

## **High Speed Rail (London - West Midlands) Supplementary Environmental Statement 2 (SES 2) and Additional Provision 3 (AP3) Environmental Statement (September 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 AP3 concludes on 23 October 2015, and that for responding to the Environmental Statement 2 consultation closes on 6 November 2015.

The modifications cover Euston Station and its approaches, and the HS1-HS2 link line. The changes are included in Community Forum Areas (CFAs) 1, 2, 3,4 and 5.

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

### **Volume 2 Community Forum Areas**

#### **Community Forum Area (CFA) 1 Euston Station and Approach**

This CFA covers the station area itself, and the approach to the twin tunnels. In the initial Environmental Statement there were no effects on waterways, and no response was made by IWA. The changes proposed in the AP3 documentation refer to alterations in the station area itself, which provide a more radical and complete redesign of the whole station. This change requires a two phased project, with Phase A providing platforms and infrastructure for the HS2 Phase 1 service to Birmingham, and Phase B1 providing expansion for the Phase 2 service to Manchester and Leeds. These again have no impact on waterways in CFA 1, so IWA does not propose to make any consultation response.

#### **Community Forum Area (CFA) 2 Camden Town and HS1 Link**

In the initial Environmental Statement, land on the towpath side of Hawley Lock (over A502 east from Camden lock) was shown as potentially required for construction. IWA pointed out that this could sever the towpath, and possibly prevent operation of the lock. Location 004-03-036 was a designated 'Significantly Affected Viewpoint' due to construction on the towpath by the lock. IWA's Consultation Response referred to the need to maintain towpath and lock working areas at Hawley Lock during construction to allow lock operation and towpath passage at all normal times.

Changes proposed in the AP3 documentation referred to the intention to remove the HS1-HS2 link, which government announced in late 2014. This removes the impact IWA was concerned about, negating the need to make any consultation response.

#### **Community Forum Area (CFA) 3 Primrose Hill to Kilburn (Camden)**

This CFA contains only the tunnels through this CFA. In the initial Environmental Statement there were no effects on waterways, and no response was made by IWA. The original tunnels comprised two for the main HS2 'up' and 'down' lines, and a third tunnel for the HS1-HS2 link line.

Changes proposed in the AP3 documentation referred to the intention to remove the HS1-HS2 link, which government announced in late 2014. This involves removal of the third tunnel in this CFA, reducing work and impact.

As in the original Environmental Statement, IWA does not propose to make any consultation response.

### **Community Forum Area (CFA) 4 Kilburn (Brent) to Old Oak Common**

The HS2 construction area potentially required around Old Oak Station site includes the south bank of the Grand Union Canal from the A219 Scrubs Lane road bridge west to the western side of the bridge crossing the West London railway over the same canal. From that point west for another 420m up to and alongside the Old Oak Common Station main compound the entire width of the canal is shown within the construction area.

Willesden Euro Terminal (main compound, rail import and export and materials stockpile) and Atlas Road Construction Site (satellite compound manufacturing tunnel segments) occupy both sides of land along the GU Canal Conservation Area from a railway crossing at Bridge 7 north-west to Bridge 8 (Cricklewood to Acton Junction Line). This site has two separate temporary construction bridges over the canal about half way along, and enclosed aerial conveyors (max height 3.3m above ground) over the canal adjacent to or on Bridge 8. One of these temporary bridges has been moved slightly towards Birmingham in AP2 modifications, to allow use of a construction tunnel to bring spoil to the site. The site is a major tunnel lining manufacturing site and includes a conveyor-fed spoil heap from station and tunnel construction on the north of the canal here and was originally in use for around 10 years.

Section 5.4.19 of the original Environmental Statement stated 'The Grand Union Canal runs through the study area and a towpath and cycleway runs alongside the canal. There is no permanent or temporary re-routeing affecting the canal and no significant effects on the amenity of users are predicted'

Section 12.5.29 likewise stated 'No permanent changes or effects are expected to be made to the navigability or course of the Grand Union Canal'

IWA's original Consultation Response stated that 'A Minimum Clearance of 3m over water and 2.75m over the towpath should be provided for the proposed temporary overhead conveyor and bridge crossings.'

However, in AP3 as a consequence of the changes to work at Euston Station, there are changes to the use of the Willesden Euroterminal main compound. In the original scheme, the main compound was expected to be operational for approximately seven years and six months, starting in 2016. Now, in the SES2 scheme, the Willesden Euroterminal main compound will be operational for approximately 17 years, to support conventional railway works in the Euston area periodically from 2016 to 2033, and HS2 from 2016 to 2023.

Removal of the main construction activity associated with tunnelling for HS2 is a major reduction in the impact on the Grand Union Canal. As in the original Environmental Statement, IWA does not propose to make any further consultation response.

## **Community Forum Area (CFA) 5 Northolt Corridor**

CFA 5 is a continuation of the working area described in CFA4 above. As for Willesden Euro Terminal in CFA 4, in the original scheme the Willesden F-sidings satellite compound would have been operational for approximately nine years. During this period the sidings would have been modified and used on the tunnels from Euston to Old Oak Common. Proposals have already been slightly modified by including a new access within the Townsend Industrial Estate.

In the SES2 scheme, the Willesden F-sidings satellite compound will now be used periodically for 17 years from 2016 to 2033 to support conventional railway works in the Euston area in addition to the 9 years from 2016 to 2025 for HS2.

Again, removal of the main construction activity associated with tunnelling for HS2 is a major reduction in the impact on the Grand Union Canal. As in the original Environmental Statement, IWA does not propose to make any further consultation response on this CFA.

## **Volume 3 Route Wide Effects**

Based on the information provided by HS2 Ltd in the documentation, the SES2 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 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. Based on the information provided by HS2 Ltd in the documentation, the SES2 and AP3 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.

Gren Messham

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