

**TRANSPORT AND WORKS ACT 1992**

**TRANSPORT AND WORKS (INQUIRIES PROCEDURE) RULES 2004**

**THE NETWORK RAIL (OLD OAK COMMON GREAT WESTERN MAINLINE TRACK ACCESS) ORDER**

**REBUTTAL EVIDENCE OF Chris Ford**

**3 NOVEMBER 2023**

1. My name is Chris Ford. This rebuttal proof has been prepared on the same terms as my proof of October 2023 and, as with that document, the opinions expressed are my true and professional opinions.
2. This rebuttal proof has been prepared in response to the evidence of N. Gallop, C. Gent, A. Rhead, M. Aaronson and M. Connell submitted on behalf of Bellaview Properties Limited and to address certain matters raised in that evidence.
3. This rebuttal is not intended to be an exhaustive response on all matters and deals only with certain points where it is considered appropriate or helpful to respond in writing at this stage. Where a specific point has not been dealt with, this does not mean that the point is accepted, and it may be addressed further at the Inquiry.

Proof of Evidence of N. Gallop

Reference	Bellaview's position	Network Rail's comments
Sections 2.5 and 3.9	<p>...Therefore, the alternative to seeking third-party land for additional access points and storage areas would be to further review the possessions strategy for the OOC works, to provide the time if and when required to access the works site from existing or alternative points of access.</p> <p>...</p> <p>The circumstances at OOC are therefore not unique, in terms of how to achieve physical access to the railway when access points and time are both constrained.</p>	<p>During possessions of the Great Western Main Line (<b>GWML</b>) related to construction of Old Oak Common Station a variety of the alternative transport options have been investigated and adopted for maintaining passenger movements in and out of London during the proposed possessions. However, despite these mitigations, the disruption to passengers will still be significant and such mitigations would not allow a longer blockade or increased disruption in order to utilise other RRAPs, as suggested by Mr Gallop. As such the temporary RRAP is still required.</p>

	<p>Unlike most of the cases shown above, however, passengers affected by possessions in the OOC area do have a number of alternative transport options available, including:</p> <ul style="list-style-type: none"> <li>• South West Main Line into London Waterloo station via Reading;</li> <li>• Chiltern Lines into London Marylebone station via Oxford or Banbury;</li> <li>• West Coast Main Line into London Euston station via Milton Keynes;</li> <li>• London Underground via the Central Line and District Line through Ealing Broadway;</li> <li>• Bus services through Ealing Broadway.</li> </ul>	<p>Considering each option proposed by Mr Gallop in turn. <b>South West Main Line into London Waterloo station via Reading</b></p> <p>Trains will continue to run from Reading to Waterloo on the Waterloo to Reading Line (WtRL), reducing demand for passengers going from Reading towards Paddington on the GWML. However, as mentioned above, despite this, the temporary RRAP will still be required.</p> <p><b>London Underground via the Central Line and District Line through Ealing Broadway and Bus services through Ealing Broadway</b></p> <p>During some of the more disruptive possessions (All Line Blocks) trains will run on the GWML from Reading (and further West) to Ealing Broadway station, where they will then allow passengers to alight, board and then return to the West. This allows interchange to the Central and District Line (London Underground) as well as local bus network as Mr Gallop notes. However, as per my comment above, this option being utilised does not address the need for a temporary RRAP.</p> <p><b>Diversions routes (Chiltern Lines into London Marlybone station via Oxford of Banbury, West Coast Main Line into London Euston via Milton Keynes)</b></p> <p>Network Rail is investigating several diversionary options to route regional trains from the GWML, along the Poplar Lines, onto the North London Lines and to either Euston or Waterloo. Marylebone was investigated but is not being taken forwards due to cost, disruption and operational reasons. Network Rail has also investigated longer diversions with trains leaving the GWML at Reading. These options are awaiting an industry decision, led by the DfT, on the best diversions to progress when considered holistically. However, I note that these diversions will not make a sizable reduction in passenger disruption such that the possession limits or durations can be altered. Therefore,</p>
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		<p>this does not change the need for the temporary RRAP. <b>Summary of stakeholder engagement to determine acceptable possession strategy</b></p> <p>Generally, in terms of introducing additional disruptions, as suggested by Mr Gallop - it would not be acceptable to the DfT or the wider rail industry to increase disruption in order to utilise other RRAP locations. The possession strategy has been heavily consulted and debated within the industry. The level of disruption to train operators required for the GWML Rail Systems Project is unprecedented, especially since the opening of the Elizabeth Line. The strategy from the Department for Transport (DfT), Minister of State (Rail and Transport) and all rail stakeholders has been to reduce the disruption as far as possible, necessitating the temporary RRAP at Horn Lane.</p>
Section 3.5	The material supplied as part of the TWAO application does not explain in the Statement of Case or the Statement of Aims why the logistics compound must be on the same site as the RRAP, and why the storage and associated activities could not be met at existing, larger railway operational sites in the immediate vicinity of OOC.	This is addressed within my previous proof of evidence; notably at paragraphs 4.7 – 4.9.
Section 3.10	Without providing compelling evidence to demonstrate the inability of the possessions strategy to allow opportunities to access OOC from existing railway land, or to be able to amend the possessions strategy, particularly in the light of the latest developments with phasing of HS2, the justification for consideration and scale of provision on alternative sites has yet to be determined	The bulk of this comment is rebutted in the row above (related to Mr Gallop's sections 2.5 and 3.9). I wish to clarify that the 'latest developments with phasing of HS2' have not impacted the Old Oak Common Stations programme, either in terms of its timing or its scope. In fact, the decision to defer opening of Euston HS2 Station places increased national significance on the opening of Old Oak Common GWML/HS2 Station in line with the programme.
Sections 3.13 and 3.14	Network Rail guidance on new RRAP sites (Core Document 34) sets out in paragraph 1.3.2 "what is	I wish to raise three points in respect of this statement. Firstly, regarding the status of the guidance document referenced, secondly regarding the

	<p>considered 'Best Practice' for the design of access points with the capability for HGV deliveries and for on and off-tracking heavy RRVs by means of a Road Rail Access Point (RRAP)." Paragraph 1.6.1 of the guidance provides an overview of methodology for determining sites for RRAP, stating:</p> <p><i>Following the LCC [Life Cycle Cost], SA [Sustainability Assessment], SIC [Safety in Construction] and SIU [Safety in Use] a weighted pointing system will be applied in order to categorize the preferred infrastructure solutions as defined below [Table showing process].</i></p> <p>There is no apparent evidence to suggest that this process has been undertaken, in terms of the overall scoring of the various site options identified by Network Rail from which to demonstrate the design solution with the lowest points (i.e. LCC + SA + SIC + SIU)....</p>	<p>usage of the document and thirdly regarding whether the guidance document is appropriate to apply.</p> <p>First, the document is a guidance document. It is not a required to be used when locating RRAPs and compound. It is not a standard nor an official Network Rail guidance document provided in Network Rail's suit of standards. The document was created in 2015 for the LNW Access Improvement project. Subsequently it has been shared by Network Rail with the wider industry via Safety Central (<a href="http://safety.networkrail.co.uk">http://safety.networkrail.co.uk</a>). The use of the document on the Project was to help shape requirements for design of the RRAP and compound.</p> <p>Secondly, to the best of my knowledge the document is not widely used. The Senior Asset Engineer responsible for lineside access points and RRAPs in Wales and Western region confirmed that the guidance document has not been used to determine the location of new access points, only for the specification of design at the selected location. The SRSA delivery team which are delivering the GWML Rail Systems Project associated with Old Oak Common Station have installed 10 RRAPs and associated compounds, the guidance document has not been used for any decisions on location of these 10 RRAPs. The reason for both of these examples is tied to my third point.</p> <p>Thirdly, the document is aimed at a comparative assessment between viable access points. As can be seen in the below extracts, section 1.6.</p> <p><i>Following the LCC, SA, SIC and SIU a weighted pointing system will be applied in order to categorize the preferred infrastructure solutions as defined below:....</i>  <b><i>The design solution with the lowest points should be the preferred design solution.</i></b></p> <p>As demonstrated in my Proof of Evidence, sections 5 and 6, there are no other reasonably viable access points. As such it was not, and is not, appropriate to apply the scoring system within the Best Practice Design</p>
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		<p>Guide. This is also why the SRSA delivery team and Wales and Western Senior Asset Engineer have not used the scoring mechanism in other RRAP locations.</p>
<p>Section 3.15</p>	<p>The SoA additionally identifies Noel Road RRAP and Bloomsbury Close, but does not mention Westcott Park Community Garden, Old Oak Common Lane (existing Hitachi Depot) or Westway Estate, thus it is difficult to understand how these are summarised in the Statement of Case.</p>	<p>These alternative options are addressed in my proof of evidence Section 6. In that section it is described why they are not reasonably viable alternatives.</p>
<p>Section 3.16 Parts 1 - 5</p>	<p><b>1. North Pole Depot (also known as Barlby Gardens),</b><sup>1</sup> an existing permanent RRAP at the eastern end of the North Pole Depot area. The site is around 2.4km distance by rail from the RRAP east onto the Down Main and return to the eastern end of the proposed OOC platforms, which assuming a notional 30km/h travelling speed would take no more than 5 minutes to traverse. Figures 4 and 20 of the Arcadis report for Network Rail (Appendix L) show the layout of the RRAP and associated 1,500m<sup>2</sup> fenced compound for parking and laydown. Page 17 of the report describes how movements between site and OOC by rail could be undertaken, page 48 also noting the proposal to create a temporary rail access into the site close to the existing RRAP. The report then states that the site can be accessed via Mitre Way and Scrubs Lane, and has “easy access links for large vehicles,” page 44 confirming the highway access</p>	<p>North Pole Depot (also known as Hitachi depot or IEP depot) RRAP will be used in the delivery of the GWML Rail Systems Project, but the extent to which it can be used is severely limited due to the isolation and possession arrangements associated with operation of the train maintenance North Pole Depot.</p> <p>This is outlined in my proof of evidence Section 5.1, first item in the table on page 6.</p> <p>The supposed alternatives of Jacob's Ladder, Southall, Acton Main Line station and Westcott Park Community Garden, as well as reasons as to why they cannot serve accommodate the Project, are set out in section 6 of my proof of evidence. Noting that Mr Gallop himself identifies that these are not suitable.</p>

