



High Speed Rail (West Midlands - Crewe)

Supplementary Environmental Statement and
Additional Provision Environmental Statement

Volume 5: Technical appendices

Corrections to Volume 5 of the July 2017
Environmental Statement (CT-006-000)



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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.

High Speed Two (HS2) Limited,
Two Snowhill
Snow Hill Queensway
Birmingham B4 6GA

Telephone: 08081 434 434

General email enquiries: HS2enquiries@hs2.org.uk

Website: www.gov.uk/hs2

A report prepared for High Speed Two (HS2) Limited:

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1 Introduction

- 1.1.1 This document is an appendix, which forms part of Volume 5 of the Supplementary Environmental Statement (SES) and Additional Provision Environmental Statement (AP ES).
- 1.1.2 Since the publication of the High Speed Rail (West Midlands - Crewe) Environmental Statement (ES)¹ in July 2017 (the main ES), the need for a number of corrections to 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 reported in the main ES. Corrections relating to the Volume 2 community area reports and the Volume 3 Route-wide effects report of the main ES are reported in the relevant SES and AP ES Volume 2 community area reports and the Volume 3 report.
- 1.1.3 This appendix (in Table 1) provides a list of the corrections identified in the Volume 5 reports. The table provides the location of the text subject to 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.

¹ HS2 Ltd (2017), *High Speed Rail (West Midlands-Crewe) Environmental Statement*, <https://www.gov.uk/government/collections/hs2-phase-2a-environmental-statement>.

2 Corrections to Volume 5 of the July 2017 Environmental Statement

Table 1: Corrections to Volume 5 of the July 2017 Environmental Statement

Community area (CA)/topic affected/location within the main ES	Description of correction	Text in the July 2017 Environmental Statement	Revised text	Change to significant effects and mitigation
<p>Fradley to Colton, CA1</p> <p>Cultural Heritage</p> <p>Table 1, Volume 5, CH-003-001, CA1 of the main ES</p>	<p>The main ES did not report an impact relating to buried archaeological features (FRC044) from the temporary off-route road modifications.</p>	<p>Table 1, 45th entry:</p> <p>This archaeological asset lies immediately outside of the land required for the Proposed Scheme. It will be partially removed by works associated with the creation of a grassland habitat to the south-west of the River Trent viaduct.</p> <p>Scale of impact – Medium</p> <p>Effect – Moderate Adverse</p>	<p>Table 1, 45th entry:</p> <p>This archaeological asset lies slightly within the land required for the Proposed Scheme. It will be partially removed by works associated with the creation of a grassland habitat to the south-west of the River Trent viaduct and, very slightly, by the widening of the junction of A513 Kings Bromley Lane and B5014 Uttoxeter Road.</p> <p>Scale of impact – Medium</p> <p>Effect – Moderate Adverse</p>	<p>No change.</p> <p>This correction will not lead to a new or different significant effect.</p>
<p>Fradley to Colton, CA1</p> <p>Cultural Heritage</p> <p>Table 1, Volume 5, CH-003-001, CA1 of the main ES</p>	<p>The main ES did not report impacts relating to buried archaeological features (FRC075), Possible cursus, north of Hill Ridware Road, Hill Ridware (FRC162) and an enclosure, south of Eastfields, Mavesyn Ridware (FRC169) from the temporary off-route road modifications.</p>	<p>Table 1 – 76th, 163rd, and 170th entries.</p> <p>These assets were reported as being outside of the land required for the Proposed Scheme (Scale of impact – no change, Effect – neutral).</p>	<p>Table 1 – 76th, 163rd, and 170th entries.</p> <p>These archaeological assets lie slightly within the land required for the Proposed Scheme. These assets may be slightly impacted by works associated with the widening of the B5014 Uttoxeter Road.</p> <p><u>FRC075</u></p> <p>Scale of impact – Minimal</p> <p>Effect – Minor Adverse</p> <p><u>FRC162</u></p> <p>Scale of impact – Minimal</p>	<p>No change</p> <p>These corrections will not lead to a new or different significant effect.</p>

