LONDON-WEST MIDLANDS ENVIRONMENTAL STATEMENT

Volume 5 | Technical Appendices

Scope and methodology summary consultation report (CT-001-000/3)

November 2013

VOL 5

ES 3.5.0.15.3

LONDON-WEST MIDLANDS ENVIRONMENTAL STATEMENT

Volume 5 | Technical Appendices

Scope and methodology consultation summary report (CT-001-000/3)

November 2013

ES 3.5.0.15.3

Department for Transport

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.

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

High Speed Two (HS2) Limited,
Eland House,
Bressenden Place,
London SW1E 5DU

Details of how to obtain further copies are available from HS2 Ltd.

Telephone: 020 7944 4908

General email enquiries: HS2enquiries@hs2.org.uk

Website: www.hs2.org.uk

recycle

Printed in Great Britain on paper containing at least 75% recycled fibre.

HS2 London to West Midlands EIA Scope and Methodology Consultation Summary Report

A report to HS2 Ltd by Arup/URS

Condition A – Final
Date: 03 September 2012

ES 3.5.0.15.3

ARUPURS

Contents

List of acronyms

Abbreviations

AONB	Area of Outstanding Natural Beauty
AoS	Appraisal of Sustainability
Defra	Department for Environment, Food and Rural Affairs
DMRB	Design Manual for Roads and Bridges
EIA	Environmental Impact Assessment
EIAC	Environmental Impact Assessment Consultant
EPUK	Environmental Protection United Kingdom
ES	Environmental Statement
GLVIA	Guidelines for Landscape and Visual Impact Assessment
HS1	High Speed One (formerly Channel Tunnel Rail Link – CTRL)
HS2	High Speed Two
IEEM	Institute of Ecology and Environmental Management
IEMA	Institute of Environmental Management & Assessment
LWM	London to West Midlands
NPPF	National Planning Policy Framework
PPS	Planning Policy Statement
PROW	Public Rights of Way
SMR	Scope and Methodology Report
WCML	West Coast Main Line
WebTAG	Web Transport Appraisal Guidance
WFD	Water Framework Directive
ZTV	Zone of Theoretical Visibility

Executive summary

- HS2 Ltd undertook consultation on the HS2 Ltd London to West Midlands (LWM) Environmental Impact Assessment (EIA) Scope and Methodology Report (SMR), (draft for consultation, 30 March 2012), hereafter referred to as the 'draft SMR'. The consultation was held for a period of eight weeks, from 4 April 2012 until 30 May 2012. The purpose of which was to seek responses on the appropriateness of the proposed approach to the development of the EIA and subsequent Environmental Statement (ES) for Phase 1 (LWM) of the proposed high speed rail network (HS2), hereafter referred to as the 'Proposed Scheme'. The consultation led to 166 responses resulting in 5,434 individual comments.

- Each of the 5,434 comments has been reviewed and addressed by technical environmental topic authors of the draft SMR. This Consultation Summary Report, (this report), provides a summary of the type of responses received, the main themes which have emerged from the consultation, the main changes made to the draft SMR and justification for not including some comments into the revised SMR.

- The content of this Report must be considered alongside the HS2 LWM EIA SMR, (September 2012), hereafter referred to as the 'revised SMR'. Consultation responses considered directly relevant to the draft SMR have been considered, and incorporated into the revised SMR, as appropriate.

1 Introduction

1.1.1 The draft Scope and Methodology Report (SMR) was published for consultation on 4 April 2012. The consultation was held for an eight week period from 4 April 2012 until 30 May 2012. The purpose of the consultation was to seek responses on the appropriateness of the proposed approach to the development of the Environmental Impact Assessment (EIA) and subsequent Environmental Statement (ES) for Phase 1 London to West Midlands (LWM) of the proposed high speed rail network (HS2), hereafter referred to as the 'Proposed Scheme'.

1.1.2 During the consultation process, HS2 Ltd asked Local Authorities and Statutory Consultees and national interest groups along the route of the Proposed Scheme, for their views on the scope and methodology for the EIA and subsequent production of the ES and its appropriateness in determining likely significant environmental effects. A list of consultees is contained within Annex A and a list of those organisations who responded is contained within Annex B of this Consultation Summary Report, (hereafter referred to as the Report).

1.1.3 Although responses were sought from specific organisations, the draft SMR was also made available to the public through the HS2 Ltd website. All subsequent responses have been reviewed and considered.

2 Purpose of this Consultation Summary Report

2.1.1 This Report has been undertaken in parallel with the revised SMR. This Report provides an overview of the consultation responses received and how the draft SMR has been revised in light of these comments.

2.1.2 Where changes have been made to the draft SMR, these are included in the revised SMR (September 2012). Some themes which have emerged from the consultation have not however led to a change to the scope or the methodology being proposed but are concerned more with the EIA. Such comments have been noted and will be held for further consideration in the reporting of the ES.

3 Structure of this Consultation Summary Report

3.1.1 This Report is structured as follows:

- Section 4 - describes the methodology adopted to undertake the consultation;

- Section 5 - describes the process adopted for addressing the responses received as a result of the consultation;

- Section 6 - provides a more detailed summary of the types of comments raised, themes which have emerged from the consultation and changes made to the draft SMR. Justification is also provided on those comments which did not result in a change to the draft SMR. Section 6 is broken down into headings consistent with the sections of the draft SMR. These were:
    - Introduction;
    - EIA methodology;
    - Reporting of alternatives in the Environmental Statement;
    - Air quality;
    - Agriculture and soils;
    - Climate;
    - Community;
    - Cultural heritage;
    - Ecology;
    - Electromagnetic interference;
    - Land quality;
    - Landscape, townscape and visual assessment;
    - Sound and vibration;
    - Socio-economics;
    - Traffic and transport;
    - Waste and material resources;
    - Water resources and flood risk assessment; and
    - Structure of the Environmental Statement.

- Annex A of this Report contains the list of organisations consulted.

- Annex B of this Report contains a list of organisations who have responded to the consultation. There have also been responses from 44 private individuals, whose comments have been taken into account but for reasons of confidentiality, have not been included in this list. Similarly, those organisations who have requested anonymity have been omitted.

4 Consultation methodology

4.1.1 Local Authorities along the route of the Proposed Scheme were consulted in relation to the draft SMR. In addition, relevant Statutory Consultees and national interest groups were approached for their views.

4.1.2 The draft SMR was made available on the HS2 Ltd website for review by all other organisations and members of the public.

4.1.3 Written responses to the draft SMR were sent to HS2 Ltd during the eight week consultation period from 4 April 2012 to 30 May 2012. Comments on the draft SMR were then passed to the technical environmental topic authors of the draft SMR, who were asked to address the comments raised.