<sup>1</sup> Appendix L, Section 4.2.7

	<p>arrangements which are already used by RRVs. The report considers (page 27) that the site would be suitable for OLE storage, assembly and delivery and confirms that no permits or purchase of land would be required. The RRAP and compound could be co-located, the significant areas of land to the west (including a former rail-served building) offering a greater footprint than available at the Horn Lane site;</p> <p>2. <b>Jacob's Ladder</b>, an exiting RRAP located off Felix Road. Whilst this is likely to be located too far to the west of the OOC site, and has no room for expanding the compound, it is worth noting that the site is assessed through a third party operational area (Waitrose supermarket), the RRAP and compound together covering a total site area of less than 500m<sup>2</sup>.</p> <p>3. <b>Southall</b>, an existing RRAP located off Collett Road in Southall. This is probably also located likely to be located too far to the west of the OOC site to be a practicable alternative to those sites closer to the site itself, despite the availability of land around the RRAP to provide an expanded compound area;</p> <p>4. <b>Acton Main Line station</b>, a former RRAP which has now been removed by development of the station as part of the Crossrail (Elizabeth Line) project, and now sits below an overbridge with very limited physical access out to Horn Lane. No scope exists to achieve a RRAP or a co-located compound;</p> <p>5. <b>Wescott Park Community Garden</b>, which has a considerable level difference (6m higher than the GWML) which, in combination with the constrained nature of the highway access, would not offer a</p>	
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	<p>practicable proposition for a RRAP or a compound [...]</p>	
<p>3.16 part 6</p>	<p><b>6. Old Oak Common Lane (existing Hitachi North Pole Depot), [...]</b></p> <p>The site has an existing contractor compound within the depot with no permanent occupation, immediately adjacent to the GWML Main Lines, as well as the western end of the proposed OOC station platforms. The compound is surrounded by security fencing, CCTV and lighting columns. Road access is available to the west from Old Oak Common Lane and to the east from Mitre Way / Scrubs Lane (noting comments in a) above in respect of the Barlby Gardens site). There are no apparent obstacles in terms of lineside equipment which would otherwise make this a more difficult site to deliver than the Horn Lane site. A general arrangement drawing of a potential layout for a RRAP is attached as Appendix Q, showing the ability of the site to provide for the same type of articulated lorries as assumed by Network Rail for the Horn Lane site. Space for material laydown and equipment, as well as the RRAP itself, totals around 1,500m<sup>2</sup> of space, excluding the other disused land and floorspace which could be exploited on site.</p> <p>The Arcadis report (Appendix L) makes no reference to the potential availability of the former rail-linked maintenance building on site, despite the scope for this to provide covered space for component delivery, storage and assembly. Page 27 of the report indicates that the area will be used for welfare facilities and an</p>	<p>I describe in section 6.1 (Old Oak Common Lane (Hitachi [North Pole Depot])) of my Proof of Evidence why this is not a suitable alternative location. In addition, I will respond to certain aspects arising in Mr Gallop's Proof of evidence.</p> <p>I am not clear whether the 'Contractor compound' referenced by Mr Gallop is the SRSA compound, NR Maintenance compound or the Alstom signalling compound, all of which are located in the vicinity of Barlby Road. To be clear, Network Rail's plan does include utilisation of all three compounds as part of our logistics / parking hub. These are accessed via Mitre Way. During our discussions with North Pole Depot stakeholders no other identified compounds match the description.</p> <p>Appendix Q outlines a potential compound within North Pole Depot— Network Rail has discussed gaining access to this area and ownership of the area including turning circle and access road. This access has been refused by the North Pole depot operator. Even if this was overcome, there are several challenges which I can identify when looking at this option. The identified turning circle for the HGV clashes with the welfare/storage/waste facilities provided at this end of the site. Network Rail did discuss relocating the welfare/storage/waste facilities with the North Pole Depot Operator. However, we are advised that these are critical and there is no suitable location for relocation.</p> <p>Gaining access to the location in Area from Appendix Q is also problematic, with access from Old Oak Common Lane outlined in my response to section 3.29 of Mr Gent's proof of evidence. The alternative is to utilise access from Mitre way through North Pole depot. However, the road through the North Pole depot is the main operational road</p>