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Community area (CA)/topic affected/location within the main ES	Description of correction	Text in the July 2017 Environmental Statement	Revised text	Change to significant effects and mitigation
			<p>Effect – Minor Adverse</p> <p><u>FRC169</u></p> <p>Scale of impact – Minimal</p> <p>Effect – Negligible</p>	
<p>Fradley to Colton, CA1</p> <p>Cultural Heritage</p> <p>Table 1, Volume 5, CH-003-001, CA1 of the main ES</p>	<p>The main ES did not report impacts relating to Milepost, Eastfields, Hill Ridware (FRC152) from the temporary off-route road modifications.</p>	<p>Table 1 – 153rd entry.</p> <p>This asset was reported as being outside of the land required for the Proposed Scheme</p> <p>Scale of impact – No change</p> <p>Effect – Neutral</p>	<p>Table 1 – 153rd entry.</p> <p>This archaeological asset lies within the land required for the Proposed Scheme. However, this asset will not be impacted by works associated with the widening of the B5014 Uttoxeter Road.</p> <p>Scale of impact – No change</p> <p>Effect – Neutral</p>	<p>No change</p> <p>This correction will not lead to a new or different significant effect.</p> <p>It should be noted that this asset will no longer be within the land required for the scheme as a result of amendment AP-001-003.</p>
<p>Fradley to Colton, CA1</p> <p>Water resources and flood risk</p> <p>Table 3, Volume 5, WR-002-001, CA1 of the main ES</p>	<p>A private licensed water supply was incorrectly recorded.</p>	<p>Table 3, fifth entry, fourth column:</p> <p>Private licensed water supplies -</p> <p>The Club Company (UK) Limited</p> <p>Maximum annual abstraction quantity (m3) - 511,730.</p>	<p>Table 3, fifth entry, fourth column:</p> <p>Private licensed water supplies -</p> <p>The Club Company (UK) Limited</p> <p>Maximum annual abstraction quantity (m3) - 5,117,300.</p>	<p>No change.</p> <p>This is no change to the significant effects reported in the main ES.</p>
<p>Colwich to Yarlet, CA2</p> <p>Cultural heritage</p> <p>Table 1, Volume 5, CH-003-002, CA2 of the main ES</p>	<p>The main ES did not report an impact relating to Lions Lodge cropmarks (COY054) from the temporary off-route road modifications. The main ES only reported an effect from the construction of the</p>	<p>Table 1, 55th entry:</p> <p>This asset is located within the land required for the Proposed Scheme....</p> <p>Buried archaeological remains associated with the cropmark remains of a probable Iron Age square barrow and a rectilinear enclosure, land boundaries and pit alignments will be almost entirely removed</p>	<p>Table 1, 55th entry:</p> <p>This asset is located within the land required for the Proposed Scheme....</p> <p>Buried archaeological remains associated with the cropmark remains of a probable Iron Age square barrow and a rectilinear enclosure, land boundaries and pit alignments will be almost entirely removed for the construction of the</p>	<p>No change.</p> <p>This correction will not lead to a new or different significant effect.</p>

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Community area (CA)/topic affected/location within the main ES	Description of correction	Text in the July 2017 Environmental Statement	Revised text	Change to significant effects and mitigation
	Trent North embankment.	for the construction of the Trent North embankment. Scale of impact – High Effect – Permanent Major Adverse	Trent North embankment <i>and the widening of the Great Haywood road</i> . Scale of impact – High Effect – Permanent Major Adverse	
Colwich to Yarlet, CA2 Cultural heritage Table 1, Volume 5, CH-003-002, CA2 of the main ES	The main ES did not report an impact relating to Tixall Gatehouse (COY070) from the temporary off-route road modifications. The main ES only reported an effect from construction of the main scheme.	Table 1, 71 st entry: The asset primarily derives its significance from.... The route of the Proposed Scheme will be located approximately 880m from the asset and will be screened from view by those coverts and shelter belts. Consequently, there will be no impact upon significance. Scale of impact – No change Effect – Neutral	Table 1, 71 st entry: The asset primarily derives its significance from.... The route of the Proposed Scheme will be located approximately 880m from the asset and will be screened from view by those coverts and shelter belts. <i>Works associated with the widening of Great Haywood Road to the south will see a temporary change in its setting during construction. The works to widen the road, just over 100m from the gatehouse, will introduce noise and visual impacts for up to three months.</i> Scale of impact – Temporary low adverse Effect – Temporary moderate adverse	No change. This correction will not lead to a new or different significant effect as it was correctly reported in Volume 4 of the main ES.
Colwich to Yarlet CA2 Sound, noise and vibration Table 1, Table 5, Table 6, Table 12 and Table 15, Volume 5, SV-002-002, CA2 of the main ES	Incorrect naming of assessment location.	Assessment location ID 8353 in Table 1, Table 5, Table 6 and Table 15: Church Farm, Marston Lane	ALID 8353 in Table 1, Table 5, Table 6 and Table 15: <i>Homestall Barn</i> , Marston Lane	No change. This is no change to the significant effects reported in the main ES.
Colwich to Yarlet CA2 Sound, noise and vibration	Assessment location ID 12007 was reported as representing one	Number of impacts represented for ID 12007 is listed as '1' in Table 5, Table 6, Table 12 and Table 15.	Number of impacts represented for ID 12007 listed as '2' in Table 5, Table 6, Table 12 and Table 15.	No change.

