

High Speed Rail (West Midlands - Crewe)

Supplementary Environmental Statement 2 and
Additional Provision 2 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.

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1 Introduction

1.1.1 This document is an appendix which forms part of Volume 5 of the High Speed Two (HS2) Phase 2a (West Midlands - Crewe) Supplementary Environmental Statement 2 (SES2) and Additional Provision 2 Environmental Statement (AP2 ES).

1.1.2 Since the publication of the High Speed Two (HS2) Phase 2a (West Midlands - Crewe) Environmental Statement (ES)¹ in July 2017 (the main ES) and the Supplementary Environmental Statement (SES1) and Additional Provision Environmental Statement (AP1 ES)² in March 2018, the need for a number of corrections to the contents of the main ES and SES1 has been identified. These have been identified where they would alter the significant effects reported in the main ES or SES1 or are considered to be a factual inaccuracy relating to a significant effect reported in the main ES or SES1. Corrections relating to the Volume 2 community area reports of the main ES or SES1 are reported in the relevant SES2 and AP2 ES Volume 2 community area reports.

1.1.3 This appendix provides a list of the corrections identified in the Volume 5 reports (Table 1). 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. There are no Volume 5 corrections from the SES1 and AP1 ES.

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

² HS2 Ltd (2018), *High Speed Two (HS2) Phase 2a (West Midlands - Crewe) Supplementary Environmental Statement (SES1) and Additional Provision Environmental Statement (AP1 ES)*, <https://www.gov.uk/government/collections/hs2-phase-2a-supplementary-environmental-statement-and-additional-provision-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
Fradley to Colton, CA1 Cultural heritage Table 1, Volume 5, CH-003-001, CA1 of the main ES	No impact was reported on Asset FRC194 in the Volume 5 report, which incorrectly stated that the number was not used.	Table 1, 194 th entry Name – Number not used Designation(s) – Number not used Value – Number not used Construction impact: Nature of impact including mitigation – Number not used Scale of impact – Number not used Effect – Number not used Operation impact: Nature of impact including mitigation – Number not used Scale of impact – Number not used Effect – Number not used	Table 1, 194 th entry Name – Fradley Pillbox Designation(s) – Non-designated Value – Low Construction impact: Nature of impact including mitigation – The asset lies within the area of land required for the Proposed Scheme. The structure will be entirely removed by preparatory works for the construction of the Trent and Mersey Canal viaduct. Appropriate mitigation will be carried out in accordance with the draft CoCP. Scale of impact – High Effect – Permanent Moderate Adverse Operation impact: Nature of impact including mitigation – No impact upon significance Scale of impact – No change Effect – Neutral	Yes This correction will lead to a new permanent moderate adverse significant effect.
Fradley to Colton, CA1 Cultural heritage Table 1, Volume 5, CH-003-001, CA1 of the main ES	Volume 2 of the main ES (Paragraphs 7.4.13 and 7.4.57) identified both a temporary and a permanent moderate adverse significant effect on Hungerhill Farmhouse (Asset Reference Number FRC111). However,	Table 1, 111 th entry Construction impact: Nature of impact including mitigation –This asset is located approximately 340m away from the route of the Proposed Scheme.	Table 1, 111 th entry Construction impact: Nature of impact including mitigation –Construction of the Pipe Ridware embankment (approximately 700m to the	No change – both the temporary and permanent effects were correctly reported in Volume 2.

