

# HIGH SPEED RAIL (LONDON - WEST MIDLANDS)

## Supplementary Environmental Statement Additional Provision 2 Environmental Statement

Volume 5 | Technical appendices  
Corrections to the November 2013 Environmental Statement  
(CT-006-000)

July 2015

SES and AP2 ES 3.5.25

# **HIGH SPEED RAIL (LONDON - WEST MIDLANDS)**

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## Department for Transport

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SES and AP2 ES Appendix CT-006-000

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Community forum area:	Routewide	000

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# 1 Introduction

- 1.1.1 Since the publication of the Environmental Statement in November 2013 (the main ES), the need for a number of corrections in the contents of the main ES has been identified. These have been identified where they would alter the significant effects reported in the main ES or are considered to be a factual inaccuracy relating to a significant effect. The corrections are reported in their relevant volumes in the Supplementary Environmental Statement (SES) and Additional Provision 2 (AP2) ES.
- 1.1.2 Table 1 provides a list of all those corrections made and signposts to the relevant location in the SES and AP2 ES where the correction can be found. The table provides the location of the correction in the main ES, a description of the correction, the relevant text from the main ES, the revised text, and identifies whether the correction changes a significant effect or the mitigation reported in the main ES.

## 2 Corrections to the November 2013 Environmental Statement

Table 1 Corrections to the main ES

Community forum area / topic affected / location within the November 2013 ES	Description of correction	Text in November 2013 Environmental Statement	Revised text	Change to significant effects and mitigation	Location within the SES and AP2 ES
4. Kilburn (Brent) to Old Oak Common  Cultural Heritage  Paragraph 6.3.5, Volume 2, CFA4	Further heritage surveys in the area affected by the Old Oak Common bridge works revealed the location of a non-designated World War 2 pillbox.	Bullet list referencing cultural heritage assets	Bullet list as it is in main ES with the following bullet added:  <ul style="list-style-type: none"> <li>the Second World War pillbox (KIL135).</li> </ul>	An additional significant effect is reported. The Second World War pillbox (asset reference KIL135) is scheduled for demolition. This will constitute a high adverse impact and moderate adverse significant effect.  No additional mitigation is proposed.	SES and AP2 ES Volume 2, CFA4, Kilburn (Brent) to Old Oak Common
4. Kilburn (Brent) to Old Oak Common  Air Quality  Traffic inputs used in these assessments, Volume 5: TR-001-000, Annex D, Table 11	The original method to derive Annual Average Daily Traffic (AADT) from peak hour traffic flows used in the air quality assessment was incorrect in this CFA: the HS2 construction HGV flows were overstated.	The text is too extensive to include in the table. Refer to Section 4.4.	The change in the assessment is reported in Section 3.1 of the SES and AP2 ES Volume 2 CFA4 report.	Yes.  The adverse effects reduce in magnitude. The change to significant effects derives from the correction, as well as the following factors: traffic flow changes due to the updated WeLHAM model; flow reductions due to the review and rescheduling of construction traffic; and emissions reductions due to the use of Euro VI HGVs for transporting excavated material.	SES and AP2 ES Volume 2, CFA4, Kilburn (Brent) to Old Oak Common
6. South Ruislip to Ickenham  Traffic and Transport  Paragraph 12.4.21 ,	The assessment incorrectly assumed that Breakspear Road South would be closed for reconstruction of the railway underbridge. There are no plans to reconstruct the	Paragraph 12.4.21, seventh bullet point:  <ul style="list-style-type: none"> <li>Ladygate Lane – major adverse effect (HGV);</li> </ul> Paragraph 12.5.1, second bullet	None  (Text referring to Ladygate Lane and the reconstructed overbridge on Breakspear Road South is no longer relevant).	Yes.  Major adverse traffic severance reported in the main ES on Ladygate Lane (between Breakspear Road and Bury Street) will be removed	SES and AP2 ES Volume 2, CFA6, South Ruislip to Ickenham

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Community forum area / topic affected / location within the November 2013 ES	Description of correction	Text in November 2013 Environmental Statement	Revised text	Change to significant effects and mitigation	Location within the SES and AP2 ES
Volume 2, CFA6  and  Paragraph 12.5.1, Volume 2, CFA6	existing bridge.	point:  • reconstructed railway underbridge over Breakspear Road South with improved headroom.		No mitigation required.	
6. South Ruislip to Ickenham  Traffic and Transport  Paragraph 6.9.61 of Volume 5: TR-001-000	The Transport Assessment incorrectly stated that two construction routes would be used to and from Breakspear Road South Underbridge satellite construction compound, including one via the A4180 High Street and Bury Street.  It is not proposed to use the route including A4180 High Street and Bury Street to access the construction compound, other than in exceptional circumstances.	Two construction traffic routes have been developed for this worksite, both of which avoid the existing low railway bridge over Breakspear Road South. The first route will be from the A40 Western Avenue onto the B467 Swakeleys Road northeast-bound, B466 High Road Ickenham northbound, B466 Ickenham Road northeast-bound, left into the A418 High Street northbound, Bury Street northwest-bound, and left into Breakspear Road southwest-bound. The return journey will use the same route in the reverse direction.	The route from the A40 Western Avenue will be via the B467 Swakeleys Road north-eastbound, and then into Breakspear Road South.	No.  Although the transport assessment described the route along A4180 High Street and Bury Street, the main ES did not report any likely significant effects.	SES and AP2 ES Volume 5: Appendix TR-001-000, Section 2.4
6. South Ruislip to Ickenham  Sound, Noise and Vibration  Table 18, Paragraph 11.4.19, Volume 2, CFA6	The attenuation provided by the noise fence barrier located between the proposed route and the residential properties in the vicinity of The Greenway and Hoylake Crescent was under-estimated due to a local modelling error. The sound levels have been recalculated	Table 18, under Location and details Ickenham. Approximately 200 dwellings and associated shared community open areas in the vicinity of The Greenway, Hoylake Crescent, Pynchester Close, Bushey Road and Copthall Road West. Forecast increases in sound due to the railway are likely to cause a moderate	Table 18, under Location and details:  Ickenham. Approximately 100 dwellings and associated shared community open areas in the vicinity of The Greenway, Bushey Road and Hoylake Crescent. Forecast increases in sound due to the railway are likely to cause a	Yes.  The correction has resulted in a 50% reduction in the number of impacted dwellings that form this significant operational airborne noise effect.  Mitigation is as described in the main ES.	SES and AP2 ES Volume 2, CFA6, South Ruislip to Ickenham



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Community forum area / topic affected / location within the November 2013 ES	Description of correction	Text in November 2013 Environmental Statement	Revised text	Change to significant effects and mitigation	Location within the SES and AP2 ES
	with the corrected barrier. As a result, the number of dwellings that form the significant effect is reduced from approximately 200 to approximately 100.	adverse effect on the acoustic character of the area around the closest properties. The effect on the acoustic character of residential areas that are located further from the railway would be a minor effect.	moderate adverse effect on the acoustic character of the area around the closest properties. The effect on the acoustic character of residential areas that are located further from the railway would be a minor effect.  (See SES and AP2 ES Volume 5 SV-004-006 for updated calculations and SES and AP2 ES Volume 5: Map series SV-02 for assessment locations)		
6. South Ruislip to Ickenham  Sound, Noise and Vibration  Table 19, Paragraph 11.4.22, Volume 2, CFA6	The research facility at Ickenham was identified in the main ES as being subject to a significant operational groundborne vibration effect, however, as the property is also subject to a major airborne noise impact, it should have been identified as a significant operational combined airborne noise and groundborne vibration effect.	Table 19, under Type of significant effect and source: Ground-borne vibration effect inside laboratory buildings due to the operation of train services on surface section of line.	Table 19, under Type of significant effect and source: Airborne noise and ground-borne vibration effect inside laboratory buildings due to the operation of train services on surface section of line.	Yes  The type of significant effect is changed from a groundborne vibration effect to a combined airborne noise and groundborne vibration effect.  HS2 Ltd will continue to seek reasonably practicable measures to further reduce or avoid these significant effects. In doing so HS2 Ltd will continue to engage with stakeholders to fully understand the receptors, their use and the benefit of any measures. The outcome of these activities will be reflected in the Environmental Minimum Requirements (see Volume 1 and Volume 5: Appendix SV-004-006 of the main ES).	SES and AP2 ES Volume 2, CFA6, South Ruislip to Ickenham
6. South Ruislip to	The original method to derive Annual Average Daily Traffic	The text is too extensive to include in	The change in the assessment is reported in Section 3.1 of the SES	Yes.	SES and AP2 ES Volume 2,

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Community forum area / topic affected / location within the November 2013 ES	Description of correction	Text in November 2013 Environmental Statement	Revised text	Change to significant effects and mitigation	Location within the SES and AP2 ES
<p>Ickenham</p> <p>Air Quality</p> <p>Section 4.4, Volume 2, CFA6</p> <p>Traffic inputs used in the construction assessment, reported in Volume 5: TR-001-000, Annex D, Table 16</p>	<p>(AADT) and Annual Average Weekly Traffic (AAWT) from peak hour traffic flows was incorrect in this CFA. The HS2 construction HGV flows were over-stated.</p>	<p>the table. Refer to Section 4.4.</p>	<p>and AP2 ES Volume 2 CFA6 report.</p>	<p>There will no longer be any significant effects as a result of this correction in combination with the following factors: traffic flow changes due to the updated WeLHAM model; flow reductions due to the review and rescheduling of construction traffic (SES-006-001); and emissions reductions due to the use of Euro VI HGVs (SES-006-003) for transporting excavated material.</p> <p>No additional mitigation, other than that reported in the main ES, is required.</p>	<p>CFA6, South Ruislip to Ickenham</p>
<p>6. South Ruislip to Ickenham</p> <p>Community</p> <p>Paragraph 5.4.18, Volume 2, CFA6</p>	<p>Reassessment of community effects following changes to the air quality assessment due to corrections to the AADT flows.</p>	<p>Residents on B467 Swakeleys Road (between the junction with the A40 and the junction with Harvil Road) are predicted to experience in-combination effects as this road will be used by construction traffic. Significant increases in HGV traffic and the associated significant effects on road traffic noise and air quality will combine. The combination of these effects will coincide for approximately nine months and affect approximately 30 properties. This will give rise to a major adverse effect on the amenity of residents, which is significant.</p>	<p>Residents on B467 Swakeleys Road (between the junction with the A40 and the junction with Harvil Road) are predicted to experience in-combination effects as this road will be used by construction traffic. Significant increases in HGV traffic and the associated significant effect from road traffic noise will combine. The combination of these effects will coincide for approximately nine months and affect approximately 30 properties. This will give rise to a major adverse effect on the amenity of residents, which is significant.</p>	<p>Yes.</p> <p>There will be a different significant effect on community due to removal of the air quality effect on Swakeleys Road. However, this will not change the level of significance of the community effects reported in the main ES i.e. it remains major adverse.</p> <p>No additional mitigation, other than that reported in the main ES, is required.</p>	<p>SES and AP2 ES Volume 2, CFA6, South Ruislip to Ickenham</p>
<p>7. Colne Valley</p> <p>Sound, Noise and</p>	<p>In the section discussing direct construction noise effects on non-residential receptors,</p>	<p>Significant noise effects have been identified on a reasonably foreseeable worst case basis at</p>	<p>Noise levels above the impact criteria have been identified, on a reasonably foreseeable worst case</p>	<p>No change to the significant effects reported in the main ES. The correction provides clarification of the assessment of</p>	<p>Not applicable</p>