4.1.4 Organisations and individuals were encouraged to make responses to the consultation in writing; however the process was supplemented with a number of meetings at which HS2 Ltd sought to raise awareness of the draft SMR and to seek subsequent written feedback. The following meetings were held during the eight week consultation period:

4.1.5 **Environment Forum***

Appraisal of Sustainability Reference Group	3 May 2012

*Attended by English Heritage, Environment Agency and Natural England

4.1.6 **Planning Forums****

HS2 Northants/Oxford	8 May 2012
HS2 London	11 May 2012
HS2 Warwickshire	17 May 2012
HS2 Stafford	23 May 2012
HS2 Birmingham-Solihull	30 May 2012

**Attended by relevant Local Planning Authorities along the Proposed Scheme

4.1.7 **Environmental Health Practitioners Meetings*****

London Boroughs of Camden and Ealing	24 May 2012
Birmingham Metropolitan Borough Council, Solihull Metropolitan Borough Council, Lichfield District Council, North Warwickshire District Council, South Northamptonshire District Council, Cherwell District Council	28 May 2012
Northamptonshire County Council, London Borough of Brent, City of Westminster, London Borough of Hammersmith and Fulham, London Borough of Islington, London Borough of Camden (attended both meetings, different officers attending)	30 May 2012
Three Rivers District Council	30 May 2012

***Note that although all Local Authorities were invited, not all were able to attend.

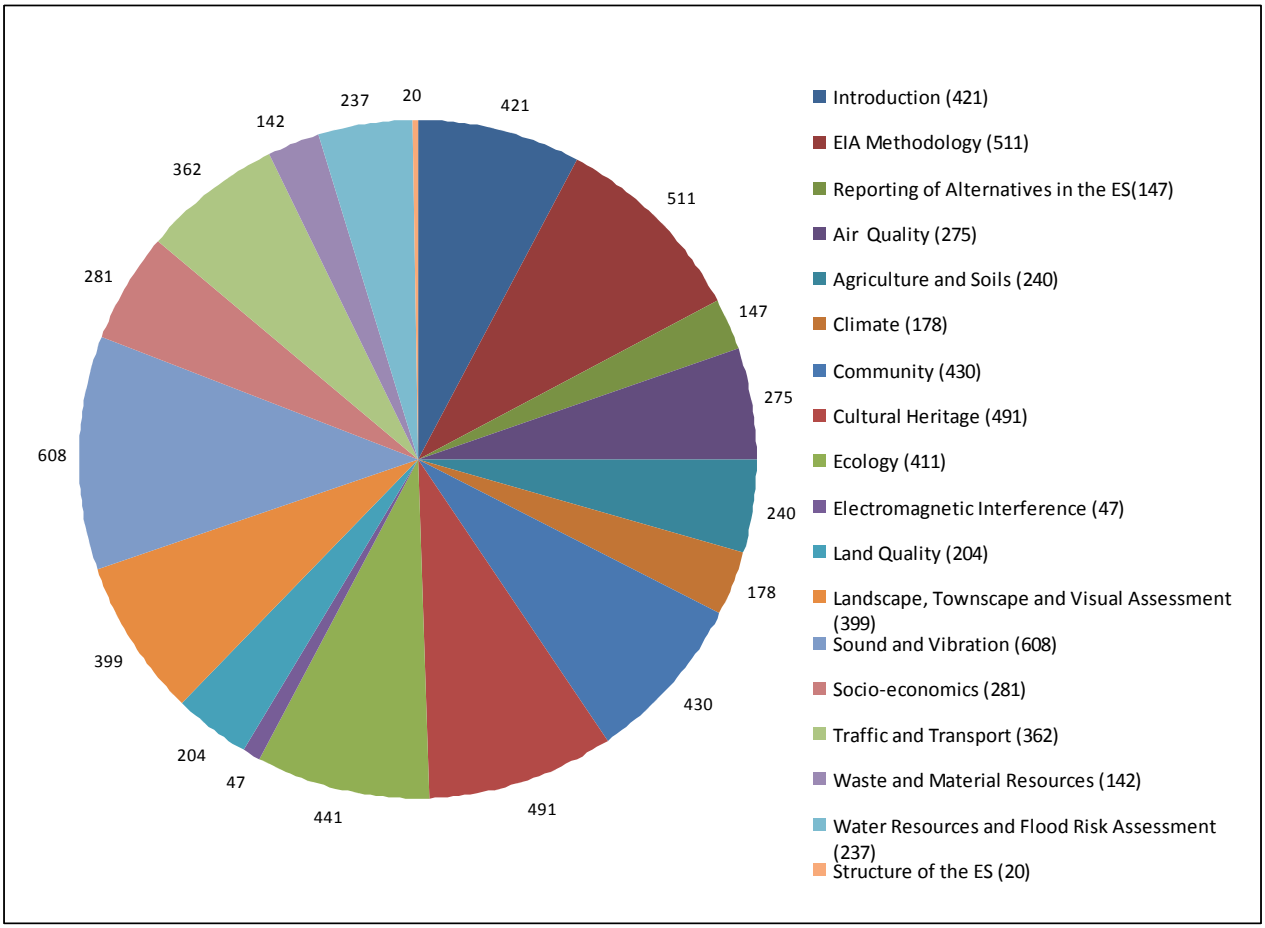
4.1.8 **Individual meetings with Statutory Consultees**

Environment Agency and Natural England	14 May 2012
English Heritage	22 May 2012

5 Process for addressing responses

5.1.1 The consultation process led to 166 separate responses which included 44 from individuals and 122 from organisations. Each response reviewed was assigned a separate reference number and every comment raised within it given a separate sub reference. Each individual comment was then categorised as relating to one of the sections within the draft SMR. A breakdown showing the sections of the draft SMR to which the 5,434 comments related, is shown in Figure 1.

Figure 1: Number of consultation comments by section



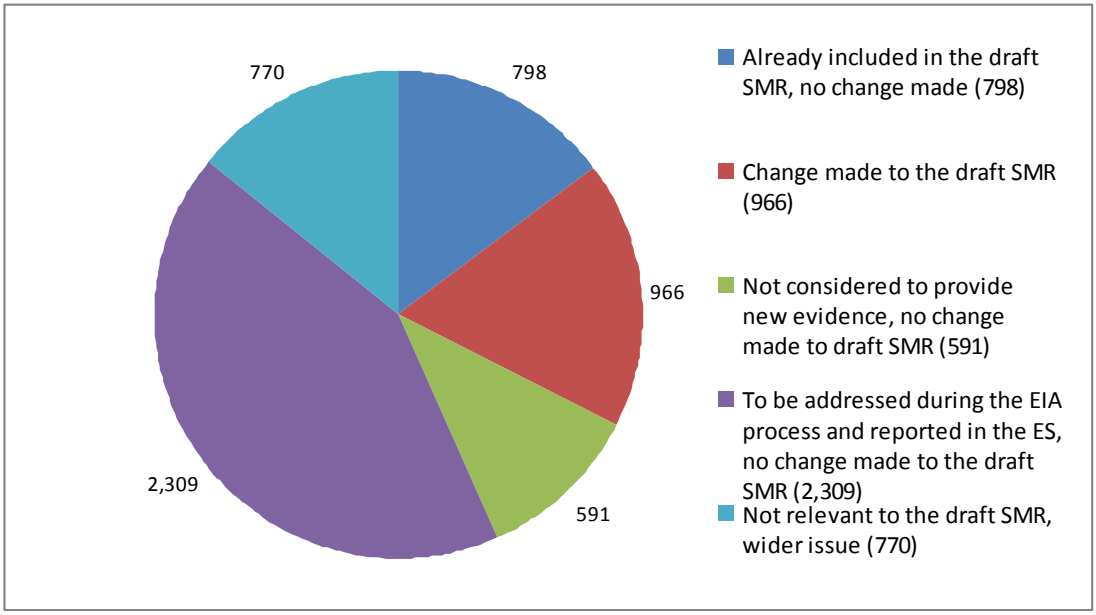
5.1.2 Each comment raised within the 166 responses, was considered by the technical environmental topic authors responsible for drafting the relevant section of the draft SMR. All responses, whether they were from individuals or organisations, were considered and addressed by the technical environmental topic authors; and recommendations were made to HS2 Ltd on how each individual comment should be addressed.

5.1.3 Consideration of the comments raised led to them being assigned to the following five categories:

- The comment is already included in the draft SMR and therefore no change is required;
- The comment is relevant to the draft SMR and the author agrees with the comment which has therefore led to a change to the draft SMR;
- The comment is relevant to the draft SMR, but was not considered to provide any new evidence that would make the draft SMR more robust and therefore no change was made to the draft SMR;
- The comment is one which will be addressed during the EIA process and reported in the ES and does not require a change to the draft SMR; or
- The comment is considered a wider issue, which does not have direct relevance to the content of the draft SMR.

5.1.4 The 5,434 individual comments received were divided between the five recommended responses as illustrated in Figure 2.

