

HIGH SPEED RAIL (LONDON - WEST MIDLANDS)

Supplementary Environmental Statement 3 and
Additional Provision 4 Environmental Statement

Volume 2 | Community forum area reports

CFA24 Birmingham Interchange and Chelmsley Wood

October 2015

SES3 and AP4 ES 3.2.1.24



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Department for Transport

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Structure of the HS₂ Supplementary Environmental Statement 3 and Additional Provision 4 Environmental Statement

The Supplementary Environmental Statement 3 (SES₃) and Additional Provision 4 Environmental Statement (AP₄ ES) comprises:

- non-technical summary (NTS). This provides a summary in non-technical language of the SES₃ (Part 1) and AP₄ 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') as updated by subsequent SES and AP ES documents;
- Volume 1: introduction to the SES₃ and AP₄ ES. This introduces the supplementary environmental information and design changes included within the SES₃ and amendments, which have resulted in the need to amend the Bill, within the AP₄ ES. It also explains any changes to the scope, methodology, assumptions and limitations required for the environmental assessment;
- Volume 2: community forum area (CFA) reports and map books. These describe the supplementary environmental information and design changes included within the SES₃ (Part 1) and amendments within the AP₄ ES (Part 2). Any new or different likely significant environmental effects arising from these changes and amendments in each CFA, compared to those reported in the main ES, as updated by SES and SES₂ documents (and SES₃ for the AP₄ amendments) are reported. The AP₁, AP₂ and AP₃ amendments are also taken into account where relevant. In addition, 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 supplementary environmental information and design changes included within the SES₃ (Part 1) and amendments within the AP₄ ES (Part 2) compared to those reported in the main ES as updated by SES and SES₂ (and SES₃ for the AP₄ amendments). The AP₁, AP₂ and AP₃ amendments are also taken into account where relevant;
- Volume 4: off-route effects. This reports new or different likely significant off-route effects arising from the supplementary environmental information and design changes included within the SES₃ (Part 1) and amendments within the AP₄ ES (Part 2) compared to those reported in the main ES as updated by SES

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and SES2 (and SES3 for the AP4 amendments). The AP1, AP2 and AP3 amendments are also taken into account where relevant;

- Volume 5: appendices and map books. This contains environmental information and associated maps in support of the other volumes of the SES3 and AP4 ES; and
- glossary of terms and list of abbreviations. This contains any new or different terms and abbreviations used throughout the SES and AP ES reports, additional to those included in the main ES.

Structure of this report

This volume of the SES3 and AP4 ES is divided into CFA reports, which are in turn divided into two parts.

Part 1 of this CFA report provides supplementary environmental information relating to:

- new baseline information with respect to ecological surveys conducted during 2015; and
- changes to the design or construction assumptions which do not require changes to the Bill.

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 SES3 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 of this CFA report 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 AP4 ES 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 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) in CFAs 7 – 26. The SES and AP2 ES which was submitted in July 2015, updated the main ES and contained a number of further amendments to the design of the original scheme in CFAs 4 – 26. The SES2 and AP3 ES which was submitted in September 2015, contained further updates to the main ES and reported the assessment of a number of amendments to the design of the original scheme in CFAs 1 – 5.
- 1.1.2 Since the submission of the main ES and subsequent SES and AP documents, updates to environmental baseline information and changes to 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 SES3 (Part 1) or AP4 ES (Part 2) of this document, where they occur.
- 1.1.3 The Bill and associated Additional Provisions (APs) to the Bill described above, if enacted by Parliament, will provide the powers to construct, operate and maintain Phase One of HS2.
- 1.1.4 In order to differentiate between the original scheme and the subsequent changes, the terms set out in Table 1 are used:

Table 1: Scheme definitions

Scheme name	Definition	Relevant CFAs
the original scheme	the Bill scheme submitted to Parliament in November 2013, which was assessed in the main ES	1 – 26
the AP1 revised scheme	the original scheme as amended by the AP submitted in September 2014	7 – 26
the SES scheme	the original scheme with the design changes described in the SES submitted in July 2015	4 – 26
the AP2 revised scheme	the SES scheme as amended by the AP2 submitted in July 2015	4 – 26
the SES2 scheme	the original scheme as updated by the SES scheme, with the design changes described in the SES2 submitted in September 2015	1 – 5 (i.e. this applies in the London area only)
the AP3 revised scheme	the SES2 scheme as amended by the AP3 submitted in September 2015	1 – 5 (i.e. this applies in the London area only)
the SES3 scheme	the SES2 scheme with the design changes described in the SES3 submitted in October 2015	4 – 26
the AP4 revised scheme	the SES3 scheme as amended by the AP4 submitted in October 2015	4 – 26

