

# HIGH SPEED RAIL (LONDON - WEST MIDLANDS)

## Supplementary Environmental Statement and Additional Provision 2 Environmental Statement

Volume 2 | Community forum area report  
CFA5 | Northolt Corridor

July 2015

SES and AP2 ES 3.2.1.5



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## Department for Transport

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**AECOM**

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BRINCKERHOFF**



High Speed Two (HS2) Limited,  
One Canada Square,  
London  
E14 5AB

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

Telephone: 020 7944 4908

General email enquiries: [HS2enquiries@hs2.org.uk](mailto:HS2enquiries@hs2.org.uk)

Website: [www.gov.uk/hs2](http://www.gov.uk/hs2)

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# Structure of the HS2 Supplementary Environmental Statement and Additional Provision 2 Environmental Statement

The Supplementary Environmental Statement (SES) and Additional Provision 2 Environmental Statement (AP2 ES) comprises:

- non-technical summary (NTS). This provides a summary in non-technical language of the SES (Part 1) and AP2 ES (Part 2) and of any likely significant environmental effects, both beneficial and adverse, which are new or different to those reported in the High Speed Two (HS2) Phase One Environmental Statement (ES) submitted to Parliament in November 2013 in support of the hybrid Bill ('the Bill') for Phase One of HS2 (hereafter referred to as 'the main ES') and, where relevant, the AP ES submitted in September 2014 (hereafter referred to as 'the AP1 ES');
- Volume 1: introduction to the SES and the AP2 ES. This introduces the supplementary environmental information and design changes included within the SES and amendments which have resulted in the need to amend the Bill within the AP2 ES. It also explains any changes to the scope, methodology, assumptions and limitations required for the environmental impact assessment;
- Volume 2: community forum area (CFA) reports and map books. These describe the supplementary environmental information and design changes included within the SES (Part 1), amendments within the AP2 ES (Part 2) and report any new or different likely significant environmental effects arising from these changes in each CFA compared to those reported in the main ES and, where relevant, the AP1 ES. The main local alternatives that have been considered are described, where relevant;
- Volume 3: route-wide effects. This reports new or different likely significant route-wide effects arising from the amendments within the AP2 ES compared to those reported in the main ES and, where relevant, the AP1 ES;
- Volume 4: off-route effects. This reports new or different likely significant off-route effects arising from the amendments within the AP2 ES compared to those reported in the main ES and, where relevant, the AP1 ES;
- Volume 5: appendices and map books. This contains supporting environmental information and associated maps; and
- glossary of terms and list of abbreviations. This contains any new or different

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terms and abbreviations used throughout the SES and AP2 ES compared to those included in the main ES and AP1 ES.

# Structure of this report

This volume of the SES and AP2 ES is divided into CFA reports, which are in turn divided into two parts.

Part 1 provides supplementary environmental information relating to:

- new baseline information with respect to European Protected Species surveys undertaken since the submission of the Bill;
- changes to the design or construction assumptions which do not require changes to the Bill; and
- updates to traffic models.

Part 1 of each CFA report includes, where relevant:

- a description of the changes or updates within the CFA that have triggered the need for reassessment;
- an assessment of the environmental effects of the changes for relevant environmental topics considering the:
  - scope, assumptions and limitations of the SES assessment;
  - changes of relevance to the assessment;
  - environmental baseline;
  - effects arising during construction;
  - effects arising from operation; and
  - mitigation and residual effects; and
- a summary of any new or different likely residual significant effects as a result of the changes.

Part 2 provides environmental assessment information relating to proposed amendments to the design, which have resulted in the need to alter the powers conferred by the Bill. The following is included where relevant:

- a summary of the proposed amendments within each CFA that have triggered the need for reassessment;
- a description of each amendment;
- an assessment of the environmental effects of each amendment for relevant environmental topics considering the:
  - scope, assumptions and limitations of the AP2 ES assessment;
  - environmental baseline;
  - effects arising during construction;

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- effects arising from operation; and
- mitigation and residual effects; and
- a summary of any new or different likely residual significant effects as a result of each proposed amendment.

