

# High Speed Rail (West Midlands - Crewe)

## Environmental Statement

### Volume 5: Technical appendices

CA1: Fradley to Colton

Health assessment matrix (HE-001-001)



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## Department for Transport

High Speed Two (HS2) Limited has been tasked by the Department for Transport (DfT) with managing the delivery of a new national high speed rail network. It is a non-departmental public body wholly owned by the DfT.

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# Contents

<b>1</b>	<b>Introduction</b>	<b>1</b>
<b>2</b>	<b>References</b>	<b>9</b>

## **List of tables**

Table 1:	CA1 Fradley to Colton - Construction health assessment matrix	2
Table 2:	CA1 Fradley to Colton - Operational health assessment matrix	7

# 1 Introduction

- 1.1.1 This document is an Appendix relating to the health impact assessment for the Fradley to Colton community area (CA1). It contains health assessment matrices which identify impacts on health determinants along the High Speed Rail (West Midlands - Crewe) proposed route, and apply assessment criteria as set out in the Scope and Methodology Report (SMR)<sup>1</sup> and its Addendum<sup>2</sup> to evaluate the health effects arising from these impacts.
- 1.1.2 The health assessment matrices for the construction and operational health assessments are set out in Tables 1 and 2 respectively. Impacts that are categorised as having low intensity and a low extent of exposure are not considered to affect the health of the population and are therefore not reported in the High Speed Rail (West Midlands - Crewe) Environmental Statement (ES)<sup>3</sup>. The low levels of impact on health determinants in these instances can be attributed in part to the incorporated mitigation, which is reported in Volume 2 of the ES<sup>4</sup>.
- 1.1.3 A route-wide commentary on the health evidence base is provided in Volume 5: Appendix HE-003-000.
- 1.1.4 In addition, health profile information for the Fradley to Colton area is set out in Background Information and Data (BID)<sup>5</sup>, (see BID-HE-002-001: Community area health profile).

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<sup>1</sup> *Environmental Impact Assessment Scope and Methodology Report*, Volume 5: Appendix CT-001-001

<sup>2</sup> *Environmental Impact Assessment Scope and Methodology Report Addendum*, Volume 5: Appendix CT-001-002

<sup>3</sup> HS2 Ltd (2017), *High Speed Rail (West Midlands - Crewe) Environmental Statement (ES)*, [www.gov.uk/hs2](http://www.gov.uk/hs2)

<sup>4</sup> See ES Volume 2, Community area reports

<sup>5</sup> HS2 Ltd (2017), *High Speed Two (HS2) Phase 2a (West Midlands - Crewe), Background Information and Data*, [www.gov.uk/hs2](http://www.gov.uk/hs2)