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Community area (CA)/topic affected/location within the main ES	Description of correction	Text in the July 2017 Environmental Statement	Revised text	Change to significant effects and mitigation
Table 5, Table 6, Table 12 and Table 15, Volume 5, SV-002-002, CA2 of the main ES	residential property, but should represent two.			This is no change to the significant effects reported in the main ES.
Colwich to Yarlet CA2 Sound, noise and vibration Table 5, Table 6, Table 12 and Table 15, Volume 5, SV-002-002, CA2 of the main ES	Assessment location ID 12004 was reported as representing three residential properties, but should represent four.	Number of impacts represented for ID 12004 is listed as '3' in Table 5, Table 6, Table 12 and Table 15.	Number of impacts represented for ID 12004 listed as '4' in Table 5, Table 6, Table 12 and Table 15.	No change. This is no change to the significant effects reported in the main ES.
Colwich to Yarlet CA2 Traffic and Transport Paragraph 5.4.95, Table 216, Table 236, Paragraph 8.4.81, Paragraph 8.4.82, Volume 5, TR-001-000, CA2 of the main ES.	The temporary diversion of Marston Footpath 2 was incorrectly described. As a result, a temporary diversion of Whitgreave Footpath 2 was not included in the assessment.	Paragraph 5.4.95 – 25 th bullet: <ul style="list-style-type: none"> • Marston 10 Footpath – between Brook Farm and Marston Lane. Paragraph 5.4.95: No text exists within the main ES for this correction Table 216 No text exists within the main ES for this correction	Paragraph 5.4.95 – 25 th bullet: <ul style="list-style-type: none"> • Marston 10 Footpath – between Brook Farm and Marston Lane; <i>and</i> Paragraph 5.4.95, insert new bullet (26 th bullet): <ul style="list-style-type: none"> • Whitgreave Footpath 2 - between Green Lane and A34 Stone Road. Table 216, 21 st entry PRoW Name – Whitgreave Footpath 2 Description - Temporary diversion of 190m of existing route for accommodation of Yarlet South cutting transfer node. On completion of construction, Whitgreave Footpath 2 will be returned to its existing alignment. Change in length - Temporary diversion is 250m longer	Yes This correction will result in a new minor adverse significant effect due to increased travel distance. This correction will not require a change to mitigation reported in the main ES.