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
	Volume 5 only identified a permanent moderate adverse significant effect. The Volume 2 assessment is correct and Volume 5 therefore needs to be corrected to include the temporary moderate adverse effect.	<p>Construction works associated with the Trent Valley viaduct, the borrow pit between the River Trent and Pipe Lane, the Pipe Ridware embankment, the Pipe Ridware embankment satellite compound and the Pipe Ridware Lane diversion will not physically impact the historic fabric or the immediate setting or relationship with other buildings. The Proposed Scheme and the construction works are likely to be visible within the broader landscape, although these may only be partial views at ground level due to intervening vegetation.</p> <p>Hedgerow mitigation around the lane diversion and the borrow pit will mitigate some noise, although this will lead to an impact on the appreciation of the rural setting across the Trent Valley landscape, which is considered to be significant.</p> <p>Scale of impact – Medium Effect – Permanent Moderate Adverse</p>	<p>south), the diversion of Pipe Lane (approximately 340m to the south), the excavation of the borrow pit at Blithbury to the east of the River Trent viaduct (approximately 740m to the south-east), and the movement of construction traffic from the Pipe Ridware embankment satellite compound (approximately 620m to the south-west), will result in a temporary noise and visual impact on the building's rural setting. The presence of Pipe Ridware embankment and landscape bunds, approximately 700m to the south, will result in a permanent visual impact and alter the building's rural setting. This will constitute a medium adverse temporary and permanent impact and a moderate adverse significant effect.</p> <p>Scale of impact – Medium Effect – Temporary Moderate Adverse</p> <p>Scale of impact – Medium Effect – Permanent Moderate Adverse</p>	
Fradley to Colton, CA1 Landscape and visual Viewpoint 007.03.008, LV-001-002, CA1 of the main ES	A significant effect was incorrectly stated for viewpoint 007.03.008 for year 15 (Summer) and year 60 of operation. A minor adverse (non-significant) effect should have been reported rather than a moderate adverse (significant) effect.	<p>Viewpoint 007.03.008, Table 3</p> <p>Operation year 15 Summer - ...Therefore the magnitude of change will decrease to low and give rise to a moderate adverse (significant) effect.</p> <p>Operation year 60 Summer - By Year 60, assuming the continued presence and maturation of the mitigation planting, the magnitude of change will remain low and give rise to a moderate adverse (significant) effect.</p>	<p>Viewpoint 007.03.008, Table 3</p> <p>Operation year 15 Summer - ...Therefore the magnitude of change will decrease to low and give rise to a <i>minor</i> adverse (<i>non-significant</i>) effect.</p> <p>Operation year 60 Summer - By Year 60, assuming the continued presence and maturation of the mitigation planting, the magnitude of change will remain low and give rise to a <i>minor adverse (non-significant) effect</i>.</p>	Yes. The effect changes from significant to non-significant
Fradley to Colton, CA1 Sound, noise and vibration	Henry Chadwick Primary School was omitted from the construction assessment.	No text exists within the main ES for this correction.	Table 7, new entry Assessment location ref. - 25103	No change. This correction will not lead to a new or

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 7 and Table 10, SV-002-001, CA1 of the main ES			<p>Area represented - Henry Chadwick Primary School</p> <p>Typical/highest monthly outdoor L_{pAeq} [dB] at the façade [Assessment category A/B/C]:</p> <p>Day 0700-1900 - 51/56</p> <p>Construction activity resulting in highest forecast noise levels - Day: Earthworks</p> <p>Significance criteria:</p> <p>Type of effect - B (ground-borne vibration)</p> <p>Number of impacts represented - 1</p> <p>Type of receptor - G4 (school)</p> <p>Receptor design – T (typical)</p> <p>Impact duration (Months) - negligible duration</p> <p>Significant effect – The predicted airborne construction sound levels at Assessment location ref.: 25103 are greater than the screening criteria for this building type. Where predicted levels are greater than the screening criteria, this triggers a requirement to undertake a further assessment including local factors. In this location, the ground between the construction works and the school is acoustically 'soft' whereas the assessment considers 'hard' ground only. Taking the ground condition into account, this reduces the predicted levels at the school to a level below the screening value.</p> <p>The same data would appear in Table 10 (Construction airborne sound levels for use in cross discipline assessments) as a new entry.</p>	different significant effect.

