

High Speed Rail (London – West Midlands)

Supplementary environmental information report

Temporary closure of Edgcott Road

May 2025



High Speed Two (HS2) Limited has been tasked by the Department for Transport (DfT) with managing the delivery of a new national high speed rail network. It is a non-departmental public body wholly owned by the DfT.

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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 12) arising from changes to construction methodology 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).

1.2.2 The Environmental Minimum Requirements

- 1.2.3 The HS2 EMRs set out the high-level environmental and sustainability commitments that the Government has entered into through the hybrid Bill process.
- 1.2.4 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.

- 1.2.5 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).
- 1.2.6 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 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 (in this case 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 works are located within Community Forum Area (CFA) 12, in rural Buckinghamshire. Edgcott Road connects Claydon Road to the east with Lawn Hill to the west, spanning approximately 2.06 km.
- 3.1.2 It provides local connectivity between the villages of Edgcott and Shipton Lee. Based on the ES (as amended), the road accommodates an estimated 630 daily motorised users and 7 non-motorised users (5 pedestrians and 2 cyclists).
- 3.1.3 No Public Rights of Way (PRoWs) or public transport routes are present along Edgcott Road.
- 3.1.4 The area overview during the construction phase is shown in the ES (as amended) maps presented in Figure 1 and Figure 2 below.

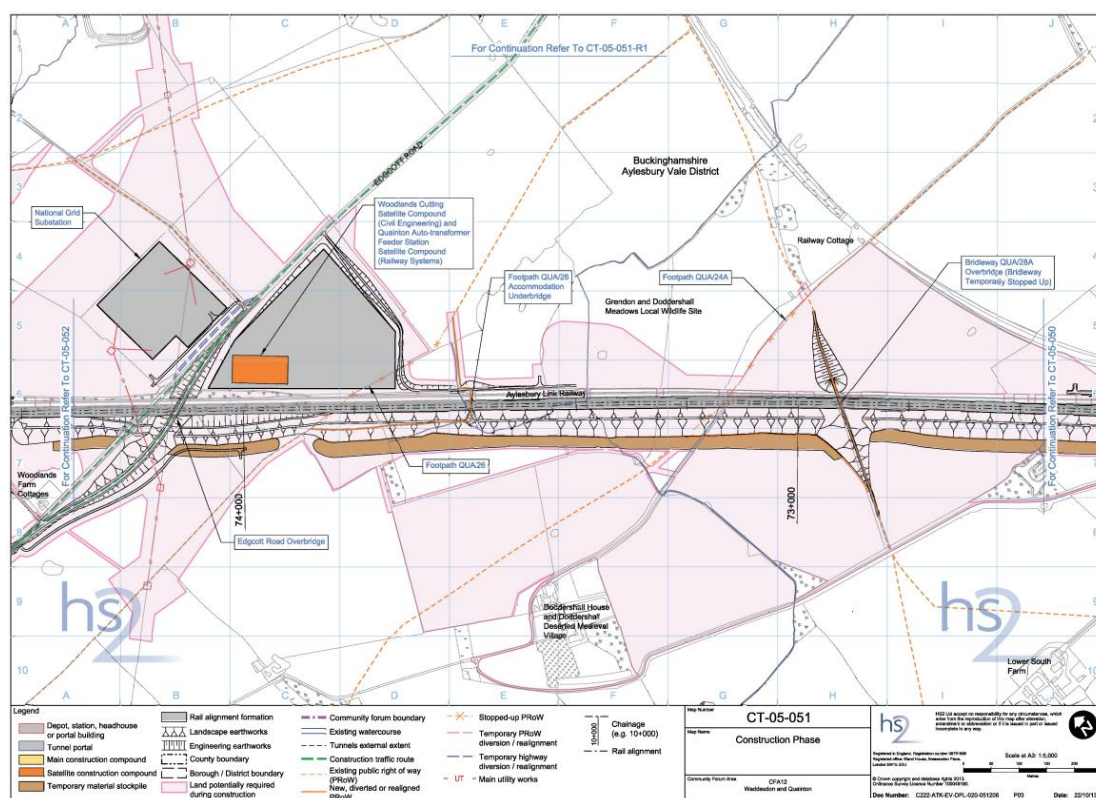


Figure 1. ES Volume 2, CFA 12, Construction Phase Mapbook CT-05-051

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Temporary closure of Edgcott Road