Figure 2: Division of responses according to selected categories



5.1.5 In the first category, there were 798 comments where the technical environmental topic authors considered the comment was already included in the draft SMR, HS2 Ltd have been advised of where these can be found within the draft SMR.

5.1.6 In the second category, there were 966 comments which led to a recommendation to change the draft SMR. These have subsequently been incorporated into the revised SMR and further detailed in Section 6 of this Report.

5.1.7 In the third category, 591 comments were relevant to the draft SMR, however the comment raised was not considered to provide new evidence that would make the draft SMR more robust and therefore no change was made to the draft SMR. In these instances, the technical environmental topic authors have agreed with HS2 Ltd the approach to be taken. The type of comments which fell into this category are broadly as follows:

- Change within the draft SMR, which would not be in accordance with industry guidance on EIA or be in line with industry accepted practice; and/or
- Suggestions made which contradict advice and comments received from Statutory consultees such as English Heritage and the Environment Agency. In such instances the comment received from such consultees took precedence in determining the approach to the revised SMR.

5.1.8 The fourth category was the largest with 2,309 comments received relating to the level of detail contained within the draft SMR. The type of comment raised included requests for further information, which will be addressed during the EIA process and reported in the ES. As such, these comments have not resulted in change to the draft SMR.

5.1.9 Finally, in the fifth category, 770 comments covered areas which fell outside the remit of this consultation and are not directly relevant to the draft SMR. These comments are being considered by HS2 Ltd separately and include issues such as the wider programme for the Proposed Scheme and concerns about previous environmental appraisal work, for example, the Appraisal of Sustainability (AoS).

5.1.10 Section 6 of the Report provides further explanation of the main themes that emerged, the changes to the draft SMR and those which were not included in the revised SMR.

6 Summary of consultation responses

6.1 Introduction

6.1.1 There were 421 comments made in relation to the Introduction (Section 1) of the draft SMR.

6.1.2 The main themes to come through the consultation on the Introduction and subsequent responses were as follows:

Theme:

- Concerns were raised about the limited detail contained within the draft SMR with regard to existing and future survey data in relation to the EIA.

Response:

- The introduction has been amended to provide clarity regarding the purpose of the draft SMR, which is not to report on the findings of survey data but rather to set out how the environmental assessment work is to be undertaken during the next stages of the EIA process, which will be reported in the ES.

Theme:

- There was some misunderstanding of the purpose of the AoS with many considering that this would form the baseline for all future works.

Response:

- More explanation has been added with regard to the status of the previous environmental appraisal work undertaken on the Proposed Scheme and how this is being taken forward. The AoS findings were used to define the scope of the technical environmental topic areas but it does not provide a baseline for future work.

Theme:

- A clarification was required as to the purpose of the draft SMR and how it relates to the EIA process.

Response:

- Further explanation has been added to the Introduction chapter of the revised SMR in order to clarify the purpose with respect to spatial and temporal scope, mitigation, defining significance and how the ES will address alternatives.

6.1.3 In addition, further comments requested more information regarding design details of the Proposed Scheme. As this will be reported within the ES, this did not lead to a revision to the draft SMR.

6.2 EIA Methodology

6.2.1 There were 511 comments made in relation to the EIA Methodology section (Section 2) of the draft SMR.

6.2.2 The main themes to come through the consultation on the EIA Methodology section and subsequent responses were as follows:

Theme:

- Concerns were raised with regard to the extent of seasonal survey work, with some consultees considering that seasonal survey work should take place over all four seasons.

Response:

- All survey work is to be undertaken in accordance with industry accepted standards in relation to EIA for each environmental topic area. Whilst four season surveys are appropriate for some survey work, for others it is not. For example, bat surveys, undertaken in accordance with the Bat Conservation Trust Good Practice Guidelines, will cover the annual seasonal cycle of bats. However, visual assessment will be undertaken in accordance with guidance from the Landscape Institute and the Institute of Environmental Management and Assessment (IEMA), which require surveys to be undertaken in the winter and summer months only.

Theme:

- Account should be taken of future changes to the environment when collecting baseline information.

Response:

- The current baseline will be extrapolated to take account of predicted or anticipated change factors, such as traffic and transport. The draft SMR has been amended to acknowledge the potential for other schemes to be constructed before or during construction of the Proposed Scheme.

Theme:

- Some consultees expressed the view that land taken for construction purposes should not be considered to be temporary land take given that construction could be ongoing for several years.

Response:

- The revised SMR acknowledges that the scope of the EIA will address land taken for construction (both for short and long term periods) and then returned in an agreed condition afterwards.

Theme:

- Concerns were raised about the use of professional judgement as part of the methodology for undertaking the EIA.

Response:

- The revised SMR explains that the EIA is being undertaken by a number of consultancies who are considered to be amongst the leaders in their profession in the UK. The leaders for each technical environmental topic, from the appointed consultancies, meet regularly to discuss the methodology being applied, the issues, impacts and effects arising, and the solutions available. National representatives of environmental Statutory Authorities and Government Departments are also involved in these discussions. This approach enables experienced EIA Practitioners to apply expert professional judgement on a consistent basis.

6.2.3 Most remaining comments requested further information which was either not currently available or requested that cumulative effects be considered. These comments will be addressed during the EIA process and reported in the ES, so did not result in a change to the draft SMR.

6.3 Reporting of Alternatives in the ES

6.3.1 There were 147 comments made in relation to the Reporting of Alternatives in the ES section (Section 3) of the draft SMR.

6.3.2 The main themes to come through the consultation on the Reporting of Alternatives in the ES section and subsequent responses were as follows:

Theme:

- A number of consultees requested a greater level of detail on the Reporting of Alternatives in the ES.

Response:

- The ES will provide an outline of the main alternatives studied during development of the Proposed Scheme and the reasons for their rejection. A full EIA will not be undertaken for each of these alternatives.

6.3.3 Other comments on this section primarily requested further information on why the Proposed Scheme had been chosen; or requested a full EIA to be undertaken for alternative route alignments. This is not the purpose of the draft SMR and did not therefore lead to change.

6.4 Air Quality

6.4.1 There were 275 comments made in relation to the Air Quality section (Section 4) of the draft SMR.

6.4.2 The main themes to come through the consultation on the Air Quality section and subsequent responses were as follows:

Theme:

- Monitoring of air quality should include baseline monitoring in local areas.

Response:

- There is sufficient information already available regarding background pollutant concentrations as a result of the review and assessment process. The Department for Environment, Food and Rural Affairs (Defra) background pollutant estimates cover the whole country and those which are relevant will be incorporated into the baseline. In addition to the existing information, there will be an assessment of the impacts of the Proposed Scheme against a future baseline.

Theme:

- Uncertainty over whether the whole of the Proposed Scheme would be assessed.

Response:

- Clarification has been provided in the revised SMR to show that the whole of the Proposed Scheme will be examined.

Theme:

- Queries were raised in relation to the relevance of guideline documents for assessment of significance of construction and operational impacts.

Response:

- The most up-to-date versions of guideline documents produced by relevant professional bodies will be used for the EIA. Updates have been made within the Air Quality Standards Regulations in the assessment, methodology and legislation sections of the revised SMR. In addition, assessment will take account of local meteorological conditions during construction of the Proposed Scheme.

Theme:

- Questions were asked regarding the nature of proposed mitigation during construction.

Response:

- The level of mitigation during construction will be defined within the ES and the Code of Construction Practice.

6.4.3 Concerns were also raised about the minimum standards being adopted. No change was made to the draft SMR as the standards being used are set at a level as defined in the EU Directive on air quality. In addition, concerns were raised about the significance criteria being used. An industry standard, Environmental Protection UK (EPUK), is being used to assess significance. This standard has been agreed by a national professional body, the Institute of Air Quality Management, and changes to that standard cannot be made on a unilateral basis.