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Community area (CA)/topic affected/location within the main ES	Description of correction	Text in the July 2017 Environmental Statement	Revised text	Change to significant effects and mitigation
		<p>Table 236</p> <p>No text exists within the main ES for this correction</p> <p>Paragraph 8.4.81</p> <p>Within these 20 temporary diversions of PROW and roads, the majority of routes affected experience either no change in length (in the case of the A34 Stone Road, Colwich Bridleways 23 and 35, and Hopton and Coton Bridleway 11), or changes of no more than 150m.</p> <p>Paragraph 8.4.82</p> <p>Two routes do experience larger changes in length of diversion, of up to 800m on Colwich Footpath 26, and 400m on Tixall Footpath 0.1630. These are effectively diverted on to other nearby PROW routes in order to share temporary crossing points of the construction works sites.</p>	<p>Table 236, 21st entry</p> <p>PROW Name – Whitgreave Footpath 2</p> <p>Change in distance - Temporary diversion to the south is 250m longer than the existing length.</p> <p>Change in length – 45 months</p> <p>Paragraph 8.4.81</p> <p>Within these 21 temporary diversions of PROW and roads, the majority of routes affected experience either no change in length (in the case of the A34 Stone Road, Colwich Bridleways 23 and 35, and Hopton and Coton Bridleway 11), or changes of no more than 150m.</p> <p>Paragraph 8.4.82</p> <p><i>Three</i> routes do experience larger changes in length of diversion, of up to 800m on Colwich Footpath 26, and up to 400m on Tixall Footpath 0.1630 and <i>Whitgreave Footpath 2</i>. These are effectively diverted on to other nearby PROW routes in order to share temporary crossing point of the construction works sites.</p>	
<p>Stone and Swynnerton CA3</p> <p>Traffic and Transport</p> <p>Table 275, Volume 5, TR-001-000, CA3 of the main ES</p>	<p>Correction to total number of workers (peak) at Yarlet embankment satellite compound.</p>	<p>Table 275, first entry:</p> <p>Number of workers (Peak) - 2814</p>	<p>Table 275, first entry:</p> <p>Number of workers (Peak) - 28</p>	<p>No change.</p> <p>The text is incorrect only in this table. The assessment was based on the correct number of workers assumption.</p>

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Community area (CA)/topic affected/location within the main ES	Description of correction	Text in the July 2017 Environmental Statement	Revised text	Change to significant effects and mitigation
<p>Stone and Swynnerton CA3</p> <p>Traffic and Transport</p> <p>Table 277, Volume 5, TR-001-000, CA3 of the main TA</p>	<p>Corrections to HS2 Phase 2a HGV construction traffic flows on the A34 Stafford Road corridor</p>	<p>Table 277, fourth entry</p> <p>Peak HGV – 18, 18</p> <p>Peak all vehicles – 248, 248</p> <p>Table 277, eighth entry</p> <p>Peak HGV – 88, 88</p> <p>Peak all vehicles – 411, 411</p>	<p>Table 277, fourth entry</p> <p>Peak HGV – 253, 253</p> <p>Peak all vehicles – 415, 415</p> <p>Table 277, eighth entry</p> <p>Peak HGV – 218, 218</p> <p>Peak all vehicles – 497, 497</p>	<p>No change.</p> <p>The text is incorrect only in this table. The assessment was based on the correct traffic flows.</p>
<p>Whitmore Heath to Madeley CA4</p> <p>Cultural heritage</p> <p>Table 1, Volume 5: CH-003-004, CA4 of the main ES</p>	<p>The setting of a Grade II listed milepost (WHM015) was reported as affected however the physical impact was not reported. In addition, there was an inconsistency in reporting between the Volume 2 (assessed as moderate adverse significant) and Volume 5 (assessed as not significant).</p>	<p>Table 1, 16th entry:</p> <p>Nature of impact including mitigation</p> <p>The setting of the milepost will be affected as a result of noise and visual intrusion from construction activities.</p> <p>Scale of impact – No change</p> <p>Effect - Neutral</p>	<p>Table 1, 16th entry:</p> <p>Nature of impact including mitigation</p> <p>The milepost will be physically impacted through its temporary removal during construction works. There will also be a temporary effect to its setting as a result of noise and visual intrusion from construction activities.</p> <p>Scale of impact - Medium adverse</p> <p>Effect - Moderate adverse significant</p>	<p>No change.</p> <p>The correction will not lead to a new or different significant effect. The correct level of significant effect is moderate adverse as reported in Volume 2 of the main ES.</p>
<p>Whitmore Heath to Madeley CA4</p> <p>Community</p> <p>Table 6, Volume 5, CM-001-004, CA4 of the main ES</p>	<p>The locations of properties along Birch Tree Lane were incorrectly described.</p>	<p>Table 6, fourth entry, third bullet:</p> <p>Resource description/profile</p> <p>Third bullet</p> <ul style="list-style-type: none"> eight properties on Birch Tree Lane (Mandarin House, Fernridge, Keppelstone, West Ridge, Tanglewood, Woodlands, Misty Heights, White Acre) 	<p>Table 6, fourth entry, third bullet:</p> <p>Resource description/profile</p> <p>Third bullet</p> <ul style="list-style-type: none"> eight properties on Birch Tree Lane <i>and Heath Rise</i> (Mandarin House, Fernridge, Keppelstone, West Ridge, Tanglewood, Woodlands, Misty Heights, White Acre) 	<p>No change.</p> <p>This is no change to the significant effects reported in the main ES.</p>