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Community forum area / topic affected / location within the November 2013 ES	Description of correction	Text in November 2013 Environmental Statement	Revised text	Change to significant effects and mitigation	Location within the SES and AP2 ES
<p>Vibration</p> <p>Section 4.4.15 of Technical Appendix SV-004-007 (operational sound, noise and vibration assessment), CFA7.</p>	<p>Appendix SV-004-007 incorrectly refers to the identification of significant noise effects at Harefield Marina.</p>	<p>Harefield Marina during the daytime with noise levels reaching 81dB at the point nearest to the viaduct works site, decreasing to 68dB at jetties located further from the works.</p> <p>The receptor is characterised by barges and river boats which can be used as accommodation, however, the licence at this marina only allows for a maximum of two days on board. Therefore, the monthly exposure to construction noise levels by occupants of the boats will be limited to two days and as such the occupants will not be impacted for a duration of greater than one month.</p>	<p>basis, at Harefield Marina during the daytime with noise levels reaching 81dB at the point nearest to the viaduct works site, decreasing to 68dB at jetties located further from the works.</p> <p>The receptor is characterised by barges and river boats which can be used as accommodation, however, the licence at this marina only allows for a maximum of two days on board. Therefore, the monthly exposure to construction noise levels by occupants of the boats will be limited to two days and as such the occupants will not be impacted for a duration of greater than one month. The effects are consequently not considered significant.</p>	<p>construction noise at Harefield Marina in the technical appendix</p>	
<p>7. Colne Valley</p> <p>Traffic and Transport</p> <p>Paragraph 12.4.13, Volume 2, CFA 7</p>	<p>A minor adverse effect during construction is reported for the junction of A412 Denham Way with Chalfont Lane, with regard to delay and congestion to vehicle users. However, this should have been reported as a moderate adverse effect.</p>	<p>First bullet point:</p> <ul style="list-style-type: none"> <li>• A412 Denham Way with Chalfont Lane (minor adverse effect).</li> </ul>	<p>First bullet point:</p> <ul style="list-style-type: none"> <li>• A412 Denham Way with Chalfont Lane (moderate adverse effect).</li> </ul>	<p>Yes.</p> <p>Significant residual effect on congestion and delay to vehicle users changed from minor adverse to moderate adverse. See map TR-03-051 in the SES and AP2 ES, Volume 2, CFA7 Map Book.</p> <p>No additional mitigation, other than that mentioned in the main ES, is required.</p>	<p>SES and AP2 ES Volume 2, CFA7, Colne Valley</p>
<p>7. Colne Valley</p>	<p>The original method to derive Annual Average Daily Traffic</p>	<p>Properties on Swakeleys Road between Harvil Road and the A40 are</p>	<p>The change in the assessment is reported in Section 3.1 of SES and</p>	<p>Yes.</p>	<p>SES and AP2 ES Volume 2,</p>

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Community forum area / topic affected / location within the November 2013 ES	Description of correction	Text in November 2013 Environmental Statement	Revised text	Change to significant effects and mitigation	Location within the SES and AP2 ES
<p>Air quality</p> <p>Section 4.4, Volume 2, CFA7</p> <p>Traffic inputs used in the construction assessment, reported in Volume 5, TR-001-000, Annex D, Table 21</p>	<p>(AADT) from peak hour traffic flows was incorrect in this CFA. The HS2 construction HGV flows were overstated.</p>	<p>expected to experience temporary substantial adverse impacts related to NO<sub>2</sub> concentrations during construction that will be significant.</p>	<p>AP2 ES Volume 2 – CFA7, Colne Valley</p>	<p>There will no longer be any significant effects as a result of this correction in combination with the following factors: traffic flow changes due to the updated WeLHAM model; flow reductions due to the review and rescheduling of construction traffic; and emissions reductions due to the use of Euro VI HGVs for transporting excavated material. No additional mitigation, other than that reported in the main ES, is required.</p>	<p>CFA7, Colne Valley</p>
<p>7. Colne Valley</p> <p>Community</p> <p>Paragraph 5.4.4, Volume 2, CFA7</p>	<p>Changes to the air quality assessment due to corrections to the AADT flows.</p>	<p>Residents on B467 Swakeleys Road (between the junction with the A40 and the junction with Harvil Road) are predicted to experience in-combination effects from traffic, air quality and noise. These effects are significant effects due to increase in HGV movements from construction traffic.</p>	<p>Residents on B467 Swakeleys Road (between the junction with the A40 and the junction with Harvil Road) are predicted to experience in-combination effects from traffic and noise. These effects are significant effects due to increase in HGV movements from construction traffic.</p>	<p>Yes.</p> <p>There will be a different significant residual effect on community due to removal of the air quality effect on Swakeleys Road. However, this will not change the level of significance of the community effects reported in the main ES i.e. it remains major adverse.</p> <p>No additional mitigation, other than that reported in the main ES, is required.</p>	<p>SES and AP2 ES Volume 2, CFA7, Colne Valley</p>
<p>8. The Chalfonts and Amersham</p> <p>Traffic and Transport</p> <p>Paragraph 12.4.13, Volume 2, CFA8</p>	<p>A moderate adverse effect during construction is reported for the junction of the A413 with School Lane (Amersham Old Town) and Shardeloes. This effect is related to delay and congestion to vehicle users. This, however, should have been reported as a major</p>	<p>A413 with School Lane (Amersham Old Town) and Shardeloes (moderate adverse effect).</p>	<p>A413 with School Lane (Amersham Old Town) and Shardeloes (major adverse effect).</p>	<p>Yes</p> <p>Junction of the A413 with School Lane (Amersham Old Town) and Shardeloes:</p> <p>Moderate adverse effect to major adverse effect, with regard to delay and congestion to vehicle users.</p> <p>There will be no changes to the mitigation</p>	<p>SES and AP2 ES Volume 2, CFA8, The Chalfonts and Amersham</p>

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Community forum area / topic affected / location within the November 2013 ES	Description of correction	Text in November 2013 Environmental Statement	Revised text	Change to significant effects and mitigation	Location within the SES and AP2 ES
	adverse effect.			required, as outlined in the main ES.	
8. The Chalfonts and Amersham  Traffic and Transport  Paragraph 12.4.13, Volume 2, CFA8	A moderate adverse effect during construction is reported for the junction of the A413 Amersham Bypass with the A404 Whielden Lane. This effect is related to delay and congestion to vehicle users.  This, however, should have been reported as a major adverse effect.	A413 Amersham Bypass with A404 Whielden Lane (moderate adverse effect).	A413 Amersham Bypass with the A404 Whielden Lane (major adverse effect).	Yes  Junction of the A413 Amersham Bypass with the A404 Whielden Lane:  Moderate adverse effect to major adverse effect, with regard to delay and congestion to vehicle users.  There will be no changes to the mitigation required, as outlined in the main ES.	SES and AP2 ES Volume 2, CFA8, The Chalfonts and Amersham
9. Central Chilterns  Traffic and Transport  Paragraph 12.4.13, Volume 2, CFA9	A minor adverse effect during construction is reported for the junction of King's Lane with Frith Hill/Ballinger Road and Potter Row, with regard to delay and congestion to vehicle users.  This, however, should not have been reported as a significant effect.	<ul style="list-style-type: none"> <li>Fourth bullet point: King's Lane with Frith Hill/Ballinger Road and Potter Row (minor adverse effect).</li> </ul>	Fourth bullet point removed, with no replacement text.	Yes.  Removal of significant effect with regard to delay and congestion to vehicle users at the junction of King's Lane with Frith Hill/Ballinger Road and Potter Row. There will be no changes to the mitigation required, as outlined in the main ES.	SES and AP2 ES Volume 2, CFA9, Central Chilterns
9. Central Chilterns  Traffic and Transport  Paragraph 12.4.13, Volume 2, CFA9	A moderate adverse effect during construction is reported for the junction of the B485 Chesham Road with Hyde Heath Road, with regard to delay and congestion to vehicle users.  This, however, should have	Sixth bullet point:  <ul style="list-style-type: none"> <li>The B485 Chesham Road with Hyde Heath Road (moderate adverse effect).</li> </ul>	Sixth bullet point:  <ul style="list-style-type: none"> <li>The B485 Chesham Road with Hyde Heath Road (minor adverse effect).</li> </ul>	Yes.  Moderate adverse effect to minor adverse effect with regard to delay and congestion to vehicle users at the junction of B485 Chesham Road with Hyde Heath Road. There will be no changes to the mitigation required, as outlined in the main ES.	SES and AP2 ES Volume 2, CFA9, Central Chilterns

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Community forum area / topic affected / location within the November 2013 ES	Description of correction	Text in November 2013 Environmental Statement	Revised text	Change to significant effects and mitigation	Location within the SES and AP2 ES
	been reported has a minor adverse effect.				
<p>9. Central Chilterns Traffic and Transport Paragraph 12.4.15, Volume 2, CFA9</p>	<p>A minor adverse effect during construction is reported for the B485 Frith Hill/Chesham Road between the A413 and Hyde Heath Road, with regard to traffic-related severance due to an increase in HGV flows.</p> <p>This, however, should have been reported as moderate adverse effect for the B485 Frith Hill/Chesham Road, between Hyde Heath Road and King's Lane only. Traffic flow on the B485 Frith Hill/Chesham Road, between the A413 and King's Lane does not give rise to a significant effect in relation to traffic-related severance for non-motorised users in the original scheme.</p>	<p>Sixth bullet point:</p> <ul style="list-style-type: none"> <li>• B485 Frith Hill/Chesham Road, between A413 and Hyde Heath Road (minor adverse effect) due to an increase in HGV flow.</li> </ul>	<p>Sixth bullet point deleted.</p> <p>New bullet point:</p> <ul style="list-style-type: none"> <li>• B485 Frith Hill/Chesham Road, between Hyde Heath Road and King's Lane (moderate adverse effect) due to an increase in HGV flow.</li> </ul>	<p>Yes.</p> <p>Minor adverse to moderate adverse for traffic related severance for non-motorised users on the B485 Frith Hill/Chesham Road between A413 and Hyde Heath Road. There will be no changes to the mitigation required, as outlined in the main ES.</p> <p>Removal of a significant effect on the B485 Frith Hill/Chesham Road between the A413 and King's Lane.</p> <p>Whilst there is no longer a significant effect as a result of the original scheme, a new effect is reported in Section 3 of the SES and AP2 ES Volume 2, CFA9 report due to the SES scheme resulting in changes to the movement of excavated material on this section of road.</p>	<p>SES and AP2 ES Volume 2, CFA9, Central Chilterns</p>
<p>10. Wendover, Dunsmore and Halton Sound, Noise and Vibration Table 15, Section 11, Volume 2, CFA10</p>	<p>The number of dwellings included in significant effect number OSV10-Co4 (Nash Lee) was overstated in the main ES.</p>	<p>Nash Lee. Approximately 20 dwellings in the vicinity of Nash Lee Lane. Forecast increases in sound from the railway are likely to cause a moderate adverse effect on the acoustic character of the area around these properties. No shared open spaces have been identified as being affected in this community area.</p>	<p>Nash Lee. Approximately 15 dwellings in the vicinity of Nash Lee Lane. Forecast increases in sound from the railway are likely to cause a moderate adverse effect on the acoustic character of the area around these properties. No shared open spaces have been identified as being affected in this</p>	<p>Yes.</p> <p>The number of impacted dwellings included in determination of the likely significant effect at Nash Lee is reduced from approximately 20 to approximately 15.</p> <p>No change to mitigation described in main</p>	<p>SES and AP2 ES Volume 2, CFA10, Dunsmore, Wendover and Halton</p>