	<p>access for the majority of the works timeline from 2022. Page 28 states that use of the site would require agreement from Hitachi as the depot “owner”, but does not confirm that the site is in the ultimate ownership of the Secretary of State, for whom the OOC works are being undertaken. Page 28 summarises the highway access arrangements which are expanded upon on in section 5.3.6, noting that the current headroom restriction on Old Oak Common Lane north of the site could be lifted as “the Old Oak Common Lane GWML bridge will be replaced and the road lowered as part of the major civils works on the project. This will provide an opportunity for larger vehicles to utilise this route as the programme develops.” The report recommends in the Executive Summary on page 1 that an agreement should be reached with Hitachi for the provision of access through the “Hitachi North Pole Depot” to validate the assumptions made in the report regarding access to the south of the GWML. It is unknown whether this recommendation has been taken up by Network Rail; It is understood that compulsory purchase powers could be obtained over Agility Trains / Hitachi’s interests in the site putting them in the same position as any other third party landowner (such as BPL).</p> <p>The Network Rail report (Appendix M section 4.2.2. 4<sup>th</sup> bullet) raises a concern regarding crossing of the internal level crossing. This is not clear as to its meaning, but can be addressed in two ways depending on use of the term “road” which in railway parlance can refer equally to railway lines as to highways:</p> <p>i) If the concern is about the depot <u>railway lines</u></p>	<p>within North Pole depot and its use for the GWML Rail Systems Project would disrupt depot operations. Network Rail did approach the North Pole Depot Operator previously with a view to utilising the access road for the GWML Rail Systems Project. However, the Depot Operator have refused access.</p> <p>Furthermore, challenges with access to the area in Appendix Q from Mitre Way is a 4.25m height restricted tunnel, which would prohibit the transport of RRV on low loader. I am advised that the largest RRV to be regularly used for the GWML Rail Systems Project will be a wheeled Doosan crane, which will have a height of 14ft 6inches (4.42m) on the back of a low loader. The Superbug tracked vehicle, which is also proposed to be used for the GWML Rail Systems Project would be 4.35m when on a low loader. If these vehicles were to access the area from Mitre Way, they would need to be off loaded and track from the east through North Pole depot. North Pole depot staff parking alongside the route of the road also introduces a potential risk. Bringing in the fact that RRVs would need to be in road mode (tracked rather than wheeled for the excavators) this brings a significant hazard or damage to infrastructure, vehicles and introduces safety challenges due to worsening segregation of staff and plant.</p> <p>The roadway from both the east and west would go over the level crossings within North Pole depot. The North Pole depot operator has also notified Network Rail that trains can, and do, come to a stop blocking the West level crossing, which creates an operational risk around ability to deliver the GWML Rail Systems Project utilising a RRAP at this location.</p> <p>It also needs to be taken into account that the working hours of the GWML Rail Systems Project are similar to the working hours of North</p>
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	<p>being blocked by <u>HGVs</u> traversing the level crossing, the movements could be scheduled from either the eastern or western end of the depot site by agreement with the North Pole Depot management to avoid conflicts;</p> <p>ii) If the concern is about the depot <u>railway lines</u> being blocked by <u>RRVs</u> traversing the level crossing, the intention would be for the RRVs to be unloaded to the north of the level crossing within the existing compound area, using the new RRAP to gain direct access to the Main Lines without disrupting the internal movement of IETs within the Depot. There is a supplementary point to note here in that, when the Main Lines are closed for maintenance between Paddington and OOC (allowing access by RRV on and off the RRAP), IETs could not move on or off the depot;</p>	<p>Pole depot, when trains are taken out of passenger service. As such the risk of operational conflict and interaction of staff and machines is high.</p> <p>As regards Mr Gallop's statement that during a possession trains would not move on or off North Pole depot, this is incorrect on one point and misses another. During an extended (29Hour) Two Track Main Line possession, North Pole Depot is normally open for train access during the day. This enables GWR trains to travel between North Pole Depot and Paddington 'high numbered' platforms from where they can travel to and from the West on the Relief lines. It also enables access to the Engine and Carriage flyover which is used for Empty Coaching stock moves. Even when North Pole Depot train access to the GWML is blocked train movements still take place within North Pole depot to rotate trains between different maintenance facilities.</p> <p>After Christmas 2026 the railway tracks move northwards in this location, freeing up the south side of the site for construction of additional bridges, platforms and rail systems. If a RRAP were sited in this location it would require travelling of plant and material through BBVS's construction site. This would inevitably result in a knock-on impact to BBVS' programme and ultimately the ability to successfully deliver HS2 on programme.</p> <p>Regarding the permanent RRAP, many of these challenges remain. The access road from Old Oak Common Lane will be re-arranged to ensure vehicular access and the Down Main (southern most track) will be shifted northward which frees up some additional compound space. The main barrier to the permanent RRAP is the interface with North Pole depot and the ability to operate both the RRAP and train maintenance depot concurrently. Historically access for Network Rail maintenance through North Pole depot used to exist but was removed and access gates permanently secured. I have been advised that this was due to the inability for train maintenance operations and Network Rail</p>
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		<p>maintenance to operate sympathetically, this was for pedestrian only access, any proposed RRAP would create greater conflict and so therefore would be un-workable.</p>
<p>Section 3.16, part 7</p>	<p><b>7. Westway Estate</b>, a small parcel of land to the west of the existing sidings within the North Pole Depot complex. The site is constrained on all sides by the existing depot sidings, the main line, a transformer complex feeding Network Rail electrification, an industrial estate and the abutments/embankment carrying the Richmond to Stratford line over the GWML. A facility could not be achieved here without shortening the depot sidings (materially affecting their stabling capabilities), and acquiring part of the Westway industrial estate;</p>	<p>Westway Estate, as well as reasons as to why it cannot accommodate the Project, are set out in section 6 of my Proof of Evidence.</p>
<p>Section 3.16, part 8</p>	<p><b>8. Noel Road</b>, an existing RRAP within the main OOC works site. Sited north of the GWML, the close proximity to the western end of the new OOC platforms would provide opportunities to components during all-line blockades of the GWML, either using long-reach cranes working from the OOC worksite or the Relief Lines (particularly if the new GWML alignment through OOC will require partial or complete dewiring of the OLE), and/or by additional crossings to allow RRV to and from the Main Lines. In this way the site could be used as an alternative or complementary facility for providing temporary access to OOC, not least as it is located wholly within the station worksite itself;</p>	<p>The use of access from the North of the GWML, as proposed in Mr Gallop's statement, requires an All Line Block, which is not achievable at the levels required to support the GWML Rail Systems Project. Therefore the RRAP does need to be on the South side of the GWML.</p> <p>The equivalent facility already exists in the four track RRAP at Old Oak Common which enables access to the Mains during an All Line Block at Old Oak Common, without blocking North Pole Depot entrance. The reason that this does not remove the need for the proposed temporary RRAP is the problem of negotiating the magnitude of All Line Blocks that would be required. Network Rail proposes to utilise access to the Main Lines every other weekend until completion of the GWML Rail Systems Project, including 54No. 29Hour blocks. Converting all of these into All Line Blocks would be unprecedented and unacceptable to the travelling public and have catastrophic impacts on the long-term</p>

		<p>sustainability of weekend rail travel, especially leisure travel, between London and the South West / Wales.</p> <p>Typically, the only 29Hr+ All Line Blocks are at Christmas. This year (2023-2024) there is a single additional 29Hr All Line Block linked to commissioning an ETCS signalling system. In 2024-2025 there is a single additional 29Hr All Line Block in week 34. So it can be seen that there is often one additional 29Hr All Line Block per year, not the volume that Network Rail requires to support the GWML Rail Systems Project if Mr Gallop’s proposal was to be implemented.</p> <p>After Christmas 2026 the operational railway tracks move northwards by approximately 18metres at Old Oak Common to free up the south side of the site for construction of additional bridges, platforms and rail systems. If a temporary RRAP was feasible in this location it would require travelling of plant and material through Balfour Beatty Vinci Systems Joint Venture’s (BBVS’s) for construction of Old Oak Common platforms 1 and 2 as well as southern spans of Old Oak Common Lane and Central Line underbridges. Construction site. The logistics of this stage of the works is immature and it cannot be confidently stated that this would be feasible without a knock-on impact to BBVS’ programme and ultimately the ability to successfully deliver HS2 on programme.</p> <p>This is also further detailed in section 3.5 of my Proof of Evidence.</p>
<p>Section 3.16, Part 9</p>	<p><b>9. Bloomsbury Close:</b> an area of land elevated c.5m relative to the GWML which would then need a new access ramp constructed down to main line level with space to manoeuvre RRVs. Access would require use of purely residential highways via Oakley Avenue/Western Gardens. Achievement of the RRAP and access ramp up to Bloomsbury Close would require demolition of most of the existing 80 garages providing parking area for</p>	<p>Bloomsbury Close, as well as reasons as to why it cannot accommodate the Project, are set out in section 6 of my Proof of Evidence. As noted by Mr Gallop this is a worse location than the proposal in the Order and faces significant challenges in delivering the required RRAP to support the GWML Rail Systems Project.</p>

	<p>residents, leaving little or no space for a compound. It would also introduce additional HGV traffic and on-site activities immediately adjacent to residents living in the 80 apartments up to 9 storeys high. This could not therefore be considered to be a better alternative means of gaining temporary access to OOC.</p>	
<p>Section 3.17</p>	<p>Other sites could also be considered to provide part or all of the temporary requirements, including:</p> <p><b>10. Acton Goods Yard [...]</b></p> <p><b>11. Willesden Euroterminal [...]</b></p>	<p>Network Rail is utilising remote logistics and office locations in support of the GWML Rail Systems Project t (North Pole Depot and Old Oak House respectively). The land-take proposed at Horn Lane (noting the potential agreement that Network Rail can surrender requirement of the warehouse building) is at an absolute minimum, and already allows for the use of these remote sites.</p> <p>As such, additional logistics or office provision at the identified sites does not reduce the need for, or size of, the land-take identified in the Order.</p> <p>Furthermore, requirements for logistics, welfare and parking space at the location of the RRAP is evidenced in my Proof of Evidence sections 4.7, 4.8, 4.9. 8.3.b, 8.12.a and 8.12.b.</p>
<p>Section 4.1</p>	<p>By comparison, the <b>Horn Lane</b> site<sup>2</sup> is not owned by Network Rail or the Secretary of State, with an established use within an established residential area, with a resolution to grant planning permission for redevelopment for residential led mixed use. Being directly opposite Acton Goods Yard, the distance from and time to reach the western end of the OOC site would be similar.</p>	<p>Section 3.5 of my Proof of Evidence outlines why Relief Line access points do not provide a suitable alternative. This is expanded upon in my rebuttal to Proof of Evidence by Mr Gallop Section 3.16, part 8 above.</p>