# 1 Introduction

- 1.1.1 The Bill for High Speed Rail between London and the West Midlands was submitted to Parliament together with the main ES in November 2013. The AP1 ES, which was submitted in September 2014, contained generally minor amendments to the design of the original scheme (i.e. the scheme submitted in November 2013). The Bill and associated Additional Provisions to the Bill, if enacted by Parliament, will provide the powers to construct, operate and maintain Phase One of HS2.
- 1.1.2 Since the submission of the main ES and AP1 ES, a number of changes or updates to environmental information and scheme design or assumptions have occurred, which may lead to new or different significant effects. These effects, depending on the type of change, are reported in the SES (Part 1) or AP2 ES (Part 2) of this document.
- 1.1.3 The SES contains updated environmental baseline information and scheme information relating to changes that have occurred within the current limits and powers of the Bill, and therefore do not require an Additional Provision to the Bill. This includes:
- additional environmental baseline information;
  - changes to the design or construction assumptions which do not require changes to the Bill; and
  - an update to the West London Highway Assignment Model (WeLHAM) traffic model which relates only to construction.
- 1.1.4 The changes are described in Part 1 under a series of sub-headings and assessed on a topic by topic basis using the same approach adopted in the main ES.
- 1.1.5 The purpose of the SES is to provide an assessment of any new or different likely significant environmental effects arising from the changes described.
- 1.1.6 The AP2 ES reports the likely significant effects of amendments to the design of the scheme, which require the use of land outside the original limits of the Bill, additional access rights, or other extensions to the powers conferred by the Bill, making it necessary to submit an Additional Provision to the Bill.
- 1.1.7 The amendments assessed within the AP2 ES for this CFA include:
- additional land required for access to F-sidings<sup>1</sup>;
  - additional land required for the express feeder auto-transformer station at Greenpark Way; and
  - additional rights of access over Greenpark Way
- 1.1.8 The AP2 ES assesses each amendment separately for all relevant topics. The purpose of the AP2 ES is to provide an assessment of any new or different likely significant environmental effects arising from the amendments.

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<sup>1</sup>The F-sidings satellite compound gets its name from Network Rail's Willesden 'F' Sidings strategic freight site

1.1.9 The standard measures that will be used to mitigate likely significant adverse environmental effects during construction and operation of the scheme are described in the main ES, Volume 1, Section 9 and the draft Code of Construction Practice (CoCP) submitted in support of the Bill. Implementation of these measures has been assumed in this SES and AP2 ES.

1.1.10 It should be noted that, since submission of the Bill, the scheme design has been revised by SES design changes, amendments described in the AP1 ES (AP1 amendments) and amendments described in the AP2 ES (AP2 amendments). In order to differentiate between the original proposals and subsequent changes, the following terms are used:

- 'the original scheme' - the Bill scheme submitted to Parliament in November 2013, which was assessed in the main ES;
- the 'AP1 revised scheme' – the original scheme as amended by the AP submitted in September 2014;
- 'the SES scheme' - the original scheme with the design changes described in the SES; and
- 'the AP2 revised scheme' - the original scheme as amended by the SES scheme and AP2.

# Part 1: Supplementary Environmental Statement

## 2 Summary of changes

### 2.1 New environmental baseline information

#### Ecology

- 2.1.1 Initial bat roost potential assessments of 11 buildings or other structures, and an extended Phase 1 Habitat survey of two sections of the existing railway corridor have been undertaken in the Northolt Corridor area (CFA5) since production of the main ES (September 2013).
- 2.1.2 Details of all survey work gathered since September 2013 which is relevant to this area are provided in the SES and AP2 ES, Volume 5: Appendix EC-001-001 and the SES and AP2 ES, Volume 5 map EC-05-008a.
- 2.1.3 A summary of supplementary ecological information that is relevant to the SES assessment is included within Section 3 under 'Ecology'.
- 2.1.4 The SES and AP2 ES, Volume 5: Appendix EC-001-001 provides a summary of additional baseline survey data collected since September 2013, which has resulted in no change to the conclusions of the main ES. The SES and AP2 ES, Volume 5: Appendix EC-002-001 identifies effects which occur as a consequence of SES changes but are not significant.

### 2.2 Changes to the design or construction assumptions not requiring a change to the Bill

- 2.2.1 The original scheme allowed for any Euro standard engine to be used in Heavy Goods Vehicles (HGV) transporting excavated material.
- 2.2.2 Since submission of the Bill, HS2 Ltd has made the commitment that, in areas where there is an action in place to meet EU limit values through the introduction of low emission zones (such as the London Low Emission Zone), HS2 Ltd will require HGV entering these designated Zones during construction, for the purposes of transporting excavated material, to be powered by Euro VI <sup>2</sup> (or lower emission) engines.
- 2.2.3 In the main ES, no significant effects for air quality were reported in the Northolt Corridor area. The implementation of the change in the construction assumption for use of Euro VI engines will reduce vehicle emissions compared to those assumed in the main ES. However, this will not give rise to any new or different significant effects in the Northolt Corridor area (CFA5) and consequently, effects on air quality are not considered any further in this report.