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Community forum area / topic affected / location within the November 2013 ES	Description of correction	Text in November 2013 Environmental Statement	Revised text	Change to significant effects and mitigation	Location within the SES and AP2 ES
			community area.	ES.	
<p>11. Stoke Mandeville and Aylesbury</p> <p>Sound, Noise and Vibration</p> <p>Paragraph 11.5.16, Volume 2, CFA11</p>	<p>Old Moat Farmhouse, Marsh Lane, Stoke Mandeville was described as a single property however it should have been described as two properties.</p>	<p>First sentence: 'The assessment has identified four additional residential buildings close to the Proposed Scheme...'</p>	<p>First sentence: 'The assessment has identified five additional residential buildings close to the Proposed Scheme...'</p>	<p>Yes.</p> <p>One additional dwelling is identified as being subject to a significant adverse effect, and is consequently estimated to be likely to qualify for noise insulation.</p> <p>The mitigation measures, including noise insulation will reduce noise inside all dwellings such that it will not reach a level where it would significantly affect residents.</p>	<p>SES and AP2 ES Volume 2, CFA11, Stoke Mandeville and Aylesbury</p>
<p>11. Stoke Mandeville and Aylesbury</p> <p>Sound, Noise and Vibration</p> <p>Table 15, Section 11, Volume 2, CFA11</p>	<p>Operational vibration assessment locations 700333 and 700334 were omitted from the assessment.</p> <p>In the main ES, the properties represented by these assessment locations were reported as subject to an adverse operational airborne noise effect. When these are assessed alongside other local adverse noise effects, the overall effect is considered significant.</p> <p>The properties represented by the omitted assessment locations have been identified as also being impacted by</p>	<p>Source of significant effect</p> <p>Airborne noise increase from new train services and the road traffic on Stoke Mandeville Bypass.</p> <p>Location and details</p> <p>Southern edge of Stoke Mandeville. Approximately 30 dwellings along the Risborough Road in the vicinity of Old Risborough Road and Whitethorn Close including shared open areas. Forecast increases in sound from the railway are likely to cause a major adverse effect on the acoustic character of the area around the closest properties, reducing with distance away from the Proposed Scheme. The effect on the acoustic</p>	<p>Source of significant effect</p> <p>Airborne noise increase and vibration from new train services.</p> <p>Location and details</p> <p>Southern edge of Stoke Mandeville. Approximately 30 dwellings along the Risborough Road in the vicinity of Old Risborough Road and Whitethorn Close including shared open areas. Forecast increases in sound from the railway are likely to cause a major adverse effect on the acoustic character of the area around the closest properties, reducing with distance away from the Proposed Scheme. The effect</p>	<p>Yes.</p> <p>Operational vibration assessment locations 700333 and 700334 are likely to experience a combined noise and vibration effect (as part of the overall significant effect).</p> <p>No additional mitigation measures, other than those proposed in the main ES are required.</p>	<p>SES and AP2 ES Volume 2, CFA11, Stoke Mandeville and Aylesbury</p>

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Community forum area / topic affected / location within the November 2013 ES	Description of correction	Text in November 2013 Environmental Statement	Revised text	Change to significant effects and mitigation	Location within the SES and AP2 ES
	operational vibration.	character of residential areas that are located further from the railway would be a minor effect.	on the acoustic character of residential areas that are located further from the railway would be a minor effect. Forecast vibration levels from the railway are likely to cause a minor adverse effect at the very closest properties.  (See SES and AP2 ES Volume 5: SV-004-011 for updated calculations).		
13. Calvert, Steeple Claydon, Twyford and Chetwode  Traffic and Transport  Paragraph 12.4.16, Volume 2, CFA13	The peak period was used for the main ES to estimate workforce trips to systems compounds, whereas the peak hour should have been used. This has resulted in a small change in peak hour, all vehicle construction trips on a number of roads, with an assessment error for Addison Road, north of Bicester to Bletchley Line railway, with regard to traffic-related severance for non-motorised users.	Eleventh bullet: <ul style="list-style-type: none"><li>• Addison Road, north of Bicester to Bletchley Line railway (minor adverse effect) due to increase in HGV flow as well as all traffic flow.</li></ul>	Eleventh bullet: <ul style="list-style-type: none"><li>• Addison Road, north of Bicester to Bletchley Line railway (moderate adverse effect) due to increase in HGV flow as well as all traffic flow.</li></ul>	Yes  This correction results in an adverse moderate significant residual effect on Addison Road, north of Bicester to Bletchley Line railway, with regard to traffic-related severance for non-motorised users.  No further traffic and transport avoidance or mitigation measures during construction are proposed.	SES and AP2 ES Volume 2, CFA13, Calvert, Steeple Claydon, Twyford and Chetwode
13. Calvert, Steeple Claydon, Twyford and Chetwode  Sound, Noise and Vibration  Paragraph 11.4.19	The number of residential dwellings qualifying for noise insulation was stated as four. It is now known to be five because there will be two residential dwellings in committed development at	Taking account of the avoidance and mitigation measures incorporated into the Proposed Scheme, the assessment has identified approximately four residential dwellings, close to the Proposed Scheme, where noise would exceed	Taking account of the avoidance and mitigation measures incorporated into the Proposed Scheme, the assessment has identified five residential dwellings, close to the Proposed Scheme, where noise would	Yes.  One additional dwelling is identified as being subject to a significant adverse effect, and is consequently estimated to be likely to qualify for noise insulation. The mitigation measures, including noise	SES and AP2 ES Volume 2, CFA13, Calvert, Steeple Claydon, Twyford and



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Community forum area / topic affected / location within the November 2013 ES	Description of correction	Text in November 2013 Environmental Statement	Revised text	Change to significant effects and mitigation	Location within the SES and AP2 ES
Volume 2, CFA13	Manthorn Farm, Chetwode. In the main ES it was assumed there was only one residential dwelling in the development.	<p>the daytime trigger threshold set in the Regulations. It is therefore estimated that these buildings are likely to qualify for noise insulation under the Regulations. These dwellings are indicated on Volume 5: Map Book - Sound, noise and vibration, Map series SV-02:</p> <ul style="list-style-type: none"> <li>• Rosehill Barns and Rosehill Farm, Chetwode receptor reference 274142 (marked as OSV13-Do1 in Table 3);</li> <li>• The Hermitage, Chetwode receptor reference 275251 (marked as OSV13-Do2 in Table 3); and</li> <li>• proposed residential property in committed development at Manthorn Farm, Chetwode (refer to Volume 2 Section 2) to be located closest to the route, receptor reference 711004 (marked as OSV13-Do3 in Table 3).</li> </ul>	<p>exceed the daytime trigger threshold set in the Regulations. It is therefore estimated that these buildings are likely to qualify for noise insulation under the Regulations. These dwellings are indicated on Volume 5: Map Book - Sound, noise and vibration, Map series SV-02:</p> <ul style="list-style-type: none"> <li>• Rosehill Barns and Rosehill Farm, Chetwode receptor reference 274142 (marked as OSV13-Do1 in Table 3);</li> <li>• The Hermitage, Chetwode receptor reference 275251 (marked as OSV13-Do2 in Table 3); and</li> <li>• two proposed residential properties in committed development at Manthorn Farm, Chetwode (refer to Volume, Section 2) to be located closest to the route, receptor reference 711004 (marked as OSV13-Do3 in Table 3).</li> </ul>	insulation will reduce noise inside all dwellings such that it will not reach a level where it would significantly affect residents.	Chetwode
14. Newton Purcell to Brackley  Landscape and Visual assessment	The construction effects on viewpoint 187.2.001 were omitted from the main ES.	Construction effects (winter and night-time) - No further assessment required.	Existing vegetation along Radstone Road and field boundary vegetation will generally be removed to enable construction. Temporary material stockpiles will assist in filtering and screening	Yes.  There will be major adverse residual effects on viewpoint 187.2.001 during construction (see map LV-03-055 in SES and AP2 ES, Volume 2, CFA14 Map Book).	SES and AP2 ES Volume 2, CFA14, Newton Purcell to

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Community forum area / topic affected / location within the November 2013 ES	Description of correction	Text in November 2013 Environmental Statement	Revised text	Change to significant effects and mitigation	Location within the SES and AP2 ES
Viewpoint 187.2.001 'View looking east from Radstone Road adjacent to the residential property north of Hall Farm', Table 3: Visual Assessment Matrix, Part 3 Assessment matrices, Volume 5 Technical Appendices, CFA14 Landscape report (LV-001-014) Landscape and visual assessment			<p>views of construction activity. The residential property at Hall Farm will experience views of construction activities in the foreground and middle ground including those of Radstone Road realignment over the route (Radstone Road overbridge and Footpath AX7 realignment approximately 400m away) and a PRoW overbridge (Footpath AX15 overbridge approximately 250m away), in combination with more general construction activity and earthworks. Given the substantial changes in close proximity to the viewpoint and its associated receptors, the magnitude of change is likely to be high. The high magnitude of change assessed alongside the high sensitivity of the receptor will result in a major adverse effect, which is significant.</p> <p>At night, continuous lighting is proposed at the Radstone Road overbridge satellite compound. Given the close proximity of some of the viewpoint receptors to the compound, the magnitude of change to this receptor at night is likely to be high, resulting in a major adverse effect, which is</p>	<p>These temporary effects are significant and are in addition to those reported in the main ES.</p> <p>To further reduce the significant effect described above, consideration of where planting can be established early in the construction programme will be given during the detailed design stage. This may include consideration of early planting in ecological mitigation sites that would have the additional benefit of providing some visual screening. However, not all landscape and visual effects can be practicably mitigated due to the visibility of construction activity and the sensitivity of surrounding receptors.</p>	Brackley

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Community forum area / topic affected / location within the November 2013 ES	Description of correction	Text in November 2013 Environmental Statement	Revised text	Change to significant effects and mitigation	Location within the SES and AP2 ES
			significant.		
<p>14. Newton Purcell to Brackley</p> <p>Sound, Noise and Vibration</p> <p>Volume 2, Section 11, after clause 11.4.15</p>	<p>Sundale House, Northampton Road was omitted from the assessment.</p> <p>This property should have been identified as being predicted to qualify for noise insulation.</p>	Text omitted from main ES	<p>The assessment has identified an additional residential building where the daytime forecast noise level does not exceed the threshold set in the Regulations but the forecast night-time noise level would exceed the World Health Organisation's Interim Target of 55dB, or the maximum noise level (dependent on the number of train passes) as a train passes exceeds the criterion. It is therefore estimated that this building will be offered noise insulation.</p> <p>This building is shown on SES and AP2 ES Map series SV-05 (Volume 5, Sound, Noise and Vibration Map Book):</p> <ul style="list-style-type: none"> <li>• Sundale House, Northampton Road</li> </ul> <p>(See SES and AP2 Map series SV-02, SV-04 and SV-05 for assessment location and Volume 5 SV-004-014 for predicted operational sound, noise and vibration levels).</p>	<p>Yes.</p> <p>One additional residential building is identified as being subject to a significant adverse effect, and is consequently estimated to be likely to qualify for noise insulation (see map SV-05-033 in SES and AP2 ES, Volume 2, CFA14 Map Book).</p> <p>The mitigation measures, including noise insulation will reduce noise inside all dwellings such that it will not reach a level where it would significantly affect residents.</p>	SES and AP2 ES Volume 2, CFA14, Newton Purcell to Brackley
14. Newton Purcell to Brackley	A significant effect was not identified for Turweston Farm Track / Oatleys Road in the	Text omitted from main ES.	Turweston Farm Track / Oatleys Road (minor adverse effect) due to	Yes.  A minor adverse effect, during	SES and AP2 ES Volume 2, CFA14,

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Community forum area / topic affected / location within the November 2013 ES	Description of correction	Text in November 2013 Environmental Statement	Revised text	Change to significant effects and mitigation	Location within the SES and AP2 ES
<p>Traffic and Transport</p> <p>Paragraph 12.4.15, Volume 2, CFA14</p>	<p>main ES. A minor adverse effect on this road in relation to traffic-related severance for non-motorised users should have been reported in the main ES.</p>		<p>an increase in vehicle flow.</p>	<p>construction, on traffic-related severance for non-motorised users has been identified for Turweston Farm Track / Oatleys Road. This is a new significant effect (see map TR-03-058 in SES and AP2 ES, Volume 2, CFA14 Map Book.</p> <p>The implementation of the draft Code of Construction Practice (draft CoCP) in combination with the framework travel plan and the construction workforce travel plan will, to some degree, mitigate the effect. However, a significant residual effect will remain during construction.</p>	<p>Newton Purcell to Brackley</p>
<p>15. Greatworth to Lower Boddington</p> <p>Construction of the Proposed Scheme</p> <p>Paragraph 2.3.90, Volume 2, CFA15</p> <p>and</p> <p>Agriculture, Forestry and Soils</p> <p>Paragraph 3.4.28, Table 7, Volume 2, CFA15</p>	<p>The description of the construction of the Proposed Scheme reported that the grain store, at holding reference CFA15/22 Old House Farm, would be demolished. This was incorrectly reported, as the grain store is outside of Bill limits and will not be demolished as correctly indicated on map CT-05-077 and Parliamentary Bill Plan 2-87.</p>	<p>Paragraph 2.3.90:</p> <p>Demolition of one building will be required: a commercial property (outbuilding associated with Old House Farm) at Claydon Road (also known as Boddington Road).</p> <p>Paragraph 3.4.28:</p> <p>Infrastructure column in table:</p> <p>Grain store demolished. High</p> <p>Scale of effect column in table:</p> <p>Major/moderate adverse due to the demolition of grain store.</p>	<p>Paragraph 2.3.90</p> <p>(Paragraph removed with no replacement text)</p> <p>Paragraph 3.4.28:</p> <p>(This row should be removed from Table 7 with no replacement text)</p>	<p>Yes.</p> <p>Within the agriculture, forestry and soils topic, the overall effect on the holding will change from major/moderate adverse, which is significant, to negligible, which is not significant.</p> <p>No mitigation is required.</p>	<p>SES and AP2 ES Volume 2, CFA15, Greatworth to Lower Boddington</p>
<p>15. Greatworth to</p>	<p>Reporting inconsistency related to bat roosts at Lower</p>	<p>Paragraph 7.3.20, Table 8,</p>	<p>Table 8, the text should state:</p>	<p>No</p>	<p>SES and AP2 ES Volume 2,</p>

