### Key issues

A multi-disciplinary EIA was carried out in respect of the proposed rail link, which highlighted a number of key issues including:

- **Visual impacts on the existing townscape as a result of a new viaduct, vegetation removal and re-profiling of embankments along the existing disused line.**

- **Potential for impacts on badgers, bats, breeding birds and reptiles.**

- **Increases in noise and vibration due to the running of trains on the currently disused line.**

- **Potential community impacts due to the loss of amenity in relation to areas of public open space and a play area.**

### Purpose of the project

An extension to the London Underground Metropolitan Line in Watford, to Watford Junction Station, in order to improve access to the network for a greater proportion of residents and to provide a connection with mainline rail services at Watford Junction Station.

### Description of the project

**Location:** Watford, Hertfordshire. The new section of Metropolitan Line will follow the route of the currently disused Croxley branch line between Ascot Road and Watford Junction Station.

**Stage:** Assessment and environmental support from initial design through to order submission.


**Receptors:** Local residents and businesses; adjacent wildlife habitats.
Lessons learnt

Due to the long lead time for the submission of a Transport and Works Act Order (TWAO) as a result of delayed funding, specific surveys required updating in advance of ES preparation due to both changes to the scheme details and the need to refresh some ecology surveys (specifically for badger and bats). As a consequence of the long development history, a thorough review of previous survey information was required against the final scheme design.

The inclusion of a new viaduct adjacent to several receptors required a robust assessment which also considered the cumulative effect of both the visual impact and the increase in noise disturbance due to the trains.

A schedule of environmental commitments included measures to mitigate potential impacts including noise increases and changes to the townscape and wildlife habitats, as well as to reduce any impacts to the local community.

Lessons learnt cont.

These commitments were reviewed by the client and transposed into a draft Code of Construction Practice (CoCP) which was submitted as part of the TWAO.

The scheme is now progressing through the application phase and an environmental proof of evidence is being prepared in advance of an anticipated Public Inquiry in summer 2012.

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