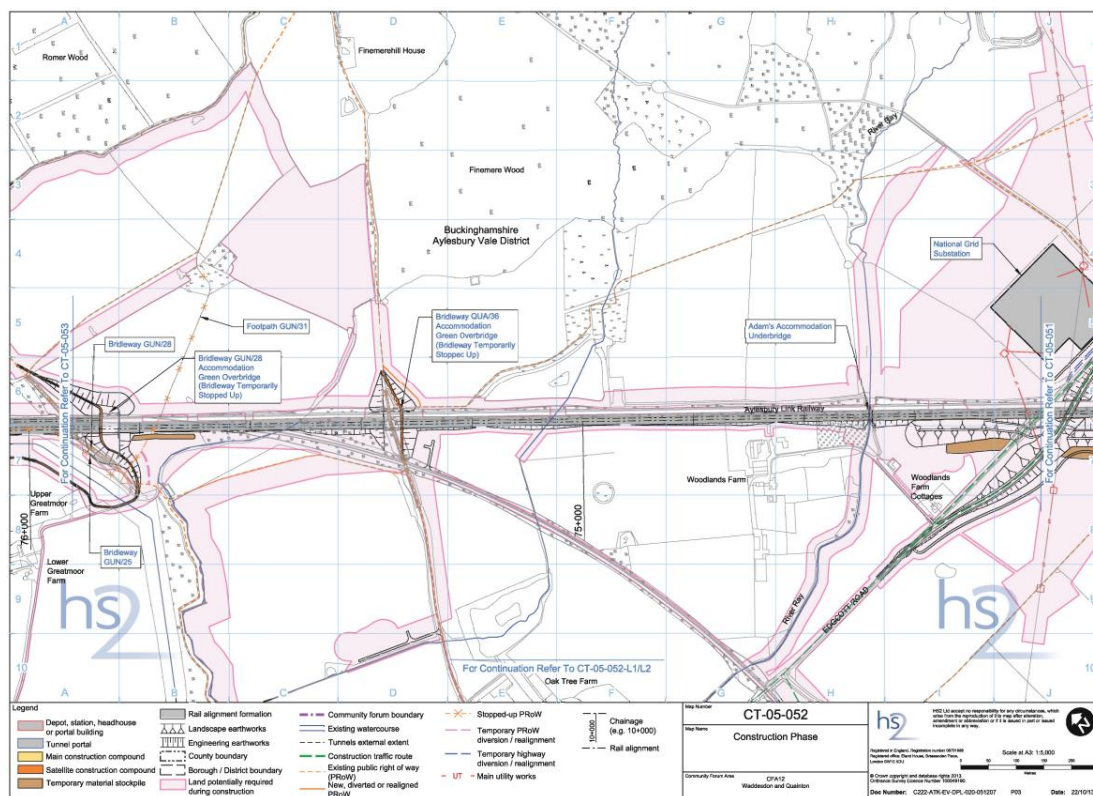


Figure 2. ES Volume 2, CFA 12, Construction Phase Mapbook CT-05-052

3.1.5 The construction proposals involve the realignment of Edgcott Road, requiring tie-ins to the existing road network and demolition of an existing bridge. The works necessitate a series of full road closures along a 1 km section of Edgcott Road during Q2 and Q3 2025, exceeding 28 days within a 12-month period.

3.1.6 The closures will occur in two phases:

- Phase 1 (18 June – 6 August 2025, 50 days): Completion of the eastern and western tie-in and associated drainage works.
- Phase 2 (8 September – 3 October 2025, 27 days): Demolition of the existing bridge and completion of the final road alignment, including finishing works.

3.1.7 Access to Woodlands Farm will be maintained throughout, including for emergency vehicles. No other properties are directly affected.

3.1.8 Figure 3 shows the alignment of Edgcott Road following completion of the proposed works.

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Temporary closure of Edgcott Road