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Community forum area / topic affected / location within the November 2013 ES	Description of correction	Text in November 2013 Environmental Statement	Revised text	Change to significant effects and mitigation	Location within the SES and AP2 ES
Lower Boddington Ecology Paragraph 7.3.20 Table 8, CFA15 and Paragraph 7.4.23 in Volume 2, CFA15	Thorpe. Table 8 in the main ES states that there are confirmed roosts within land required for construction of the original scheme. These roosts are outside of the land required (as confirmed in the impacts and effects section (paragraph 7.4.23) of Volume 2, CFA15 report).	The maternity roost and one of the summer/transient roosts are within land required for the construction of the Proposed Scheme.  However in the impact assessment paragraph 7.4.23 it states:  No significant effects are expected on the bats that utilise Culworth Grounds Farm or other building near Lower Thorpe. The brown long-eared bat maternity roost and transient roosts, the common pipistrelle bat roosts (one of which is likely to be a maternity roost) and the Natterer's bat transient roost will be retained.	The maternity roost and one of the summer/transient roosts are adjacent to land required for the construction of the Proposed Scheme.		CFA15, Greatworth to Lower Boddington
15. Greatworth to Lower Boddington  Sound, noise and vibration  Paragraph 11.3.14, Volume 2, CFA15	Effect reported on Banbury Lane; however this should say Banbury Road	Construction traffic is likely to cause adverse noise effects on residential receptors along Banbury Lane where it passes through Thorpe Mandeville (CSV15-Co1) ...	Construction traffic is likely to cause adverse noise effects on residential receptors along Banbury Road where it passes through Thorpe Mandeville (CSV15-Co1) ...	No	SES and AP2 ES Volume 2, CFA15, Greatworth to Lower Boddington
15. Greatworth to Lower Boddington  Traffic and Transport  Paragraph 12.4.13, Volume 2, CFA15	A moderate adverse effect during construction is reported for the junction of the A422 with the A361 (M40 junction 11), with regard to delay and congestion to vehicle users.  This should have been reported	First bullet:  A422 with A361 (M40 junction 11) (moderate adverse effect).	First bullet :  The A422 with the A361 (M40 junction 11) (major adverse effect).	Yes.  Junction of the A422 with the A361 (M40 junction 11).  Moderate adverse to major adverse in relation to congestion and delay to vehicle	SES and AP2 ES Volume 2, CFA15, Greatworth to Lower Boddington

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Community forum area / topic affected / location within the November 2013 ES	Description of correction	Text in November 2013 Environmental Statement	Revised text	Change to significant effects and mitigation	Location within the SES and AP2 ES
	as a major adverse effect.			users. No mitigation is required.	
15. Greatworth to Lower Boddington Traffic and Transport Paragraph 12.4.13, Volume 2, CFA15	A minor adverse effect during construction is reported for the junction of the A422 with the B4525 Banbury Lane (Middleton Cheney), with regard to delay and congestion to vehicle users.  This should have been reported as a moderate adverse effect.	Second bullet:  A422 with B4525 Banbury Lane (Middleton Cheney) (minor adverse effect).	Second bullet :  The A422 with the B4525 Banbury Lane (Middleton Cheney) (moderate adverse effect).	Yes.  Junction of the A422 with the B4525 Banbury Lane.  Minor adverse to moderate adverse in relation to congestion and delay to vehicle users.  No mitigation is required.	SES and AP2 ES Volume 2, CFA15, Greatworth to Lower Boddington
15. Greatworth to Lower Boddington Traffic and Transport Paragraph 12.4.13, Volume 2, CFA15	A moderate adverse effect during construction is reported for the junction of the A361 with Welsh Road, with regard to delay and congestion to vehicle users. This is an assessment error, as the traffic flow on the road link between the alignment and the junction of the A361 with Welsh Road was assessed as being the same either side of the Chipping Warden green tunnel main compound. The section of the A361 Byfield Road north of the Chipping Warden green tunnel main compound should not have contained traffic relating to the movement of	Third bullet:  A361 with Welsh Road (moderate adverse effect).	Third bullet:  The A361 with Welsh Road (minor adverse effect).	Yes.  Junction of the A361 with Welsh Road Moderate adverse to minor adverse in relation to congestion and delay to vehicle users.  No mitigation is required.	SES and AP2 ES Volume 2, CFA15, Greatworth to Lower Boddington

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Community forum area / topic affected / location within the November 2013 ES	Description of correction	Text in November 2013 Environmental Statement	Revised text	Change to significant effects and mitigation	Location within the SES and AP2 ES
	excavated material.				
15. Greatworth to Lower Boddington Traffic and Transport Paragraph 12.4.17, Volume 2, CFA15	A major adverse effect during construction is reported for the A361 Byfield Road, between Welsh Road and the A422/M40. However this is incorrect as the A361 Byfield Road is affected differently north and south of the Chipping Warden green tunnel main compound. The major adverse effect is on the A361 Byfield Road between Chipping Warden green tunnel main compound and the A422/M40. There is a moderate adverse effect on A361 Welsh Road between Welsh Road and Chipping Warden green tunnel main compound.	Sixth bullet: <ul style="list-style-type: none"><li>A361 Byfield Road, between Welsh Road and A422/M40 (major adverse effect) due to an increase in HGV flow as well as all traffic flow.</li></ul>	Sixth bullet: <ul style="list-style-type: none"><li>The A361 Byfield Road, between Chipping Warden green tunnel main compound and the A422/M40 (major adverse effect) due to an increase in HGV traffic flow as well as all traffic flow.</li></ul> New bullet: <ul style="list-style-type: none"><li>The A361 Byfield Road, between Welsh Road and Chipping Warden green tunnel main compound (moderate adverse effect) due to an increase in HGV traffic flow as well as all traffic flow.</li></ul>	Yes.  The A361 Byfield Road, between Chipping Warden green tunnel main compound and the A422/M40.  Major adverse effect with regard to traffic-related severance for non-motorised users. and The A361 Byfield Road, between Welsh Road and Chipping Warden green tunnel main compound.  Moderate effect with regard to traffic-related severance for non-motorised users. See Section 3 for assessment No mitigation is required.	SES and AP2 ES Volume 2, CFA15, Greatworth to Lower Boddington
15. Greatworth to Lower Boddington Traffic and Transport Paragraph 12.4.17, Volume 2, CFA15	A significant effect was not identified at Culworth Road in the main ES. A moderate adverse effect on this road in relation to traffic-related severance for non-motorised users should have been reported at this location in the main ES.	No text exists in the main ES for this correction	New bullet: <ul style="list-style-type: none"><li>Culworth Road (moderate adverse effect) due to an increase in HGV as well as all traffic flows</li></ul>	Yes.  Culworth Road:  Not significant to moderate adverse with regard to traffic-related severance for non-motorised users.  No mitigation is required.	SES and AP2 ES Volume 2, CFA15, Greatworth to Lower Boddington
15. Greatworth to	A significant effect was not identified at the B4525 Welsh	No text exists in the main ES for this	New bullet:	Yes.	SES and AP2 ES Volume 2,

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Community forum area / topic affected / location within the November 2013 ES	Description of correction	Text in November 2013 Environmental Statement	Revised text	Change to significant effects and mitigation	Location within the SES and AP2 ES
<p>Lower Boddington</p> <p>Traffic and Transport</p> <p>Paragraph 12.4.17, Volume 2, CFA15</p>	<p>Road between Greatworth green tunnel satellite compound and Banbury Lane in the main ES. A moderate adverse effect in relation to traffic-related severance should have been reported at this location in the main ES.</p>	<p>correction</p>	<p>The B4525 Welsh Road between Greatworth green tunnel satellite compound and Banbury Lane (moderate adverse effect) due to an increase in HGV flow</p>	<p>Not significant to moderate adverse effect with regard to traffic-related severance for non-motorised users.</p> <p>No mitigation is required.</p>	<p>CFA15, Greatworth to Lower Boddington</p>
<p>15. Greatworth to Lower Boddington</p> <p>Traffic and Transport</p> <p>Paragraph 12.4.24, Volume 2, CFA15</p>	<p>A significant effect during construction was not identified at Footpath AN13 or Footpath AC2. A minor adverse effect in relation to increased travel distance for non-motorised users should have been reported at both these locations in the main ES.</p>	<p>There will be minor adverse effects on non-motorised users due to increased travel distance from 11 PRoW and eight road diversions, at Banbury Road, Claydon Road (also known as Boddington Road) and AC1 (footpath), AA8 (footpath), Appletree Lane, A361 Byfield Road, AE12 Jurassic Way, AE21 (footpath), AE20 Macmillan Way, Banbury Lane, Sulgrave Road, AN40 (footpath), AN42 (footpath), B4525 Welsh Road, AN4 (footpath), Helmdon Road, AN14 (bridleway), AN19 (footpath), AN22 (footpath) and AG10 (bridleway). These diversions are between 100 and 300m in length, apart from the diversions at Appletree Lane and AA8 (footpath) being approximately 400m, AN40 (footpath) approximately 500m, Banbury Lane 600m and AN42 (footpath) 1.4km.</p>	<p>There will be minor adverse effects on non-motorised users due to increased travel distance from 14 PRoW and eight road diversions, at Banbury Road, Claydon Road (also known as Boddington Road), AC1 (footpath), AC2 (footpath), AA8 (footpath), Appletree Lane, A361 Byfield Road, AE12 Jurassic Way, AE21 (footpath), AE20 Macmillan Way, Banbury Lane, Sulgrave Road, AN40 (footpath), AN42 (footpath), B4525 Welsh Road, AN4 (footpath), Helmdon Road, AN4 (footpath), Helmdon Road, AN13 (footpath), AN14 (bridleway), AN19 (footpath), AN22 (footpath) and AG10 (bridleway). These diversions are between 100 and 300m in length, apart from the diversions at Appletree Lane), AC2 (footpath), AN13 (footpath) and AA8 (footpath) being approximately 400m, AN40 (footpath) approximately 500m, Banbury Lane 600m and AN42</p>	<p>Yes.</p> <p>Footpath AN13</p> <p>Not significant to minor adverse effect during construction with regard to increased travel distance for non-motorised users.</p> <p>Footpath AC2</p> <p>Not significant to minor adverse effect during construction with regard to increased travel distance for non-motorised users.</p> <p>No mitigation is required.</p>	<p>SES and AP2 ES Volume 2, CFA15, Greatworth to Lower Boddington</p>



