EXHIBIT LIST

Reference No: HOL/10018
Petitioner: EUSTON STANDARD PACK
Published to Collaboration Area: Wednesday 31-Aug-2016

No	Exhibit Name	Page
1	P2156_Cumulative Effects.pdf	2 - 8

Cumulative Effects and Mitigation

Cumulative Effects

The HS2 London to West Midlands EIA Scope and Methodology Report (SMR) and addendums set out the approach taken to the assessment of cumulative effects. This document outlines three distinct types of cumulative effects:

- The in-combination effects on a single receptor of a number of individual environmental impacts, for example noise, dust and traffic;
- The effects of other developments under construction or consented, which when combined with the effects of the Proposed Scheme may have an incremental significant effect; and
- The accumulation of individual effects on a receptor which when added together (including in a regional context or over the length of the Proposed Scheme), result in an effect of greater significance than the sum of the individual effects (i.e. synergistic effects), for example losses of ancient woodland when considered on a route-wide basis.

Cumulative Effects - Assessment

The community assessment of the Environmental Statement (ES) reports locations where significant individual topic effects are anticipated to occur in-combination and affect the amenity of receptors. The individual significant effects considered within the ES with respect to in-combination effects are:

- noise and vibration;
- air quality;
- construction transport (increase in HGVs);
- visual impacts.

The community assessment reports where significant effects on amenity are likely to occur as a result of two or more significant effects from the above topics acting in-combination.

Cumulative Effects - Commitments

The potential for cumulative effects will be managed by the Promoter through the application of mitigation.

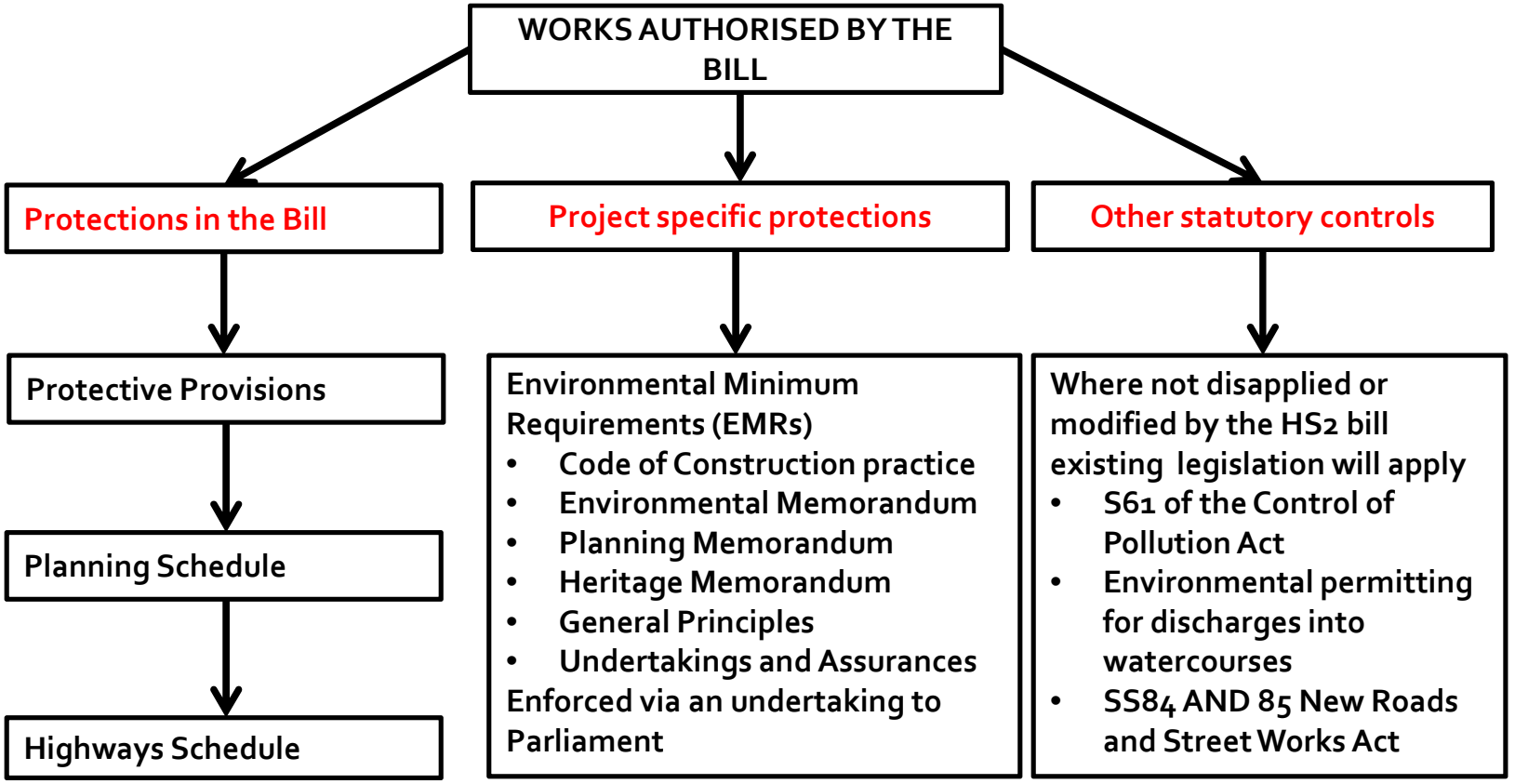
The Environmental Impact Assessment assumes that the measures outlined in the draft Code of Construction Practice (CoCP) will be applied and these are 'built in' to the construction assumptions, therefore residual significant effects are reported in the ES.

The draft CoCP forms part of the Environmental Minimum Requirements (EMRs) which set out the environmental and sustainability commitments that will be observed in the construction of the scheme.

The nominated undertaker will be required, under contract, to adhere to the arrangements provided for in the EMRs in designing and constructing Phase One of the High Speed 2 works.

The nominated undertaker will also be required to use reasonable endeavours to adopt mitigation measures that will further reduce adverse environmental effects.

Controls in place on HS2



Cumulative Effects - Mitigation

The assessment assumes application of relevant measures within the CoCP. These will apply not only where significant effects arise, but more generally in the locality, thereby also benefitting receptors that are not considered to be subject to significant in-combination effects.

For example, the application of Best Practicable Means[1] in relation to the management of dust, air pollution and noise and vibration, will include control of effects at source.

Appropriate mitigation measures will also typically be determined by potential effects at receptors closest to the works and those management measures will therefore also benefit properties at a greater distance from the works.

[1] Best Practicable Means (BPM) are defined in Section 72 of he Control of Pollution Act 1974 and Section 79 of the Environmental Protection Act 1990 as those measures which are 'reasonably practicable having regard among other things to local conditions and circumstances, to the current state of technical knowledge and to financial implications.'

Further Controls within draft CoCP

The Promoter recognises that some petitioners have also raised concerns regarding other issues beyond those considered during the assessment of in-combination effects (AQ, noise and vibration, traffic and visual effects). The table below provides examples of where management measures associated with these issues are defined.

Issue	Draft CoCP Control Measures
Vermin	Section 5.3 'Construction site layout and good housekeeping'
Anti-social behaviour	Section 5.3 and Section 5.5 'Worksite security'
Light intrusion	Section 3.3 'Statutory Requirements', 5.4 'Site Lighting' and Section 5.3
Security	Section 5.5 'Worksite security' and Section 5.3