Table 1: CA1 Fradley to Colton - Construction health assessment matrix

CA1 Fradley to Colton – Health effects during construction

Communities	Impact description	Impact pathway	Temporary / permanent construction / operational	Beneficial / adverse	Health determinant	Intensity of impact (low / moderate / high)	Extent of exposure (low / moderate / high)	Vulnerable groups	Health effects at population level	Mitigation	Reporting
Kings Bromley and surrounds	Construction of Pyford North embankment and Kings Bromley viaduct. Works visible from several residential properties along Common Lane and approximately 10 properties south of Kings Bromley. Works visible from local roads including Common Lane, Shaw Lane, A513 Rugeley Road and A515 Lichfield Road. Views from Kings Bromley village largely screened by vegetation. HGVs, will be present on the A515 Lichfield Road and the A513 Rugeley Road.  Construction noise will be noticeable from outdoor areas along Shaw Lane and A513 Rugeley Road, south of Kings Bromley, and Kings Bromley Care Home.	Change in visual amenity, landscape, sound environment, and tranquillity leading to reduced levels of satisfaction with the local environment.	Temporary construction impact (approximately four years)	Adverse	Neighbourhood quality	Moderate	Low to moderate	Some groups may be more vulnerable, e.g. older people, people with existing illness or disability, children.	Adverse effects on wellbeing such as increased stress and reduced satisfaction with quality of life.	Incorporated mitigation as reported in the ES.	Volume 2
Kings Bromley and surrounds	Construction of Trent Viaduct across the Trentside Meadows site, run by the Conservation, Horticulture, Agriculture for the Disabled Society (CHADS).  Approximately 33% of Trentside Meadows is either within the land required, or isolated from the rest of the site. The remainder of the site, including the Four Seasons Nature Study Centre south of A513 Rugeley Road, will be affected by visual and noise impacts.	The use of the CHADS site for nature walks will be prevented by the loss or severance of approximately 33% of the site and changes to the noise and visual environment across the remainder of the site, reducing opportunities for vulnerable people. Loss of grazing land will result in a loss of income for the charity. Four Seasons Nature Study Centre site also affected to a lesser extent by noise and visual intrusion.	Temporary and permanent construction impacts	Adverse	Access to services, health and social care	High	Moderate	People with physical and learning disabilities, children.	Reduction in physical and mental wellbeing benefits associated with therapeutic outdoor activities for people with physical and learning disabilities.	HS2 Ltd will continue to liaise with CHADS to agree a mitigation strategy to compensate for impacts at Trentside Meadows and ensure the long term viability of the charity.	Volume 2
Kings Bromley and surrounds	Realignment or diversion of three public right of way (PRoW). These include Kings Bromley Footpaths 12, 0.390 and 1.	Impacts on amenity value of PRoW, discouraging their use for physical activity and access to the countryside. (The ES showed that there were fewer than 10 people a day recorded on most of the PRoW in the area. Alternative PRoW are available for recreational use).	Temporary and construction impacts	Adverse	Access to green space and physical activity	Low to moderate	Low	None identified	Contributes to reduction in wellbeing benefits associated with access to green space and physical activity across CA as a whole.	Incorporated mitigation as reported in the ES.	Volume 2

