

CS667B attached

Thanks

[REDACTED]

phone: [REDACTED] email: [REDACTED]

[REDACTED]



High Speed Rail (London - West Midlands)
Supplementary Environmental Statement
and Additional Provision 2 Environmental
Statement (July 2015) Consultation

Response Form

**This consultation will close at
23:59 on 28 August 2015.**

To use this form to respond, you must download it and save it on your computer before completing it. You can then either:

- attach it to an email and send it to the email address below; or
- print the saved form and send it to the freepost address below; or
- print and complete the form by hand and send it to the freepost address below.

Please write your response clearly in black ink within the boxes. If you are completing the form electronically, please note the character limits for the boxes. If you require further space please submit further sheets, indicating the question that they relate to.

Further information about the consultation can be found on the HS2 Ltd website www.gov.uk/hs2, by emailing us at hs2enquiries@hs2.org.uk or by phoning our Community Relations Helpdesk on 0207 944 4908

Submitting your response

Please only use the email and postal addresses described below when responding to this consultation. We cannot guarantee that responses sent to other addresses will be included in this consultation.

Please email your response to: HS2PhaseOneAPJuly2015@dialoguebydesign.co.uk

If your response is too large to submit by email using the route provided, you can submit it in hard copy to the freepost address or via a file-sharing service. Please send an email to info@dialoguebydesign.com and Dialogue by Design will then send you instructions for using their approved file-sharing system.

Please post your response to: FREEPOST HS2 AP2 CONSULTATION

Please note: no additional address information is required and you do not need a stamp. If you wish to send your response by recorded delivery or special delivery, please telephone the HS2 Ltd Community Relations Helpdesk on 0207 944 4908 to arrange this.

Information about you

It is important to give us your name to ensure your response is included

First name: [redacted]

Surname: [redacted]

Address: [redacted]

City: [redacted]

Postcode: [redacted]

Email: [redacted]

Are you responding on behalf of an organisation? If so, please state your organisation's name and your position below:

no

(Max 200 characters)

Confidentiality and data protection

Consultation responses will be published on a publicly accessible website. Individuals' names, addresses or signatures will not be published. However, please do not include information in your response that could identify you, unless you are happy for it to be made public.

If you do not want any of your response to be published, **please tick the box below**. However, please note that all information provided in response to this consultation, including personal information, may be subject to disclosure in accordance with access to information regimes - these are, primarily, the Freedom of Information Act 2000 (FOIA), the Data Protection Act 1998 and the Environmental Information Regulations 2004.

Under the FOIA, there is a statutory Code of Practice with which public authorities must comply and which deals with our confidentiality obligations, amongst other things. In view of this, it would be helpful if you could explain below why you regard the information you have provided as confidential. If we receive a request for disclosure of the information you provide, we will take full account of your explanation, but we cannot give an assurance that confidentiality can be maintained in all circumstances. An automatic confidentiality disclaimer generated by your IT system will not, of itself, be regarded as binding on the Department for Transport or HS2 Ltd.

Please note that all responses received, whether marked 'Confidential' or not, will be passed on in full to the Houses of Parliament and their appointed Assessor, who will analyse the responses and make a report to Parliament. That report will not contain your personal data. Responses will also be sent to HS2 Ltd during the process of making them available for public viewing.

I wish my response to be treated as confidential (please write your reasons below)

(Max 2000 characters)

Documents

The SES and AP2 ES are composed of a number of documents: all of them are publicly available.

Non-technical summary – This is a summary of the changes and any likely significant residual effects on the environment. You may find this a useful place to start.

Volume 1: Introduction and methodology – This introduces the supplementary environmental information and design changes in the SES and the amendments that have resulted in the need to amend the Bill in the AP2 ES. It also explains any changes to the basis of the environmental impact assessment - its scope, method, assumptions and limitations.

Volume 2: Community forum area (CFA) report and map book – Each of these reports focuses on a particular area along the route. Volume 2 describes the supplementary environmental information and design changes included within the SES (Part 1) and amendments within the AP2 ES (Part 2). Volume 2 reports any significant environmental effects that are likely to arise, if the effects are new or different from those reported in the main ES (or the AP1 ES). It also sets out the measures that are being proposed to avoid, reduce or manage the effects. Each CFA report is supported by a map book showing 'before' and 'after' details of the proposed changes and amendments.

Volume 3: Route-wide effects – This volume reports any likely significant route-wide effects, where these are new or different from those previously reported.

Volume 4: Off-route effects – This volume reports any new or different significant effects that are likely to arise, where these changes affect areas away from the HS2 route (e.g. the relocation of the Heathrow Express depot to Langley, in Slough).

Volume 5: Technical appendices and map books – This volume comprises technical appendices which contain supporting environmental surveys, information and maps.