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>Colwich to Yarlet, CA2</p> <p>Agriculture, forestry and soils</p> <p>Paragraph 3.1.5, Volume 5, AG-001-002, CA2 of the main ES</p>	<p>Correction to acknowledge Ingestre Wood as commercial woodland and addition of Lionlodge Covert.</p>	<p>Paragraph 3.1.5</p> <p>The woodland around Ingestre and at Lionlodge Covert appears to be managed, although not as a commercial forestry activity.</p>	<p>Paragraph 3.1.5</p> <p>Ingestre Wood is managed as a commercial forest. Woodland at Lionlodge Covert appears to be managed, although not as a commercial forestry activity.</p>	<p>No change.</p> <p>There is no change to the significant effects reported in the main ES.</p>
<p>Colwich to Yarlet, CA2</p> <p>Agriculture, forestry and soils</p> <p>Table 7, Volume 5, AG-001-002, CA2 of the main ES</p>	<p>Wadden Farm (CA2/30) was included as a separate holding whereas it is part of New Buildings Farm (CA2/32). As a result, the size of New Buildings Farm holding was reported incorrectly.</p>	<p>Table 7, 30th entry</p> <p>Holding reference, name and description – CA2/30*, Wadden Farm, 24ha grassland</p> <p>Temporary effects:</p> <p>Land required: Low</p> <p>2.1ha; 9% of holding required for construction.</p> <p>Agricultural land required for the Proposed Scheme and the realignment of the B5066 Sandon Road.</p> <p>Severance: Negligible</p> <p>Disruptive effects: Negligible</p> <p>Permanent effects:</p> <p>Land required: Negligible</p> <p>1.0ha; 4% of holding required</p> <p>Severance: Negligible</p> <p>Infrastructure: Negligible</p>	<p>Table 7, 30th entry</p> <p>Entry row removed with no replacement text.</p>	<p>No change.</p> <p>There is no change to the significant effects reported in the main ES.</p>
		<p>Table 7, 32nd entry</p> <p>Holding reference, name and description – CA2/32, New Buildings Farm....228ha dairy farm – all grass, on a New Zealand farming system (extensive grazing). 450 Friesian x Jersey cows with heifers bred on site. Beef cattle sold....</p>	<p>Table 7, 32nd entry</p> <p>Holding reference, name and description – CA2/32, New Buildings Farm....252ha dairy farm– all grass, on a New Zealand farming system (extensive grazing).</p>	

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>Temporary effects:</p> <p>....42.2ha; 19% of holding required for construction....</p> <p>Permanent effects:</p> <p>....20.8ha; 9% of holding required for construction....</p>	<p>450 Friesian x Jersey cows with heifers bred on site. Beef cattle sold....</p> <p>Temporary effects:</p> <p>....44.3ha; 18% of holding required for construction....</p> <p>Permanent effects:</p> <p>....21.8ha; 9% of holding required for construction....</p>	
<p>Stone and Swynnerton, CA3</p> <p>Cultural heritage</p> <p>Table 1, Volume 5, CH-003-003, CA3 of the main ES</p>	<p>Volume 5 of the main ES reported that a milepost on the A5026 Eccleshall Road at Walton Heath (Asset Reference Number STS011) fell outside the land required for the Proposed Scheme and would not be impacted upon. This is incorrect as the milepost falls within the land required for the Proposed Scheme.</p>	<p>Table 1, 11th entry</p> <p>Construction impact:</p> <p>Nature of impact including mitigation – The asset lies immediately outside of the land required for the Proposed Scheme and will not be impacted upon.</p> <p>Scale of impact – No Change</p> <p>Effect – Neutral</p>	<p>Table 1, 11th entry</p> <p>Construction impact:</p> <p>Nature of impact including mitigation – The milepost is located within the land required for the Proposed Scheme and will be removed.</p> <p>Scale of impact – High</p> <p>Effect – Permanent Moderate Adverse</p>	<p>Yes</p> <p>This correction will lead to a new permanent moderate adverse significant effect.</p>
<p>Stone and Swynnerton, CA3</p> <p>Sound, noise and vibration</p> <p>Table 7 and Table 10, SV-002-003, CA3 of the main ES</p>	<p>Manor Hill First School was omitted from the construction assessment.</p>	<p>No text exists within the main ES for this correction.</p>	<p>Table 7, new entry</p> <p>Assessment location ref. - 8364</p> <p>Area represented - Manor Hill First School</p> <p>Typical/highest monthly outdoor L_{pAeq} [dB] at the façade [Assessment category A/B/C]:</p> <p>Day 0700-1900 - 52/56</p> <p>Construction activity resulting in highest forecast noise levels - Day: Earthworks</p> <p>Significance criteria:</p> <p>Type of effect - B (ground-borne vibration)</p> <p>Number of impacts represented - 1</p>	<p>No change.</p> <p>This correction will not lead to a new or different significant effect.</p>