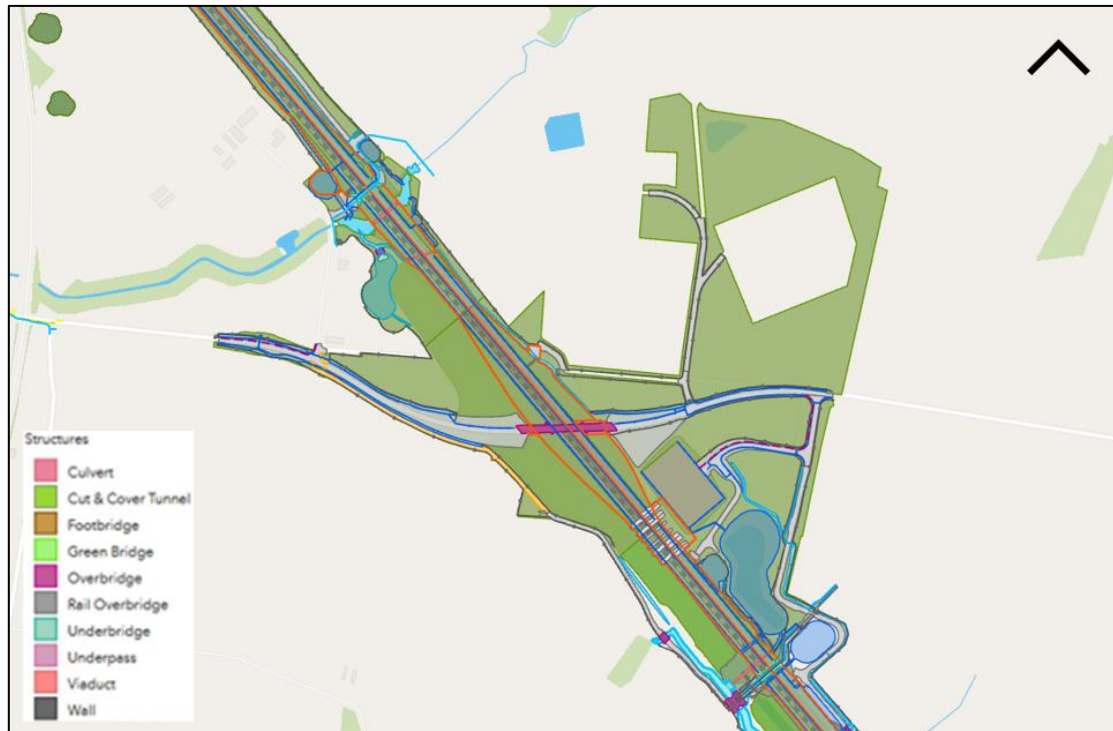


Figure 3. Edgcott Road area overview following completion of the proposed works

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 Edgcott Road permanent realignment works. These changes have resulted in the temporary closure of Edgcott Road for a period of up to 77 days. 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 Edgcott Road. This realignment reconfigures the existing road network to pass over the HS2 railway via a new overbridge.
- 4.1.3 The ES (as amended) anticipated that the construction of the Edgcott Road realignment would occur “off-line,” allowing the current road to remain open to traffic until tie-in works were completed. Only short-term closures (overnight/weekend) were expected to be required to connect the new road realignment with the existing highway, with minimal impact on public traffic
- 4.1.4 The ES (as amended) did not anticipate any major utility works in the Edgcott Road area. It was assumed that any necessary service diversions could be managed within short-term (weekend/overnight) road closures, avoiding extended impacts on users.

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

- 4.1.5 Since the ES (as amended), it has been confirmed that the tie-in works to the existing road network require a full-depth reconstruction of the carriageway. Additionally, a series of design changes - including revised gradients, the introduction of new drainage ditches, and overhead utility constraints - have extended the construction programme. These works can not be undertaken under lane closures and now require two full road closures totalling 77 days.
- 4.1.6 A temporary closure of Edgcott Road is required in two phases: 50 days between 18 June and 6 August 2025, and 27 days between 8 September and 3 October 2025. These closures are necessary to complete the road tie-ins, drainage works, and demolition of the existing bridge.

- 4.1.7 Access will be maintained throughout the closure period for the single affected property (Woodlands Farm). A signed 24.6 km diversion route for all traffic, including Heavy Goods Vehicles (HGVs), will be provided via Shipton Lee Road, Broadway (Grendon Underwood), the A41, and Blackgrove Road.
- 4.1.8 There are no shorter formal or informal diversion routes suitable for motorised traffic due to existing road constraints. Local PRowS across the HS2 trace are currently closed, and non-motorised users will be diverted via a 6.1 km route to the nearest open crossing at Blackgrove Road.

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, CFA12, 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 HS2 Control of Construction Practice (CoCP) (see Volume 5: Appendix CT-003-000/1) includes 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 Edgcott Road for a total of 77 days over two phases will affect approximately 630 motorised vehicle users per day. These vehicles will be required to undergo a maximum diversion of up to 24.6 km, resulting in a moderate significant effect on traffic flows.
- 5.1.9 Access for the one affected residential property (Woodlands Farm) will be maintained throughout the closure period. A 24.6 km signed diversion for all traffic, including HGVs, will use Shipton Lee Road, Broadway (Grendon Underwood), the A41, and Blackgrove Road.
- 5.1.10 There are no suitable informal diversion routes available for motorised traffic due to surrounding road constraints. The signed 24.6 km route represents the shortest feasible diversion suitable for all vehicles.
- 5.1.11 The signed diversion route is illustrated in Figure A 1 in Appendix A.

Severance

- 5.1.12 The closure of Edgcott Road will impact fewer than 10 non-motorised users per day. There is no public footpath along Edgcott Road, and the ES (as amended) recorded an average of five pedestrians and two cyclists using the road daily.
- 5.1.13 There are no highways or local PRow within 1,500 m of the affected section of Edgcott Road that provide non-motorised users with access across the HS2 route. All nearby PRow crossings are currently closed due to construction works associated with the project.
- 5.1.14 The shortest available route for non-motorised users from Edgcott Road is to travel 6.1 km south to Blackgrove Road, where the highway remains open to public traffic across the HS2 trace.
- 5.1.15 As a result, a minor significant effect from severance has been assessed.