<sup>2</sup> Network Rail Plan NR09

4.13	Overall, the cost, time and complexities of relocating inside equipment or amending the design (assuming this would be achievable) are not set out or quantified in the TWAO submission. It is therefore not clear whether the other sites demised by Network Rail were considered to a comparable level of detail, appraisal and costing.	Rebuttal evidence provided by Mr Fleming (to Mr Gallop's section 4.12) states that the current design does not conflict with the lineside equipment (TPWS) and that the programme and cost accounted for diversion and protection of other lineside equipment. Therefore, the complexities have been reduced and the programme and design incorporate any works required.
4.16	Network Rail's consultation report CD6 stated the following outcomes of the community consultation, but without any documentary evidence to support the assertions in paragraphs 5.2.1 and 5.2.3. The statement in 5.2.2 provides no assurances or guarantees that the issues of noise and light pollution would be properly assessed or mitigated. Mr Connell's Proof of Evidence notes that no assessment of these factors has been included with the deemed planning application as would be expected.	The planning conditions agreed with the council require Network Rail to agree proposals for temporary lighting to be agreed in writing by the council in order to minimise disturbance. No part of Network Rail's development can take place until this is completed.  Similarly, the council requires Network Rail to obtain the council's approval of a construction environmental management plan prior to commencing Network Rail's development. This will explicitly require an assessment of, and control measures for, noise and vibration.
Section 4.17	Taking account of the above assessment, the alternative approach would be to reach agreement to access the Triangle Site by road through the Horn Lane Site. The Triangle site could be made to work as a RRAP for limited levels of HGV and RRV operations, and having established with Colas Rail the ability to deliver materials here on a JIT basis, the Triangle Site could operate in conjunction with other larger storage locations which could be provided at Acton Yard, North Pole Depot or Willesden Euroterminal. Indeed, by breaking down incoming deliveries into smaller JIT	The triangle site is not a suitable alternative to the temporary RRAP, as discussed in section 8.3 Part b of my Proof of Evidence. Critically due to isolation limits restricting use of a RRAP here and the need for large space. JIT (Just-in-time) deliveries are already proposed to be utilised as part of the logistics however there are limits to this. The GWML Rail Systems Project cannot be delivered with deliveries of plant and material awaiting start of the possession. The sequence proposed would be: entering the compound, unloading, exiting the compound, on tracking of plant or relocation of material to make space for next delivery, next delivery arrives. There would need to be sufficient space in the compound for RRVs to be stationed ready to pick up the materials deposited in the yard by truck/low-loader. Due to the short duration and

	<p>consignments, the 18-tonne weight restriction on the A4000 Horn Lane would be less of a constraint.</p>	<p>infrequent nature of possessions at this location such a complex logistics exercise would render the GWML Rail Systems Project unable to complete the works.</p> <p>Also, it should be noted that we do plan to use remote storage, parking, office and welfare facilities as outlined in my response to section 3.17 of Mr Gallop's Proof of Evidence</p> <p>Furthermore, requirements for logistics, welfare and parking space at the location of the RRAP are evidenced in my Proof of Evidence sections 4.7, 4.8, 4.9. 8.3.b, 8.12.a and 8.12.b.</p>
Section 5.4	<p>In terms of space requirements for the permanent RRAP, the report states on page 2 of the document under Requirement ID RR-OOCS-89 that hard standing parking spaces for vehicles and the potential for material and equipment access and storage shall be provided "where practicable." I have noted earlier in this Proof of Evidence that the space for materials storage is capable of being separated from the RRAP, as confirmed by Network Rail contractor Colas Rail.</p>	<p>The space for material and storage is discussed in my rebuttal to Mr Gallop's Proof of Evidence section 4.17 and the following sections of my Proof of Evidence: 4.7, 4.8, 4.9. 8.3.b, 8.12.a and 8.12.b.</p>
Section 5.6	<p>The report states in Section 4.1 that if a new RRAP could be installed to the West of Ladbroke Grove (which sits between Paddington and Barlby Gardens) then access to the Main Lines would be significantly improved. Any access would require negotiation with the operators of North Pole Depot. This suggests that, as with the proposals for the temporary RRAP, Network Rail has not ruled out being able to achieve an agreement, but it is unclear whether one has been sought.</p>	<p>Interface with North Pole Depot, and the reasons why this is not a reasonable suitable alternative, is addressed in my Proof of Evidence Section 5.1 (North Pole Depot existing RRAP), Section 6.1 (Old Oak Common Lane (Hitachi [North Pole] Depot)), Section 6.1 (Land to the east of the North Pole storage depot where there is a private access into North Pole depot from Mitre Way and the A219.) and Section 8.19.</p> <p>Network Rail has been working out of an existing RRAP in North Pole Depot from 2020. In that time, despite regular meetings with Great Western Railway (GWR) on access, it has not been possible to include</p>

		<p>the RRAP within a possession for the duration of a 29hr Mains possession due to the impact this has on GWR maintaining a minimum level service pattern during Sunday day. As such, it is simply not a viable alternative</p>
<p>Section 5.7</p>	<p>The assessment of sites for a permanent RRAP has not followed Network Rail guidance in CD34 in terms of the process and criteria applied. Taking account of sites already discussed earlier for the temporary RRAP, as well as the sites identified in the above Network Rail report, the following comments can be made using the same sequence as for the temporary RRAP, focussed in this case on sites to the south of the Main Lines in line with Network Rail’s aspirations:</p> <ol style="list-style-type: none"> <li>1. Barlby Gardens (existing RRAP) Scope to create a larger compound within existing railway land surrounding the RRAP. The Arcadis report notes on page 25 that it is close enough to reach the assets [requiring maintenance] and has a large logistics area (1,500m2 noted earlier) associated with it. The report notes that as the site accesses the main line via North Pole depot (Line B), this would restrict access for engineering works, to mid-week possessions on an 8-week rotation, as well as regular access on Sundays as per the Engineering Access Strategy;</li> <li>2. Jacob’s Ladder Limited scope to expand the existing compound to the west by around 500m2 within existing railway land. Landlocked on all other sides and further west from the target area of interest;</li> </ol>	<p>In my rebuttal to Sections 3.13 and 3.14 of Mr Gallop’s Proof of Evidence I outline why the process in CD34 was not adopted.</p> <p>Below I provide a rebuttal to each location described in turn.</p> <ol style="list-style-type: none"> <li>1) A point of correction is that Sunday access is regular, but extended access (over approximately 7 Hours) is not frequent, as it matches the 8 week cycle. Further evidence as to why this RRAP is not a suitable alternative is outlined in my Proof of Evidence section 5.1 (North Pole Depot existing RRAP). This is further responded to in my response to Section 3.16 part 1 of Mr Gallop’s Proof of Evidence.</li> <li>2) Elsewhere in Mr Gallop’s Proof of evidence (Section 3.16) it is stated that Jacob’s ladder is ‘...likely to be located too far to the West of OOC site, and has no room for expanding the compound...’, which I agree with, although it does contradict Mr. Gallop’s statement in section 5.7. I have evidenced why Jacob’s Ladder is not a suitable alternative in Section 5.1 (Jacob’s Ladder existing RRAP) in my Proof of Evidence.</li> <li>3) Elsewhere in Mr Gallop’s Proof of Evidence (Section 3.16) it is stated that Southall ‘...is probably also located too far to the west of the OOC site to be a practicable alternative’, which I agree with. I have further evidenced why this existing access point is not a suitable alternative in section 5.1 (Southall existing RRAP) in my Proof of Evidence.</li> </ol>