6.5 Agriculture and Soils

6.5.1 There were 240 comments made in relation to the Agriculture and Soils section (Section 5) of the draft SMR.

6.5.2 The main themes to come through the consultation on the Agriculture and Soils section (now renamed Agriculture, Forestry and Soils within the revised SMR) and subsequent responses were as follows:

Theme:

- The draft SMR should reflect the National Planning Policy Framework (NPPF) and the Natural Environment White Paper.

Response:

- The revised SMR recognises the recent publication of the NPPF and its advice on protecting and enhancing soils and the Natural Environment White Paper.

Theme:

- Queries were raised about the extent of the temporal scope with regard to the aftercare period for reinstated agricultural land.

Response:

- The revised SMR acknowledges that the temporal scope will be extended for areas of reinstated agricultural land. Typically agricultural aftercare on reinstated land lasts for five years following soil placement in order to ensure that soil structure has stabilised satisfactorily.

Theme:

- More emphasis is required on non-agricultural soils, including land uses associated with forestry and woodland.

Response:

- The title of this chapter has been changed to Agriculture, Forestry and Soils within the revised SMR. More emphasis has been placed on the effects on non-agricultural soils, particularly woodland and forestry soils and other soils of importance for their carbon storage. The soil resources survey will be undertaken by experienced members of the Institute of Professional Soil Scientists, who will consider both agricultural and non-agricultural soils.

6.5.3 Concerns were raised about the significance criteria used. As the industry standard, EPUK, is being used to assess significance, this has been agreed by a national professional body. Changes to that standard cannot be made on a unilateral basis, and as such, no change was made to the draft SMR.

6.6 Climate

6.6.1 There were 178 comments made in relation to the Climate section (Section 6) of the draft SMR.

6.6.2 The main themes to come through the consultation on the Climate section and subsequent responses were as follows:

Theme:

- Detail was requested with regards to methodology.

Response:

- The assessment methodology section of the draft SMR has been updated to include emissions being reported in line with the United Nations Framework Convention on Climate Change. There has been an expansion on the assessment methodology section to provide greater clarity relating in particular to construction, transport, operational and rolling stock related emissions. Also included in the revised SMR is an expansion of key aspects of climate change adaptation to be covered by individual environmental topic areas including: Water Resources and Flood Risk Assessment, Community, Ecology and Agriculture, Forestry and Soils. Within the EIA, climate change adaptation will be considered in relation to determining the impacts the development may have on aspects of the receiving environment (in combination effects of both the Proposed Scheme and climate change on the receiving environment).

Theme:

- Greater clarity is needed to understand the baseline assumptions.

Response:

- Further details have been added to the revised SMR to clarify those aspects covered by the baseline assessment. These include: changing travel patterns and modal shift; surface access to existing stations / interchanges; projected UK grid power emissions and impacts of development associated with the Proposed Scheme.

Theme:

- Information is required on the assessment timescales of greenhouse gas emissions.

Response:

- Time periods for the assessment are outlined in the revised SMR as follows:
  2017 - start of construction;
  2026 - Proposed Scheme opening;
  2041 - 15 years after opening; and
  2050 - in line with Government policy and national carbon reduction targets.

6.6.3 There were requests to include ozone formation and links with pollution episodes as a result of traffic volume and movement of traffic flows. The Air Quality chapter of the revised SMR states that ozone will not be considered in this assessment as it is not a local effect but is dependent upon emissions nationally and internationally and the expected changes in pollutant emissions from the Proposed Scheme are very unlikely to have a significant effect on its formation in the atmosphere. This did not therefore lead to a change to the draft SMR.

6.7 Community

6.7.1 There were 430 comments made in relation to the Community section (Section 7) of the draft SMR.

6.7.2 The main themes to come through the consultation on the Community section and subsequent responses were as follows:

Theme:

- Comments were made regarding the independence of those making professional judgement and lack of accepted approaches, guidance and benchmarks for community impact assessments.

Response:

- The scope of the community assessment will draw from previous experience and industry accepted practice from similar infrastructure projects elsewhere and professional judgment of suitably qualified EIA practitioners. During preparation of the EIA, ongoing consultation on the scope, methodology and proposed mitigation and nature of resultant impacts within environmental topic areas will occur with the key consultees relevant to those topics. In addition, engagement will take place with national representatives of environmental Statutory Authorities and Government Departments through the Environment Forum; with Local Authority officers on technical matters through the Planning Forums; and at a local level through the Community Forums.

Theme:

- Tourism and visitor economy should be assessed.

Response:

- Impacts on the visitor/tourism economy are considered under Agriculture, Forestry and Soils chapter of the revised SMR.

Theme:

- More detail requested for impacts of severance on residents and changes to commuter patterns, travel to school and work.

Response:

- As detailed in the revised SMR, assessment of severance is measured by the barriers that pedestrians, equestrians and cyclists face in making their usual journeys, as well as potential isolation and islanding of communities. This includes physical, psychological and social barriers (i.e. non-economic) and the effects of this on local communities. Severance of commercial and industrial buildings and land, and agricultural property and land, are addressed within the scope of assessments presented in the Socio-economics and Agriculture, Forestry and Soils chapters. Please note that vehicular journeys will be covered by the transport assessment.

Theme:

- Effects of disruption to utilities and its effects on communities and utility companies should be considered.

Response:

- Disruption to utilities will be considered in reporting of the ES.

Theme:

- Request for consideration to be given to special interest groups.

Response:

- Relevant voluntary and community sector organisations and other special interest groups will have the opportunity to respond as part of the EIA process and following submission of the ES to Parliament. Engagement will be appropriate to each organisation.

Theme:

- Some consultees asked that account be taken of impacts during the construction and operation of the Proposed Scheme.

Response:

- The temporal scope will be assessed for the construction period including a period of commissioning and for the year of opening, i.e. operation.

Theme:

- Comments were received relating to the way in which Public Rights of Way (PROW) will be assessed as well as cycle routes, footpaths, bridleways, waterways and moorings.

Response:

- The revised SMR will include an additional reference to amenity effects to residential properties including PROW linked to open space, and a broader list of receptors. The Community chapter also needs to be read in conjunction with the Traffic and Transport chapter and the Landscape and Visual Assessment chapter, formerly called Landscape, Townscape and Visual Assessment, within the draft SMR. The Landscape and Visual Assessment chapter of the revised SMR includes within the baseline section, transport routes and PROW, National Trails and other routes, including roads, railways, cycle routes, bridleways, footpaths, historic green lanes and drovers roads and waterways. The scope of the Traffic and Transport chapter includes the highway network, public transport networks, pedestrian, cyclist and equestrian routes and navigable waterways. Feedback on PROW will be used to inform the scope of a separate study of the PROW as part of the transport assessment for the Proposed Scheme.

6.7.3 A number of other comments sought clarification for the timing of the baseline assessment. Baseline data can only ever be collected at a fixed point in time. The collection of that baseline data does not account for future changes. Baseline data will not be obtained continually, as it will vary over time. As a result, no change was made to the draft SMR.

The other main theme that emerged, but which did not result in a change to the draft SMR, was in relation to reliance on the Design Manual for Roads and Bridges (DMRB). This is used only as an example of guidance in the draft SMR and does not indicate reliance solely upon it.

6.8 Cultural Heritage

6.8.1 There were 491 comments made in relation to the Cultural Heritage section (Section 8) of the draft SMR.

6.8.2 The main themes to come through the consultation on the Cultural Heritage section and subsequent responses were as follows:

Theme:

- Need for recognition of relationship between cultural heritage assets and other technical environmental topic areas.

