and only three cyclists using the road daily.
- 5.1.21 As a result, fewer than 200 daily non-motorised travellers including pedestrians will require a diversion route extending their journey by more than 1,500 m, leading to a moderate adverse significant effect from Severance.

Other mitigation measures

- 5.1.22 Closures and diversions have been phased to minimise the total duration of impact, whilst maintaining local access where possible.
- 5.1.23 No construction lorry routes will be adversely affected by the proposed works.

- 5.1.24 EKFB will continue to develop their construction methodology and mitigation measures to minimise the duration of closures.

6 Conclusions

6.1.1 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 Discipline/Category	Effect
Traffic & Transport – Traffic Flows	<p>The temporary closure of Banbury Road for up to 2.5 years will require between 1,000 to 10,000 motorised vehicles to take a diversion adding up to 6.59 km to their journey.</p> <p>This will result in a major adverse significant effect on traffic flows.</p>
Traffic & Transport - Severance	<p>The temporary closure of Banbury Road for up to 2.5 years will require non-motorised users, such as pedestrians, to take a diversion that adds over 1,500 m to their journey.</p> <p>This will result in a moderate adverse significant effect due to 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: CFA15 | Greatworth to Lower Boddington

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

9 Appendix

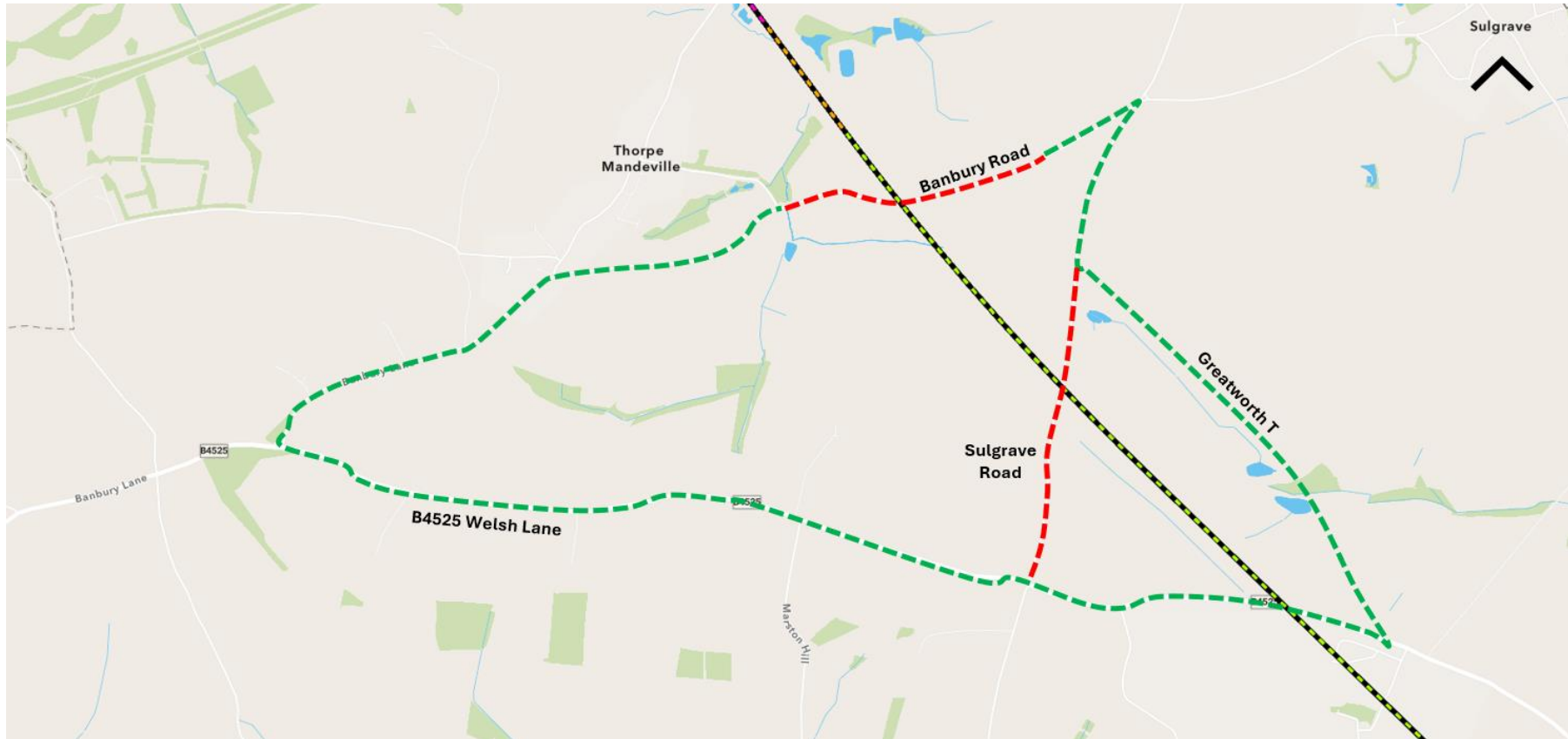


Figure 3. Phase 1 - Banbury Road and Sulgrave Road closure - initial diversion (Spring 2025).

Diversion distance is 6.59 km.

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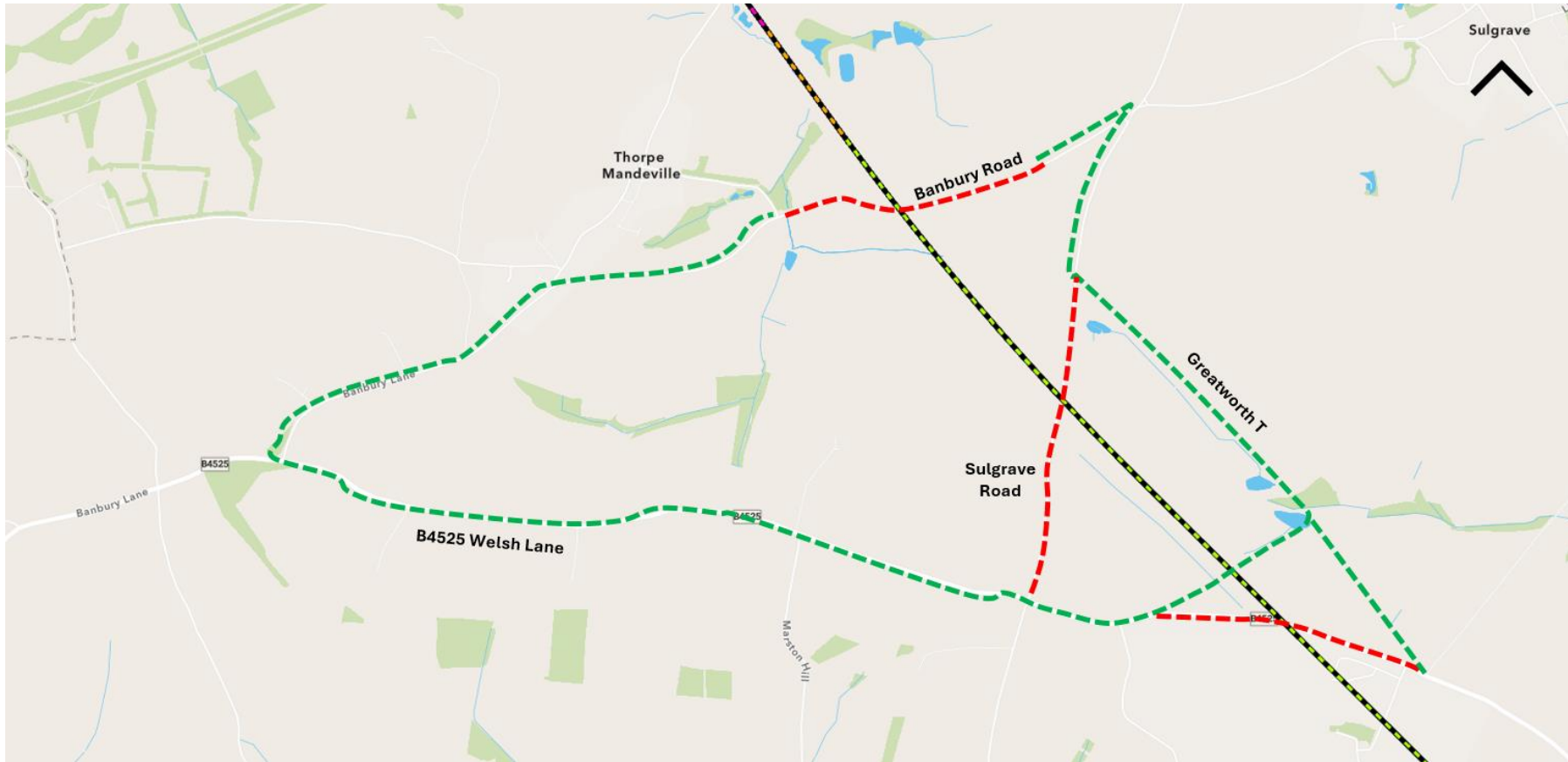


Figure 4. Phase 2 - B4525 Welsh Lane closure and diversion (from Autumn 2025).