- 1.1.5 SES3 (Part 1 of this report) contains updated environmental baseline information and describes changes to the scheme that have occurred within the current limits and powers of the Bill, and therefore do not require an AP to the Bill. This includes:
- new baseline information with respect to ecological surveys conducted during 2015; and
 - changes to the design or to construction assumptions which do not require changes to the Bill.
- 1.1.6 Design changes assessed within the SES3 for this CFA include:
- relocation of a waste recycling centre; and
 - provision of new rapid response maintenance base.
- 1.1.7 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.
- 1.1.8 The purpose of SES3 is to provide an assessment of any new or different likely significant environmental effects arising from the changes described.
- 1.1.9 There were no SES2 changes in this CFA, so the SES3 changes are compared to the SES scheme. There were AP1 and AP2 amendments, so these are taken into account as appropriate.
- 1.1.10 The AP4 ES (Part 2 of this report) describes 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 AP to the Bill. The provision of a temporary car park at the National Motorcycle Museum requires additional land outside the limits of the Bill and is the only amendment assessed within the AP4 ES for this CFA.
- 1.1.11 The AP4 ES assesses each amendment separately for all relevant topics. The purpose of the AP4 ES is to provide an assessment of any new or different likely significant environmental effects arising from the amendments compared to the SES3 scheme, taking into account AP1 and AP2 amendments where relevant.
- 1.1.12 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 submitted in support of the Bill. Implementation of these measures has been assumed in this SES3 and AP4 ES.

Part 1: Supplementary Environmental Statement 3

2 Summary of changes

2.1 New environmental baseline information

Ecology

- 2.1.1 Details of all amphibian surveys undertaken in this area during 2015 are provided in SES3 and AP4 ES, Volume 5, Appendix EC-001-004 and Volume 5 map series EC-04.
- 2.1.2 The additional baseline data does not generate any new or different significant effects and therefore is not reported in Section 3.

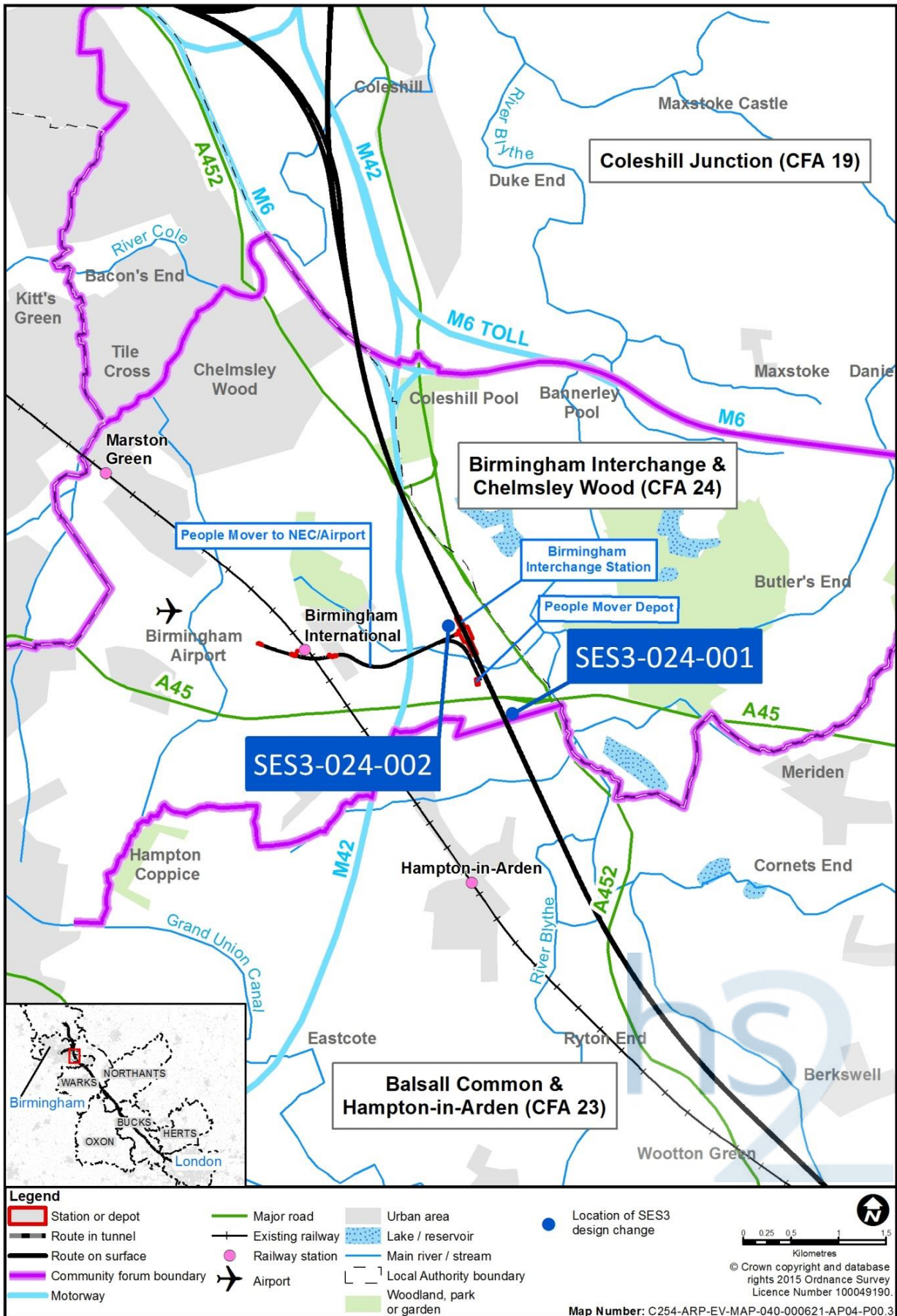
2.2 Changes to the design or to construction assumptions not requiring a change to the Bill