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>Type of receptor - G4 (school)</p> <p>Receptor design - T (typical)</p> <p>Impact duration (months) - negligible duration</p> <p>Significant effect – The predicted airborne construction sound levels at Assessment location ref.: 8364 are greater than the screening criteria for this building type. Where predicted levels are greater than the screening criteria this triggers a requirement to undertake a more detailed assessment of local factors. In this location the ground between the construction works and the school is acoustically 'soft' whereas the assessment considers 'hard' ground only. Taking the ground conditions into account, this reduces the predicted levels at the school to a level below the screening value.</p> <p>The same data would appear in Table 10 (Construction airborne sound levels for use in cross discipline assessments) as a new entry.</p>	
<p>Stone and Swynnerton, CA3</p> <p>Traffic and transport</p> <p>Table 55, Table 279 and Table 280, Volume 5, TR-001-000, CA3 of the main ES</p>	<p>The main ES incorrectly reported the baseline and future baseline traffic flows on the A500 Queensway (between Newcastle Road and M6).</p>	<p>Table 55, 12th entry:</p> <p>AM peak all vehicles – 2132, 811</p> <p>AM peak HGV – 257, 98</p> <p>PM peak all vehicles – 2021, 793</p> <p>PM peak HGV – 199, 78</p> <p>AADT all vehicles – 23236, 8975</p> <p>AADT HGV – 2964, 1143</p> <p>Table 279, 5th entry:</p> <p>2023 baseline</p> <p>All vehicles – 2308, 878</p> <p>HGV – 278, 106</p>	<p>Table 55, 12th entry:</p> <p>AM peak all vehicles – 2375, 1621</p> <p>AM peak HGV – 271, 185</p> <p>PM peak all vehicles – 2277, 1587</p> <p>PM peak HGV – 171, 119</p> <p>AADT all vehicles – 27935, 19262</p> <p>AADT HGV – 3653, 2513</p> <p>Table 279, 5th entry:</p> <p>2023 baseline</p> <p>All vehicles – 2572, 1756</p> <p>HGV – 293, 200</p>	<p>No change.</p> <p>The assessment undertaken in the main ES was correct. The traffic flow and impacts data reported in the respective tables in TR-001-000 of the main ES was incorrectly reported. This also affected the future year forecasts.</p>

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>2023 with HS2 All vehicles – 2592, 1162 HGV – 335, 163 with HS2 % change from 2023 baseline All vehicles – 12.3%, 32.3% HGV – 20.5%, 55.8%</p> <p>Table 280, 5th entry: 2023 baseline All vehicles – 2198, 863 HGV – 216, 85 2023 with HS2 All vehicles – 2487, 1152 HGV – 273, 142 with HS2 % change from 2023 baseline All vehicles – 13.2%, 33.5% HGV – 26.3%, 67.0%</p>	<p>2023 with HS2 All vehicles – 2856, 2040 HGV – 350, 257 with HS2 % change from 2023 baseline All vehicles – 11.0%, 16.2% HGV – 19.4%, 28.4%</p> <p>Table 280, 5th entry: 2023 baseline All vehicles – 2477, 1726 HGV – 186, 129 2023 with HS2 All vehicles – 2766, 2015 HGV – 243, 186 with HS2 % change from 2023 baseline All vehicles – 11.7%, 16.8% HGV – 30.6%, 43.9%</p>	
<p>Stone and Swynnerton, CA3 Traffic and transport Table 75, Table 254, Table 274 and Table 300, Volume 5, TR-001-000, CA3 of the main ES</p>	<p>The main ES incorrectly reported the baseline and future baseline traffic flows on the A500 Queensway (between A519 Newcastle Road and M6 at Junction 15) and M6 Junction 15 Northbound off slip impacts.</p>	<p>Table 75, 3rd entry: 2012 AM (08:00 – 09:00) baseline results V/C - 66% Queue, PCU – 0 2012 PM (17:00 – 09:00) baseline results V/C - 52% Queue, PCU – 0</p> <p>Table 254, 12th entry:</p>	<p>Table 75, 3rd entry: 2012 AM (08:00 – 09:00) baseline results V/C - 81% Queue, PCU – 6 2012 PM (17:00 – 09:00) baseline results V/C - 59% Queue, PCU – 3</p> <p>Table 254, 12th entry:</p>	<p>No change. The assessment undertaken in the main ES was correct. The traffic flow and impacts data reported in the respective tables in TR-001-000 of the main ES was incorrectly reported. This also affected the future year forecasts.</p>