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Community area (CA)/topic affected/location within the main ES	Description of correction	Text in the July 2017 Environmental Statement	Revised text	Change to significant effects and mitigation
<p>Whitmore Heath to Madeley CA₄</p> <p>Traffic and Transport</p> <p>Table 338, Volume 5, TR-001-000, CA₄ of the main ES.</p>	<p>There is a correction to Phase 2a construction traffic flows on Manor Road and Holly Bush Lane.</p>	<p>Table 338, 17th entry</p> <p>Peak HGV – 85, 85</p> <p>Peak all vehicles – 190, 190</p> <p>Table 338, 20th entry</p> <p>Peak HGV – 94, 94</p> <p>Peak all vehicles – 320, 320</p>	<p>Table 338, 17th entry</p> <p>Peak HGV – 0, 0</p> <p>Peak all vehicles – 225, 225</p> <p>Table 338, 20th entry</p> <p>Peak HGV – 0, 0</p> <p>Peak all vehicles – 225, 225</p>	<p>No change.</p> <p>The correction will not change the level of significance of the traffic and transport effect reported in the main ES.</p>
<p>South Cheshire CA₅</p> <p>Community</p> <p>Table 11, Volume 5, CM-001-005, CA₅ of the main ES</p>	<p>Jubilee Farm is incorrectly mentioned and should be removed. The overall number of properties in the group is correct.</p>	<p>Table 11, third entry, first and second bullet:</p> <p>Resource description/profile</p> <p>12 residential properties located on Newcastle Road and Chorlton Lane to the north-west of Chorlton:</p> <p>First bullet:</p> <ul style="list-style-type: none"> • 12 properties on Newcastle Road (Almsrauch; Basford Bank House; Basford House; Brooklyn; Cranford; Hafan; Heath Farm; Skipton Holme; Uvedale; Waverley House; Westering and Wynstaff); and <p>Second bullet:</p> <p>Jubilee Farm on Chorlton Lane</p>	<p>Table 11, third entry, first and second bullet:</p> <p>Resource description/profile</p> <p>12 residential properties located on Newcastle Road:(Almsrauch; Basford Bank House.....</p> <p>Second bullet:</p> <p>Bullet removed with no replacement text.</p>	<p>No change.</p> <p>This is no change to the significant effects reported in the main ES.</p>
<p>South Cheshire CA₅</p> <p>Community</p>	<p>Incorrect naming of assessment locations: two properties described as being on Henley Road</p>	<p>Table 17, third entry, third and fourth bullet:</p> <p>Resource description/profile</p>	<p>Table 17, third entry, third and fourth bullet:</p> <p>Resource description/profile</p>	<p>No change.</p>

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Community area (CA)/topic affected/location within the main ES	Description of correction	Text in the July 2017 Environmental Statement	Revised text	Change to significant effects and mitigation
Table 17, Volume 5, CM-001-005, CA5 of the main ES	are actually located on Chiltern Close.	<p>Third bullet:</p> <ul style="list-style-type: none"> • seven properties on Chiltern Close (1-7); <p>Fourth bullet:</p> <ul style="list-style-type: none"> • five properties on Henley Road (6-10); 	<p>Third bullet</p> <ul style="list-style-type: none"> • <i>nine</i> properties on Chiltern Close (1-7, 9, 10); <p>Fourth bullet</p> <ul style="list-style-type: none"> • <i>three</i> properties on Henley Road (6-8); 	This is no change to the significant effects reported in the main ES.

3 References

HS2 Ltd (2017), *High Speed Rail (West Midlands-Crewe) Environmental Statement*. Available online at: <https://www.gov.uk/government/collections/hs2-phase-2a-environmental-statement>.

High Speed Two (HS2) Limited
Two Snowhill
Snow Hill Queensway
Birmingham B4 6GA

08081 434 434
HS2Enquiries@hs2.org.uk

G20