- 2.2.1 Table 2 provides a summary of the changes to the design or to construction assumptions not requiring a change to the Bill which result in new or different significant effects in the Birmingham Interchange and Chelmsley Wood CFA (CFA24). Figure 1 shows the locations of the changes.

Table 2: Summary of changes to the design or to construction assumptions not requiring a change to the Bill in CFA24

Name of design change or construction assumption	Description of the SES scheme	Description of the SES3 scheme
<p>Relocation of Bickenhill Waste Recycling Centre near the A45 Coventry Road</p> <p>(SES3-024-001)</p>	<p>The Bill provides for a realigned access to the Bickenhill Waste Recycling Centre to enable it to remain open during construction. Access to the Bickenhill Waste Recycling Centre would be elevated to tie in with the raised A45 Service Road.</p>	<p>The Bickenhill Waste Recycling Centre will be relocated at the site of the proposed A45/A45 Service Road overbridges satellite compound and temporary stockpiles. The new recycling centre will be approximately 30-40% larger than the existing facility. The recycling centre will include a 'zig-zag' queuing lane to minimise the risk of queuing on the A45 Service Road, increased skip area providing a greater number of recycling bins, service yard; kerbside recycling bulking and transfer area, provision of a new resale area, weighbridge, and welfare facilities. A new balancing pond will also be provided.</p> <p>The original A45/A45 Service Road overbridges satellite compound will be relocated and combined with the East Way Loop satellite compound, and will be renamed the A45/A45 Service Road overbridges satellite compound. A new Diddington Lane overbridge satellite compound will be provided to the east of the new Bickenhill Waste Recycling Centre. Shadow Brook satellite compound will also be relocated to accommodate alterations to materials stockpiles.</p>
<p>Provision of a HS2 maintenance base near the Birmingham Interchange auto-transformer station (ATS)</p> <p>(SES3-024-002)</p>	<p>The Bill provides for a station at Birmingham Interchange, along with an associated people mover, public realm, road infrastructure and car parking. In addition, an ATS was provided for to the north of the Birmingham Interchange Station.</p>	<p>A permanent maintenance base will be provided near to Birmingham Interchange station. The maintenance base will include an accommodation unit, a storage compound and parking for approximately 20 vehicles. It will be located to the north-west of the Interchange ATS, immediately to the west of the HS2 route.</p>

Figure 1: Locations of design changes not requiring a change to the Bill in CFA24



2.3 Description of changes to the design or construction assumptions

Relocation of Bickenhill Waste Recycling Centre near the A45 Coventry Road (SES3-024-001)