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<sup>2</sup> Euro VI engines are required to have substantially lower emissions of NO<sub>x</sub> and particulate matter than older engines

## **2.3 Updates to traffic models**

- 2.3.1 The assessment of the traffic effects of design changes within the Kilburn (Brent) to Old Oak Common area (CFA<sub>4</sub>) and the South Ruislip to Ickenham area (CFA<sub>6</sub>) requires updated traffic modelling. The highway traffic model base used for the main ES was the 2012 WeLHAM model developed by Transport for London (TfL). However, since 2013 there have been major revisions to the WeLHAM model by TfL and HS2 Ltd to provide an improved forecasting capability. This revised model has been used to provide an updated baseline in the assessment for CFAs 4, 5 and 6.
- 2.3.2 The revisions to the WeLHAM model do not result in any new or different significant traffic effects compared to those reported in the main ES in the Northolt Corridor area (CFA<sub>5</sub>) and consequently, this SES change is not considered further in this report.

## **2.4 Topics included in the SES assessment**

- 2.4.1 The changes described above in Sections 2.1 to 2.3, only result in new or different significant effects in respect of ecology.

## 3 Assessment of changes

### 3.1 Ecology

#### Introduction

- 3.1.1 This section of the report describes the environmental baseline in relation to ecology 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 2, compared to the original scheme. Consideration is given to the potential for impacts on species, habitats and sites designated on the basis of their importance for nature conservation.

#### Scope, assumptions and limitations

- 3.1.2 The assessment scope for ecology is as set out in Volume 1 of the SES and AP2 ES. The key assumptions and limitations, and the methodology for determining significance of effects are as set out in Volume 1, the Scope and Methodology Report (SMR) (Volume 5: Appendix CT-001-000/1) and the SMR Addendum (Volume 5: Appendix CT-001-000/2) of the main ES.
- 3.1.3 To address any limitations in data, a precautionary baseline has been considered according to the guidance reported in the main ES, Volume 5: Appendix CT-001-000/2. This constitutes a 'reasonable worst-case' basis for the subsequent assessment. The precautionary approach to the assessment that has been adopted identifies the likely significant ecological effects of the SES scheme.

#### Changes of relevance to this assessment

- 3.1.4 The only change of relevance to the SES assessment is the findings of the bat surveys at the Park Royal Road (B4492) overbridge, where an initial inspection of the bridge has been conducted since the main ES.

#### Environmental baseline

##### *Existing baseline*

- 3.1.5 The ecological baseline for the assessment takes into account baseline information collected in support of the main ES, which included field survey data, aerial photography and relevant existing information gathered from national organisations and from regional and local sources. A full list of data sources is provided in the Volume 2 CFA 5 Section 7 of the main ES.
- 3.1.6 The assessment also takes into account additional bat surveys undertaken at Park Royal Road (B4992) overbridge since September 2013.
- 3.1.7 A summary of the baseline information relevant to the assessment is provided below. Further details of all baseline information obtained since September 2013 is provided in the SES and AP2 ES Volume 5: Appendix EC-001-001. For those receptors described in the main ES, further details are provided in Volume 2, CFA5, Section 7 and in Volume 5, including maps EC-01 to EC-12.

### **Designated sites**

- 3.1.8 There has been no change in the baseline information relating to designated sites, and no change in the values of the designated sites presented in the main ES (Volume 2, CFA5, Section 7).

### **Habitats**

- 3.1.9 There has been no change in the baseline information relating to habitats, and no change in the values of the habitats presented in the main ES (Volume 2, CFA5, Section 7).

### **Protected and/or notable species**

- 3.1.10 The initial inspection of the Park Royal Road (B4492) overbridge in September 2014 found that it had moderate potential to support both summer roosting and hibernating bats of common species.
- 3.1.11 In the main ES, the bat assemblage foraging and commuting on rail land and potentially roosting at buildings and trees at Westgate and Mandeville Road vent shaft main compounds were assigned a local/parish value. However, given the findings of the initial bridge inspection it is possible that this assemblage could also include hibernating bats, and hence the value of the assemblage has now been increased to county/metropolitan on a precautionary basis.