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Community forum area / topic affected / location within the November 2013 ES	Description of correction	Text in November 2013 Environmental Statement	Revised text	Change to significant effects and mitigation	Location within the SES and AP2 ES
			(footpath) 1.4km.		
15. Greatworth to Lower Boddington Traffic and Transport Paragraph 12.5.10 Volume 2, CFA15	A minor adverse effect in operation was identified at Footpath AN13 in the main ES in relation to increased travel distance for non-motorised users. A significant effect should not have been reported in this location.	Paragraph 12.5.10:  There will be minor adverse effects on non-motorised road users as a results of severance from increased travel distance due to the permanent realignment of five PRoW and two roads at Banbury Road, AC2 (footpath), Culworth Road, AE5 (footpath), AN13 (footpath), AN28 (footpath) and AN37 (footpath). The majority of realignments are between approximately 200 and 250m in length, apart from AN28 (footpath) and Culworth Road at approximately 400m and AC2 (footpath) at approximately 500m.	Paragraph 12.5.10:  There will be minor adverse effects on non-motorised road users as a results of severance from increased travel distance due to the permanent realignment of four PRoW and two roads at Banbury Road, AC2 (footpath), Culworth Road, AE5 (footpath), AN28 (footpath) and AN37 (footpath). The majority of realignments are between approximately 200 and 250m in length, apart from AN28 (footpath) and Culworth Road at approximately 400m and AC2 (footpath) at approximately 500m.	Yes.  Footpath AN13  Minor adverse effect in operation to not significant effect with regard to increased travel distance for non-motorised users.  No mitigation is required.	SES and AP2 ES Volume 2, CFA15, Greatworth to Lower Boddington
16. Ladbroke and Southam Cultural Heritage Paragraph 6.3.6, Volume 2, CFA16	Omission of three archaeological assets and one area of historic landscape from the Volume 2 text.	First bullet point:  • twelve archaeological assets (LBS002, LBS003, LBS009, LBS024, LBS045, LBS049, LBS055, LBS058, LBS071, LBS072, LBS078 and LBS084); • two built heritage assets: Church Farm Barns (LBS023) and Field Cottage (LBS061); and • one area of historic landscape: Ladbroke open fields (LBS100).	First bullet point:  • fifteen archaeological assets (LBS002, LBS003, LBS009, LBS024, LBS045, LBS049, LBS055, LBS058, LBS071, LBS072, LBS078 LBS084, LBS102, LBS105, and LBS112); • two built heritage assets: Church Farm Barns (LBS023) and Field Cottage (LBS061); and • two areas of historic landscape: Ladbroke open fields (LBS100) and Long	No.  The text omitted relates to baseline, not impact assessment, impacts on these assets were accounted for.  No further mitigation is required.	SES and AP2 ES Volume 2, CFA16, Ladbroke and Southam

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Community forum area / topic affected / location within the November 2013 ES	Description of correction	Text in November 2013 Environmental Statement	Revised text	Change to significant effects and mitigation	Location within the SES and AP2 ES
			Itchington assarts (woodland clearance) and woodland enclosures (LBS101).		
16. Ladbroke and Southam  Cultural Heritage  Paragraph 6.4.6, Volume 2, CFA16	Omission of text on impact on Windmill Hill (LBS102).	Omitted from main ES.	Archaeological remains at Windmill Hill (LBS102), an asset of low value, will be crossed by a cutting resulting in almost total loss of the below ground remains. This will constitute a high adverse impact and moderate adverse effect.	No.  This significant effect was included in Volume 5 of the main ES.  No further mitigation is required.	SES and AP2 ES Volume 2, CFA16, Ladbroke and Southam
16. Ladbroke and Southam  Sound, Noise and Vibration  Paragraph 11.5.16, Volume 2, CFA16	One noise insulation qualifier not included in Volume 2 text (but reported in the non-technical summary and Volume 5).	Taking account of the avoidance and mitigation measures incorporated into the Proposed Scheme, the assessment has identified two residential dwellings, close to the Proposed Scheme, where noise would exceed the daytime trigger threshold set in the Regulations. It is therefore estimated that these buildings are likely to qualify for noise insulation under the Regulations. These dwellings are indicated on Volume 5: Map Book – Sound, noise and vibration, Map series SV-05: • Chapel Bank, Lower Radbourne; and • Field Cottage, B4451 Kineton Road, Southam.	Taking account of the avoidance and mitigation measures incorporated into the Proposed Scheme, the assessment has identified three residential dwellings, close to the Proposed Scheme, where noise would exceed the daytime trigger threshold set in the Regulations. It is therefore estimated that these buildings are likely to qualify for noise insulation under the Regulations. These dwellings are indicated on Volume 5: Map Book Sound, noise and vibration, Map series SV-05: • Chapel Bank, Lower Radbourne; • Field Cottage, B4451 Kineton Road, Southam; and • Stoneythorpe Lodge, Southam.	Yes.  One additional dwelling is identified as being subject to a significant adverse effect, and is consequently estimated to be likely to qualify for noise insulation.  The mitigation measures, including noise insulation will reduce noise inside all dwellings such that it will not reach a level where it would significantly affect residents.	SES and AP2 ES Volume 2, CFA16, Ladbroke and Southam

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Community forum area / topic affected / location within the November 2013 ES	Description of correction	Text in November 2013 Environmental Statement	Revised text	Change to significant effects and mitigation	Location within the SES and AP2 ES
<p>18. Stoneleigh, Kenilworth and Burton Green</p> <p>Agriculture, Forestry and Soils</p> <p>Table 12, Volume 2, CFA18</p>	<p>Correction to the amount of land reported as required permanently from Land south of Hodgett's Lane (Holding No. CFA18/26).</p>	<p>Last row of Table 12 reads as:</p> <p>CFA18/26 land required 0.2ha – 22%</p>	<p>Last row of Table 12 to read as:</p> <p>CFA18/26 land required 0.6ha – 72%</p>	<p>No change to significance of effect (moderate adverse).</p>	<p>SES and AP2 ES Volume 2, CFA18 Stoneleigh, Kenilworth and Burton Green</p>
<p>18. Stoneleigh, Kenilworth and Burton Green</p> <p>Community</p> <p>Paragraph 5.4.19, Volume 2, CFA18</p>	<p>Corrections to reporting of temporary amenity effects on residential properties at Cromwell Lane arising during construction.</p>	<p>Paragraph 5.4.19 1st sentence reads as:</p> <p>At Cromwell Lane, in the centre of the village, a group of 14 residential properties either side of the tunnel construction area and works to reconstruct the Cromwell Lane bridge are likely to be affected by a combination of significant noise and/or vibration and visual effects.'</p> <p>'The properties that are likely to be affected by a combination of significant amenity effects are nos. 293-301 (odd numbers) and no. 402, which are situated to the north of the Proposed Scheme; and nos. 307-323 (odd numbers) which are situated to the south of the Proposed Scheme.</p>	<p>Paragraph 5.4.19 1st sentence to read as:</p> <p>At Cromwell Lane, in the centre of the village, a group of 22 residential properties either side of the tunnel construction area and works to reconstruct the Cromwell Lane bridge are likely to be affected by a combination of significant noise and/or vibration and visual effects.'</p> <p>'The properties that are likely to be affected by a combination of significant amenity effects are nos. 279-301 (odd numbers) and no. 402, which are situated to the north of the Proposed Scheme; and nos. 307-327 (odd numbers) which are situated to the south of the Proposed Scheme.</p>	<p>No change to significance of major adverse effects at Cromwell Lane, however the correction increases the total number of properties likely to be affected temporarily by a change in amenity during construction of the original scheme.</p> <p>The AP2 revised scheme will avoid a combination of significant amenity effects on some of these additional properties. Refer to AP2, Part 2 of this ES (CFA18, Volume 2, Section 5.4, AP2-018-004).</p>	<p>SES and AP2 ES Volume 2, CFA18 Stoneleigh, Kenilworth and Burton Green</p>
<p>18. Stoneleigh, Kenilworth and</p>	<p>To correct the assessment to take account of a significant</p>	<p>Paragraph 5.4.37, from 2nd sentence</p>	<p>Paragraph 5.4.37 from 2nd</p>	<p>Yes.</p>	<p>SES and AP2 ES Volume 2,</p>

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<p>Burton Green Community Paragraph 5.4.37, Volume 2, CFA18.</p>	<p>indirect noise effect at Waste Lane (from construction traffic noise) reported in the main ES Sound, noise and vibration assessment, not previously taken into account in the community assessment.</p> <p>In addition, to amend the assessment to take account of subsequent confirmation that there would be no significant construction traffic flows along that section of Waste Lane east of the scheme as reported in paragraph 12.4.17 of the Volume 2 CFA18 report in the main ES.</p> <p>The properties previously reported as being affected were situated predominantly to the east of the scheme. Those now identified as being affected are located on the west of the scheme. These properties would be affected by a different combination of amenity effects.</p>	<p>reads as:</p> <p>During construction, a group of 16 residential properties at the B4101 Waste Lane on either side of the Proposed Scheme are likely to be affected by a combination of visual effects together with significant increase in HGV construction traffic using the road. The works, which include the construction of the B4101 Waste Lane overbridge, the formation of a temporary route for the Kenilworth Greenway together with the operation of a satellite construction compound on the west side of the Proposed Scheme are expected to last for at least 12 months. During this time, the combination of significant visual and HGV traffic effects will give rise to a major adverse effect on the amenity of residents in this area. Properties at Waste Lane that are likely to be affected by a combination of significant amenity effects include: Little Beanit Farm, Squirrels Jump, Field House, Fairways, Batavia House, Almond House, Gillingwood, Brendon Cottage, Saddlestones, Braeburn, Castlemorton, Burnley Gap, Brentwood, Fieldgate, Silver Birches and Old Hall.</p>	<p>sentence to read as:</p> <p>During construction, a group of 9 residential properties to the west of the Proposed Scheme on the B4101 Waste Lane are likely to be affected by a combination of significant indirect noise and HGV construction traffic effects. The works, which include construction of the B4101 Waste Lane overbridge, the formation of a temporary route for the Kenilworth Greenway together with the operation of a satellite construction compound and roadhead, are expected to last for at least 12 months. During this time, the combination of a significant indirect noise effect and increased heavy goods vehicles (HGV) construction traffic will give rise to a major adverse effect on the amenity of residents in this area. The properties at Waste Lane that are likely to be affected by a combination of significant amenity effects include: Little Beanit Farm, Maple Field House, High Close, Longacre, Troutbeck, Netherfield, Wayside, Dragonflies and The Cottage.</p>	<p>Removal of a major adverse significant residual effect for properties to the east of the B4101 Waste Lane.</p> <p>New major adverse significant residual effect on properties on the west of B4101 Waste Lane.</p> <p>Overall there will be a reduction in the number of properties likely to be affected.</p> <p>No further mitigation has been identified.</p>	<p>CFA18 Stoneleigh, Kenilworth and Burton Green</p>

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<p>18. Stoneleigh, Kenilworth and Burton Green</p> <p>Community</p> <p>Paragraph 5.5.5 Volume 2, CFA18</p>	<p>Correction to the reporting of operational amenity effects on properties at Hodgett's Lane. The reference to Hodgett's Lane should be deleted from paragraph 5.5.5, as there would be no combined significant amenity effects on these properties during operation of the original scheme.</p>	<p>Paragraph 5.5.5 reads as:</p> <p>The amenity for the residents of nine residential properties at Red Lane and 10 dwellings at Hodgett's Lane will be affected permanently by the location, views and expected noise arising from the operation of the Proposed Scheme.</p>	<p>Paragraph 5.5.5 to read as:</p> <p>The amenity for the residents of nine properties at Red Lane will be affected permanently by the location, views and expected noise arising from the operation of the Proposed Scheme.</p>	<p>Yes.</p> <p>The residual effect summary section in the main ES incorrectly identified a significant residual effect on Hodgett's Lane.</p>	<p>SES and AP2 ES Volume 2, CFA18 Stoneleigh, Kenilworth and Burton Green</p>
<p>18. Stoneleigh, Kenilworth and Burton Green</p> <p>Sound, noise and vibration</p> <p>Paragraph 11.3.14, Volume 2, CFA18</p>	<p>The assessment of indirect (construction traffic) noise effects on properties on Waste Lane in the main ES incorrectly reported the HGV construction traffic route (it was reported assuming construction traffic along the length of Waste Lane as opposed to construction traffic only running between Windmill Lane/Kelsey Lane junction and the B4101 Waste Lane Overbridge Satellite Compound).</p> <p>As a result, the number of properties subject to an adverse noise effect was overstated.</p>	<p>Construction traffic is likely to cause adverse noise effects on residential receptors on Waste Lane located immediately adjacent to the road (CSV18-Co4). Properties are forecast to experience an increase in outdoor noise levels of around 3dB during the peak months (further information on traffic flows is provided in Section 12 of Volume 2: Traffic and Transport).</p>	<p>Construction traffic is likely to cause adverse noise effects on residential receptors between Windmill Lane/Kelsey Lane junction and the B4101 Waste Lane Overbridge Satellite Compound on Waste Lane located immediately adjacent to the road (CSV18-Co4). Properties are forecast to experience an increase in outdoor noise levels of around 3dB during the peak months (further information on traffic flows is provided in Section 12 of Volume 2: Traffic and Transport).</p>	<p>Yes.</p> <p>This correction results in a reduction in the number of dwellings included in the significant effect (number CSV18-Co4) from approximately 20 to approximately 10.</p> <p>Mitigation is as described in the main ES.</p>	<p>SES and AP2 ES Volume 2, CFA18 Stoneleigh, Kenilworth and Burton Green</p>
<p>19. Coleshill Junction</p> <p>Sound, Noise and</p>	<p>Operational airborne noise assessment locations 124210, 146917 and 146974 were</p>	<p>Text omitted from main ES.</p>	<p>In this area the assessment has identified ten residential buildings; Brick Hill Farm, Stonebridge Road</p>	<p>Yes.</p> <p>In addition to those identified in the main</p>	<p>SES and AP2 ES Volume 2, CFA19</p>