- 2.3.1 The Bill provides for the construction of the HS2 route as it intersects the A45 Coventry Road north-east of the Bickenhill Waste Recycling Centre. The HS2 route would be in cutting and would gradually rise to ground level north of the A45 Coventry Road before entering the area of the Birmingham Interchange station. Highway works to the A45 Coventry Road and A45 Service Road would require a permanent minor realignment of the access to the Bickenhill Waste Recycling Centre, which would require the existing access to be raised to tie in with the raised A45 Service Road (see grid reference D7, map CT-06-105b, in the main ES Volume 2, CFA24 Map Book).
- 2.3.2 Since submission of the Bill, consultation with Solihull Metropolitan Borough Council and further consideration of construction and operational access issues at the existing facility, concluded that the Bickenhill Waste Recycling Centre should be relocated approximately 200m east of the existing site, to the site of the A45/A45 Service Road overbridges satellite compound and temporary stockpiles proposed in the original scheme. This compound will be relocated and combined with the East Way Loop satellite compound, and will be renamed the A45/A45 Service Road overbridges satellite compound. A new Diddington Lane overbridge satellite compound will be provided to the south-east of the site of the new Bickenhill Waste Recycling Centre, in order to accommodate the works for its construction. Shadow Brook satellite compound is also relocated to accommodate alterations to material stockpiles. No new construction routes will be used. See map CT-05-105b, in SES3 and AP4 ES, Volume 2, CFA24 Map Book.
- 2.3.3 The new Bickenhill Waste Recycling Centre will be similar to the existing waste recycling centre, but approximately 30–40% larger in area than the existing facility to meet modern standards. The operational site will include: a larger skip area providing a greater number of recycling bins; service yard, kerbside recycling bulking and transfer area, provision of a new resale area, a weighbridge, and welfare facilities. The facility will include a 'zig-zag' queuing lane, to reduce the risk of queuing on the A45 Service Road once operational. Access to the new facility will be provided from the A45 Service Road, as is the case for the existing facility. A new balancing pond will be provided for surface water run off from additional hard surface areas within the site. It is assumed that the new waste recycling centre will operate under the same opening hours as the existing recycling centre. The existing facility will be retained until the new facility is operational. The provision of the new Bickenhill Waste Recycling Centre is within the original Bill limits, and will cover approximately 1.6ha when complete. See map CT-05/06-105b, in SES3 and AP4 ES, Volume 2, CFA24 Map Book.
- 2.3.4 The new Diddington Lane overbridge satellite compound will be located approximately 350m south-east of the A45 Service Road overbridge. Works will commence in approximately quarter two of 2017 and continue for one year and three months.

- 2.3.5 The design change will result in new or different significant effects for cultural heritage. The cultural heritage assets affected by the SES3 change are located within the Balsall Common and Hampton-in-Arden area (CFA23). There are no assets affected within CFA24, therefore the assessment has been reported in Section 3 of the SES3 and AP4 ES, CFA23, Volume 2.

Provision of a HS2 maintenance base near the Birmingham Interchange auto-transformer station (SES3-024-002)

- 2.3.6 The Bill provides for the Birmingham Interchange station and people mover, surrounding public realm, road infrastructure and car parking (see map CT-05/06-106 in the main ES Volume 2, CFA24 Map Book). An ATS was also provided to the north-east of the proposed A452 link road with an associated access track.
- 2.3.7 Since submission of the Bill, it was identified that there is a need for a maintenance base at Birmingham Interchange station. The Birmingham Interchange maintenance base will be located to the west of the Packington embankment, and accessed via the access road to the Interchange ATS (see grid reference A6 in map CT-06-106 in the SES and AP4 ES, Volume 2, CFA24 Map Book).
- 2.3.8 The primary purpose of the maintenance base will be to allow efficient maintenance of the HS2 railway during its operation. The maintenance base will comprise:
- an accommodation building;
 - a secure container to store tools and equipment;
 - storage facilities for typical maintenance components and consumables, plus access for deliveries. This will provide for storage of larger components at the maintenance base prior to their use for planned maintenance. It is envisaged that these items will be delivered to the maintenance base by road; and
 - a parking area, comprising 20 spaces, allowing for 15 staff vehicles and five maintenance vehicles.
- 2.3.9 Typical maintenance activities that may make use of these storage facilities will include:
- maintenance of off-track items such as the drainage and pumps associated with attenuation ponds;
 - fencing repairs;
 - landscape management;
 - maintenance work within tunnel ventilation shafts;
 - servicing of communication equipment;
 - major items of work at stations, such as maintenance of escalators; and
 - building maintenance.