Response:

- There is a strong link between the Cultural Heritage chapter of the revised SMR and other environmental topic areas. This is demonstrated, for example, in the determination of the extent of the study area where the appraisal of the setting of heritage assets, including historic landscapes, will be defined by the Zone of Theoretical Visibility (ZTV), for both rural and urban sections of the route. The extent of the ZTV will be identified by the landscape and visual assessment within the ES. In addition, one of the key aspects of the Proposed Scheme for cultural heritage is the potential for increased noise effects upon heritage assets at some locations where tranquillity may be a consideration and vibration effects upon heritage assets during construction and operation. This is acknowledged in the revised SMR and will be taken into consideration during the assessment. The value of heritage assets, such as historic buildings, archaeological earthworks and deposits, elements of historic landscape survival from amenity, ecological and landscape points of view, will also be considered within the Land Quality, Ecology, and Community chapters.

Theme:

- The SMR should ensure consistency with the recently published NPPF.

Response:

- Policy, in respect of heritage assets, is set out in the NPPF (Section 12 Conserving and Enhancing the Historic Environment). This has been acknowledged within the revised SMR along with the NPPF definition of the historic environment, as set out in Annex 2 of the NPPF. In addition, it is proposed to use a set of significance based criteria referred to in the NPPF, Annex 2. Additional guidance in respect of the historic environment is set out in the English Heritage Historic Environment Practice Guide of March 2010, which remains current notwithstanding the introduction of the NPPF which replaced Planning Policy Statement 5 (PPS5): Planning for the Historic Environment in March 2012.

6.8.3 There were some concerns that the draft SMR does not take account of relevant guidance. All relevant guidance on assessment of heritage assets has been considered and consultation has been undertaken with English Heritage

to verify the use of guidance. On this basis, the draft SMR was not amended in the light of these comments.

6.9 Ecology

6.9.1 There were 441 comments made in relation to the Ecology section (Section 9) of the draft SMR.

6.9.2 The main themes to come through the consultation on the Ecology section and subsequent responses were as follows:

Theme:

- Limited detail was contained within the draft SMR, particularly in respect of ecological surveys.

Response:

- Full survey methodology and assessment will be presented in the ES.

Theme:

- There should be a clear commitment to Government guidance on biodiversity.

Response:

- The ES will take account of relevant guidance including Biodiversity 2020: A strategy for England's wildlife and ecosystem services. Account will also be taken of other guidance including: NPPF; Defra Circular 01/05; Natural Environment White Paper; and Making Space for Nature: A Review of England's Wildlife Sites and Ecological Network.

Theme:

- The assessment should take into account the effects on habitat connectivity and maintenance of ecological networks.

Response:

- The revised SMR provides more explicit reference to address impacts on habitat connectivity and maintenance of ecological networks, in line with recent Government policy. Potential loss or degradation of ecological corridors and networks, with a resulting decline in 'habitat connectivity', is recognised as an issue which will be addressed during the EIA process and reported in the ES.

Theme:

- Comments were raised with regards to the limited detail within the draft SMR on compensation provided through mitigation.

Response:

- Some habitats, such as ancient woodland, are recognised as being essentially irreplaceable and where such habitats are affected, mitigation is not practicable. Here the focus is instead on avoidance or compensation measures. The full assessment on proposed mitigation and compensation measures will be reported in the ES.

Theme:

- Comments suggested that there was a lack of clarity about the Institute of Ecology and Environmental Management (IEEM) Ecological Impact Assessment methodology.

Response:

- The revised SMR sets out that the impact assessment methodology for the Proposed Scheme follows the standard method for ecology as set out in the IEEM guidelines for ecology impact assessment. Further elaboration of both the scope of the Ecological Impact Assessment and the key impacts (both construction and operation) have been provided within the revised SMR.

Theme:

- There was a request for clearer methodology for assessment of cumulative effects.

Response:

- The revised SMR sets out the definition of cumulative effects to be assessed including: the combined ecological effect on a single receptor of a number of individual environmental impacts, e.g. land-take, noise and airborne dust; the cumulative effects of localised ecological impacts along the Proposed Scheme, e.g. the potential of cumulative loss of certain habitat types; and interaction between ecological effects arising and those from other relevant projects and plans will also be considered in a cumulative assessment.

6.9.3 A number of comments also requested that additional consultees be included in relation to the Ecology chapter. As those consultees identified are already included in the Cultural Heritage chapter, no change was made to the draft SMR.

6.10 Electromagnetic Interference

6.10.1 There were 47 comments made in relation to the Electromagnetic Interference section (Section 10) of the draft SMR.

6.10.2 The main themes to come through the consultation on the Electromagnetic Interference section and subsequent responses were as follows:

Theme:

- The potential effects of lightning strikes and earth faults should be evaluated in the SMR.

Response:

- The effects of lightning strikes and earth faults are mitigated by design and installation, which are covered by specific British and European Standards and will be incorporated into the design, which will be assessed and reported in the ES.

Theme:

- Concerns raised over potential electromagnetic frequency impacts on wildlife.

Response:

- There is no current evidence to suggest that electromagnetic frequencies generated from either railway electrification or the more extensive UK high voltage distribution network, has an effect on wildlife.

Theme:

- More detail requested regarding interference with other nearby technologies and the potential for an increase in electromagnetic interference.

Response:

- The potential major impact of electromagnetic interference is on the Proposed Scheme itself. Railway system designs will take account of increased electrical capacity and therefore the potential increase in electromagnetic interference. The effect caused by the traction power is a function of the current flowing. Assessments of the electric field strengths will be undertaken as part of the traction power modelling exercise during the design of the Proposed Scheme. The Proposed Scheme, which will be assessed as part of the ES, will be designed and constructed to comply with relevant British and European electromagnetic compatibility standards and take due recognition of the effects on other technologies.

6.11 Land Quality

6.11.1 There were 204 comments made in relation to the Land Quality section (Section 11) of the draft SMR.

6.11.2 The main themes to come through the consultation on the Land Quality section and subsequent responses were as follows:

Theme:

- Comments received requested that the extent of the temporal scope extend beyond the construction period.

Response:

- The scope of assessment section within the revised SMR, now includes post construction assessment. Although the maintenance of the railway, once it is operational, will be required to be in compliance with appropriate environmental legislation in order to prevent land, surface water or groundwater contamination, the major operational sources of contamination will be reviewed and appropriate mitigation measures proposed. In addition, during the operational period, monitoring works (such as for groundwater) may continue in order to demonstrate the effectiveness of any remedial works.

Theme:

- Adequacy of a 250 metre buffer distance from the Proposed Scheme was questioned.

Response:

- Generally, a width of 250 metre either side of the Proposed Scheme, and land required for construction of stations/interchanges, depots, construction/storage sites and other land required for the works will be reviewed. This width has been developed using professional judgement on the basis that contamination migration beyond this distance is likely to be minimal or could be mitigated. This principle has been applied in assessing previous railway projects such as Crossrail. The 250 metre width may be widened where evidence suggests that it is required. Groundwater resources over a much larger area will be considered for the Water Resources and Flood Risk Assessment and will assess groundwater contamination effects.

Theme:

- Request to expand the list of consultees to include water companies.

Response:

- Water companies have been included as a non-governmental source of data in establishing the baseline in relation to land quality; and other additional consultees include Network Rail and the Coal Authority.

Theme:

- Request to mention sterilisation of potential coal resources.

Response:

- Potential sterilisation of resources could affect both coal mining and other mineral resources. The revised SMR states that potential impairment and sterilisation of geological and mining/mineral resources will be reported in the ES.

Theme:

- Consideration to be given to contamination during construction of the Proposed Scheme.

Response:

- Wording has been amended within the revised SMR. The EIA will identify the likelihood of existing contamination being encountered during the construction process, such that it could cause significant environmental or health effects if not addressed adequately at the construction stage. The construction of the railway will entail bringing materials onto the site, (such as fuel), which if spilt or leaked could result in land or groundwater contamination.

6.11.3 A number of comments raised a concern that contamination, including radioactive contamination, would be excluded from the survey. The draft SMR does not suggest that this type of contamination would be excluded from the survey, and, as such, no change was made to the draft SMR.