	<p>3. Southall...</p> <p>4. Acton Main Line Station...</p> <p>5. Westcott Park Community Garden...</p> <p>6. Old Oak Common Lane, existing Hitachi Depot This has already been described earlier in the context of the temporary RRAP, and following completion of the OOC works would still provide a suitable location for a permanent RRAP for all the reasons already indicated. This could also be operated in combination with the Barlby Road logistics compound given the internal highway connectivity that already exists. The suggested concern in section 4.2.2 of the Arcadis report about “curvey” highway access fails to note the additional access possible from the east (which the Arcadis report considers to have “easy access links for large vehicles”). (I note that Mr Gent’s Proof of Evidence addresses the “curvey” access and considers it suitable for the types of vehicles proposed to use it). Comments in this section regarding the internal level crossing (4<sup>th</sup> bullet) are covered in the previous section on temporary access arrangements.</p> <p>7. <b>Old Oak Common Lane, existing Hitachi Depot (west of Mitre Bridge).</b> This has already been described earlier in the context of the temporary RRAP, and following completion of the OOC works would still provide a suitable location for a permanent RRAP for all the reasons already indicated. This could also be operated in combination with the existing Barlby Road RRAP</p>	<p>4) Mr Gallop states that ‘No scope exists to achieve a RRAP of a co-located compound.’ I agree with this statement.</p> <p>5) Mr Gallop states that Westcott Park Community Garden ‘...would not offer a practicable position for a RRAP or a compound’, which I agree with.</p> <p>6) I describe in section 6.1 (Old Oak Common Lane (Hitachi [North Pole] Depot)) of my Proof of Evidence why this is not a suitable alternative location. This is discussed further in my rebuttal to Section 3.16 part 6 of Mr Gallop’s Proof of Evidence.7) The reasons for this not being a suitable alternative are described in section 6.1 (Land to the east of the North Pole storage depot where there is a private access into North Pole depot from Mitre Way and the A219.) and Section 8.19 of my Proof of Evidence.</p> <p>8, 9 &amp; 10) I agree with Mr Gallop that these are not suitable alternatives.</p>
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	<p>logistics compound if required, given the two sites have an internal highway access link;</p> <p>8. <b>Westway Estate.</b> The lack of space means that this site could not be regarded as a more feasible alternative to other sites identified in this list;</p> <p>9. <b>Bloomsbury Close:</b> The level differences, constraints on highway access and proximity to residential development means that this site could not be regarded as a more feasible alternative to other sites identified in this list</p> <p>10. <b>West of the Engine &amp; Carriage Line (Old Oak Common Flyover) bridge.</b> There is a considerable difference in levels between the Main Lines (lower level) and the proposed site (higher level) where the railway overbridge spans the GWML. The site is landlocked by the GWML to the north and a yard of 6 stabling sidings within the North Pole Depot to the south, and as such could not be regarded as a more feasible alternative to other sites identified in this list.</p>	
<p>Section 6.6</p>	<p>Turning to the permanent RRAP, it is arguable that securing an additional access point on the GWML Main Lines between Barlby Gardens to the east and Jacobs Ladder to the west represents a windfall opportunity from the temporary facilities sought for OOC construction. It is unclear the extent to which, in the absence of the OOC works, Network Rail could demonstrate that maintenance of the GWML could not continue as at present from the existing RRAP (not all</p>	<p>The requirement for a permanent RRAP at this location is described in my Proof of Evidence, section 3.6. The requirement is largely linked to heavy maintenance activities (renewals and refurbishments) which require RRVs due to rails being removed. Such activities are not feasible using MPV, HOPS or MMTs. (referred to in Mr Gallop's evidence) Therefore, I do not agree with the statement of Mr Gallop that "other more suitable [sic] locations for a permanent RAPP [sic] are available or could be made available to Network Rail".</p>

	<p>of which have substantial compounds attached), in combination with other emerging mobile techniques and technologies such as MPV, HOPS and MMT. Other more suitable locations for a permanent RAPP are available or could be made available to Network Rail.,</p>	
<p>Section 6.7</p>	<p>To better inform and justify the case for temporary possession of, and compulsory purchase of rights over third-party site, and the introduction of additional disruption to the local residential population, the following would be required:</p> <ul style="list-style-type: none"> <li>a) Evidence in operational and financial terms to determine why/whether compounds and RRAP should be co-located to ensure the delivery of the OOC works;</li> <li>b) Evidence using Network Rail’s own Best Practice guidance, to identify and compare to a similar level of detail a list of alternative sites, from which to use a weighted pointing system which identifies the preferred solution(s) with the lowest overall score;</li> <li>c) Engagement with relevant stakeholders to determine which preferred solution(s) can be agreed upon and taken forward.</li> </ul> <p>At this stage such evidence is not available. ...</p>	<ul style="list-style-type: none"> <li>a) The operational justification for co-location of RRAP and compound is provided in my Proof of Evidence, sections 4.7, 4.8, 4.9. 8.3.b, 8.12.a and 8.12.b. This is further expanded on in my rebuttal to Section 3.17 of Mr Gallop’s Proof of Evidence. I believe the financial impact is not relevant in the decision around compound co-location. Network Rail has made use of satellite logistics, parking and office facilities as far as possible whilst still ensuring sufficient utility of the RRAP. As such, any increase in cost would not resolve the impact on delivery and subsequently impact on programme and viability of delivery in possessions.</li> <li>b) My rebuttal as to why a weighted points system is not an appropriate method of selecting a site is in my response to Sections 3.13 and 3.14 of Mr Gallop’s Proof of Evidence</li> <li>c) As there is only one suitable location for the RRAP there are not alternative stakeholders to consult with. The stakeholders relating to the access points through North Pole Depot have been engaged with for an extended duration without a viable solution being obtained. I have not personally been involved in the conversations with stakeholders at Horn Lane until recently. My understanding is that the Network Rail team has been engaging with the primary stakeholders at Horn Lane for over three years.</li> </ul>

<p>Section 8.17</p>	<p>NRIL is the unregistered freehold owner of Acton Goods Yard which is, in turn, let to DB Cargo (UK) Limited. This is an established rail facility offering a range of functions and is the most geographically proximate location to accommodate these uses Nicholas Gallop in his proof, at paragraph 7.3, expresses the opinion that this would be suitable for NRIL's use. However, although DB Cargo (UK) Limited – a client of mine – would be amenable to exploring options at the Acton Goods Yard, it has confirmed that it has not been approached. Nicholas Gallop and Christopher Gent also describe other sites which they consider are available and suitable.</p>	<p>There are two points to address here. First, the site is not a suitable alternative, as described in my response to Section 3.16 Part 8 of Mr Gallop's Proof of Evidence</p> <p>Secondly, Network Rail has been and is currently engaging with DB Cargo with the intention of reaching an agreement on securing land for use of the GWML Rail Systems Project . In Mr Gallop's appendices (Appendix S) there is correspondence with DB Cargo where they state they are not able to disclose any discussions; they do not say that discussions have not taken place.</p>
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Proof of Evidence of C. Gent

<p>Section 3.9</p>	<p>The first important point to note is that the "vital" and "key" requirements (identified to be provided by the current warehouse building and used, at least in part, to justify the original site selection) no longer form part of the requirements currently being advised to BPL and its consultants.</p>	<p>I would like to clarify that the need for a RRAP and compound at Horn Lane is still vital and key. Network Rail has considered reduction of the overall area of land required for the temporary works with a view to accommodating Bellaview's development, provided that it does not impede the Project and/or the GWML Rail Systems Project. Initial output of the analysis of Bellaview's proposal indicates that the proposed development of the land can be implemented within the existing warehouse. However, it cannot proceed to completion for ground and first floor, as requested by Bellaview, whilst the Order Land is in use to deliver the GWML Rail Systems Project.</p>
<p>Section 3.15</p>	<p>The SoA additionally identifies Noel Road RRAP and Bloomsbury Close, but does not mention Westcott Park Community Garden, Old Oak Common Lane (existing Hitachi Depot) or Westway</p>	<p>Noel Road RRAP is not a suitable alternative, as described in my response to Section 3.16 Part 8 of N. Gallop's Proof of Evidence.</p>

	<p>Estate, thus it is difficult to understand how these are summarised in the SoC. I have added the two additional options to the list below:              8) Noel Road RRAP;              9) Bloomsbury Close.</p>	<p>Bloomsbury Close and Westcott Park Community Garden are not suitable alternatives as evidenced in Section 6 of my proof of evidence and N. Gallop's Proof of Evidence Section 5.7.</p> <p>Old Oak Common Lane (existing Hitachi [North Pole] Depot) and Westway Estate are not suitable alternative locations, as evidenced in my Proof of Evidence section 6.</p> <p>This is expanded on in my rebuttal to Section 3.16 part 6 of Mr Gallop's Proof of Evidence.</p>
<p>Section 3.16</p>	<p>3.16 In addition, BPL has obtained via Freedom of Information requests the following documents produced by NR:              .....              Unidentified redacted version of the Construction Methodology Report (152270-ARCREP- EMF-000005-P05) <b>[Appendix G]</b>. This appears to contain more technical detail in relation to the RRAP layouts and has a "P05" revision number, and therefore I surmise it is possibly from a GRIP 5 version of the report.</p>	<p>To correct the misunderstanding, P05 is the 5<sup>th</sup> revision of the preliminary report and was produced in GRIP 4 by Arcadis UK before Southern Rail Systems Alliance (SRSA) were engaged in detailed design and delivery of this scope of works. This is expanded on in my response to Mr Gent's Proof of Evidence section 5.6</p>
<p>Section 3.17</p>	<p>10) West of Mitre Bridge; and              11) West of the Engine and Carriage Line Bridge</p>	<p>These alternative options are discussed in my Proof of Evidence section 6 ('Land to the east of the North Pole storage depot where there is a private access into North Pole depot from Mitre Way and the A219' which explains why they are not suitable.</p> <p>Further discussion on item 10 (West of Mitre Bridge) is in section 8.19 (fourth paragraph) of my Proof of Evidence explaining why this is not a suitable location.</p>

