

High Speed Rail (London - West Midlands) Supplementary Environmental Statement 3 (SES 3) and Additional Provision 4 (AP4) Environmental Statement (October 2015) Consultation

These documents have recently been issued by the Government to accommodate further modifications to the HS2 Phase 1 bill. The relevant period for Petitioning AP4 concludes on 13 November 2015, and that for responding to the Environmental Statement 3 consultation closes on 27 November 2015.

The modifications cover Community Forum Areas (CFAs) 1 to 26.

IWA's view of the changes, and their effect on waterways, are described below.

Volume 2 Community Forum Areas

CFA 5 Northolt Corridor

Drawing CT-05-014 shows additional work required for provision of a passing loop on surface railways above the Northolt Tunnels. The area runs up to the eastern side of the GUC between Ockham Drive and Fairway Drive.

IWA Consultation Response

- No response required

CFA 16 Ladbroke and Southam

Construction plan CT-05-080 shows a small area of land on the west of the Oxford Canal (non-towpath side) near the 180° turn to be additionally required for construction. In practice this seems no different to previous land requirements. Land around 140m to the east of Willisons Bridge is also shown as additionally required for relocation of the Oxford Canal viaduct, however again this seems no different to previous requirements.

The relocation is described as 'permanent relocation of the proposed Oxford Canal viaduct northwards to enable the Oxford Canal to pass through the southernmost span to allow increased views of the landscape from the Oxford Canal. The Oxford Canal will be narrowed temporarily during construction, however, the canal and towpath will remain open for users. No additional land is required.' This move is seen as a positive result of application of CRT's Design Criteria, which IWA has supported.

IWA Consultation Response

- No response required

CFA 26 Washwood Heath to Curzon Street

There are two alterations in this CFA around the canals. The first involves a new utility diversion, the underground diversion of a high-voltage overhead line which runs through Network Park industrial estate. HS2 's information is summarised 'An existing terminal pylon (adjacent to

Birmingham Wheels Park and the Grand Union Canal) will be converted to a junction pylon, and the high-voltage cable diverted underground from the B4114 Saltley viaduct, along Adderley Road and Venetia Road. The existing overhead line and pylons will be removed between B4114 Saltley viaduct and the Birmingham Wheels Park.' The pylons are currently adjacent to the Grand Union Canal on the west side, and the diversion runs underground to the east of the canal.

The second alteration involves 'The relocation of the Curzon Street autotransformer station further east, across the A4550 Lawley Middleway, south of Vauxhall Road, north of Curzon Street No. 3 viaduct'. This removes the autotransformer from its first location on the east side of the Digbeth Branch Canal on the entry to the new Curzon Street station, across the A4540 Lawley Middleway to the other side. This improves the area around the canal and station approach. This move is seen as a positive result of application of CRT's Design Criteria, which IWA has supported.

The SES confirms in Section 5.2.17 'There are no new or different likely significant cumulative effects for community as a result of the AP4 amendments interacting with one another, the AP2 amendments, or any relevant committed development.'

IWA Consultation Response

- No response required

Volume 3 Route Wide Effects

Based on the information provided by HS2 Ltd in the documentation, the SES3 design changes will result in very minor or negligible net changes to the combined impact figures given in Volume 3 of the main ES on inland waterways. Therefore, IWA does not propose to make any further consultation response on route-wide effects.

Volume 4 Off Route Effects

This discusses access and egress to the Heathrow Express maintenance depot site. It is proposed to undertake most access from the western end of the site rather than the east as previously intended. Additional environmental mitigation land is also identified. On the West Cast Main Line around Lichfield, additional land is shown where utility diversions are required. Based on the information provided by HS2 Ltd in the documentation, the SES3 and AP4 design changes will result in very minor or negligible net changes to the combined impact figures given in Volume 5 of AP2, or the main ES on inland waterways. Therefore, IWA does not propose to make any further consultation response on off-route effects.

Volume 5 Technical Support to CFA sections (Volume 2)

These reports provide backup data on surveys undertaken for CFAs. In addition, some omissions and corrections are made to data provided in the main ES. Data is also provided for flood risk assessment of the Heathrow Express maintenance depot site. Based on the information provided by HS2 Ltd in the documentation, the SES3 and AP4 design changes will result in very minor or negligible net changes to the combined impact figures given in Volume 5 of the main ES on inland waterways. Therefore, IWA does not propose to make any further consultation response on route-wide effects.

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