6.12 Landscape, Townscape and Visual Assessment

6.12.1 There were 399 comments made in relation to the Landscape, Townscape and Visual Assessment section (Section 12) of the draft SMR.

6.12.2 The main themes to come through the consultation on the Landscape, Townscape and Visual Assessment section, (now renamed Landscape and Visual Assessment within the revised SMR), and subsequent responses were as follows:

Theme:

- The ES needs to include all elements of the Proposed Scheme in relation to landscape and visual assessment.

Response:

- Whilst it was always intended to assess all operational features, the revised SMR has been amended to give greater clarity. There has been an expansion on key aspects during construction including temporary fencing, signage, construction of buildings and structures including electrical apparatus, vegetation clearance and movement of excavated materials. Operational elements have been expanded to include lighting, communication masts and signage, planting, bridges, cut and cover green tunnels, noise barriers and associated development.

Theme:

- Baseline should include more than just the statutory designations.

Response:

- The landscape baseline will include an overview of elements that form the baseline within the study area including text and plans to describe cover, distribution and type of land use and open space including statutory and non-statutory designations relevant to the landscape and visual assessment (for example Areas of Outstanding Natural Beauty (AONB) and Areas of Great Landscape Value).

Theme:

- Clarity is required regarding the approach to the assessment in terms of considering the Proposed Scheme beyond employing the Guidelines for Landscape and Visual Impact Assessment (GLVIA).

Response:

- The revised SMR explains that there is no legislation or prescriptive guidance for undertaking landscape and visual assessments. Therefore, the methodology that has been developed for this assessment seeks to make reference to relevant guidance from both the GLVIA and DMRB, whilst also accommodating relevant developments in the assessment outlined in the 3rd Edition Consultation Draft GLVIA (2012). This allows for judgement of landscape quality to be based on more robust measures such as the condition of the landscape, the value of the landscape (for example, whether it be of local, national or international value) and on levels of tranquillity.

6.12.3 A number of comments requested inclusion of all season surveys. Guidance published on landscape and visual assessment, by the Landscape Institute and IEMA, recommend using winter (to demonstrate worst case) and summer (to demonstrate how the effects may change with greater screening provided by vegetation). The guidance does not suggest that spring or autumn surveys benefit the assessment. For this reason, no change has been made to the draft SMR.

There were also requests that visual receptors, such as residential properties, be included. It is not considered industry accepted practice to obtain views from first floor windows, nor is this a requirement of GLVIA. 1.6 metre datum for viewpoint locations has been selected as this represents best practice. For this reason, no change has been made to the draft SMR.

Finally, there were comments requesting temporal scope be extended. The scope set out in the draft SMR is in line with industry accepted practice guidance set out by the Landscape Institute and the IEMA and is therefore considered to be appropriate. For this reason, no change has been made to the draft SMR.

6.13 Sound and Vibration

6.13.1 There were 608 comments made in relation to the Sound and Vibration section (Section 13) of the draft SMR.

6.13.2 The main themes to come through the consultation on the Sound and Vibration section (now renamed sound, noise and vibration within the revised SMR), and subsequent responses were as follows:

Theme:

- Request to extend the spatial scope of sound and vibration either side of the route of the Proposed Scheme, especially in rural areas.

Response:

- The assessment of ground-borne sound and vibration will be carried out to 85 metres of the Proposed Scheme or to a distance where impacts are forecast, whichever is greater. The differences in spatial scope are as a consequence of the difference in impact criteria for residential and the most sensitive non-residential receptors. In relation to the spatial scope for airborne sound and vibration, a screening distance of 300 metres will be adopted from any construction activity or the area within which sound levels from the Proposed Scheme are forecast to give rise to potential impacts, whichever is greater. A screening distance of 500 metres and one kilometre from the centreline of the Proposed Scheme in urban and rural areas respectively will be used for assessment of operational impacts.

Theme:

- Clarification of what 'best practicable means' are to be incorporated to minimise construction noise.

Response:

- The revised SMR states that during construction, "best practicable means" (as defined in the Control of Pollution Act 1974 and the Environmental Protection Act 1990), will be used to control and mitigate temporary construction sound and vibration effects consistent with legislation and best practice. "Best practicable means" will include consideration of working methods, working hours, selection of plant, logistical planning physical barriers and proactive community engagement. The framework for determining such mitigation on a site-by-site basis will be set out in the Code of Construction Practice.

Theme:

- All types of potentially adverse effect; for example, annoyance, activity disturbance, sleep disturbance, should be considered.

Response:

- Clarification has been provided within the revised SMR in relation to ground-borne sound and vibration regarding the spatial scope. This includes the type of receptors to be included in the assessment, for example, sound

recording/broadcast studies, large audition theatres and concert halls. More information has been provided on significance criteria for residential and non- residential receptors.

Theme:

- Clarification sought in relation to potential sound and vibration effects on ecological and heritage receptors.

Response:

- Within the revised SMR, the Agriculture, Forestry and Soils chapter considers noise on farm and farm based enterprises. The Community chapter addresses amenity related impacts of noise and within the Cultural Heritage chapter of the revised SMR, sound and vibration is addressed in the context of disturbance to tranquillity. The community, ecological and heritage effects arising from sound and vibration impacts and identified ground-borne noise and vibration effects will be further considered and reported in the ES.

Theme:

- Greater level of information requested on how the repeating themes from the 2011 AoS consultation will be considered.

Response:

- The revised SMR provides more detail with regards to how previous consultation responses have been considered as part of the EIA. Examples include: assessment of indirect effects of vehicle movement; consideration of the maximum sound level for a train pass-by consistent with assessment of HS1 and the assessment of the pantograph aerodynamic sound, (i.e. sound generated by the interface between the overhead lines and the train), to be explicitly calculated and used as part of the determination of mitigation requirements.

Theme:

- Direct reference required to the NPPF and Noise Policy Statement for England.

Response:

- Reference has now been provided within the revised SMR in relation to the NPPF including the Noise Policy Statement for England 2010.

Theme:

- Consideration should be given to producing noise contour plans.

Response:

- The revised SMR has provided confirmation that noise contour maps will be included in the ES.

6.13.3 Some responses commented on the provision of double glazing as a preferred mitigation measure. Noise control at the source is considered more appropriate than controlling noise through investment in double glazing, as it will benefit more people and protect external as well as internal

amenities. In addition to source and wayside mitigation, it will also still be necessary to meet statutory requirements with regard to provision of noise insulation where relevant. For this reason, there has been no change made to the draft SMR.

Some comments suggested that the impact criteria for residential receptors for both ground-borne and airborne sound and vibration were not appropriate. The criteria proposed have been used successfully on other major rail infrastructure projects and are therefore considered appropriate to be adopted for the Proposed Scheme.

There were questions raised regarding the appropriateness of using Federal Rail Agency guidance. The sound and vibration guidance draws on both European and worldwide experience and, as such, is considered to be appropriate. There were therefore no changes made to the draft SMR.

6.14 Socio-economics

6.14.1 There were 281 comments made in relation to the Socio-economics section (Section 14) of the draft SMR.

6.14.2 The main themes to come through the consultation on the Socio-economics section and subsequent responses were as follows:

Theme:

- A balanced assessment of impacts is required on the local communities involving recognition of both adverse and positive impacts.

Response:

- Significant adverse and beneficial impacts will be assessed as part of the Socio-economics and Community chapters of the ES. Within the revised SMR, greater clarity has been provided within the scope of assessment section in relation to impacts and effects on receptors and resources.

Theme:

- Assessment of the importance of indirect effects arising from severance, noise, air pollutants on sensitive businesses.

Response:

- Clarity has been provided regarding indirect impacts within the scope of assessment section of the revised SMR, such as indirect impacts on the economy, businesses and labour markets during construction and when the Proposed Scheme is operational as well as multiple impacts on the wider economy.