Diversion distance is 6.05 km.

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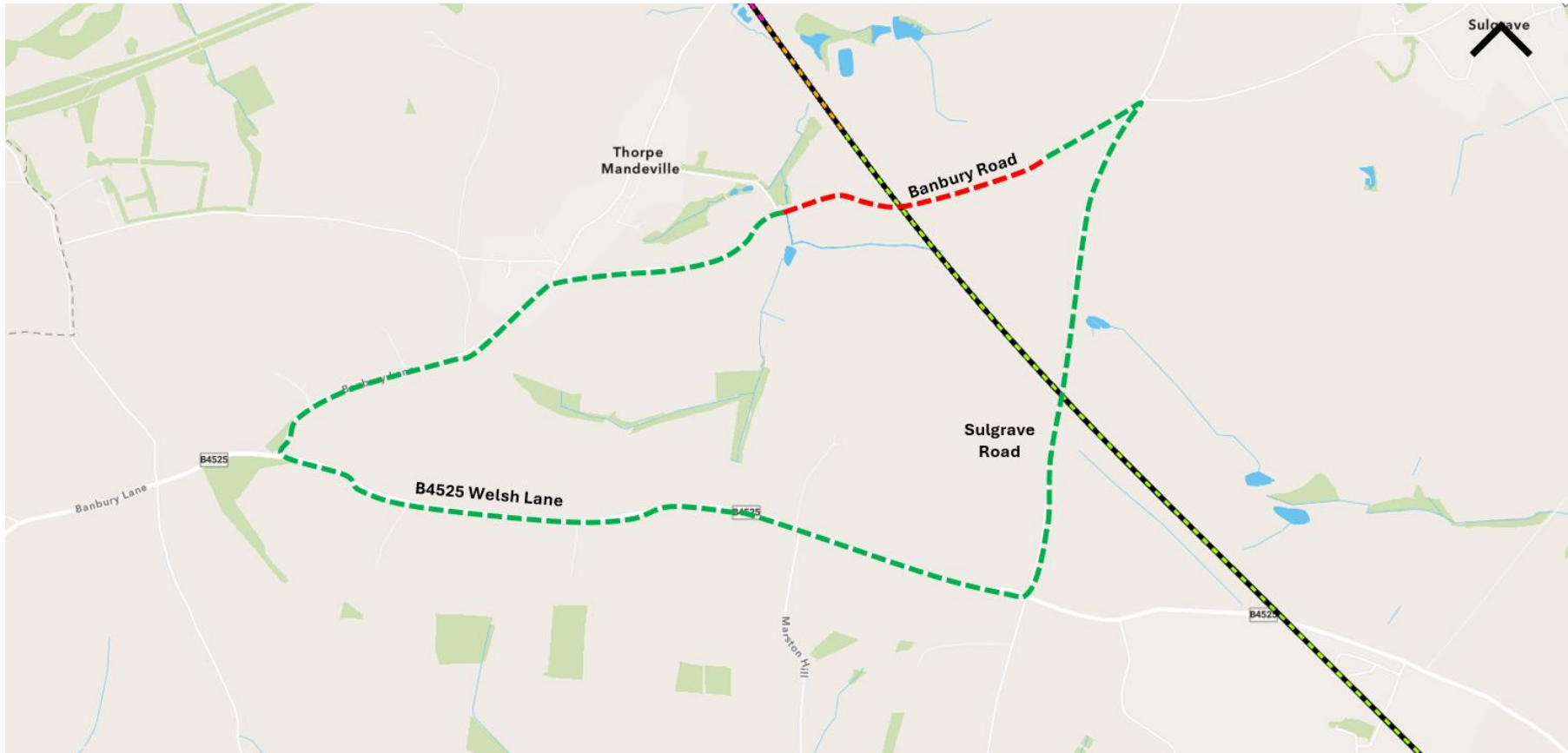


Figure 5. Sulgrave Road reopening and diversion (from Autumn 2027).
Diversion distance is 4.91 km.