CA1 Fradley to Colton – Health effects during construction

Communities	Impact description	Impact pathway	Temporary / permanent construction / operational	Beneficial / adverse	Health determinant	Intensity of impact (low / moderate / high)	Extent of exposure (low / moderate / high)	Vulnerable groups	Health effects at population level	Mitigation	Reporting
Kings Bromley and surrounds	Presence of construction workforce, including civil and rail systems workers, on work sites and at three satellite compounds (Pyford Brook viaduct satellite compound, Pyford North embankment satellite compound and Bourne embankment satellite compound) throughout the area.	Workers' presence will be apparent in the local community including in local shops, restaurants and other facilities in local areas such as Kings Bromley, leading to changes in levels of community cohesion and trust. Beneficial impacts are discussed below.	Temporary	Adverse	Social capital	Moderate	Moderate	None identified	Adverse effects on wellbeing associated with negative feelings about community cohesion and trust.	HS2 Ltd will engage with stakeholders and incorporate measures to integrate the workforce within a Community Engagement Framework to be prepared in accordance with the Code of Construction Practice (CoCP) <sup>6</sup> .	Volume 2
Pipe Ridware and surrounds	Construction of the Pipe Ridware embankment and movements of construction traffic along haul road to the north of Pipe Ridware and along School Lane (during site set-up only). Works and construction vehicles visible from street level and gardens of properties at the north end of Pipe Ridware and along Pipe Lane (commonly referred to as Pipe Wood Lane). Noise from construction activities will impact on outdoor amenity throughout the hamlet.	Change in visual amenity, landscape, sound environment, tranquillity and perceived road safety leading to reduced levels of satisfaction with the local environment.	Temporary construction impact	Adverse	Neighbourhood quality	Moderate to high	Low	Some groups may be more vulnerable, e.g. older people, people with existing illness or disability, children.	Adverse effects on wellbeing such as increased stress and reduced satisfaction with quality of life.	Incorporated mitigation as reported in the ES.	Volume 2
Pipe Ridware and surrounds	Presence of Heavy Goods Vehicles (HGVs) on B5014 Ridware Road / Uttoxeter Road, passing through the village of Hill Ridware.	Change in visual amenity and perceived road safety leading to reduced levels of satisfaction with the local environment in Hill Ridware.	Temporary construction impact	Adverse	Neighbourhood quality	Moderate	Low	Some groups may be more vulnerable, e.g. older people, people with impaired sight, hearing or mobility, children.	Adverse effects on wellbeing such as increased stress and reduced satisfaction with quality of life.	Incorporated mitigation as reported in the ES.	Volume 2
Pipe Ridware and surrounds	Presence of HGVs on B5014 Ridware Road / Uttoxeter Road and School Lane.	HGVs on local roads potentially deterring pedestrians, cyclists and equestrians, leading to a reduction in recreational activity and active travel.	Temporary construction impact	Adverse	Physical activity	Low to moderate	Low	Some groups may be more vulnerable, e.g. older people, people with impaired hearing, vision or mobility, children.	Reduction in wellbeing benefits associated with physical activity.	Incorporated mitigation as reported in the ES.	Volume 2
Pipe Ridware and surrounds	Presence of construction workforce, including civil and rail systems workers, on work sites and at satellite compounds (River Trent viaduct satellite compound and Pipe Ridware embankment satellite compound/ Pipe Ridware auto transformer station satellite compound) within the area.	Workers' presence will be apparent in the local community including in local shops, restaurants and other facilities in local areas such as Hill Ridware, leading to changes in levels of community cohesion and trust. Beneficial impacts are discussed below.	Temporary	Adverse	Social capital	Low	Moderate	None identified	Adverse effects on wellbeing associated with negative feelings about community cohesion and trust.	HS2 Ltd will engage with stakeholders and incorporate measures to integrate the workforce within a Community Engagement Framework to be prepared in accordance with the CoCP.	Volume 2