Theme:

- It is not clear how the 'wider catalytic effects', relating to the identification of local economic benefits arising from improvement in accessibility brought about by the Proposed Scheme, will be determined.

Response:

- Clarification has been provided within the revised SMR as to the meaning of 'wider catalytic effects'. This relate to changes in accessibility and how that impacts on the distribution of economic activity, for example, changes in the absolute density of employment, impacts across the wider transport network and modelling required to assess changes in accessibility across the wider network.

6.14.3 Some consultees were concerned about a perceived over-reliance on government sources and studies to provide data. There was a perception that this data would lead to an over estimation of the economic benefits that might occur from the Proposed Scheme. Data will be collected by a variety of methods including: accessing national data sets; requesting and accessing local information; exchange of information with other environmental topics;

and carrying out and investigations into the character and nature of businesses in the area. The assessment will consider both construction and operational impacts and will rely on two general sources of information, namely technical evidence and stakeholder views. Stakeholder views will inform how best to approach the more qualitative aspects of the assessment. Given the variety of information sources identified within the draft SMR, the document has not been changed as a result of these concerns.

6.15 Traffic and Transport

6.15.1 There were 362 comments made in relation to the Traffic and Transport section (Section 15) of the draft SMR.

6.15.2 The main themes to come through the consultation on the Traffic and Transport section and subsequent responses were as follows:

Theme:

- Concerns were expressed regarding the potential for traffic and transport impacts during the construction and operational periods.

Response:

- Key aspects of the assessment of the Proposed Scheme during construction will include lorry routes and points of access, haul routes and construction sites. Further detail has been provided on the assessment methodology for public transport delay, traffic flows and delays to vehicle occupants and vulnerable road user delay, amenity and ambience.

Theme:

- Clarification was requested on the impacts of transport on the wider railway network.

Response:

- This will be a matter for consideration in future technical work concerning the performance of the wider network with the Proposed Scheme in terms of passenger flows. The coordination of these various technical works and the relevant policies and strategies will be considered as part of the transport assessment and findings will be reported in the ES.

Theme:

- Concerns were raised about the robustness of baseline surveys.

Response:

- Traffic and transport assessments will be undertaken in accordance with the following guidance documents: Guidance on Transport Assessment, Department for Transport, 2007; and Transport Assessments Best Practice, Guidance Document, TfL, 2010. Traffic data, traffic surveys and modelling will be undertaken to inform the transport models along the route of the Proposed Scheme. These transport models will also be used to provide information to determine the baseline for the traffic and transport assessment within the ES. The future baseline will include consideration of the growth in travel demand, including the changes arising from other developments and proposed transport network improvements.

6.15.3 In relation to comments suggesting that there was excessive reliance on the DMRB guidance, it was considered that other guidance, such as, Transport Analysis Guidance, Guidelines for the Environmental Assessment of Road

Traffic and Guidelines for Transport Impact Assessment were referred to, and, as such, no further change was made to the draft SMR.

There were also comments requesting a change to the significance levels relating to journey time changes and numbers of travellers affected. The criteria being used are based on the Department for Transport, Transport Analysis Guidance (WebTAG), and are consistent with the IEMA guidelines for the Environmental Assessment of Road Traffic. For this reason, no change was made to the draft SMR.

6.16 Waste and Material Resources

6.16.1 There were 142 comments made in relation to the Waste and Material Resources section (Section 16) of the draft SMR.

6.16.2 The main themes to come through the consultation on the Waste and Material Resources section and subsequent responses were as follows:

Theme:

- Request for further detail on the manner in which waste materials will be used; and the ability to robustly analyse landfill and recycling capacity.

Response:

- It is stated in the draft SMR that waste generated as a result of the Proposed Scheme will be dealt with in line with the Government's waste hierarchy including waste reduction, re-use, recycling and recovery with landfill disposal of waste as a last resort. The revised SMR sets out that the Waste and Minerals Plan will be used to indicate where and how much landfill void space is likely to be available during the construction phase of the Proposed Scheme. If surplus material from the Proposed Scheme arises, this information will be used to assess whether or not there is likely to be a shortfall of suitable landfill void space for the management of these materials.

Theme:

- Request for a need to safeguard mineral resources.

Response:

- The revised SMR states that safeguarding and extraction of mineral resources located along the Proposed Scheme will be considered during the EIA process as part of development of the engineering design and construction logistics. The Land Quality chapter of the revised SMR Report also considers mining/mineral resources.

6.16.3 Some consultees suggested that the draft SMR should include an assessment of the need for borrow pits, which are areas where materials such as soil, gravel or sand may be excavated for use in construction. It would not be possible to assess this need in detail as part of the draft SMR, but it will be undertaken as part of the EIA and detailed within the ES. No change has therefore been made to the draft SMR.

6.17 Water Resources and Flood Risk Assessment

6.17.1 There were 237 comments made in relation to the Water Resources and Flood Risk Assessment section (Section 17) of the draft SMR.

6.17.2 The main themes to come through the consultation on the Water Resources and Flood Risk Assessment section and subsequent responses were as follows:

Theme:

- More detail is requested on the impacts of climate change and adaptation, especially flood risk mitigation.

Response:

- Where projected climate change effects predict a future trend, a future baseline condition will be identified. Construction effects will consider areas of critical drainage problems, over and above flood zones. Reference has been made to legislation contained within the *Flood Risk Regulations 2009* within the revised SMR.

Theme:

- More information is required regarding local drainage issues related to construction.

Response:

- The draft SMR has been updated to include the scope to assess the effects on "areas with critical drainage problems" (as notified by the Environment Agency to Local Planning Authorities).

Theme:

- Request for assurance that the assessment would consider the interaction between surface water and groundwater.

Response:

- Clarity has been provided within the baseline and construction effects sections of the revised SMR. Where significant adverse effects are identified on groundwater, the design will be amended where possible to mitigate the effects. In some cases, groundwater sources may need to be increased with alternative supplies or boreholes deepened, with agreement from landowners. Effects on surface waters would be mitigated by the use of sustainable drainage systems. Pollution risk would be mitigated through pollution prevention measures and environmental permitting. In addition, the assessment of the ecological effects on riparian and other habitats, that are dependent on surface or groundwater flows, will be included in the Ecology chapter of the revised SMR.

6.17.3 Some consultees commented that the Proposed Scheme would impact on the Water Framework Directive (WFD) status in relation to water quality categories. The Environment Agency requires the Proposed Scheme to use

existing WFD status and not assume “good status”. The Proposed Scheme will therefore ensure that the WFD status after completion of the construction of the Proposed Scheme is at least as good as it would have been without the Proposed Scheme. On this basis, no change was made to the draft SMR.

6.18 Structure of the Environmental Statement

6.18.1 There were 20 comments made in relation to the section on the Structure of the ES (Section 18) of the draft SMR.

6.18.2 The main themes to come through the consultation on the Structure of the ES section and subsequent responses were as follows:

Theme:

- A request for the ES to include reference to local areas and not just technical environmental topic areas.

Response:

- The structure of the ES is currently under consideration. It will be structured in a logical and comprehensible manner, taking account of the need for information to be accessible, understood and readable to a broad audience. It is anticipated that the ES will comprise several volumes dealing with the following matters:
    - Description of the Proposed Scheme, the need for the Proposed Scheme, the EIA processes and the main alternatives studied;
    - Description of the environmental baseline, environmental effects and mitigation, set out in a number of sections (anticipated to comprise 26 Community Forum Areas) along the Proposed Scheme;
    - Separate topic reports, (i.e. one for each of the environmental topics);
    - Technical appendices;
    - Environmental mapping, Proposed Scheme drawings, and other illustrations; and
    - A Non-Technical Summary.

Theme

- Suggestions were made to improve linkages between the various technical environmental topic areas of the draft SMR.