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<p>Vibration</p> <p>Paragraph 11.5.16, Volume 2, Section 11, CFA19</p>	<p>omitted from the list of properties identified as qualifying for noise insulation.</p>		<p>and Dunromin, Gilson Cottage, Haven Cottage, Lovegrove Cottage, Wayside, Fenicia, Gilson Lodge, Stonehaven and The Nortons all on Gilson Road, represented by receptors 124210, 146917 and 146974, close to the Proposed Scheme, where noise would exceed the daytime trigger threshold set in the Regulations. As the overall sound levels at these receptors are not forecast to change by 1dB or more, these buildings would be unlikely to qualify for noise insulation as a result of the Noise insulation Regulations for road traffic. However, as the forecast night-time noise level would exceed the World Health Organization's Interim Target of 55dB, it is estimated that these buildings will also be offered noise insulation.</p> <p>These buildings are shown on SES and AP2 ES Map series SV-05 (Volume 5, Sound, Noise and Vibration Map Book).</p>	<p>ES, ten residential buildings are identified as being subject to a significant adverse effect, and are consequently estimated to be likely to qualify for noise insulation.</p> <p>The mitigation measures, including noise insulation will reduce noise inside all dwellings such that it will not reach a level where it would significantly affect residents.</p> <p>Refer to SES and AP2 ES Map Series SV-01, SV-02 and SV-05 (Volume 5 Sound, noise and vibration Map Book).</p>	<p>Coleshill Junction</p>
<p>19. Coleshill Junction</p> <p>Traffic and Transport</p> <p>Section, 12, Volume 2, CFA19</p>	<p>Traffic assessments of the junctions of the A446 Lichfield/Stonebridge Road with B4118 Marsh Lane, Gorsey Lane, and Coventry Road were not undertaken for the main</p>	<p>Assessments not undertaken and not reported in main ES.</p>	<p>There are three additional junctions on the A446 which were not previously assessed in the main ES. At the A446 Stonebridge Road/ B4117 Coventry Road junction there are no significant effects. At</p>	<p>Yes.</p> <p>There are significant effects at the A446 junctions with Gorsey Lane and B4118 Marsh Lane.</p> <p>Additional measures for the A446 Lichfield</p>	<p>SES and AP2 ES Volume 2, CFA19 Coleshill Junction</p>

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	ES.		<p>the other two junctions, based on the original scheme there would have been major adverse significant effects to report due to delay and congestion. However, with the refined SES assessment the impacts are changed and reported as:</p> <ul style="list-style-type: none"> <li>• A446 Lichfield Road / Gorsey Lane junction (minor adverse significant effect); and</li> <li>• A446 Lichfield Road / B4118 Marsh Lane (moderate adverse significant effect).</li> </ul>	<p>Road / B4118 Marsh Lane junction will be brought forward in a subsequent AP or by agreement with the local highway authority</p> <p>No further mitigation measures are required other than those set out as part of the draft CoCP (Volume 5, Appendix CT-003-000).</p>	
<p>20. Curdworth to Middleton</p> <p>Sound, Noise and Vibration</p> <p>Paragraphs 11.4.15 and 11.4.16, Volume 2, CFA20</p>	<p>Dunton Stables was incorrectly identified as qualifying for discretionary noise insulation, rather than noise insulation as identified by the Noise Insulation (Railways and other Guided Transport Systems) Regulations 1996.</p> <p>In addition, the dwelling at Cuttle Mill Fishery was omitted from the assessment.</p>	<p>These dwellings include the following and are indicated on Volume 5: Map Book – Sound, noise and vibration, Map series SV-05:</p> <ul style="list-style-type: none"> <li>• Orchard Bungalow and Newlands Farm, Newlands Lane, Curdworth; and</li> <li>• The Bungalow, Middleton Farm, Tamworth Road, Middleton.</li> </ul> <p>The assessment has identified three additional residential buildings close to the Proposed Scheme, Dunton Hall and Dunton Stables off the A4097 Kingsbury Road, Curdworth, and 254 Lock House Lane, Curdworth; where the daytime forecast noise level does not exceed the threshold set in the Regulations</p>	<p>These dwellings include the following and are indicated on Volume 5: Map Book – Sound, noise and vibration, Map series SV-05:</p> <ul style="list-style-type: none"> <li>• Orchard Bungalow and Newlands Farm, Newlands Lane, Curdworth;</li> <li>• The Bungalow, Middleton Farm, Tamworth Road, Middleton; and</li> <li>• Dunton Stables, Middleton.</li> </ul> <p>The assessment has identified three additional residential buildings close to the Proposed Scheme; Dunton Hall, Cuttle Mill Fishery and 254 Lock House Lane, Curdworth, where the daytime forecast noise level does not exceed the threshold set in the Regulations but the forecast night-time noise level would exceed the</p>	<p>Yes</p> <p>One dwelling (Dunton Stables) that was identified in the main ES as is estimated as likely to qualify for discretionary noise insulation is instead estimated as likely to qualify for noise insulation through the Noise Insulation Regulations.</p> <p>One additional dwelling (Cuttle Mill Fishery) is identified as being subject to a significant adverse effect, and is consequently estimated to be likely to qualify for (discretionary) noise insulation. The mitigation measures, including noise insulation will reduce noise inside all dwellings such that it will not reach a level where it would significantly affect residents.</p> <p>(See SES and AP2 ES Map series SV-02,</p>	<p>SES and AP2 ES Volume 2, CFA20, Curdworth to Middleton</p>

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		<p>but the forecast night-time noise level would exceed the World Health Organization's Interim Target of 55dB, or the maximum noise level (dependent on the number of train passes) as a train passes exceeds the criterion. It is estimated that these buildings will also be offered noise insulation as described previously in the Avoidance and mitigation measures section. These are also identified as being likely to qualify for noise insulation as a consequence of construction noise as described earlier in this section. These buildings are indicated on Volume 5: Map Book – Sound, noise and vibration, Map series SV-05.</p>	<p>World Health Organization's Interim Target of 55dB, or the maximum noise level (dependent on the number of train passes) as a train passes exceeds the criterion. It is estimated that these buildings will also be offered noise insulation as described previously in the Avoidance and mitigation measures section. These are also identified as being likely to qualify for noise insulation as a consequence of construction noise as described earlier in this section. These buildings are indicated on AP2 ES Volume 5: Map Book – Sound, noise and vibration, Map series SV-05.</p>	<p>SV-04 and SV-05 for assessment location / Volume 5 SV-004-020 for predicted operational sound, noise and vibration levels at Cuttle Mill Fishery).</p>	
<p>21. Drayton Bassett, Hints and Weeford</p> <p>Sound, Noise and Vibration</p> <p>CFA21, Volume 2, Section 11, after paragraph 11.4.14</p>	<p>The residential dwellings represented by operational airborne noise assessment location 17311 were omitted from the list of properties estimated as being likely to qualify for noise insulation.</p>	<p>Text omitted from main ES</p>	<p>In this area the assessment has identified two residential dwellings; South Lodge and the adjoining dwelling, Tamworth Road, Lichfield, represented by receptor 17311, close to the Proposed Scheme, where noise would exceed the daytime trigger threshold set in the Noise Insulation Regulations 1975. As the overall sound levels at the receptor are not forecast to change by 1dB or more, these dwellings would be unlikely to qualify for noise insulation as a result of the Regulations. However, as the</p>	<p>Yes.</p> <p>Two additional dwellings have been identified as being subject to a significant adverse effect during night time operation and are consequently estimated to be likely to qualify for noise insulation.</p> <p>The mitigation measures, including noise insulation will reduce noise inside both dwellings such that it will not reach a level where it would significantly affect residents.</p> <p>Mapping for the sound, noise and vibration assessment that reflects this change is</p>	<p>SES and AP2 ES Volume 2, CFA21, Drayton Bassett, Hints and Weeford</p>



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			<p>forecast night-time noise level would exceed the World Health Organization’s Interim Target of 55dB, it is estimated that these dwellings will also be offered noise insulation.</p> <p>The predicted operational airborne sound levels at this assessment location are presented in main ES Appendix SV-004-021. These dwellings are shown on SES and AP2 ES Map series SV-02 (Volume 5, Sound, Noise and Vibration Map Book).</p>	<p>included in SES and AP2 ES Map series SV-01, SV-02 and SV-05 (Volume 5: Sound, Noise and Vibration Map Book ).</p>	
<p>22. Whittington to Handsacre Community Paragraphs 5.5.5 and 5.5.9, Volume 2, CFA22</p>	<p>Noise modelling results have confirmed that there would be no significant operational noise effects on properties at Spode Avenue, Handsacre. On this basis, there would be no significant community operational amenity effects on residential properties at Handsacre as less than 5 would as a consequence be affected.</p>	<p>Paragraph 5.5.5: The residents of five properties at Handsacre will be affected by a combination of significant noise and visual effects due to the operation of the Proposed Scheme. The change in amenity for these residents is assessed as a major adverse effect, which is significant. The properties that will be affected are:</p> <ul style="list-style-type: none"> <li>• No. 15 Spode Avenue; and</li> <li>• Nos. 27, 29, 31 and 33 Chestnut Close.</li> </ul> <p>Paragraph 5.5.8: The assessment has concluded that a</p>	<p>Delete paragraph 5.5.5.</p> <p>Paragraph 5.5.8 is amended as follows:</p> <p>The assessment has concluded that a small number of households on the western outskirts of Whittington will experience a reduction in amenity due to a combination of significant noise and visual effects from the operation of the Proposed Scheme. The change in amenity for these residents will give rise to a major adverse effect, which is significant.</p>	<p>Yes.</p> <p>This is a removal of a major adverse and significant effect reported in the main ES.</p>	<p>SES and AP2 ES Volume 2, CFA22, Whittington to Handsacre</p>

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		<p>small number of households on the western outskirts of Whittington and on the edge of Handsacre will experience a reduction in amenity due to a combination of significant noise and visual effects from the operation of the Proposed Scheme. The change in amenity for these residents will give rise to a major adverse effect in both cases, which is significant.</p>			
<p>22. Whittington to Handsacre  Community  Paragraph 5.4.25, Volume 2, CFA 22</p>	<p>Additional traffic and transport analysis has identified a new major traffic congestion effect at the junction of the A38 and Wood End Lane. The identification of a new significant traffic effect also gives rise to a new significant community isolation effect not currently reported in paragraph 5.4.25 of the main ES.</p>	<p>The community of Fradley will not be significantly affected during the construction of the Proposed Scheme. The village centre and the more recent housing estate and facilities to the south are too far from the construction works to be affected by significant amenity impacts and given the phasing and nature of the works on the A38 and Wood End Lane, the effects on access to facilities at Lichfield, including secondary schooling will be negligible.</p>	<p>The centre of Fradley and the area of more recent housing development to its south, are too far from the construction works to be affected significantly by a change in amenity during construction. However, additional construction traffic generated by the works will result in a major adverse and significant congestion effect at the junction between the A38 and Wood End Lane. This will affect residents travelling from Fradley to Lichfield on a daily basis, to access secondary schools, health centres and other facilities. As this could last for a period of approximately two years, this is assessed as giving rise to a temporary moderate adverse significant isolation effect on the community of Fradley.</p>	<p>Yes.</p> <p>This is a new temporary moderate adverse significant effect likely to arise during construction of the original scheme as a result of major traffic congestion at the A38/Wood End Lane junction.</p> <p>Appropriate measures to mitigate this adverse effect are expected to be brought forward either in a subsequent AP or by direct agreement with the local highway authority.</p>	<p>SES and AP2 ES Volume 2, CFA22, Whittington to Handsacre</p>