<sup>6</sup> Draft Code of Construction Practice, Volume 5: Appendix CT-003-000

CA1 Fradley to Colton – Health effects during construction

Communities	Impact description	Impact pathway	Temporary / permanent construction / operational	Beneficial / adverse	Health determinant	Intensity of impact (low / moderate / high)	Extent of exposure (low / moderate / high)	Vulnerable groups	Health effects at population level	Mitigation	Reporting
Blihbury and surrounds	Construction of Blihbury cutting and Blihbury Road overbridge. Construction works and construction traffic on haul road will be visible from street level and gardens on Hadley Gate. HGVs will be present on the B5014, Uttoxeter Road and Blihbury Road.	Change in visual amenity, landscape, sound environment and tranquillity, and perceived road safety, leading to reduced levels of satisfaction with the local environment.	Temporary construction impact	Adverse	Neighbourhood quality	Moderate	Low	Some groups may be more vulnerable, e.g. older people, people with existing illness or disability, children.	Adverse effects on wellbeing such as increased stress and reduced satisfaction with quality of life.	Incorporated mitigation as reported in the ES.	Volume 2
Blihbury and surrounds	Realignment, diversion or closure of six rural PRoW. This includes Mavesyn Ridware Footpaths 8, 9, 30, 32, 33 and 38.	Impacts on amenity value of PRoW, discouraging their use for physical activity and access to the countryside. (The ES showed that there were fewer than 10 people a day recorded on most of the PRoW in the area. Alternative PRoW are available for recreational use).	Temporary and permanent construction impacts	Adverse	Access to green space and physical activity	Low	Moderate	None identified	Contributes to reduction in wellbeing benefits associated with access to green space and physical activity across CA as a whole.	Incorporated mitigation as reported in the ES.	Volume 2
Blihbury and surrounds	Presence of HGVs on the B5014 Uttoxeter Road and Blihbury Road.	HGVs on local roads causing deterrent to pedestrians, cyclists and equestrians, leading to a reduction in recreational activity and active travel.	Temporary construction impact	Adverse	Access to green space and physical activity	Moderate	Low	Some groups may be more vulnerable, e.g. older people, people impaired hearing, vision or mobility, children.	Reduction in wellbeing benefits associated with physical activity.	Incorporated mitigation as reported in the ES	Volume 2
Blihbury and surrounds	Presence of construction workforce, including civil and rail systems workers, on work sites and at two satellite compounds (Blihbury crossovers satellite compound and Blihbury Central cutting satellite compound) throughout the area.	Workers' presence will be apparent in the local community including in local shops, restaurants and other facilities in local areas such as Blihbury, leading to changes in levels of community cohesion and trust. Beneficial impacts are discussed below.	Temporary	Adverse	Social capital	Low	Moderate	None identified	Adverse effects on wellbeing associated with negative feelings about community cohesion and trust.	HS2 Ltd will engage with stakeholders and incorporate measures to integrate the workforce within a Community Engagement Framework to be prepared in accordance with the CoCP.	Volume 2
Blihbury and surrounds	Construction of Blihbury South cutting and B5014, Uttoxeter Road overbridge approximately 500m south of Rugeley School. Presence of HGVs on the B5014, Uttoxeter Road and Blihbury Road.	Change in visual amenity and sound environment at Rugeley School, reducing the suitability of internal and outdoor areas of the school site for educational and therapeutic activities for vulnerable children.	Temporary	Adverse	Education	Low	Low	Children with Autism Spectrum Disorders.	Assessment has concluded that noise and visual intrusion on site will be minimal and will not lead to adverse effects on vulnerable children.	Incorporated mitigation as reported in the ES.	Not reported
Stockwell Heath, Colton and surrounds	Construction of Stockwell Heath embankment, Newlands Lane realignment and Moor Lane diversion. Construction works and vehicles moving along the haul road will be visible from street level and outdoor areas including private gardens and public open space around Stockwell Heath duck pond. Amenity value of outdoor areas will be adversely affected by noise from construction activities and vehicles on the haul road.	Change in visual amenity, landscape, sound environment, and tranquillity leading to reduced levels of satisfaction with the local environment. Creation of a visual and psychological barrier between Colton and Stockwell Heath will also impact on people's perceptions about neighbourhood quality.	Temporary construction impact	Adverse	Neighbourhood quality	High	Moderate	Some groups may be more vulnerable, e.g. older people, people with existing illness or disability and children.	Adverse effects on wellbeing such as increased stress and reduced satisfaction with quality of life.	Incorporated mitigation as reported in the ES.	Volume 2