Other mitigation measures

- 5.1.16 Closures have been phased to minimise the total duration of impact, whilst maintaining local access where possible.
- 5.1.17 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 Conclusion

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 from the Edgcott Road closures

Environmental Discipline/Category	Effect
Traffic & Transport Traffic Flows	<p>The temporary closures of Edgcott Road will require approximately 630 motorised vehicles per day to follow a signed 24.6 km diversion, resulting in a moderate significant effect on traffic flows.</p> <p>No shorter alternative diversion route is available due to local road constraints.</p>
Traffic & Transport Severance	<p>The closure of Edgcott Road will affect fewer than 10 daily non-motorised users (five pedestrians and two cyclists). These users will require a diversion of approximately 6.1 km, resulting in a minor effect from severance.</p>

7 List of acronyms and abbreviations

Environmental Discipline /Category	Effect
AP	Additional Provisions
CFA	Community Forum Areas
CoCP	Code of Construction Practice (Annex 1 of the EMRs)
EIA	Environmental Impact Assessment
EMR	Environmental Minimum Requirements
ES	Environmental Statement
HGV	Heavy Goods Vehicle
SMR	Scope and Methodology Report
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: CFA12 I Waddesdon and Quainton

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

9 Appendix A

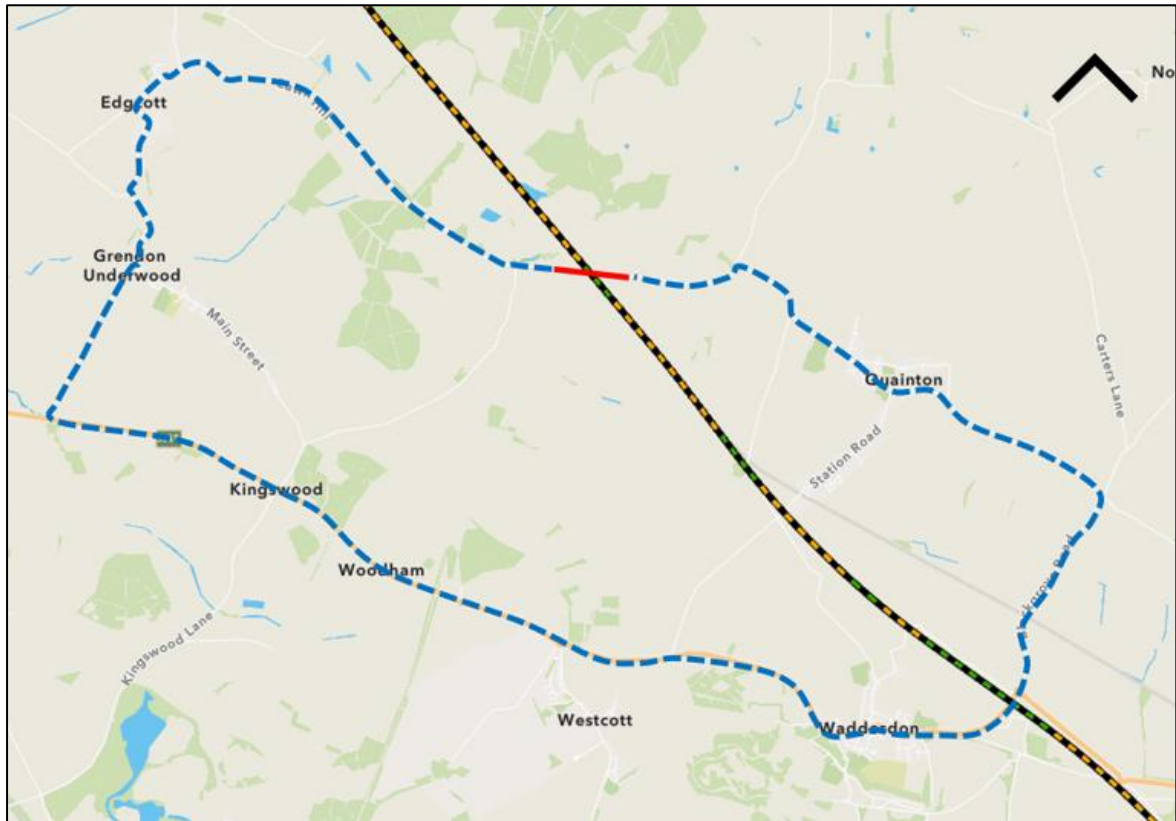


Figure A 1. Maximum diversion of 24.6 km for motorised users during Edgcott Road closure periods