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>AM (08:00 – 09:00)</p> <p>2016 all vehicles – 2132, 811</p> <p>2016 HGV – 257, 98</p> <p>2023 all vehicles – 2308, 878</p> <p>2023 HGV – 278, 106</p> <p>2027 all vehicles – 2377, 904</p> <p>2027 HGV – 286, 109</p> <p>2041 all vehicles – 2582, 982</p> <p>2041 HGV – 311, 118</p> <p>PM (17:00 – 18:00)</p> <p>2016 all vehicles – 2021, 793</p> <p>2016 HGV – 199, 78</p> <p>2023 all vehicles – 2198, 863</p> <p>2023 HGV – 216, 85</p> <p>2027 all vehicles – 2264, 889</p> <p>2027 HGV – 223, 87</p> <p>2041 all vehicles – 2491, 978</p> <p>2041 HGV – 245, 96</p> <p>Table 274, 3rd entry:</p> <p>2012 AM</p> <p>V/C - 66%</p> <p>Queue, PCU – 0</p> <p>2023 AM</p> <p>V/C - 70%</p> <p>Queue, PCU – 0</p>	<p>AM (08:00 – 09:00)</p> <p>2016 all vehicles – 2375, 1621</p> <p>2016 HGV – 271, 185</p> <p>2023 all vehicles – 2572, 1756</p> <p>2023 HGV – 293, 200</p> <p>2027 all vehicles – 2649, 1808</p> <p>2027 HGV – 302, 206</p> <p>2041 all vehicles – 2877, 1964</p> <p>2041 HGV – 328, 224</p> <p>PM (17:00 – 18:00)</p> <p>2016 all vehicles – 2277, 1587</p> <p>2016 HGV – 171, 119</p> <p>2023 all vehicles – 2477, 1726</p> <p>2023 HGV – 186, 129</p> <p>2027 all vehicles – 2551, 1777</p> <p>2027 HGV – 191, 133</p> <p>2041 all vehicles – 2806, 1955</p> <p>2041 HGV – 210, 147</p> <p>Table 274, 3rd entry:</p> <p>2012 AM</p> <p>V/C - 81%</p> <p>Queue, PCU – 6</p> <p>2023 AM</p> <p>V/C - 87%</p> <p>Queue, PCU – 7</p>	

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>2012 PM V/C - 52% Queue, PCU – 0</p> <p>2023 PM V/C - 63% Queue, PCU – 0</p> <p>Table 300, 3rd entry: 2023 AM (08:00 – 09:00) future baseline V/C - 70% Queue, PCU – 0</p> <p>2023 AM (08:00 – 09:00) with the Proposed Scheme V/C - 72% Queue, PCU – 0</p> <p>2023 PM (17:00 – 18:00) future baseline V/C - 63% Queue, PCU – 0</p> <p>2023 PM Proposed Scheme V/C - 61% Queue, PCU – 0</p>	<p>2012 PM V/C - 59% Queue, PCU – 3</p> <p>2023 PM V/C - 71% Queue, PCU – 4</p> <p>Table 300, 3rd entry: 2023 AM (08:00 – 09:00) future baseline V/C - 87% Queue, PCU – 7</p> <p>2023 AM (08:00 – 09:00) with the Proposed Scheme V/C - 88% Queue, PCU – 7</p> <p>2023 PM (17:00 – 18:00) future baseline V/C - 71% Queue, PCU – 4</p> <p>2023 PM Proposed Scheme V/C - 67% Queue, PCU – 4</p>	
<p>Traffic and transport</p> <p>Table 76, Table 326, Table 340 and Table 341, Volume 5, TR-001-000, CA3 of the main ES</p>	<p>The main ES incorrectly reported the baseline and future baseline traffic flows on the A53 Newcastle Road. (between Madeley Road and Holly Bush Lane).</p>	<p>Table 76, 10th entry: 2016 baseline AM peak (08:00 – 09:00) 2016 all vehicles – 654, 330 2016 HGV – 50, 25 2016 baseline PM peak (17:00 – 18:00)</p>	<p>Table 76, 10th entry: 2016 baseline AM peak (08:00 – 09:00) 2016 all vehicles – 430, 773 2016 HGV – 48, 25 2016 baseline PM peak (17:00 – 18:00)</p>	<p>No change.</p> <p>The assessment undertaken in the main ES was correct. The traffic flow and impacts data reported in the respective tables in TR-001-000</p>