### *Future baseline*

#### **Construction (2017)**

- 3.1.12 The SES and AP2 ES, Volume 5: Appendix CT-004-000 provides details of the developments which are assumed to have been implemented by 2017, additional to those identified in the main ES.
- 3.1.13 None of the identified developments affect the assessment of the scheme's likely construction impacts on ecology.

#### **Operation (2026)**

- 3.1.14 The SES and AP2 ES, Volume 5: Appendix CT-004-000 provides details of the developments which are assumed to have been implemented by 2026, additional to those identified in the main ES.
- 3.1.15 None of the identified developments affect the assessment of the scheme's likely operational impacts on ecology.

### **Effects arising during construction**

#### *Avoidance and mitigation measures*

- 3.1.16 The assessment assumes implementation of the measures set out within the draft CoCP (Volume 5: Appendix CT-003-000 of the main ES), which includes translocation of protected species where appropriate.

### *Assessment of impacts and effects*

#### **Designated sites**

- 3.1.17 The updated baseline information will not give rise to new or different significant effects on designated sites, and will not change the level of significance of the effects reported in the main ES.

#### **Habitats**

- 3.1.18 The updated baseline information will not give rise to new or different significant effects on habitats, and will not change the level of significance of the effects reported in the main ES.

#### **Protected and/or notable species**

- 3.1.19 The construction of the original scheme will affect the existing overbridge which takes the B4492 Park Royal Road across the railway. The loss of potential summer roost sites for common bat species and of sites which have the potential to support hibernating bats on this bridge cannot be ruled out. Taking a precautionary approach, such impacts could affect the conservation status of the local bat assemblage, and result in an adverse effect which is significant at up to county/metropolitan level.

### *Cumulative effects*

- 3.1.20 There are no new or different likely cumulative effects for ecology as a result of any relevant committed development.

### *Other mitigation measures*

- 3.1.21 The loss of bat roosts will be compensated for by the provision of alternative roosts in accordance with the principles set out in the SMR (Volume 5: Appendix CT-001-000/1), and the SMR Addendum (Volume 5: Appendix CT-001-000/2) of the main ES. Should roosts at the Park Royal Road overbridge be affected by the construction works, alternative roosting habitat will be integrated into the bridge design, such that there will be no significant effects on the conservation status of the populations concerned.

### *Summary of likely residual significant effects*

- 3.1.22 No new or different residual effects on ecological receptors occur during construction as a consequence of the updated baseline data. The significant residual effects of the SES scheme in this area are therefore unchanged from those reported in the main ES.

### **Effects arising from operation**

- 3.1.23 The route is entirely in tunnel in this area. No new or different effects on ecological receptors occur during operation as a consequence of the SES change.