Please let us know your comments on the in relation to the Non-Technical Summary and five volumes.

Question 1:

Please let us know your comments on the [Non-technical summary](#).

no comment

(Max 2000 characters)

Question 2:

Please let us know your comments on [Volume 1: Introduction and methodology](#).

no comment

(Max 2000 characters)

Question 3:

Please let us know your comments on [Volume 2: Community Forum Area \(CFA\) reports and map books](#)

You are welcome to comment on one, a number or all the reports listed below. Please tick the reports described below that your comments apply to. If making comments on more than one report, please indicate clearly in your response the report to which your comments relate.

Please tick those reports you wish to comment on below:

- | | |
|--|---|
| <input type="checkbox"/> CFA 4 Kilburn (Brent) to Old Oak Common | <input type="checkbox"/> CFA 17 Offchurch and Cubbington |
| <input type="checkbox"/> CFA 5 Northolt Corridor | <input type="checkbox"/> CFA 18 Stoneleigh, Kenilworth and Burton Green |
| <input type="checkbox"/> CFA 6 South Ruislip to Ickenham | <input type="checkbox"/> CFA 19 Coleshill Junction |
| <input type="checkbox"/> CFA 7 Colne Valley | <input type="checkbox"/> CFA 20 Curdworth to Middleton |
| <input type="checkbox"/> CFA 8 The Chalfonts and Amersham | <input type="checkbox"/> CFA 21 Drayton Bassett, Hints and Weeford |
| <input type="checkbox"/> CFA 9 Central Chilterns | <input type="checkbox"/> CFA 22 Whittington to Handsacre |
| <input type="checkbox"/> CFA 10 Dunsmore, Wendover & Halton | <input type="checkbox"/> CFA 23 Balsall Common & Hampton-in-Arden |
| <input type="checkbox"/> CFA 11 Stoke Mandeville and Aylsebury | <input type="checkbox"/> CFA 24 Birmingham Interchange and Chelmsley Wood |
| <input type="checkbox"/> CFA 12 Waddesdon and Quainton | <input type="checkbox"/> CFA 25 Castle Bromwich and Bromford |
| <input type="checkbox"/> CFA 13 Calvert, Steeple Claydon, Twyford and Chetwode | <input type="checkbox"/> CFA 26 Washwood Heath to Curzon Street |
| <input type="checkbox"/> CFA 14 Newton Purcell to Brackley | <input type="checkbox"/> All reports |
| <input type="checkbox"/> CFA 15 Greatworth to Lower Boddington | <input type="checkbox"/> Don't know |
| <input type="checkbox"/> CFA 16 Ladbrooke and Southam | |

My comments with regard to the reports ticked above are:

no comment

(Max 2000 characters)

Question 4:

Please let us know your comments on [Volume 3: Route-wide effects](#).

no comment

(Max 2000 characters)

Question 5:

Please let us know your comments on [Volume 4: Off-route effects](#).

HeX Relocation to Langley.

1. The proposed access route for construction traffic runs via Bangors Road N & S (Iver). Both these roads are restricted to 7.5tonne due to their un-suitability to HGV traffic. A legal route would involve the construction traffic traveling along Iver High Street, which already suffers from several hundred HGV movements a day.

A suitable, and shorter, access route should be provided from the south of the site. Two options to be considered should be via Market Lane, Langley, with an upgraded underpass of the railway. Option 2 would be a new construction road proceeding north from North Park, across open land and under/over the railway to the eastern perimeter of the construction site.

There are several other projects that could utilize the new construction road.

2. Crossrail requires a construction road to the north of the main line.

3. Any plans for the HeX depot should incorporate the plans for WRatH. This proposal has been in discussion for some time and is, largely, supported by local residents.

Construction traffic of WRatH could utilize the new construction road proposed in item 1.

4. Iver & Richings Park desperately need a relief road for HGV traffic using the Thorney Business Park and Court Lane Industrial Estate. Currently, due to weight and width restrictions on all routes from Hillingdon BC, all HGV traffic has to travel along Iver High Street or Richings Way. These are village streets through heavily residential areas. The above proposal for a new construction traffic road, from North Park into the east side of the HeX depot should be linked into the rear of Thorney Business Park, at the western perimeter, thus removing the majority of HGV traffic from the two villages.

(Max 2000 characters)

Question 6:

Please let us know your comments on [Volume 5: Map book](#). Please indicate in your response which map(s) your comments apply to.

no comment

(Max 2000 characters)

Thank you for completing the consultation response form. Responses to the consultation will be analysed and used to produce a summary report which will help inform Parliament's consideration of the scheme.

Submitting your response

Please email your response to:

HS2PhaseOneAPJuly2015@dialoguebydesign.co.uk

or post your response to:

FREEPOST HS2 AP2 CONSULTATION

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