CA1 Fradley to Colton – Health effects during construction

Communities	Impact description	Impact pathway	Temporary / permanent construction / operational	Beneficial / adverse	Health determinant	Intensity of impact (low / moderate / high)	Extent of exposure (low / moderate / high)	Vulnerable groups	Health effects at population level	Mitigation	Reporting
Stockwell Heath, Colton and surrounds	Realignment, diversion or closure of 12 rural PRow. These include Colton Footpaths 17, 34, 36, 52, 73 and 76; and Colton Byway Open to All Traffic (BOAT) 16.	Impacts on amenity value of PRow, discouraging their use for physical activity and access to the countryside. (The ES showed that there were fewer than 10 people a day recorded on most of the PRow in the area. Alternative PRow are available for recreational use).	Temporary and construction impacts	Adverse	Access to green space and physical activity	Moderate	Low	None identified	Contributes to reduction in wellbeing benefits associated with access to green space and physical activity across CA as a whole.	Incorporated mitigation as reported in the ES.	Volume 2
Stockwell Heath, Colton and surrounds	Presence of HGVs on Newlands Lane, Hollow Lane and the B5103 Uttoxeter Road.	HGVs on local roads causing deterrent to pedestrians, cyclists and equestrians, leading to a reduction in recreational activity and active travel.	Temporary construction impact	Adverse	Access to green space and physical activity	Moderate	Low	Some groups may be more vulnerable, e.g. older people, people impaired hearing, vision or mobility and children.	Reduction in wellbeing benefits associated with physical activity.	Incorporated mitigation as reported in the ES.	Volume 2
Stockwell Heath, Colton and surrounds	Construction of Stockwell Heath embankment between Colton and Stockwell Heath, crossing Moor Lane and Newlands Lane. Permanent diversion of Moor Lane and realignment of Newlands Lane., increasing journey times by car and temporarily preventing access on foot.	Creation of a physical barrier between Stockwell Heath and Colton, which have strong community and social links and are seen as one settlement by residents. Connectivity by car will be maintained via Newlands Lane overbridge, but the construction works and infrastructure will create a visual and psychological barrier between the settlements. Connectivity for pedestrians will be temporarily unavailable during the works to Newlands Lane.	Temporary and permanent construction impacts	Adverse	Social capital	Moderate	Moderate	Some groups may be more vulnerable, e.g. older people, people with existing illness or disability and children.	Adverse effects on wellbeing associated with reduced social capital.	Incorporated mitigation as reported in the ES and Transport Assessment (TA) <sup>7</sup> .	Volume 2
Stockwell Heath, Colton and surrounds	Presence of construction workforce, including civil and rail systems workers, on work sites and at four satellite compounds (Newlands Lane auto-transformer feed station satellite compound, Blithbury North cutting satellite compound, Stockwell Heath cutting satellite compound, and Moreton Brook viaduct satellite compound) throughout the area.	Workers presence will be apparent in the local community including in local shops, restaurants and other facilities in local areas such as Stockwell Heath and Colton, leading to changes in levels of community cohesion and trust. Beneficial impacts are discussed below.	Temporary	Adverse	Social capital	Low	Moderate	None identified	Adverse effects on wellbeing associated with negative feelings about community cohesion and trust.	HS2 Ltd will engage with stakeholders and incorporate measures to integrate the workforce within a Community Engagement Framework to be prepared in accordance with the CoCP.	Volume 2
Route-wide	Demolition of residential properties: The Byre at Kings Bromley; Edlyn Cottage and Hadley Gate Cottage at Hadley Gate.	Residents required to relocate involuntarily, leading to disruption and uncertainty. Potential changes in connectivity to social networks, schools, employment, services and facilities.	Permanent construction impact	Adverse	Housing	Low to high (depends on individual circumstances)	Moderate (at route-wide level)	Older people, young families, children, disabled people	Potential for adverse effects on wellbeing including increased stress.	Incorporated mitigation as reported in the ES.	Volume 3 <sup>8</sup>