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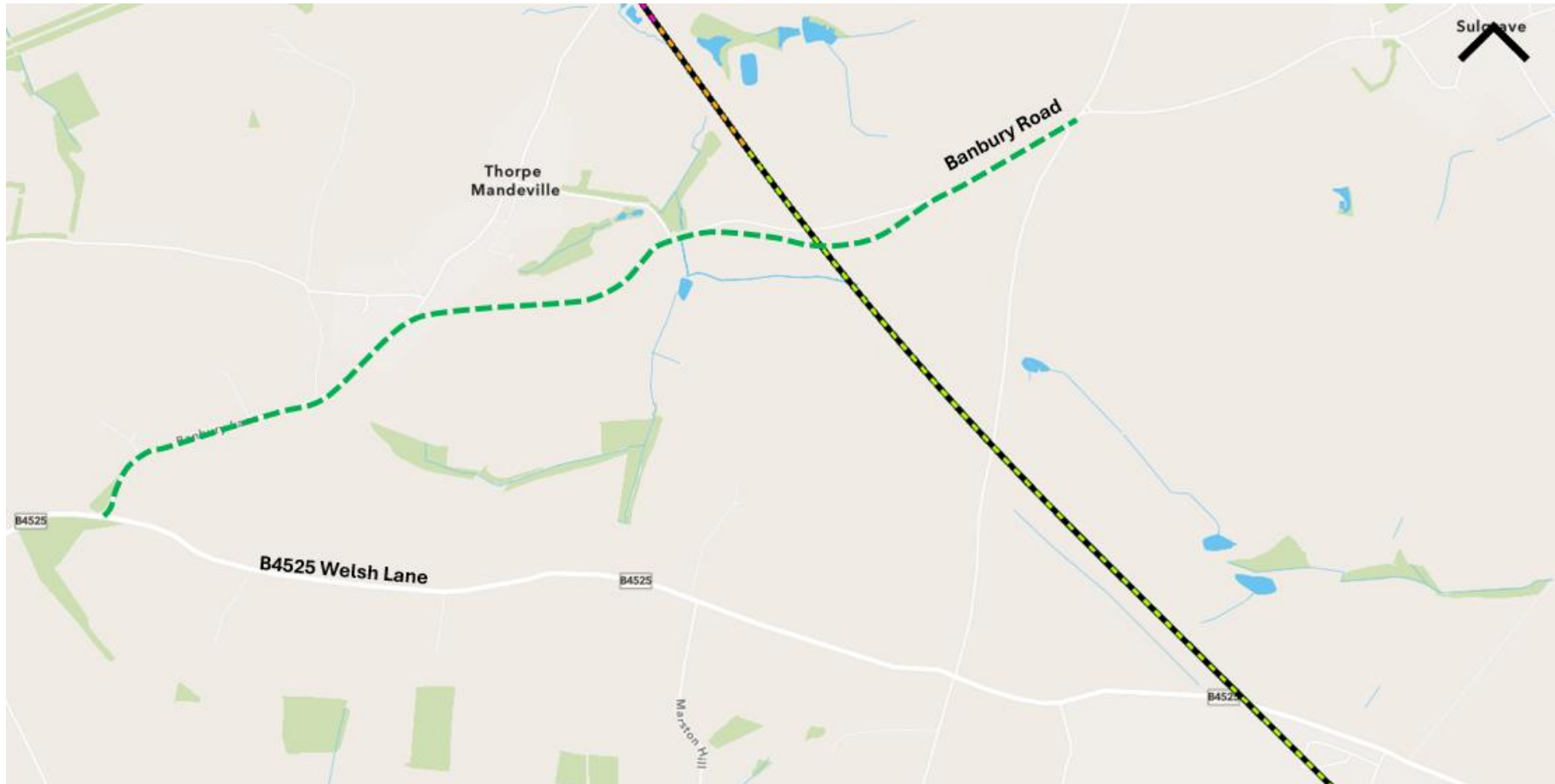


Figure 6. Phase 4 – Banbury Road reopening (Winter 2027).