		<p>Further discussion on item 11 (West of the Engine and Carriage Line Bridge) is in section 8.19 (fifth paragraph) of my Proof of Evidence, explaining why this is not a suitable location.</p>
<p>Section 3.21 and 3.22</p>	<p>Bloomsbury Close</p> <p>The SoA <b>[CD/03]</b> states in Paragraph 5.7 that Bloomsbury Close has been considered as it lies within the boundaries of the project, however the option would require the demolition of residential garages, which in turn would result in significant disruption to residents, and it would be difficult to control access to the area by residents, which could result in blocked access.</p> <p>I have personally been involved in six projects in the past 12-months where local authorities have gained vacant possession of little used garages on Council Land, in order to redevelop that land for additional housing. I can see no evidence that NR identified the freeholder and or leaseholder of the land, nor attempted to determine whether there would be any prospect of making use of the identified site.</p>	<p>In reference to Bloomsbury Close, there are additional reasons why it is not a suitable alternative beyond the demolition of the garages. This is described in my Proof of Evidence, section 6.1 and is further supported by Mr Gallop's Proof of Evidence, section 5.7 part 9.</p> <p>There are three additional considerations: there is a large level difference between the railway and Bloomsbury Close creating a significant technical challenge to create the level access required for the RRAP and associated compound whilst minimising impact on adjacent residents and HGVs would need to be brought through a residential road. There is also an additional complication of on-street parking of residents' vehicles, which will block access of HGVs/RRVs to any proposed compound.</p>
<p>Section 3.29</p>	<p>I have assessed the potential access arrangements from Old Oak Common Lane using industry standard swept path analysis software to determine whether there is a restriction on access from Old Oak Common Lane. I have tested the access route using the FTA Design Articulated Vehicle (1998), Width 2550, Length 16480, W/W Rad 7314, as used by NR in its own swept path analyses of access to 239 Horn Lane (as shown on the Deemed Planning Drawing <b>[CD/11.2]</b>). This demonstrates that the vehicle can access and egress a set down area 5m wide by 35m long as shown in my drawings 23-163-T017 and 23-163-T018 <b>[Appendix H]</b> reproduced below.</p> <p>The drawings show that access and egress is achievable within the envelope of the available carriageway.</p>	<p>Mr Gent includes drawings 23-163-T017 and 23-163-T018 showing vehicle tracking at the Old Oak Common Lane site access. The vehicle used is an FTA Design Articulated Vehicle (1998) with width 2.550m, length 16.480m and height 3.870m. This differs to the vehicle tracking undertaken by Balfour Beatty Vinci Systra Joint Venture (<b>BBVS</b>) shown in drawings 1CP02-BVS-CL-DMR-SS07-000091. These show an Articulated Flat Bed – 2.9 with width 2.900m, length 16.600m and height 2.731m and more closely resembles the type of vehicle anticipated to use the site.</p>

		<p>Mr Douch provides an extensive rebuttal to the highways matters relevant to use of the Old Oak Common Lane access into North Pole Depot in his rebuttal evidence.</p> <p>Swept path analysis of this road undertaken by BBVS has identified that the required vehicles would not fit up the access from Old Oak Common Lane without alteration. Although the alteration may be feasible, there is further complexity due to the construction sequence in this area which makes it unsuitable for a temporary access route. Old Oak Common Lane is lowered in two phases to support the HS2 works in the area. Due to this lowering, a reconstruction of this access road is required. To the best of my knowledge this is due to take place mid-2025 to mid-2026. During this period (6-month window) there would be no access due to re-construction activities. As such it would not be usable and therefore unable to support the GWML Rail Systems programme as a suitable alternative. Further evidence is provided in section 6.1 of my proof of evidence.</p> <p>In addition it should be noted that HGV moves are limited to 12 HGVs per day when related to HS2 works south of Old Oak Common Lane. The number of HGVs required to access the RRAP compound, as identified in the transport statement, is within this restriction any movements required on behalf of HS2 (via BBVS) pose a risk of exceeding the 12 HGVs per day and breaking this limit. although acknowledging that the transport statement shows that this is an acceptable limitation. This route along this stretch of Old Oak Common Lane to the A40 passes through a predominantly residential area. It should also be noted that this road is on a bus route for the 228 bus, frequency 20-30 minutes between 0500 and 0130 daily.</p> <p>In addition, the site access road has a downward gradient as it approaches Old Oak Common Lane, which itself also has a downward gradient, and therefore affects speed and braking of approaching traffic</p>
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		<p>as well as having restricted sight lines along Old Oak Common Lane when egressing the site. I have been advised that this access is therefore not considered appropriate for larger vehicles.</p> <p>This is further discussed in my rebuttal to Section 3.16 part 6 of N. Gallop's Proof of Evidence.</p>
<p>Section 3.32</p>	<p><b><i>[In the context of Mr Gent proposing how the access from Old Oak Common Lane to North Pole depot could facilitate a RRAP compound within North Pole depot.]</i></b></p> <p>Importantly, I can foresee no reason why:</p> <p>1) The current road layout would prevent direct access from Old Oak Common Lane to a RRAP in this location.</p> <p>2) Old Oak Common Lane would need to be closed (other than for temporary stopping of traffic movements under traffic marshal control – typically 1-2 minutes 16 times per fortnightly possession). The route from Mitre Way is also an option, as identified in the GRIP 4 report, although I will leave it to the evidence of Mr Nick Gallop to discuss any protocols for managing joint access with the depot operator.</p> <p>3) A set down area of 35m x 5m appears to be readily achievable adjacent to the RRAP.</p>	<p>To address Section 3.32 point 3 and drawings 23-163-T017 and 23-163-T018, which show the swept paths of vehicle progressing up the access road from Old Oak Common Lane to North Pole depot. The 5m x 35m set down area is for the permanent access point, in addition to parking facilities. In the temporary state the area required is larger due to the large volume of construction works.</p> <p>The area of land identified would not be able to support the compound size, temporary RRAP access and the required clearance for vehicle movements. North Pole depot maintains parking, storage, waste bins and welfare at this end of their site. Relocation of this equipment and material would impact the operations of their depot and has the potential to impact train services.</p>
<p>Section 3.41</p>	<p>North Pole Depot existing RRAP (also known as Barlby Road)</p> <p>From a transport and logistics perspective, it is clear that the existing RRAP is in use for operational railway purposes, is currently being accessed by all of the requisite delivery vehicles, is identified in the document Access Points at Old Oak Common Station <b>[Appendix E]</b> as having a large logistics area, and is proposed within</p>	<p>North Pole Depot existing RRAP (also known as Barlby Road) is not a suitable alternative. This is evidenced in Section 5.1 of my Proof of Evidence (North Pole Depot existing RRAP)</p> <p>The logistics area at North Pole Depot is used as part of the overall logistics strategy of the GWML Rail Systems project to minimise the requirements for compound space at Jewson's Yard.</p>