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<p>22. Whittington to Handsacre</p> <p>Sound, Noise and Vibration</p> <p>Paragraph 11.5.16, Volume 2, CFA22,</p>	<p>Operational airborne noise assessment location 22642 (Streethay Wharf) was omitted from the list of properties that were estimated in the main ES as being likely to qualify for noise insulation.</p>	<p>...It is estimated that these buildings will also be offered noise insulation as described previously in the Avoidance and mitigation measures section. These buildings are indicated on Volume 5: Map Book - Sound, noise and vibration, Map series SV-05:</p> <ul style="list-style-type: none"> <li>- Streethay Farm, Burton Road;</li> <li>- Mill Farm, Lichfield; and</li> <li>- Ravenshaw House, Curborough.</li> </ul>	<p>...It is estimated that these buildings will also be offered noise insulation as described previously in the Avoidance and mitigation measures section. These buildings are indicated on Volume 5: Map Book - Sound, noise and vibration, Map series SV-05:</p> <ul style="list-style-type: none"> <li>- Streethay Farm, Burton Road;</li> <li>- Streethay Wharf, Burton Road;</li> <li>- Mill Farm, Lichfield; and</li> <li>- Ravenshaw House, Curborough.</li> </ul> <p>(The predicted operational airborne sound levels at Streethay Wharf, Burton Road are presented in main ES Appendix SV-004-022.</p>	<p>Yes.</p> <p>One additional dwelling is identified as being subject to a significant adverse effect, and is consequently estimated to be likely to qualify for noise insulation.</p> <p>The mitigation measures, including noise insulation will reduce noise inside all dwellings such that it will not reach a level where it would significantly affect residents.</p>	<p>SES and AP2 ES Volume 2, CFA22, Whittington to Handsacre</p>
<p>22. Whittington to Handsacre</p> <p>Sound, Noise and Vibration</p> <p>Table 22, Section 11, Volume 2, CFA22</p>	<p>The location and details of significant effect number OSV22-Co2 incorrectly included dwellings on Millcroft Way as part of the significant effect.</p> <p>The significant effect was correctly reported in main ES technical appendix SV-004-022.</p>	<p>Approaching 80 dwellings on the south of Handsacre, closest to the WCML (West Coast Main line) and the tie in to Proposed Scheme in the vicinity of Chestnut Close, Rowan Drive, Warren Croft, Barn Road, Lichfield Road and Millcroft Way.</p>	<p>Approaching 60 dwellings on the south of Handsacre, closest to the WCML and the tie in to AP2 revised scheme in the vicinity of Chestnut Close, Rowan Drive, Warren Croft, Barn Road and Lichfield Road.</p>	<p>Yes</p> <p>The correction has resulted in a reduction in the number of impacted dwellings (from 80 to 60) that form this significant operational airborne noise effect.</p> <p>Mitigation is as reported in the main ES.</p>	<p>SES and AP2 ES Volume 2, CFA22, Whittington to Handsacre</p>

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<p>22. Whittington to Handsacre</p> <p>Traffic and Transport</p> <p>Paragraph 12.4.16, Volume 2, CFA22,</p>	<p>Additional analysis and survey data has identified that the junction of A38 and Wood End Lane should have been assessed in relation to potential congestion effects.</p>	<p>The forecast traffic flow increases are considered not to result in a significant increase in congestion.</p>	<p>Changes in traffic flows will lead to a significant increase in congestion and delays for vehicle users at the junction between Wood End Lane and the connection to the A38 southbound slip roads. (major adverse effect).</p>	<p>Yes.</p> <p>There is a new major significant effect in relation to congestion and delays at the junction between Wood End Lane and the connection to the A38 southbound slip roads</p> <p>Appropriate measures to mitigate this adverse effect are expected to be brought forward either in a subsequent AP or by direct agreement with the local highway authority.</p>	<p>SES and AP2 ES Volume 2, CFA22, Whittington to Handsacre</p>
<p>23. Balsall Common and Hampton in Arden</p> <p>Cultural Heritage</p> <p>Paragraph 6.4.10, Volume 2, CFA23</p>	<p>An extension to Berkswell Conservation Area was adopted by Solihull Metropolitan Borough Council prior to the submission of the main ES but was not considered as part of the assessment.</p>	<p>Berkswell Conservation Area (asset reference BHA065), an asset of moderate value, will be affected by the activities associated with the construction of the Park Lane cutting and the Lavender Hall Lane overbridge, and the presence of cranes, earthmoving plant and temporary material stockpiles, approximately 200m to the south, and Balsall Common viaduct satellite compound. The rural landscape and parkland character of this asset will be affected by these construction elements. This will constitute a medium adverse impact and a moderate adverse effect. Construction activity will take place over approximately one year and three months. The Balsall Common viaduct satellite compound will be</p>	<p>(Not applicable)</p>	<p>No.</p> <p>Whilst the assessment did not consider impacts upon the extended Berkswell Conservation Area as a single unit, its component parts were considered fully during the assessment and therefore no reassessment is required. The assessment remains as reported in the main ES.</p> <p>No mitigation is proposed.</p>	<p>SES and AP2 ES Volume 2, CFA 23, Balsall Common and Hampton-in-Arden</p>

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		<p>present for approximately two years and nine months.</p> <p>The effect during operation was assessed as neutral.</p>			
<p>23. Balsall Common and Hampton in Arden</p> <p>Landscape and Visual</p> <p>Map Book, LV-03-077b and LV-03-078, Volume 2, CFA23</p>	<p>Significant effect not represented on maps for viewpoints 285.2.002 (View north from residences along Ridings Hill) and 285.2.003 (View north-east across pastures from Footpath M196 adjacent to residences on Barrett's Lane).</p>	<p>(Not applicable)</p>	<p>Viewpoints 285.2.002 and 285.2.003 are missing from the maps. They should be shown as significantly affected viewpoints</p>	<p>No.</p> <p>Effects were reported within the main ES text.</p>	<p>SES and AP2 ES Volume 2, CFA 23, Balsall Common and Hampton-in-Arden</p>
<p>23. Balsall Common and Hampton in Arden</p> <p>Sound, Noise and Vibration</p> <p>Paragraph 11.4.24, Volume 2, CFA23</p>	<p>Outbuildings at Patrick Farm were identified in the main ES as non-sensitive uses for the operational sound, noise and vibration assessment.</p>	<p>The assessment of operational noise and vibration indicates that significant direct effects on non-residential receptors are unlikely to occur in this area.</p>	<p>The assessment of operational noise and vibration indicates that a significant effect (OSV23-No1) is likely on the commercial buildings (offices) located at Patrick Farm. Further information can be found in SES and AP2 ES Volume 5: Appendix SV-004-023.</p> <p>The assessment of direct effects on non-residential receptors has been undertaken on a reasonable worst case basis taking account of publicly available information about each receptor.</p>	<p>Yes.</p> <p>A previously unreported significant effect is identified on a non-residential receptor in comparison to the main ES.</p> <p>HS2 Ltd will continue to seek reasonably practicable measures to further reduce or avoid this significant effect. In doing so HS2 Ltd will continue to engage with stakeholders.</p>	<p>SES and AP2 ES Volume 2, CFA 23, Balsall Common and Hampton-in-Arden</p>
<p>24. Birmingham Interchange and</p>	<p>Operational airborne noise assessment location 181323,</p>	<p>Text omitted from main ES.</p>	<p>In this area the assessment has identified two residential buildings;</p>	<p>Yes.</p>	<p>SES and AP2 ES Volume 2,</p>

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<p>Chelmsley Wood</p> <p>Sound, Noise and Vibration</p> <p>Paragraph 11.5.15, Volume 2, CFA24</p>	<p>Middle Bickenhill Lane, Bickenhill, (see grid reference G8 on map SV-04-053 in the main ES, Volume 5, CFA24, Sound, Noise and Vibration Map Book) was omitted from the list of properties identified as qualifying for noise insulation.</p>		<p>Elm Gables and Myrtle Cottage Farm, Middle Bickenhill Lane, represented by receptor 181323 close to the Proposed Scheme (this is the original scheme), where noise would exceed the daytime trigger threshold set in the Environmental Noise Regulations 2006. As the overall sound levels at these receptors are not forecast to change by 1dB or more, these buildings would be unlikely to qualify for noise insulation as a result of the Noise Insulation Regulations for road traffic. However, as the forecast night-time noise level would exceed the World Health Organisation (WHO) Interim Target of 55dB, it is estimated that these buildings will also be offered noise insulation.</p> <p>These buildings are shown on SES and AP2 ES Map series SV-04 (Volume 5, Sound, Noise and Vibration Map Book).</p>	<p>Two additional dwellings are identified as being subject to a significant adverse effect, and are consequently estimated to be likely to qualify for noise insulation.</p> <p>The mitigation measures, including noise insulation will reduce noise inside all dwellings such that it will not reach a level where it would significantly affect residents.</p>	<p>CFA 24, Birmingham Interchange and Chelmsley Wood</p>
<p>25. Castle Bromwich and Bromford</p> <p>Ecology</p> <p>Paragraph 7.4.3, Volume 2, CFA25</p>	<p>Incorrect area of broadleaved semi natural woodland in the Site of Importance for Nature Conservation (SINC).</p>	<p>Park Hall SINC contains a mosaic of habitat types which includes 4.4ha broadleaved semi natural woodland, of which approximately 3ha (69%) is ancient woodland and therefore irreplaceable.</p>	<p>Park Hall SINC contains a mosaic of habitat types which includes approximately 5.8ha of broadleaved semi natural woodland, of which approximately 3ha (52%) is ancient woodland and therefore irreplaceable.</p>	<p>No.</p> <p>The correction only relates to baseline. There is no change to the permanent adverse effect on the integrity of the site, which is significant at the county/metropolitan level.</p>	<p>SES and AP2 ES Volume 2, CFA25, Castle Bromwich and Bromford</p>