- 2.3.10 The maintenance base (accommodation, storage area, car parking, etc.) will be securely fenced. The compound area will also be lit adequately so that people and vehicles can move around safely during the hours of darkness.
- 2.3.11 Access to the maintenance base will be limited to cars (staff vehicles) and light commercial vehicles such as long wheelbase flat-beds (maintenance vehicles). However, large articulated vehicles (up to 18.75m in length) may be used to deliver components from time to time. No rail access will be provided at the maintenance base.
- 2.3.12 The provision of the maintenance base will be managed from the A452/A446 Roundabout satellite compound. Works will commence in approximately 2018, and will take up to approximately three months to complete.
- 2.3.13 The provision of the maintenance base 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 all topics.

2.4 Topics included in the SES3 assessment

- 2.4.1 The changes described above in Sections 2.2 to 2.3 will not result in new or different significant effects for any topics in this CFA.

3 Assessment of changes

- 3.1.1 The SES3 scheme will not result in new or different significant effects in this CFA. However, the SES3 scheme will result in new or different significant effects for cultural heritage assets located within the Balsall Common and Hampton-in-Arden area (CFA23). Therefore the assessment has been reported in Section 3 of the SES3 and AP4 ES, CFA23, Volume 2.

Part 2: Additional Provision 4 Environmental Statement

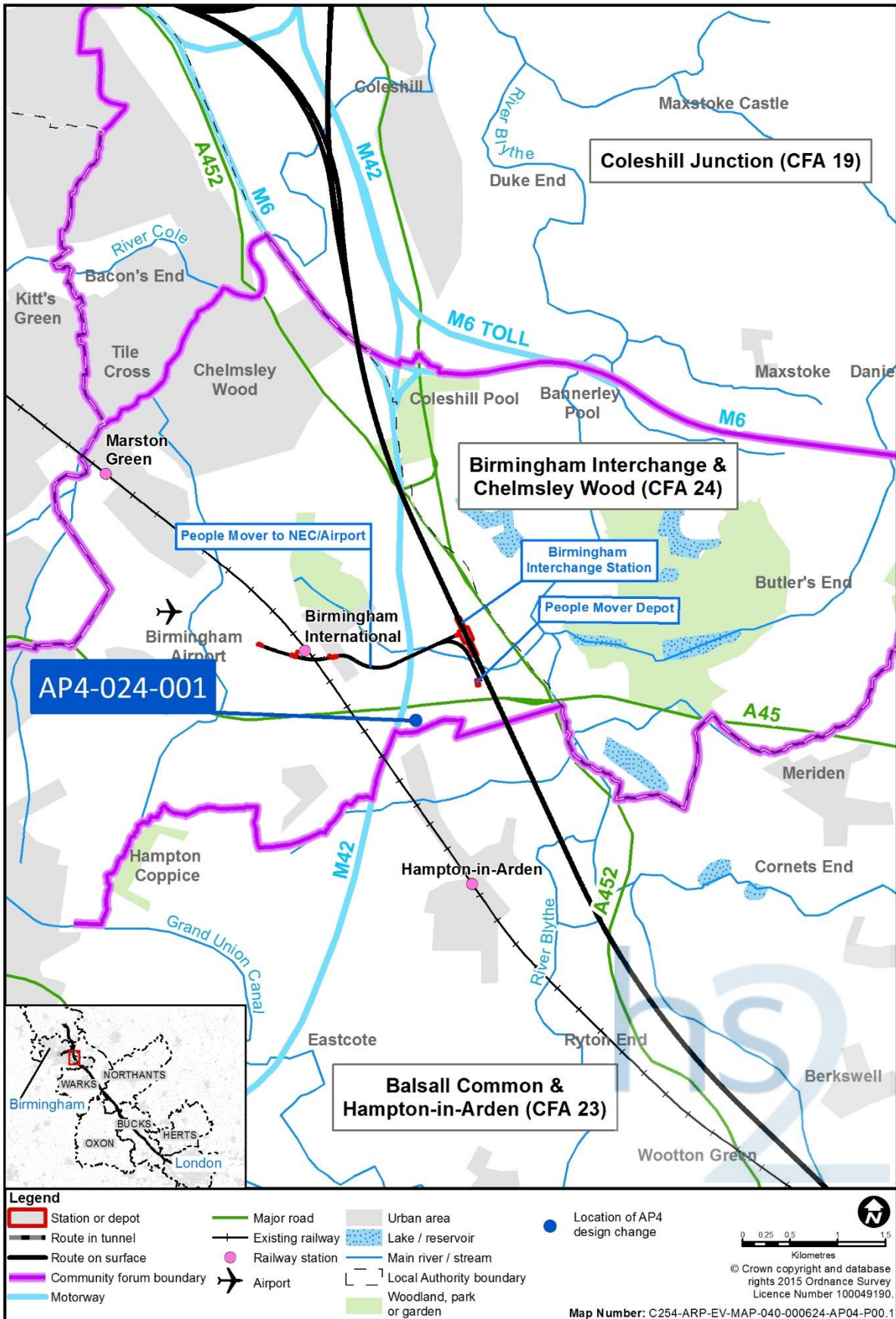
4 Summary of amendments

- 4.1.1 Table 3 provides a summary of the amendments in the Birmingham Interchange and Chelmsley Wood area (CFA24), and Figure 2 shows the locations.
- 4.1.2 An assessment of the likely significant environmental effects associated with the disposal of construction, demolition, excavation, worker accommodation, site and operational waste has been undertaken for the SES3 scheme and AP4 revised scheme as a whole. See Volume 3, Section 19 of the SES3 and AP4 ES for further information.