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>2016 all vehicles – 429, 431</p> <p>2016 HGV – 25, 25</p> <p>AADT</p> <p>2016 all vehicles – 5468, 3845</p> <p>2016 HGV – 447, 299</p> <p>Table 326, 10th entry:</p> <p>AM (08:00 – 09:00)</p> <p>2016 all vehicles – 654, 330</p> <p>2016 HGV – 50, 25</p> <p>2023 all vehicles – 696, 352</p> <p>2023 HGV – 53, 27</p> <p>2027 all vehicles – 714, 361</p> <p>2027 HGV – 55, 28</p> <p>2041 all vehicles – 768, 388</p> <p>2041 HGV – 59, 30</p> <p>PM (17:00 – 18:00)</p> <p>2016 all vehicles – 429, 431</p> <p>2016 HGV – 25, 25</p> <p>2023 all vehicles – 455, 457</p> <p>2023 HGV – 26, 26</p> <p>2027 all vehicles – 466, 469</p> <p>2027 HGV – 27, 27</p> <p>2041 all vehicles – 490, 492</p> <p>2041 HGV – 28, 28</p>	<p>2016 all vehicles – 694, 449</p> <p>2016 HGV – 20, 23</p> <p>AADT</p> <p>2016 all vehicles – 6071, 6601</p> <p>2016 HGV – 436, 312</p> <p>Table 326, 10th entry:</p> <p>AM (08:00 – 09:00)</p> <p>2016 all vehicles – 430, 773</p> <p>2016 HGV – 48, 25</p> <p>2023 all vehicles – 458, 823</p> <p>2023 HGV – 51, 27</p> <p>2027 all vehicles – 470, 844</p> <p>2027 HGV – 52, 27</p> <p>2041 all vehicles – 505, 908</p> <p>2041 HGV – 56, 29</p> <p>PM (17:00 – 18:00)</p> <p>2016 all vehicles – 694, 449</p> <p>2016 HGV – 20, 23</p> <p>2023 all vehicles – 737, 477</p> <p>2023 HGV – 21, 25</p> <p>2027 all vehicles – 755, 488</p> <p>2027 HGV – 22, 25</p> <p>2041 all vehicles – 793, 513</p> <p>2041 HGV – 23, 27</p>	<p>of the main ES was incorrectly reported. This also affected the future year forecasts.</p>

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 340, 10th entry:</p> <p>2023 baseline</p> <p>All vehicles - 696, 352</p> <p>HGV – 53, 27</p> <p>2023 with HS2</p> <p>All vehicles - 735, 390</p> <p>HGV – 79, 52</p> <p>With HS2 % change from 2023 baseline</p> <p>All vehicles - 5.5%, 10.9%</p> <p>HGV – 47.5%, 94.0%</p> <p>Table 341, 10th entry:</p> <p>2023 baseline</p> <p>All vehicles - 455, 457</p> <p>HGV – 26, 26</p> <p>2023 with HS2</p> <p>All vehicles - 501, 504</p> <p>HGV – 52, 52</p> <p>With HS2 % change from 2023 baseline</p> <p>All vehicles – 10.2%, 10.1%</p> <p>HGV – 96.8%, 96.4%</p>	<p>Table 340, 10th entry:</p> <p>2023 baseline</p> <p>All vehicles - 458, 823</p> <p>HGV – 51, 27</p> <p>2023 with HS2</p> <p>All vehicles - 497, 861</p> <p>HGV – 77, 52</p> <p>With HS2 % change from 2023 baseline</p> <p>All vehicles - 8.5%, 4.6%</p> <p>HGV – 51.0%, 92.6%</p> <p>Table 341, 10th entry:</p> <p>2023 baseline</p> <p>All vehicles - 737, 477</p> <p>HGV – 21, 25</p> <p>2023 with HS2</p> <p>All vehicles – 783, 524</p> <p>HGV – 47, 51</p> <p>With HS2 % change from 2023 baseline</p> <p>All vehicles – 6.2%, 9.9%</p> <p>HGV – 123.8%, 104.0%</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>Volume 5 of the main ES incorrectly reported the complete removal of Asset WHMo21 – earthwork remains of Madeley Deer Park and associated medieval earthworks - and, as a result, a permanent moderate adverse</p>	<p>Table 1, 21st entry</p> <p>Construction impact:</p> <p>Nature of impact including mitigation – As the route of the Proposed Scheme comes out of the northern Whitmore tunnel portal, topsoil stripping will require the complete removal of this asset. This asset has both archaeological</p>	<p>Table 1, 21st entry</p> <p>Construction impact:</p> <p>Nature of impact including mitigation – <i>The construction of the Lea South viaduct will remove a strip of the north-eastern portion of this area of medieval earthworks, including a substantial section of the former eastern boundary of</i></p>	<p>No change.</p> <p>This correction will not lead to a new or different significant effect as it was correctly reported in the Volume 2.</p>