<sup>7</sup> Volume 5: Appendix TR-001-000, Transport

<sup>8</sup>Assessment. See ES Volume 3, Route-wide effects

CA1 Fradley to Colton – Health effects during construction

Communities	Impact description	Impact pathway	Temporary / permanent construction / operational	Beneficial / adverse	Health determinant	Intensity of impact (low / moderate / high)	Extent of exposure (low / moderate / high)	Vulnerable groups	Health effects at population level	Mitigation	Reporting
Route-wide	Construction activities and presence of infrastructure close to approximately 10 residential properties to the south of Kings Bromley, properties along Hadley Gate Lane, Pipe Lane and B5013 Uttoxeter Road near Blithbury, and approximately 10 properties in Stockwell Heath.	Concerns about potential local amenity impacts during the planning stage, and actual impacts during the construction and operational stages, leading to changes in desirability and value of local property market.	Pre-construction, temporary and permanent construction impacts	Adverse	Housing	Moderate	Moderate (at route-wide level)	Older people, young families	Financial concerns and practical problems associated with postponing selling / moving house, leading to adverse effects on wellbeing including increased stress.	Incorporated mitigation as reported in the ES including Express Purchase Scheme and Need to Sell Scheme.	Volume 3
Route-wide	Construction works resulting in indirect impacts on businesses including: Medical supplies distribution business off Shaw Lane, Bromley Hayes Cattery, Blithbury Reindeer Lodge and Border Collie Trust.	Amenity impacts leading to reductions in business and potential impacts on employment and loss of earnings.	Temporary construction impacts	Adverse	Employment and income	Low to moderate	Low	People on low incomes, people with disabilities.	Potential for adverse effects on wellbeing associated with loss of earnings / job loss.	Incorporated mitigation as reported in the ES.	Volume 3
Route-wide	Presence of construction workforce.	Increased demand for local facilities including local shops, restaurants and other businesses in Kings Bromley and Colton. Could help to support businesses and incomes.	Temporary	Beneficial	Employment and income	Low to moderate	Low to moderate	None identified	Potential for beneficial effects on wellbeing associated with increased income.	Incorporated mitigation and enhancement reported in the ES.	Volume 3
Route-wide	Increased traffic flows, temporary road or lane closures and associated diversions, temporary signals and speed restrictions on the local road network.	Delays at affected junctions, route uncertainty at diversions and fear of accidents associated with HGVs leading to increase in levels of traveller stress.	Temporary	Adverse	Transport	Low	Moderate to high	None identified	Adverse effects on wellbeing including increased stress.	Incorporated mitigation and enhancement reported in the ES.	Volume 3
Route-wide	Increase in traffic flows and proportion of HGVs on local road network.	Increased risk of road traffic accidents associated with increased traffic flows. Risk is considered low as there are no locations where elevated baseline accident rates coincide with changes of greater than 30% in average daily traffic flows.	Temporary	Adverse	Transport	Low (risk)	Low	None identified	Adverse effects on wellbeing including increased stress relating to road safety.	Incorporated mitigation and enhancement reported in the ES.	Volume 3
Route-wide	Increased in air emissions from construction dust, vehicle and plant emissions.	Small increases in exposure to dust, NOx and PM10 in areas close to construction sites and haulage routes.	Temporary	Adverse	Air quality	Low	Low	Children, older people, people with existing respiratory health problems.	No health effects at population level.	Incorporated mitigation as reported in the ES and draft Code of CoCP.	Not reported