	<p>the GRIP4 report [<b>Appendix F</b>] as a project RRAP location. I can only conclude, therefore, that many of the constraints and concerns raised in the SoA and SoC are inaccurate.</p>	
Section 3.43	<p><b>Temporary RRAP alternative options summary</b></p> <p>Based on my review of the evidence available, I conclude that there are four access points, which are viable alternatives to the temporary RRAP access point from 239 Horn Lane from a vehicular access perspective, and a fifth, which may be viable but no appropriate assessment has been undertaken by NR. These locations are:</p> <ol style="list-style-type: none"> <li>1) Barlby Road existing RRAP</li> <li>2) North Pole Depot west of Mitre Bridge</li> <li>3) North Pole Depot west of the E&amp;C line bridge;</li> <li>4) Old Oak Common Lane (existing Hitachi Depot);</li> <li>5) Bloomsbury Close</li> </ol>	<p>These locations have all been considered and the reasons that they are not suitable alternatives is outlined below</p> <ol style="list-style-type: none"> <li>1) Section 5.1 of my Proof of Evidence</li> <li>2&amp;3) The reasons for these not being suitable alternatives are described in section 6.1 (Land to the east of the North Pole storage depot where there is a private access into North Pole depot from Mitre Way and the A219.) and Section 8.19 of my Proof of Evidence.</li> <li>4) My rebuttal to Section 3.16 Part 6 of Mr Gallop's Proof of Evidence.</li> <li>5) My response to Mr Gent's Proof of Evidence sections 3.21 and 3.22.</li> </ol>
Section 3.46	<p>Secondly, the text implies that the works could take place without the use of 239 Horn Lane, but that this would be more inconvenient and expensive for Network Rail but without providing any quantification or specificity as to the asserted added cost and impact.</p>	<p>An outline of the disruption to passengers is in Section 4.14 to 4.17 of my Proof of Evidence were alternative access points to be used.</p> <p>This is discussed further in my rebuttal to sections 2.3 and 3.9 of Mr Gallop's Proof of Evidence.</p>
Section 4.3	<p>After termination of the lease it is proposed that demolition of the existing structures and construction of BPL's proposed development would begin. BPL's consultant Stace has developed the following high level construction programme (Plans provided in <b>Appendix I</b>):</p> <p>2023/2024 Site remains as is. Detailed design and tender. Strip out and mobilisation</p> <p>Q1.2025 Piling and temporary protection around working zone. All works can take place while maintaining NR access.</p>	<p>Consultation between Network Rail / SRSA and Stace / Bellaview on the ability to operate the RRAP and compound in parallel to the development of the site have been ongoing. As of writing this rebuttal Network Rail have just received the CAD file required to undertake their analysis based upon site discussions. Network Rail's design team are carrying out an assessment and upon full analysis the outputs will be shared to identify whether all works by both parties can take place at the same time. However, at the present time, it does not seem likely that</p>

	<p>Q2.2025 Concrete and Steel Frame. Works sequenced from north to south to maximise separation with NR activity. All works can take place while maintaining NR access.</p> <p>Q3.2025 Fit out of Builder Depot. Residential concrete and steel frame continues above. All works can take place while maintaining NR access.</p> <p>Q4.2025 Store opens. Residential concrete and steel frame continues above. All works can take place while maintaining NR access.</p>	<p>it will be possible to accommodate both parties' works proceeding at the same time.</p> <p>The statement that 'All works can take place while maintaining NR access' is therefore not correct.</p>
<p>Section 4.18</p>	<p>Given the apparent technical challenges with levels, drainage and access associated with the proposed temporary RRAP in the centre of the 239 Horn Lane railway frontage (and notwithstanding my earlier observations in relation to Matter 2 that there are other sites on operational railway land that should be considered more thoroughly before any compulsory purchase of 239 Horn Lane should be permitted), it would seem sensible to revisit the possibility of locating both the temporary and permanent RRAP locations within the Triangle Site.</p>	<p>Network Rail and SRSA are comfortable that the challenges identified by Mr Gent can be resolved with the granting of the order.</p> <p>Reasons that the triangle site is not a suitable alternative for the temporary access are given in my response Section 4.17 of Mr Gallop's Proof of Evidence.</p>
<p>Section 5.6</p>	<p>NR had previously considered locating the temporary RRAP in broadly the same location as the permanent RRAP, accessed via the Triangle Site (where there are broadly no level differences), and it is unclear from the evidence presented a) why this approach was discontinued, and b) why it would not be a better less intrusive solution than the temporary RRAP within the 239 Horn Lane site.</p>	<p>Reasons that the triangle site is not a suitable alternative for the temporary access are given in my response Section 4.17 of Mr Gallop's Proof of Evidence.</p> <p>The previous work done at GRIP 4 identifying that the triangle land could be utilised for the temporary construction works was carried out by a design house and an ECI (Early Contractor Involvement) construction contractor less familiar with the area than SRSA. With the involvement of SRSA on welfare and logistics requirements and better understanding of isolation limit requirements to support passenger movements and changes in the methodology of works at Old Oak</p>

		<p>Common Station, it is clear that the triangle site is not a suitable alternative. Furthermore, it should be noted that the GRIP 4 work still proposed that the triangle site, in isolation, was insufficient and pushed the compound boundary out to abut the current warehouse wall. Such an arrangement would be non-sympathetic to the proposed development.</p>
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Proof of Evidence of M. Connell