# Part 2: Additional Provision 2 Environmental Statement

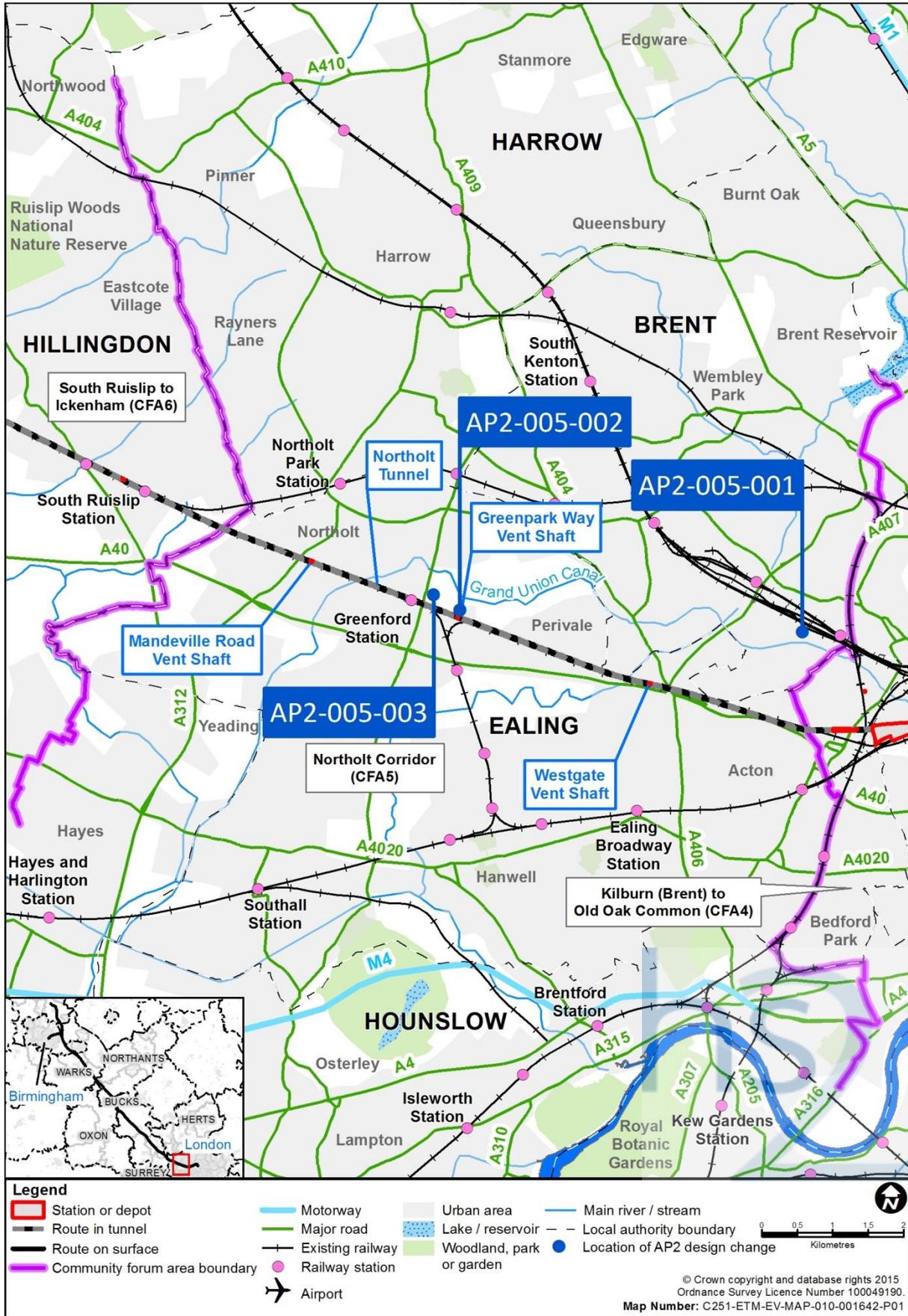
## 4 Summary of amendments

- 4.1.1 Table 1 provides a summary of the amendments in the Northolt Corridor area (CFA5) and Figure 1 shows the locations.

Table 1: Summary of amendments in CFA5

Name of amendment	Description of the original scheme	Description of the AP2 revised scheme
<p>Additional land required for access to F-sidings</p> <p>AP2-005-001</p>	<p>The F-sidings satellite construction compound located to the north-west of Old Oak Common, will be accessed via Waxlow Road and a private road.</p>	<p>Since submission of the Bill, it has been identified that the private road intended to be used for access to the proposed F-sidings satellite construction compound during construction of the original scheme, is used by Royal Mail as a car park. The loss of the car park would have a substantial effect on Royal Mail operations. As a replacement, additional powers will be sought for a new temporary access route. This will be provided via a private road within the Townsend Industrial Estate to the east of the route previously identified in the main ES. In addition, the access required to the F-sidings satellite construction compound will require the removal of a boundary fence and hedge.</p> <p>The use of this replacement access will require the temporary loss of 22 car parking spaces (including two that are designated for use by people with disabilities) during the AP2 revised scheme construction works only. Mitigation for the loss of the designated parking spaces could be provided by reallocation of existing parking spaces as disabled bays on the public highway, subject to agreement with the local highway authority.</p>
<p>Additional land required for the express feeder auto-transformer station at Greenpark Way</p> <p>AP2-005-002</p>	<p>The permanent provision of a ventilation shaft and an express feeder auto-transformer station located within an area of vacant land within an existing business park, east of the A4127 Greenford Road on the northern side of the London Underground (LU) Central Line. The ventilation shaft will provide tunnel ventilation and emergency intervention from surface to track level. The express feeder auto-transformer station will supply power to HS2 trains. Land utilised during construction and not required permanently will be returned to suitable development use.</p>	<p>Since submission of the Bill, it has been established that the land included in the main ES for the express feeder auto-transformer station is currently used for car and lorry parking and is essential to the operation of the adjacent business park. As a replacement, an area of additional land on the eastern side of the site previously required for use during construction only, will be permanently required during operation, in order to relocate the express feeder auto-transformer station and release space on the western side.</p>
<p>Additional rights of access over Greenpark Way</p> <p>AP2-005-003</p>	<p>The permanent use of Greenpark Way for access to construct, operate and maintain the Greenpark Way ventilation shaft and express feeder auto-transformer station.</p>	<p>Greenpark Way was assumed to be a public highway. Since submission of the Bill, it has been identified that Greenpark Way is a private road. Consequently, additional powers will be required to use this road. This amendment to Bill powers relates to the acquisition of access rights only and Greenpark Way will otherwise be used as described in the main ES.</p>