Response

- The revised SMR includes clearer linkages between the various technical environmental topic areas of the SMR and acknowledges that these linkages will be maintained within the reporting of the ES. For example, aspects of landscape and visual assessment are linked to the setting of historic buildings and landscapes and Agriculture, Forestry and Soils, Ecology, Climate and Land Quality chapters are now clearly linked as are the Socio-economics and Community chapters.

6.18.3 Other comments within this chapter asked whether cumulative impacts will be considered as a standalone chapter in the ES. As previously mentioned, the structure of the ES is currently under consideration. Where relevant, potential cumulative effects arising will be identified within each technical

environmental topic area, which will include details of the cumulative assessment.

Annex A – List of Consultees

Comment was sought from the following list of consultees on the content of the draft SMR. Consultees were not limited to this list and responses received from others have been taken into account where they are relevant to the draft SMR consultation. It should be noted that not all consultees provided a response; those who responded are included in the list of organisations responding at Annex B.

Amersham Parish Council
Armitage with Handsacre Parish Council
Ashow and Stoneleigh Joint Parish Council
Aston le Walls Parish Council
Aylesbury Parish Council
Aylesbury Vale District Council
Balsall Parish Council
Barton Hartshorn Parish Council
Berkswell Parish Council
Bickenhill Parish Council
Birmingham City Council
Boddington Parish Council
Brackley Parish Council
Buckinghamshire County Council
Burton Green Parish Council
Calvert Green Parish Council
Castle Bromwich Parish Council
Chalfont St Giles Parish Council
Chalfont St Peter Parish Council
Charndon Parish Council
Chelmsley Wood Parish Council
Cherwell District Council
Chetwode Parish Council
Chiltern District Council
Chipping Warden & Edgcote Parish Council
City of Westminster
Claydon with Clattercot Parish Council
Coal Authority
Coldharbour Parish Council
Coleshill Parish Council
Cubbington Parish Council
Culworth Parish Council
Curdworth Parish Council
Denham Parish Council
Drayton Bassett Parish Council
Edgcott Parish Council
Ellesborough Parish Council
English Heritage

Finmere Parish Council
Fleet Marston Parish Council
Fordbridge Parish Council
Fradley & Streethay Parish Council
Godington Parish Council
Great Missenden Parish Council
Greater London Authority
Greatworth Parish Council
Grendon Underwood Parish Council
Hampton in Arden Parish Council
Harbury Parish Council
Hertfordshire County Council
Highways Agency
Hints Parish Council
Kenilworth Parish Council
King's Bromley Parish Council
Kingsbury Parish Council
Kingshurst Parish Council
Ladbroke Parish Council
Lea Marston Parish Council
Lichfield Parish Council
Lichfield District Council
Little Missenden Parish Council
Little Packington Parish Council
London Borough of Brent
London Borough of Camden
London Borough of Ealing
London Borough of Hammersmith and Fulham
London Borough of Hillingdon
London Borough of Islington
Long Itchington Parish Council
Marston St Lawrence Parish Council
Middleton Parish Council
Mixbury Parish Council
Natural England
Network Rail
Newton Purcell with Sherswell Parish Council
North Warwickshire District Council
Northamptonshire County Council
Offchurch Parish Council
Oxfordshire County Council
Preston Bissett Parish Council
Priors Hardwick Parish Council
Quainton Parish Council
Radbourn Parish Council

Radstone Parish Council
Royal Borough of Kensington and Chelsea
Smiths Wood Parish Council
Solihull Metropolitan Borough Council
South Buckinghamshire District Council
South Northamptonshire District Council
Southam Parish Council
Sports England
Staffordshire County Council
Steeple Claydon Parish Council
Stoke Mandeville Parish Council
Stone with Bishopstone and Hartwell Parish Council
Stoneton Parish Council
Stratford on Avon District Council
Swinfen & Packington Parish Council
The Association of National Parks Authorities
Canal & River Trust in England
The Environment Agency
The Lee Parish Council
Thorpe Mandeville Parish Council
Three Rivers District Council
Transport for London
Turweston Parish Council
Twyford Parish Council
Ufton Parish Council
Waddesdon Parish Council
Warwick District Council
Warwickshire County Council
Water Orton Parish Council
Weeford Parish Council
Wendover Parish Council
Westbury Parish Council
Weston under Wetherley Parish Council
Whitfield Parish Council
Whittington Parish Council
Wishaw Parish Council
Wormleighton Parish Council

Annex B – List of organisations which responded to the consultation

The following organisations responded to the consultation*.

51M
Amersham Town Council
Anglian Water
Aston-le-Walls and Appletree Parish Council
Aylesbury Park Golf Club
Aylesbury Vale District Council
Balsall Parish Council
Berkswell Parish Council
Birmingham Airport
Birmingham City Council
Boddington Parish Council
Canal & River Trust in England
Buckinghamshire Archaeological Society
Buckinghamshire Rural Solutions
Burton Green Action Group
Burton Green Parish Council
Camden Cutting Group
Camden Road Neighbourhood Forum
Campaign to Protect Rural England
Castle Bromwich Parish Council
Centro
Charndon Parish Council
Chartridge Parish Council
Chetwode Parish
Chiltern Countryside Group
Chiltern District Council
Chiltern Ridges Action Group
Chilterns Conservation Board
Chipping Warden and Edgcote Parish Council
COALPRO
Coldharbour Parish Council
Coventry City Council
Crackley Residents Association
Cubbington Parish Council
Denham Parish Council
Drayton Bassett Action Group
Dunsmore Society
Ealing Council
English Heritage
Environment Agency
Ernest Cook Trust
Forestry Commission
Greater London Authority
Great Missenden Community Group
Great Missenden Parish Council
Great Missenden Village Association

Halton Parish Council
Hampton in Arden Parish Council
Harefield Tenants & Residents Association
Hints with Canwell Parish Council and Area Action Group
Kenilworth Action Group
Kenilworth Town Council
Ladbroke Action Group
Ladbroke Parish Council
Lee Parish Council
Lichfield District Council
Little Missenden Anti-HS2 Action Group
Little Missenden Parish Council
London Borough of Brent
London Borough of Camden
London Borough of Ealing
London Borough of Hammersmith and Fulham
Long Itchington Parish Council
Middleton HS2 Action Group
Ministry of Defence
National Association for AONB's
National Farmers Union
National Trust
Natural England
Network Rail
North Ealing Against HS2
North Westminster Residents and Business Against HS2
Northamptonshire County Council
Offchurch Parish Council and Offchurch Action Group
Offchurch Parish Councillors Offchurch HS2 Action Group and Eathorpe, Hunningham, Offchurch and Wappenbury Joint Parish Council
Pan-Camden HS2 Alliance
Prestwood Nature Committee
Rail Future
Royal Borough of Kensington & Chelsea
Southam Area Action Group
Solihull MBC
South Heath Action Group-Stop HS2
Southam Town Council
Staffordshire County Council
Staffordshire Wildlife Trust
Steeple Claydon Parish Council
Stoke Mandeville Action Group
Stoke Mandeville Parish Council
Stone with Bishopstone & Hartwell Parish Council
Stoneleigh Park
Stop HS2
Stratford District Council
Transport for London
The Coal Authority
The Greenway Trust
The Royal Society of Protection to Birds
The University of Warwick

The Wendover Society
The Wildlife Trust
Thorpe Mandeville Parish Council
Turweston Parish Council
Twyford Parish Council
UIC
UK Coal
VOXOPP
Waddeson Parish Council
Warwickshire County Council
Warwickshire District Council
Warwickshire Wildlife Trust
Wendover Parish Council
Westminster City Council
Woodland Trust

* This list does not include details of private individuals who responded to the consultation. Responses from organisations who have requested confidentiality have also been omitted from this list. Where several responses have been received from an organisation, that organisation is listed only once.