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<p>25. Castle Bromwich and Bromford</p> <p>Ecology</p> <p>Paragraph 7.4.9, Volume 2, CFA25</p>	<p>Incorrect area of broadleaved semi natural woodland lost to the original scheme in the Castle Bromwich and Bromford area</p>	<p>Earthworks and diversion of the National Grid overhead power line within Park Hall SINC, and extensive ground works in the floodplain of the River Tame SINC will result in the permanent loss of approximately 0.7ha of ancient woodland and 2.7ha of broadleaved semi natural woodland of the National Vegetation Classification (NVC) community, W10 Quercus robur-Pteridium aquilinum – Rubus fruticosus woodland. This will result in a permanent adverse effect on the conservation status of this habitat which will be significant at the county/metropolitan level.</p>	<p>Earthworks and diversion of the National Grid overhead power line within Park Hall SINC, and extensive ground works in the floodplain of the River Tame SINC will result in the permanent loss of approximately 0.7ha of ancient woodland and 3.1ha of broadleaved semi natural woodland of the NVC community, W10 Quercus robur-Pteridium aquilinum – Rubus fruticosus woodland. This will result in a permanent adverse effect on the conservation status of this habitat which will be significant at the county/metropolitan level.</p>	<p>Yes.</p> <p>The increase in the permanent loss of broadleaved semi-natural woodland results in a different permanent adverse effect on the conservation status of this habitat. However, the effect will remain significant at the county/metropolitan level, as reported in the main ES, Volume 2, CFA25, Section 7.</p>	<p>SES and AP2 ES Volume 2, CFA25, Castle Bromwich and Bromford</p>
<p>25. Castle Bromwich and Bromford</p> <p>Ecology</p> <p>Paragraph 7.4.29, Volume 2, CFA25</p>	<p>Incorrect area of net gain of semi-natural woodland in the Castle Bromwich and Bromford area.</p>	<p>Together, these areas of woodland planting will result in a net gain of 0.8ha of broadleaved semi natural woodland within this section of the scheme.</p>	<p>Together, these areas of woodland planting will result in a net gain of approximately 0.3ha of broadleaved semi natural woodland within this section of the scheme.</p>	<p>No.</p> <p>There is no change to the residual adverse effect on the conservation of status of broadleaved semi-natural woodland reported in the main ES, Volume 2, CFA25, Section 7.</p>	<p>SES and AP2 ES Volume 2, CFA25, Castle Bromwich and Bromford</p>
<p>26. Washwood Heath to Curzon Street</p> <p>Community</p> <p>Paragraphs 5.4.43 and 5.4.47, Volume</p>	<p>Incorrect land requirement calculations at Eastside City Park.</p>	<p>Within Eastside City Park, a public square area and a grassed area south of the square will be required for the construction and operation of the Proposed Scheme. This includes approximately 11,500m<sup>2</sup> of the park (36% of the total park), which will be</p>	<p>Within Eastside City Park, a public square area and a grassed area south of the square will be required for the construction and operation of the Proposed Scheme. This includes approximately 13,300m<sup>2</sup> of the park (41% of the total park),</p>	<p>No.</p> <p>The area of land lost temporarily increases from 36% of the park to 41% of the park. As reported in the main ES, the public square area and a grassed area south of the square will be required for the construction and operation of the scheme.</p>	<p>SES and AP2 ES Volume 2, CFA26, Washwood Heath to Curzon Street</p>

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Community forum area / topic affected / location within the November 2013 ES	Description of correction	Text in November 2013 Environmental Statement	Revised text	Change to significant effects and mitigation	Location within the SES and AP2 ES
2, CFA 26		removed for an estimated five years during the construction period.' 'Part of this land (approximately 3,000m <sup>2</sup> ) will be required for the construction period only, following which it will be reinstated as Eastside City Park. The remaining 8,500m <sup>2</sup> required by the Proposed Scheme, will be removed permanently (see permanent effects).	which will be removed for an estimated five years during the construction period.' 'Part of this land (approximately 5,300m <sup>2</sup> ) will be required for the construction period only, following which it will be reinstated as Eastside City Park. The remaining 8,000m <sup>2</sup> required by the Proposed Scheme, will be removed permanently (see permanent effects).	The effect on users of the park will remain major adverse, and therefore significant.	
26. Washwood Heath to Curzon Street  Community  Paragraph 5.4.28, Volume 2, CFA 26	Incorrect amenity effect on properties on Bordesley Street reported. The assessment of amenity effect on properties on Bordesley Street included a significant effect from heavy good vehicle (HGV) traffic. This was incorrectly stated as there is no significant effect reported in the main ES due to HGV traffic in this location. A combination of noise and visual effects will remain and the significant effect will remain major adverse.	In addition, a construction traffic route is proposed on Bordesley Street, with a significant increase in HGVs passing the front of the properties. The combination of noise, visual and HGV traffic effects will result in a major adverse effect on the amenity of residents at these properties for approximately five years in total, and is therefore considered significant.	First sentence deleted.  Second sentence:  The combination of noise and visual effects will result in a major adverse effect on the amenity of residents at these properties for approximately five years in total, and is therefore considered significant.	Yes  The significant HGV effect is removed, however two other significant residual effects (noise and visual) will remain, therefore resulting in a different effect. Residents of the properties have high sensitivity, therefore the effect will remain major adverse, and is therefore considered significant.	SES and AP2 ES Volume 2, CFA26, Washwood Heath to Curzon Street
26. Washwood Heath to Curzon Street  Community	Reference to three receptors (Carrs Lane Church Centre, St Michaels Church and Millennium Point) significantly affected by the original scheme	Fifth bullet point:  Melvina Road between A47 Saltley Road and B4132 Great Francis Street, in Nechells; and Adderley	Fifth bullet point:  Melvina Road between A47 Saltley Road and B4132 Great Francis Street, in Nechells; Adderley Road	No.  Although not reported in Volume 2, CFA 26 report, the three receptors were assessed for significant adverse noise	SES and AP2 ES Volume 2, CFA26, Washwood Heath to



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Paragraph 11.3.22, Volume 2, CFA 26	<p>is missing from the bullet point list.</p> <p>Volume 5 correctly included these receptors as being significantly affected.</p>	<p>Road between Crawford Street and Ash Road, in Saltley (CSV26-N16). Various receptors on these streets, mainly consisting of commercial premises, but also including the Nechells Green Community Centre on Melvina Road and Adderley Children's Centre off Adderley Road are forecast to experience a minor increase in traffic noise levels of around 2dB due to localised rerouteing of traffic (further information is provided in Section 12: Traffic and Transport).</p>	<p>between Crawford Street and Ash Road, in Saltley (CSV26-N16); B4100 Moor Street Queensway between Carrs Lane &amp; Albert Street (CSV26-N10); and Curzon Street east of New Canal Street, in Eastside (CSV26-No8). Various receptors on these streets, mainly consisting of commercial premises, but also including the Nechells Green Community Centre on Melvina Road, Adderley Children's Centre off Adderley Road, Carrs Lane Church Centre and St Michaels Church on B4100 Moor Street Queensway and Millennium Point on Curzon Street are forecast to experience a minor increase in traffic noise levels of around 2dB due to localised rerouting of traffic (further information is provided in Section 12: Traffic and Transport).</p>	<p>effects from construction traffic and the outcome of the assessment reported in Volume 5, Appendix SV-003-026 in the main ES.</p>	<p>Curzon Street</p>
<p>26. Washwood Heath to Curzon Street</p> <p>Cultural Heritage</p> <p>Paragraphs 6.3.6 and 6.4.17, Volume 2, CFA 26</p>	<p>Reference is made to a locally listed urinal on Banbury Street, which would be lost to the scheme, resulting in a major adverse and significant effect. While the urinal remains on the local list, it is no longer in existence, and was not present at the time of the submission of the main ES.</p>	<p>The following non-designated assets of moderate value lie wholly or partially within the land required temporarily or permanently for the construction of the Proposed Scheme:</p> <ul style="list-style-type: none"> <li>• five locally listed buildings: Washwood Heath no 1 signal box (WCS009), the Midland Tavern public house (WCS065), the Ashted Canal Locks (WCS074), the</li> </ul>	<p>The following non-designated assets of moderate value lie wholly or partially within the land required temporarily or permanently for the construction of the Proposed Scheme:</p> <ul style="list-style-type: none"> <li>• four locally listed buildings: Washwood Heath no 1 signal box (WCS009), the Midland Tavern public house (WCS065), the Ashted Canal Locks</li> </ul>	<p>Yes</p> <p>Removal of a significant effect.</p>	<p>SES and AP2 ES Volume 2, CFA26, Washwood Heath to Curzon Street</p>

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		<p>Eagle and Tun public house (WCS034) and a public urinal on Banbury Street (WCS077);</p> <p>Paragraph 6.4.17</p> <p>A public urinal on Banbury Street (WCS077), an asset of moderate value, will be removed to construct the proposed Curzon Street station. This will be a high adverse impact and a major adverse effect.</p>	<p>(WCS074), and the Eagle and Tun public house (WCS034).</p> <p>Paragraph 6.4.17 deleted.</p>		
<p>26. Washwood Heath to Curzon Street</p> <p>Cultural Heritage</p> <p>Volume 5, CH-003-026.</p>	<p>Reference is made to a locally listed public urinal on Banbury Street, which would be lost to the scheme, resulting in a major adverse and significant effect. While the urinal remains on the local list, it is no longer in existence, and was not present at the time of the submission of the main ES.</p>	<p>Name: Public urinal, Banbury Street</p> <p>Designation(s): Local listed building</p> <p>Value: Moderate</p> <p>Construction impact - nature of impact including mitigation: The structure is built within the fabric of the former buildings at the corner of Banbury Street and New Canal Street. The structure will be removed as part of the Proposed Scheme resulting in a permanent effect.</p> <p>Construction impact - scale of impact: High adverse</p> <p>Construction impact - effect: Major adverse</p> <p>Operational impact - nature of impact including mitigation: the asset will be removed during</p>	<p>Unique identifier WCS077 to be deleted.</p>	<p>Yes</p> <p>Removal of a significant effect as no longer in existence.</p>	<p>SES and AP2 ES Volume 2, CFA26, Washwood Heath to Curzon Street</p>

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		<p>construction.</p> <p>Operational impact - scale of impact: No change</p> <p>Operational impact - effect: Neutral</p>			
<p>26. Washwood Heath to Curzon Street</p> <p>Traffic and Transport</p> <p>Paragraph 12.4.28, Volume 2, CFA26</p>	<p>Paragraph 12.4.28 reported significant effects on severance for non-motorised users as a result of the B4114 Saltley Viaduct closure. The list omitted a significant effect on Arley Road.</p> <p>This was omitted from the final Volume 2 and Volume 5 reports in error.</p>	<p>The B4114 Saltley Viaduct closure, will lead to significant effects on severance for non-motorised users due to increases in overall daily traffic flows in months 22, 27 and 36, at the following locations:</p> <ul style="list-style-type: none"> <li>• B4145 Adderley Road, between the B4132 Duddeston Mill Road and the B4114 High Street/Saltley Viaduct (moderate adverse effect); and</li> <li>• B4132 Melvina Road (moderate adverse effect).</li> </ul>	<p>The B4114 Saltley Viaduct closure, will lead to significant effects on severance for non-motorised users due to increases in overall daily traffic flows in months 22, 27 and 36, at the following locations:</p> <ul style="list-style-type: none"> <li>• B4145 Adderley Road, between the B4132 Duddeston Mill Road and the B4114 High Street/Saltley Viaduct (moderate adverse effect);</li> <li>• B4132 Melvina Road (moderate adverse effect); and</li> <li>• Arley Road (moderate adverse effect).</li> </ul>	<p>Yes.</p> <p>Additional moderate adverse effect on severance for non-motorised users on Arley Road.</p>	<p>SES and AP2 ES Volume 2, CFA26, Washwood Heath to Curzon Street</p>
<p>Volume 3 Route-wide effects</p> <p>Table 14, Section 13</p>	<p>Incorrect reporting of % changes in numbers of passengers arriving/ departing at stations</p>	<p>Northampton station: 10% in 2026, 10% in 2036.</p> <p>Leamington Spa station: -14% in 2026, -11% in 2036.</p> <p>Worcester Shrub Hill station: - 14% in 2026, - 14% in 2036</p>	<p>Northampton station: 11% in 2026, 12% in 2036.</p> <p>Leamington Spa station: 7% in 2026, 8% in 2036.</p> <p>Worcester Shrub Hill station: -6% in 2026, -6% in 2036.</p>	<p>No. No mitigation required.</p> <p>No. No mitigation required.</p> <p>No. No mitigation required.</p>	<p>SES and AP2 ES Volume 3, Section 8</p> <p>SES and AP2 ES Volume 3, Section 8</p> <p>SES and AP2 ES Volume 3, Section 8</p>

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		Wellingborough station: -7% in 2026, -7% in 2036.	Wellingborough station: -9% in 2026, -12% in 2036.	No. No mitigation required.	SES and AP2 ES Volume 3, Section 8
		Cheltenham Spa station: -8% in 2026, -7% in 2036.	Cheltenham Spa station: no longer included as below the threshold reported.	No. No mitigation required.	SES and AP2 ES Volume 3, Section 8
All Sound, Noise and Vibration  Para 1.1.14, Volume 5, Appendix SV-001-000, Annex D2	"...speed profiles along the entire route have been defined for each of the HS2 service stopping scenarios, based upon data provided by the railway systems engineers."  This is incorrect. In the noise model, for each section of track, the worst-case speed profile was used.	n/a	n/a	No, factual inaccuracy.	Not applicable



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