Table 3: Summary of amendments in CFA24

Name of amendment	Description of the SES ₃ scheme	Description of the AP ₄ revised scheme
<p>Additional land required for mitigation car parking at National Motorcycle Museum</p> <p>(AP₄-024-001)</p>	<p>In the original scheme, the A₄₅ Coventry Road westbound entry to the M₄₂ Junction 6 roundabout would be widened to provide a segregated left-turn lane to the M₄₂ southbound roundabout exit, resulting in the temporary and permanent loss of car parking spaces. Other road improvements include: widening of the M₄₂ and A₄₅ Coventry Road slip roads and roundabout circulatory carriageway. The existing access road to the National Motorcycle Museum will be permanently closed and provision of a replacement access off the A₄₅ westbound Service Road provided. Footpath M₁₀₇ will be permanently realigned parallel to the replacement access.</p> <p>As detailed in the SES and AP₂ ES (Part 1) Volume 2, CFA 24, for the SES design change SES-024-001 (Revision to road network at the National Motorcycle Museum), some of the improvements to the road network in the vicinity of the National Motorcycle Museum to mitigate the impact of the scheme would no longer be required including the segregated left-turn lane to the M₄₂ southbound roundabout exit, which is now replaced by widening of the existing A₄₅ Coventry Road westbound slip to M₄₂ Junction 6 from three lanes to four. This will result in retention of the existing access to the National Motorcycle Museum, and the loss of permanent parking is removed, however during construction the temporary loss of car parking spaces will remain. Footpath M₁₀₇ will no longer be realigned.</p>	<p>The provision of additional land to provide approximately 30 temporary car parking spaces at the National Motorcycle Museum to help mitigate the temporary loss of parking spaces as a result of the original scheme. The additional land required to provide the temporary spaces is within the ownership of the National Motorcycle Museum, and is currently used for overspill car parking.</p>