Table 2: CA1 Fradley to Colton - Operational health assessment matrix

CA1 Fradley to Colton – Health effects during operation											
Communities	Impact description	Impact pathway	Temporary / permanent construction / operational	Beneficial / adverse	Health determinant	Intensity of impact	Extent of exposure (low / moderate / high)	Vulnerable groups	Potential health effects at population level	Mitigation	Reporting
Kings Bromley and surrounds	Presence of operational trains on the Pyford North embankment and Kings Bromley viaduct. Views of rail infrastructure and trains from local roads and residential properties on Common Lane and south of Kings Bromley. Operational train noise will change local sound environment close to the Proposed Scheme.	Change in visual amenity, landscape and sound environment, leading to reduced levels of satisfaction with the local environment.	Permanent construction / operational impact	Adverse	Neighbourhood quality	Moderate / low	Low	Some groups may be more vulnerable, e.g. older people, people with existing illness or disability and children.	No health effect at population level.	Incorporated mitigation as reported in the ES.	Volume 2
Kings Bromley and surrounds	Presence of operational trains on Trent viaduct across Trentside Meadows. Reduction in available space and visual intrusion resulting from presence of viaduct and footings. Change to sound environment due to intermittent noise from passing trains.	Trentside Meadows area will be unsuitable for therapeutic activities such as nature walks leading to reduced opportunities for vulnerable people to partake in outdoor activities, and potential impacts on the future viability of the CHADS charity.	Permanent construction / operational impact	Adverse	Access to services, health and social care	High	Moderate	People with physical and learning disabilities and children.	Reduction in physical and mental wellbeing benefits associated with therapeutic outdoor activities for people with physical and learning disabilities.	HS2 Ltd will continue to liaise with CHADS to agree a mitigation strategy to compensate for impacts at Trentside Meadows and ensure the long term viability of the charity.	Volume 2
Pipe Ridware and surrounds	Presence of operational trains on the Pipe Ridware embankment to the north of Pipe Ridware. Train infrastructure and passing trains visible from street level and gardens of properties at the north end of Pipe Ridware and along Pipe Lane. Existing long views to the north from Pipe Lane will be shortened. Intermittent train noise will impact on the tranquillity of the area.	Change in visual amenity, landscape, sound environment, and tranquillity leading to reduced levels of satisfaction with the local environment.	Permanent construction / operational impact	Adverse	Neighbourhood quality	High	Low	Some groups may be more vulnerable, e.g. older people, people with existing illness or disability and children.	Adverse effects on wellbeing such as increased stress and reduced satisfaction with quality of life.	Incorporated mitigation as reported in the ES.	Volume 2
Blythbury and surrounds	Presence of Blythbury Road overbridge, visible from street level and properties on Hadley Gate. Intermittent train noise low as trains will run in cutting.	Change in visual amenity, landscape and sound environment leading to reduced levels of satisfaction with the local environment.	Permanent construction / operational impact	Adverse	Neighbourhood quality	Low	Low	Some groups may be more vulnerable, e.g. older people, people with existing illness or disability and children.	Adverse effects on wellbeing such as increased stress and reduced satisfaction with quality of life.	Incorporated mitigation as reported in the ES.	Not reported
Stockwell Heath, Colton and surrounds	Presence of operational trains on Stockwell Heath embankment and realigned Newlands Lane / Moor Lane diversion.  Embankment will form a visual barrier between Stockwell Heath and Colton.  Intermittent noise from passing trains will impact on outdoor amenity and tranquillity throughout Stockwell Heath and northern parts of Colton.	Change in visual amenity, landscape, sound environment, and tranquillity leading to reduced levels of satisfaction with the local environment. Presence of a visual and psychological barrier between Colton and Stockwell Heath will also impact on people's perceptions about neighbourhood quality.	Permanent construction / operational impact	Adverse	Neighbourhood quality	High	Moderate	Some groups may be more vulnerable, e.g. older people, people with existing illness or disability and children.	Adverse effects on wellbeing such as increased stress and reduced satisfaction with quality of life.	Incorporated mitigation as reported in the ES.	Volume 2

CA1 Fradley to Colton – Health effects during operation

Communities	Impact description	Impact pathway	Temporary / permanent construction / operational	Beneficial / adverse	Health determinant	Intensity of impact	Extent of exposure (low / moderate / high)	Vulnerable groups	Potential health effects at population level	Mitigation	Reporting
Route-wide	Presence of operational scheme and passing trains close to dwellings at Common Lane, south of Kings Bromley, Pipe Ridware, Hadley Gate, Stockwell Heath and Colton.	Changes to noise and visual amenity, leading to changes in desirability and value of local property market.	Operational impact	Adverse	Housing	Moderate / low	Low	None identified	Adverse effects on mental wellbeing such as increased stress and reduced satisfaction with quality of life.	Incorporated mitigation as reported in the ES.	Volume 3
Route-wide	Operational trains	Increased exposure to noise in the population close to the Proposed Scheme resulting from operational train movements.	Operational impact	Adverse	Sound, noise and vibration	Moderate	Moderate	Children, older people, disabled people.	Increased annoyance, loss of sleep and physiological effects.	Incorporated mitigation as reported in the ES.	Volume 3

## 2 References

HS2 Ltd (2017), *High Speed Two (HS2) Phase 2a (West Midlands - Crewe), Background Information and Data*. Available online at: [www.gov.uk/hs2](http://www.gov.uk/hs2).

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