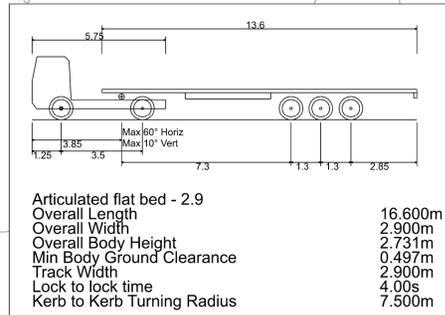
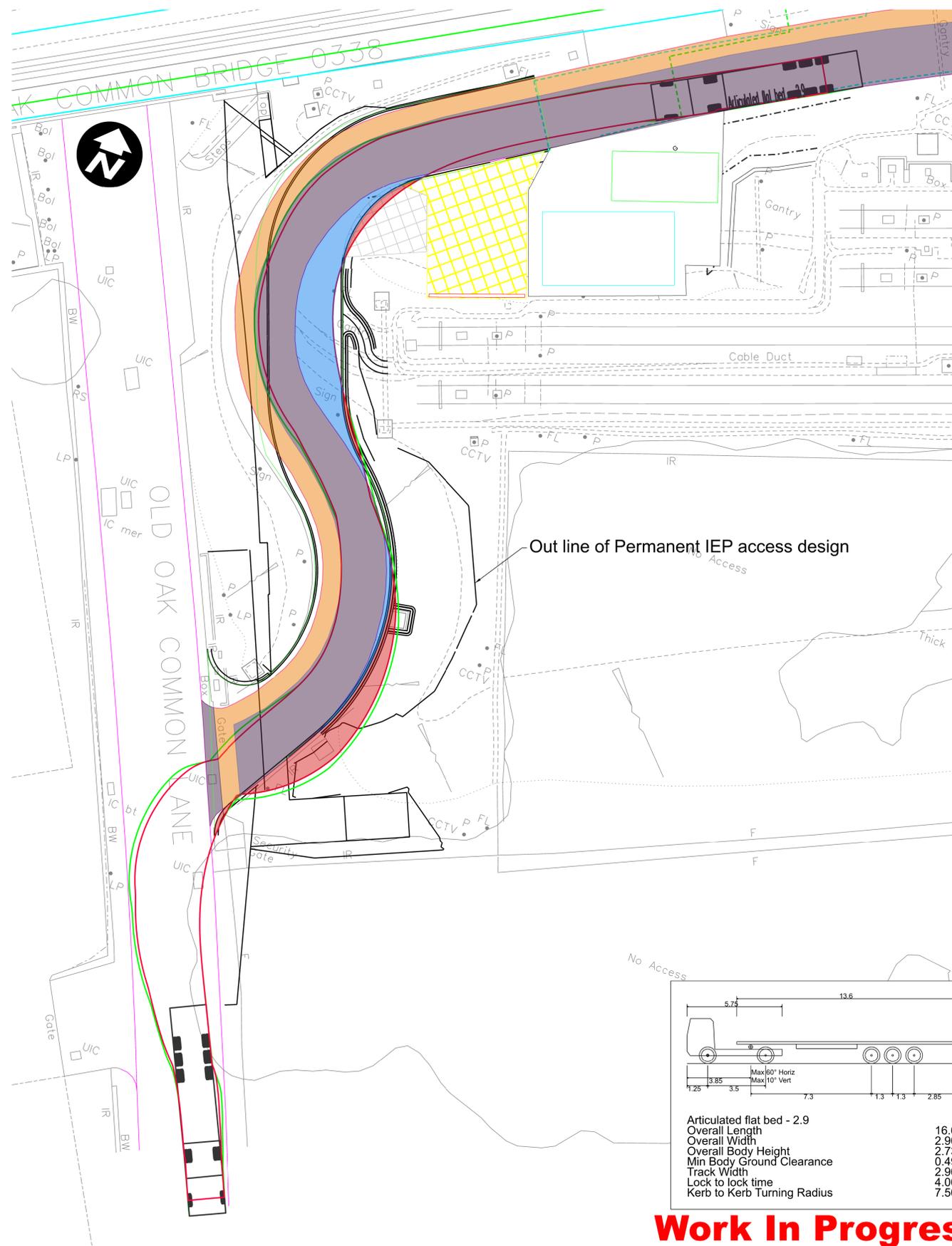
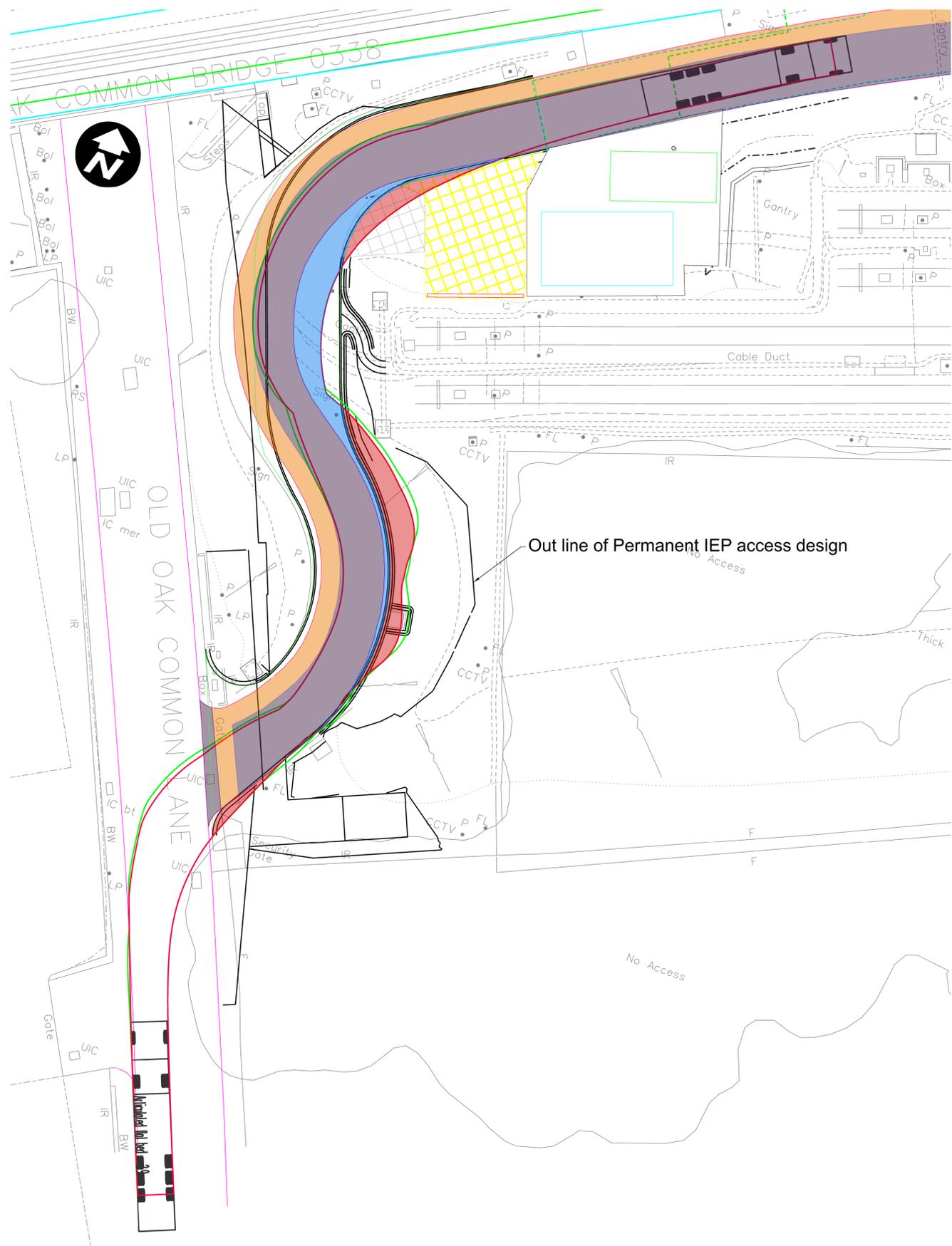
<p>4.10 to 4.19</p>	<p>The applicant has provided no details of its proposal relating to artificial lighting (during the temporary possession or use of the proposed permanent RRAP on Plot 1), although it is understood that night time working and external lighting is proposed in relation to the temporary possession, no assessment has been provided of the impact of any such proposals on neighbouring residents (temporary or permanent), and no mitigation measures have been offered to “limit the impact of light pollution from artificial lighting on local amenity”. Furthermore, no noise assessment has been provided (temporary or permanent), and no conditions proposed, for example, relating to the use of reversing alarms during night time hours.</p>	<p>The planning conditions agreed with the council require Network Rail to agree proposals for temporary lighting to be agreed in writing by the council in order to minimise disturbance. No part of Network Rail's development can take place until this is completed.</p> <p>Similarly the council requires Network Rail to obtain the council's approval of a construction environmental management plan prior to commencing Network Rail's development. This will explicitly require an assessment of, and control measures for, noise and vibration.</p>
<p>Sections 5.24 to 5.26</p>	<p>In paragraph 9.7 of the planning statement's conclusion [CD11], it is stated unequivocally - without caveat - that “The Proposed Development will not generate any additional transport movements compared to the existing uses and movements associated with a builders merchants.” Yet at the same time, the hours of working</p>	<p>As supported by transport statement, the overall volumes support that the volume of traffic will be less than the usage of the builder merchants, however the times of these movements will be different. They would be outside of normal store opening hours, reducing the impact on rush hour traffic. It is acknowledged that there will be a need to minimise any</p>

	are to be agreed later via condition. The stated reason being to “mitigate potential disturbance to local residents”.	impact on nearby residents, as is practiced by SRSA when working in residential areas.  A construction traffic management plan will be produced, agreed and implemented, as agreed with the planning conditions from the council.
Sections 5.33 and 5.34	A number of alternative sites have been identified that could accommodate the works access and RRAP, and works compound. These include the Acton Goods Yard to the North, and the Hitachi Depot (North Pole) to the East amongst other sites considered in Mr Gent’s and Mr Gallop’s evidence.	Acton Goods Yard is not a suitable alternative as in my response to Section 3.16 Part 8 of Mr Gallop’s Proof of Evidence.  Alternative locations, inclusive of Hitachi Depot (North Pole) are not suitable as outlined in my Proof of Evidence Section 6.1.
Section 5.35	In addition to the above sites, use of the Triangle land (Plot 1) in isolation does not give rise to the same adverse affects. As well as works being accommodated on a more compact area, the Triangle land is situated to the rear of the existing warehouse. The existing building would shield the amenity of neighbours. It has been shown by Network Rail that the Triangle land can sustain both the temporary and permanent RRAP (Appendix 4).	As described in my response to Section 4.17 of Mr Gallop’s Proof of Evidence the triangle site is not a suitable alternative to the temporary RRAP positioned in the Order Land.

Proof of Evidence of M. Aaronson

Section 2.9	I am advised that the largest vehicle specified by Network Rail as potentially accessing the triangle site / Plot 1 has been tracked and can utilise the route that has been designed. Vehicle tracking along back of warehouse & justification of Triangle in permanent case.	Network Rail has received the CAD files of the development on 25 <sup>th</sup> October 2023. At the date of this rebuttal, these are being assessed to confirm M. Aaronson’s statement regarding vehicle tracking. Network Rail is open to optimising the easement to minimise impact whilst maintaining our requirements.
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Dated: 3 November 2023



Articulated flat bed - 2.9	16.600m
Overall Length	2.900m
Overall Width	2.731m
Overall Body Height	0.497m
Min Body Ground Clearance	2.900m
Track Width	4.00s
Lock to lock time	7.500m
Kerb to Kerb Turning Radius	

**Work In Progress**

P01.1	First Issue	---	---	---	---	---	HS2 accepts no responsibility for any circumstances which arise from the reproduction of this document after alteration, amendment or abbreviation or if it is issued in part or issued incompletely in any way.
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Rev	Description	Created	Checked	Approved	Con App	Scale with caution as distortion can occur.	

Legends/Notes:	
	- Pedestrian Access footway
	- Existing IEP Depot Access road
	- Additional land required - Outside current access within permanent design outline
	- Additional land required - Outside permanent design outline

**HS2**

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 Birmingham, B4 6GA

Project / Contract	OOC	
Location / Sub-location	OOC / GWML Station	
Title	16.6m Trailer swept path (South) Old Oak Common Lane to IEP Depot Pedestrian Footway retained	

Contract Originator		BBVS JV	
Discipline		CL - Construction and Logistics	
Created by	Checked by	Approved by	Date
---	---	---	2023-04-04
Scale	Size	Stage	Suitability
1:1	Model	4	S0
Document Reference			Rev.
1CP02-BVS-CL-DMR-SS07-000091			P01.1