Figure 2: Locations of amendments in CFA24



5 Assessment of amendments

5.1 Additional land required for mitigation car parking at the National Motorcycle Museum (AP4-024-001)

- 5.1.1 The Bill provides for land to be acquired permanently at the National Motorcycle Museum for the widening of the A45 Coventry Road westbound roundabout entry to provide a segregated left-turn lane to the M42 southbound roundabout exit (see map CT-05-106-L1 in the main ES Volume 2, CFA24 Map Book). These works would result in the loss of a grass verge covering an area of approximately 0.1ha and part of the existing museum car park, which would result in the temporary loss of 55 car parking spaces (out of 274 spaces) and the permanent loss of 45 car parking spaces. The original scheme would result in the permanent closure of the existing access road to the National Motorcycle Museum. A replacement access road to the east of the museum from the A45 westbound Service Road would be provided. Footpath M107 would be permanently realigned parallel to the replacement access. Other improvements to the road network in this area relate to the widening of some of the M42 and A45 Coventry Road on and off roundabout slip roads and the roundabout circulatory carriageway.
- 5.1.2 As detailed in the SES and AP2 ES, Volume 2, CFA Report 24, further design work has been undertaken which has taken into consideration the current Highways England improvements to the M42 Junction 6 roundabout. As a result of these improvements, which are due to be completed in advance of 2016, widening of the A45 Coventry Road eastbound off-slip roundabout entry and widening of part of the roundabout circulatory carriageway, as defined in the Bill, are no longer required. As a consequence a number of changes were introduced in the SES scheme. These include the replacement of the widening of the A45 Coventry Road westbound roundabout entry to provide a segregated left-turn lane to the M42 southbound roundabout, by widening of the A45 Coventry Road westbound off-slip roundabout entry from three lanes to four (see map CT-05-106-L1 in SES and AP2 ES Volume 2, CFA24 Map Book). The changes to these works remove the permanent loss of 45 car parking spaces reported in the main ES. The temporary loss of 55 car parking spaces would remain. The existing access road to the museum would be retained, albeit with minor modifications, and there would no longer be a need to realign Footpath M107. The grass verge, removed in the original scheme, would remain.
- 5.1.3 Since submission of the SES and AP2 ES, it has been identified that the highway changes introduced as part of the SES scheme reduces the number of car parking spaces lost temporarily during construction from 55 to 30, as less land is required for the highway works.
- 5.1.4 Approximately 1.9ha of additional land is required temporarily to provide replacement car parking for the 30 spaces removed on a temporary basis, and in order to integrate access to these replacement car parking spaces. The land required is outside of the Bill limits, hence the need for this amendment. The land required is in the ownership of the National Motorcycle Museum, and is used on an occasional basis as informal overspill car parking. See grid reference J4, map CT-05-106-L1, in SES3 and AP4 ES Volume 2, CFA24 Map Book for amendments.

- 5.1.5 The provision of the replacement car parking will be managed from the Diddington Lane overbridge satellite compound, located within the Balsall Common and Hampton-in-Arden area (CFA23) (see map CT-05-105b, in SES3 and AP4 ES, Volume 2, CFA24 Map Book). Works will commence in approximately the third quarter of 2017 and will take up to three months to complete.

5.2 Topics included in the assessment

- 5.2.1 The provision of replacement car parking 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, cultural heritage, ecology, land quality, landscape and visual assessment, sound, noise and vibration, and water resources and flood risk assessment. However, there are changes where reassessment is considered to be required in respect of: community, and traffic and transport.

Community

Introduction

- 5.2.2 This section of the report describes the environmental baseline in relation to community that is relevant to the assessment. It then identifies any new or different likely significant environmental effects as a result of the amendment, compared to those of the SES3 scheme.

Scope, assumptions and limitations

- 5.2.3 The assessment scope, key assumptions and limitations for community 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

- 5.2.4 The baseline community information for the National Motorcycle Museum is as described in the main ES (Volume 2, CFA Report 24, Section 5).
- 5.2.5 The National Motorcycle Museum is located at the M42 Junction 6 and is accessed directly off the A45 Coventry Road/M42 Junction 6 roundabout (see grid reference Gg on map CT-05-106-L1, in the main ES, Volume 2, CFA24 Map Book). The museum provides a range of facilities including training and seminar rooms and hosts major events on a regular basis.

Future baseline

Construction (2017)

- 5.2.6 Volume 5: Appendix CT-004-000 of the SES3 and AP4 ES provides details of the developments which are assumed to have been implemented by 2017, additional to those identified in the main ES and the SES and AP2 ES (Volume 5: Appendix CT-004-000).
- 5.2.7 None of the identified developments affect the assessment of the AP4 amendment's likely construction impacts on community.

Operation (2026)

- 5.2.8 Volume 5: Appendix CT-004-000 of the SES3 and AP4 ES provides details of the developments which are assumed to have been implemented by 2017, additional to those identified in the main ES and the SES and AP2 ES (Volume 5: Appendix CT-004-000).
- 5.2.9 None of the identified developments affect the assessment of the AP4 amendment's likely operational impacts on community.

Effects arising during construction

- 5.2.10 The SES scheme includes changes to the road network at the National Motorcycle Museum (SES-024-001) as reported in the SES and AP2 ES (Volume 2, CFA Report 24, Section 2), which would remove the need for the highway improvement works in the vicinity of the National Motorcycle Museum included in the original scheme. The SES and AP2 ES (Part 1) reported that the change would result in the removal of the moderate adverse permanent effect on car parking spaces at the National Motorcycle Museum. However, the temporary loss of 55 spaces, for approximately one year and six months, would also remain, therefore the moderate adverse effect associated with the temporary loss would remain.
- 5.2.11 It has been identified since the submission of the SES and AP2 ES, that highway changes introduced as part of the SES scheme reduce the number of car parking spaces lost temporarily during construction from 55 to 30, however this would not have changed the moderate adverse significant effect reported in the SES and AP2 ES (Part 1).
- 5.2.12 The AP4 amendment provides 30 temporary parking spaces which will fully mitigate the temporary loss of parking spaces, thereby removing the temporary significant effect (see map CM-01-154 in the SES3 and AP4 ES, Volume 5 Map Book). The SES3 and AP4 ES, Volume 5: Appendix CM-001-024 details the relevant changes to the results reported in the SES and AP2 ES, Volume 5: Appendix: CM-001-024.