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>construction effect. Only a relatively small portion of the eastern edge of the asset falls within the land required for the Proposed Scheme, however this does include a substantial portion of the historic eastern boundary of Madeley Deer Park.</p> <p>The partial removal was correctly reported in the Volume 2 report.</p>	<p>and historical value but its current setting is compromised by modern development and no longer contributes significantly to its setting. Grassland and landscape planting will affect this asset.</p> <p>Scale of impact – High</p> <p>Effect – Permanent Moderate Adverse</p>	<p><i>Madeley Deer Park. This will constitute a high adverse impact on an asset of low significance and a permanent moderate adverse significant effect. This asset has both archaeological and historical value but its current setting is compromised by modern development and no longer contributes significantly to its heritage value. Grassland and landscape planting will affect this asset.</i></p> <p>Scale of impact – High</p> <p>Effect – Permanent Moderate Adverse</p>	
<p>Whitmore Heath to Madeley, CA4</p> <p>Landscape and visual</p> <p>Viewpoint 022.03.024, Volume 5, LV-001-004, CA4 of the main ES</p>	<p>The visual impact information in Table 3 was incorrectly presented for year 1, 15 and 60 in summer for Viewpoint 022.03.024.</p>	<p>Viewpoint 022.03.024, Table 3</p> <p>Operation year 1 summer -</p> <p>By the summer of year 15, the mitigation planting will help to screen views of passing vehicles and trains and integrate the new landform within the wider visual context. However the Proposed Scheme will remain very apparent within the view due to its proximity and the magnitude of visual change will be high with major adverse (significant) effects.</p> <p>Operation year 15 summer -</p> <p>By year 60, due to proximity and the size of the road embankment the effects on views will remain. Noise from passing trains and vehicles on the Manor Road overbridge will disturb the tranquillity of the cemetery. The magnitude of visual change will therefore remain high with major adverse (significant) effects.</p> <p>Operation year 60 summer</p> <p>Due to the proximity and scale of the Manor Road overbridge and the effect of passing traffic, the magnitude of visual change will remain high with major adverse (significant) effects.</p>	<p>Viewpoint 022.03.024, Table 3</p> <p>Operation year 1 summer -</p> <p>Intervening trees in full leaf will provide additional screening of views, but the Lea North embankment and Manor Road overbridge and associated passing vehicles and trains will still be prominent. The magnitude of visual change will remain high with a major adverse (significant) effect.</p> <p>Operation year 15 summer -</p> <p>By the summer of year 15, the mitigation planting will help to screen views of passing vehicles and trains and integrate the new landform within the wider visual context. However, the Proposed Scheme will remain very apparent within the view due to its proximity and the magnitude of visual change will be high with major adverse (significant) effects.</p> <p>Operation year 60 summer -</p> <p>By year 60, due to proximity and the size of the road embankment the effects on views will remain. Noise from passing trains and vehicles on the Manor Road overbridge will disturb the tranquillity of the cemetery. The magnitude of</p>	<p>No change to significant effects or mitigation.</p>

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
			visual change will therefore remain high with major adverse (significant) effects.	

3 References

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

HS2 Ltd (2018), *High Speed Two (HS2) Phase 2a (West Midlands-Crewe) Supplementary Environmental Statement (SES1) and Additional Provision Environmental Statement (AP1 ES)*. Available online at: <https://www.gov.uk/government/collections/hs2-phase-2a-supplementary-environmental-statement-and-additional-provision-environmental-statement>.

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