Figure 1: Locations of amendments in CFA5



## 5 Assessment of amendments

### 5.1 Additional land required for access to F-sidings (AP2-005-001)

- 5.1.1 The Bill provides for the temporary use of a private road for vehicular access between Waxlow Road and the proposed F-sidings satellite construction compound, located to the north-west of Old Oak Common (refer to map CT-05-010b-R1 in the main ES Volume 2, CFA5 Map Book).
- 5.1.2 Since submission of the Bill, it has been identified that this private road is used by Royal Mail as a car park 24 hours a day. The loss of the car park would have a substantial effect on Royal Mail operations.
- 5.1.3 A requirement has therefore been identified for a new temporary access route. This will be provided via a private road within the Townsend Industrial Estate to the east of the route previously identified in the main ES. Approximately 200m of this private road and 22 car parking spaces (including two that are designated for use by people with disabilities) will be required to provide access from Waxlow Road to the F-sidings satellite construction compound.
- 5.1.4 In addition, the access required to the F-sidings satellite construction compound will require the removal of a boundary fence and hedge. The additional area of land temporarily required for the access is outside the original limits of the Bill (refer to map CT-05-010b-R1 in the SES and AP2 ES, Volume 2, CFA5 Map Book). This amendment to Bill powers therefore relates to temporary rights of access over the existing private road and the works required to extend the access into the F-sidings satellite construction compound.
- 5.1.5 The works within the F-sidings satellite construction compound are currently planned to start in spring 2017 and the compound is expected to be operational for approximately nine years. The boundary fence and car park will be reinstated following the removal of the access gate once construction is complete.
- 5.1.6 The temporary use of additional land required for access to the F-sidings satellite construction compound is not considered to make changes that require a reassessment of the environmental effects or proposed mitigation as set out in the main ES with respect to: agriculture, forestry and soils; air quality; community; cultural heritage; ecology; land quality; landscape and visual assessment; socio-economics; sound, noise and vibration; and water resources and flood risk assessment. However, there are changes where reassessment was considered to be required in respect of traffic and transport.

#### **Traffic and transport**

##### *Scope, assumptions and limitations*

- 5.1.7 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) of the main ES.

### *Existing baseline*

- 5.1.8 The baseline traffic and transport information for the Northolt Corridor area is described in the main ES (Volume 2, CFA5, Section 12).
- 5.1.9 Since publication of the main ES, supplementary traffic surveys were undertaken in June 2014 to cover locations not previously surveyed but potentially now affected by the AP2 revised scheme.
- 5.1.10 Further details of the revised baseline are presented in the SES and AP2 ES Volume 5: Appendix TR-001-000.

### *Future baseline*

#### **Construction**

- 5.1.11 The future baseline for construction is described in the main ES, Volume 2, CFA5, Section 12.

#### **Operation (2026 and 2041)**

- 5.1.12 The future baselines for operation are described in the main ES, Volume 2, CFA5, Section 12.

### *Effects arising during construction*

- 5.1.13 The use of the new access to the F-sidings satellite construction compound during the construction of the AP2 revised scheme will require the temporary loss of 22 car parking spaces (including two that are designated for use by people with disabilities). The temporary loss of parking spaces designated for use by people with disabilities during construction will be a new moderate adverse significant effect compared to that reported in the main ES.

### *Effects arising from operation*

- 5.1.14 The amendment makes no changes in operation and consequently there are no new or different operational effects for traffic and transport as a result of the proposed amendment.
- 5.1.15 The assessment of traffic changes has only considered the construction phase. Operational impacts need to be assessed in combination with any impacts arising from the Euston station design review. Therefore, any new or different likely significant operation effects arising in this CFA will be reported in a future environmental statement.