Effects arising from operation

- 5.2.13 The AP4 amendment to provide additional land for the provision of temporary mitigation car parking at the National Motorcycle Museum will not give rise to a new or different significant operational effect and will not change the level of significance of the effects reported in the SES and AP2 ES (Part 1).

Mitigation and residual effects

- 5.2.14 No additional mitigation measures (i.e. in addition to those identified in the main ES and subsequent SES and AP ES reports) are required.
- 5.2.15 The AP4 amendment will remove the reported moderate adverse significant residual effect on the National Motorcycle Museum during construction.

Cumulative effects

- 5.2.16 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.

Traffic and transport

Introduction

- 5.2.17 This section of the report describes the environmental baseline in relation to traffic and transport that is relevant to the assessment. It then identifies any new or different likely significant environmental effects as a result of the amendment, compared to those of the SES3 scheme and any relevant AP2 amendments.

Scope, assumptions and limitations

- 5.2.18 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

- 5.2.19 The baseline traffic and transport information for the area is as described in the main ES Volume 2, CFA Report 24, Section 12.
- 5.2.20 There are approximately 274 car parking spaces at the National Motorcycle Museum used by visitors.

Future baseline

Construction

- 5.2.21 The future baseline for construction remains unchanged from that reported in Volume 2, CFA24, Section 12 of the main ES.

Operation (2026 and 2041)

- 5.2.22 The future baselines for operation in 2026 and 2041 remain unchanged from those reported in Volume 2, CFA24, Section 12 of the main ES.

Effects arising during construction

- 5.2.23 The SES scheme includes changes to the road network at the National Motorcycle Museum (SES-024-001) as reported in the SES and AP2 ES (Volume 2, CFA Report 24, Section 2), which would remove the need for the highway improvement works in the vicinity of the National Motorcycle Museum included in the original scheme. The SES and AP2 ES (Part 1) reported that the change would result in the removal of the moderate adverse permanent effect on car parking spaces at the National Motorcycle Museum. However, the temporary loss of 55 car parking spaces at the National Motorcycle Museum for one year and six months would remain. Therefore the significant effect of the temporary parking loss assessed in the main ES as moderate adverse would remain.

- 5.2.24 It has been identified since the submission of the SES and AP2 ES, that highway changes introduced as part of the SES scheme would reduce the number of car parking spaces lost temporarily during construction from 55 to 30. However, this would not change the moderate adverse significant effect reported in the SES and AP2 ES (Part 1).
- 5.2.25 The AP4 amendment provides 30 temporary parking spaces which will fully mitigate the temporary loss of parking spaces, thereby removing the temporary significant effect (see Map TR-03-154 in the SES3 and AP4 ES, Volume 5, Traffic and Transport, CFA24 Map Book).

Effects arising from operation

- 5.2.26 The AP4 amendment is for temporary parking during construction and has no impact in operation. Consequently the amendment will not give rise to a new or different significant effect and will not change the level of significance of the effects reported in the SES and AP2 ES (Part 1).

Mitigation and residual effects

- 5.2.27 No additional mitigation measures (i.e. in addition to those identified in the main ES and subsequent SES and AP ES reports) are required.
- 5.2.28 The AP4 amendment will remove the moderate adverse significant residual effect during construction reported on the National Motorcycle Museum.

Cumulative effects

- 5.2.29 The above assessment has taken into account cumulative effects, including planned development by taking account of background traffic growth, as well as traffic and transport impacts of works being undertaken in neighbouring areas.
- 5.2.30 There are no new or different likely significant cumulative effects for traffic and transport as a result of the AP4 amendments interacting with one another or any AP2 amendments.

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

- 5.2.31 The amendment to provide temporary mitigation car parking at the National Motorcycle Museum will remove the moderate adverse likely residual significant community effect and the moderate adverse likely residual significant traffic and transport effect on parking during construction identified at the National Motorcycle Museum, reported in the SES and AP2 ES (Part 1).

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.

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