### *Mitigation and residual effects*

- 5.1.16 The land required temporarily for construction will be restored to its former use once the works are completed.
- 5.1.17 The amendment will result in one new likely residual significant effect in construction compared to that reported in the main ES, with the loss of two disabled parking spaces being a moderate adverse significant residual effect. Mitigation could be provided by reallocation of existing parking spaces as disabled bays on the public highway, subject to agreement with the local highway authority. With this, the

significant effect would be fully mitigated. The significant residual effects that result from construction of the scheme are shown in the SES and AP2 ES Volume 5: Map TR-03-006-R1.

- 5.1.18 There will be no new or different significant effects in operation when compared to the main ES.

### *Cumulative effects*

- 5.1.19 As reported in Volume 2, CFA5 of the main ES, the assessment includes the cumulative effects of planned development during construction and operation by taking account of background traffic growth. The assessment also includes in-combination effects by taking into account traffic and transport impacts of works being undertaken in neighbouring areas. The above assessment has taken account of these cumulative effects.

## **5.2 Summary of new or different likely residual significant effects as a result of the amendment**

- 5.2.1 The additional land required for access to the F-sidings satellite construction compound will require the temporary loss of 22 car parking spaces (including two that are designated for use by people with disabilities). The temporary loss of parking spaces designated for use by people with disabilities during construction will be a new moderate adverse significant effect compared to that reported in the main ES.
- 5.2.2 Mitigation could be provided by reallocation of existing parking spaces as disabled bays on the public highway, subject to agreement with the local highway authority. With this, the significant effect would be fully mitigated.

## **5.3 Additional land required for the express feeder auto-transformer station at Greenpark Way (AP2-005-002)**

- 5.3.1 The Bill provides for a ventilation shaft and an express feeder auto-transformer station south of Greenpark Way. These would be located within an area of vacant land and an existing car park, within an existing business park, east of the A4127 Greenford Road on the northern side of the LU Central Line (refer to map CT-06-013 in the main ES, Volume 2, CFA5 Map Book).
- 5.3.2 Since submission of the Bill, it has been established that the land included in the main ES for the express feeder auto-transformer station, currently used for car and lorry parking, is essential to the operation of the adjacent business park.
- 5.3.3 Therefore, as a replacement, approximately 0.2ha of additional land on the eastern side of the site previously required for use during construction only, will be permanently required during operation, in order to relocate the express feeder auto-transformer station and release space on the western side.
- 5.3.4 This additional area of permanently required land is outside the original limits of the Bill, hence the need for this amendment (refer to map CT-06-013 in the SES and AP2 ES, Volume 2, CFA5 Map Book).
- 5.3.5 The additional land required for the express feeder auto-transformer station at Greenpark Way is not considered to make changes that require a reassessment of the

effects or proposed mitigation as set out in the main ES, with respect to any environmental topic.

#### **5.4 Additional rights of access over Greenpark Way (AP2-005-003)**

- 5.4.1 The Bill identifies the requirement for the permanent use of Greenpark Way for access to construct, operate and maintain the Greenpark Way ventilation shaft and express feeder auto-transformer station. In the original scheme, Greenpark Way was assumed to be a public highway (refer to maps CT-05-013 and CT-06-013 in the main ES Volume 2, CFA5 Map Book).
- 5.4.2 Since submission of the Bill, it has been identified that Greenpark Way is a private road from its junction with the A4127 Greenford Road to the proposed Greenpark Way ventilation shaft main construction compound. Additional powers will therefore be required in order to use this road to construct the Greenpark Way ventilation shaft and express feeder auto-transformer station, hence the need for this amendment (refer to map CT-05-013 in the SES and AP2, ES Volume 2, CFA5 Map Book). This amendment to Bill powers relates to the acquisition of access rights only and Greenpark Way will otherwise be utilised as described in the main ES.
- 5.4.3 The additional rights of access over Greenpark Way are not considered to make changes that require a reassessment of the environmental effects or proposed mitigation as set out in the main ES with respect to any environmental topics.

## **6 Combined effects of amendments in this CFA due to changes in traffic flows**

- 6.1.1 All of the effects of the changes proposed in this CFA have been described above and there are no further combined effects to report.



**High Speed Two (HS2) Limited**

One Canada Square  
London E14 5AB

**T** 020 7944 4908

**E** [hs2enquiries@hs2.org.uk](mailto:hs2enquiries@hs2.org.uk)

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