High Speed Rail (London – West Midlands)

Supplementary environmental information report

Temporary Closure of Cromwell Lane

February 2026

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.hs2.org.uk

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

Balfour Beatty VINCI Working in partnership with HS2

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1 Introduction

1.1 Background to High Speed Two

1.1.1 The hybrid Bill for High Speed Rail between London and the West Midlands ('the Bill') was submitted to Parliament together with an Environmental Statement (ES) in November 2013 ('the main ES'). The Bill was amended a number of times following its submission resulting in five Additional Provisions (APs) which were each accompanied by Supplementary Environmental Statements (SES).

1.1.2 The nominated undertaker, taking forward the detailed design and implementation of Phase One of HS2, is required by the Secretary of State (SoS) to comply with the Environmental Minimum Requirements (EMRs). The components of the EMRs are described in the EMR General Principles (CS755 02/17, February 2017).

1.1.3 Any new or different significant effects that were likely to result from changes to the design which did not require amendments to the Bill; changes to construction assumptions, new environmental baseline information and corrections to the main ES were reported in Supplementary Environmental Statements (SESs). These were deposited alongside the APs.

1.1.4 The Bill was enacted in February 2017 to become the High Speed Rail (London – West Midlands) Act 2017 ('the HS2 Act'). The HS2 Act confers the necessary powers required to construct, maintain and operate the HS2 railway from London to the West Midlands.

1.1.5 HS2 comprises the construction of a new railway approximately 230 km (143 miles) in length between London and the West Midlands. Passenger services will be provided by new high speed trains from 2026, which will travel at speeds of up to 360 kph (225 mph).

1.2 Introduction to this SEI and its purpose

1.2.1 This Supplementary Environmental Information (SEI) report describes new or different likely significant effects at Cromwell Lane (within Community Forum Area 18) arising from changes to construction methodology and that exceed those reported in the ES (as amended) and that, despite the implementation of the controls set out in the Environmental Minimum Requirements (EMRs), are predicted to remain as new significant effects (NSE).

1.3 The Environmental Minimum Requirements

1.3.1 The HS2 EMRs set out the high-level environmental and sustainability commitments that the Government has entered into through the hybrid Bill process.

1.3.2 The EMRs consist of a suite of framework documents which: (i) define the mechanisms by which the nominated undertaker will engage with communities and other key stakeholders; and (ii) implement environmental and sustainability management measures designed to protect communities and the environment during detailed design development and construction. The nominated undertaker is the body, appointed by the Secretary of State for Transport (SoS), responsible for delivering Phase One of HS2.

1.3.3 The nominated undertaker, taking forward the detailed design and implementation of Phase One of HS2, is required by the SoS to comply with the EMRs. The components of the EMRs are described in the EMR General Principles (CS755 02/17, February 2017).

1.3.4 The controls contained in the EMRs, along with powers contained in the HS2 Act and the Undertakings given by the Secretary of State, will ensure that impacts which have been assessed in the ES (as amended) will not be exceeded, unless any new impact or impacts in excess of those assessed in the ES:

- results from a change in circumstances which was not likely at the time of the ES[1];
- would not be likely to do be environmentally significant[2];
- results from a change or extension to the project, where that change or extension does not itself require environmental impact assessment (EIA) under either (i) article 4(1) of and paragraph 24 of Annex 1 to the EIA Directive[3] ; or (ii) article 4(2) of and paragraph 13 of Annex 2 to the EIA Directive[4]; or
- would be considered as part of a separate consent process (and therefore further EIA if required).

1 In addition, Supplementary Environmental Statements and Additional Provision Environmental Statements were published and tabled by the Promoter in July 2015, September 2015, October 2015 and December 2015
2 i.e. a situation that could not reasonably have been anticipated at the time of the Environmental Statement. This covers all effects (both positive and negative)
3 2011 consolidated EIA Directive (2011/92/EU)
4 Broadly, this would not allow those changes or extensions to the project (once it has received Royal Assent) which would give rise to adverse environmental effects within the EIA

2 Scope

2.1.1 Section 63(3) of the High Speed Rail (London – West Midlands) Act 2017 Act ("the Act") amends Regulation 9 (relating to subsequent applications) of the Environmental Impact Assessment Regulations. In particular Regulation 9, paragraph (1)(b)(ii) of the Environmental Impact Assessment Regulations is amended to specifically reference the Act.

2.1.2 Regulation 9(3) allows the relevant planning authority to request further environmental information (under Regulation 25) where they believe environmental information currently provided is deemed not adequate to assess the significant effects of the development on the environment.

2.1.3 This Supplementary Environmental Information Report (SEI) provides further environmental information to the ES (as amended) so as to satisfy any requests under paragraphs 9 and 25 of the EIA Regs by the relevant planning authorities, Warwick District Council and Warwickshire County Council when considering any relevant subsequent applications.

2.1.4 Additionally, Paragraph 1.1.3 of the High Speed Rail (London – West Midlands) Environmental Minimum Requirements (EMR) General Principles states that:

> "The controls contained within the Environmental Minimum Requirements (EMRs) [...] will ensure that impacts which have been assessed in the ES will not be exceeded, unless any new impact in excess of those assessed in the ES results from a change in circumstances which was not likely at the time of the ES..."
>
> Furthermore paragraph 3.1.8 states:
>
> "In the circumstances in the first bullet point of paragraph 1.1.3, if the significant adverse impacts identified in the ES are likely to be exceeded, the nominated undertaker will take all reasonable steps to minimise or eliminate those additional impacts. If despite these reasonable steps, significant impacts remain the nominated undertaker will report them."

2.1.5 Consequently, this document also provides a report to meet the requirements of paragraph 3.1.8 of the EMR General Principles.

3 Site and works description

3.1.1 The site is located in Community Forum Area (CFA) 18, near Balsall Common, at approximate Chainage 146+300.

3.1.2 Cromwell Lane, spanning approximately 2 km overall, links Station Avenue to the north with Red Lane and Hob Lane to the south. The wider rural and suburban road network connects the Tile Hill area of Coventry to Burton Green, Kenilworth and Balsall Common.

3.1.3 Cromwell Lane accommodates up to 6,500 motorised vehicles daily and is part of a public transport route. Public transport services 233 and 557 (school service) will require a short diversion. It does have a footpath alongside, although temporarily only on one side across the scheme.

3.1.4 Along Cromwell Lane there are continuous residences and, a short distance beyond to the south, the local village hall and primary school.

The site is presented in Figure 1 and Figure 2 below.

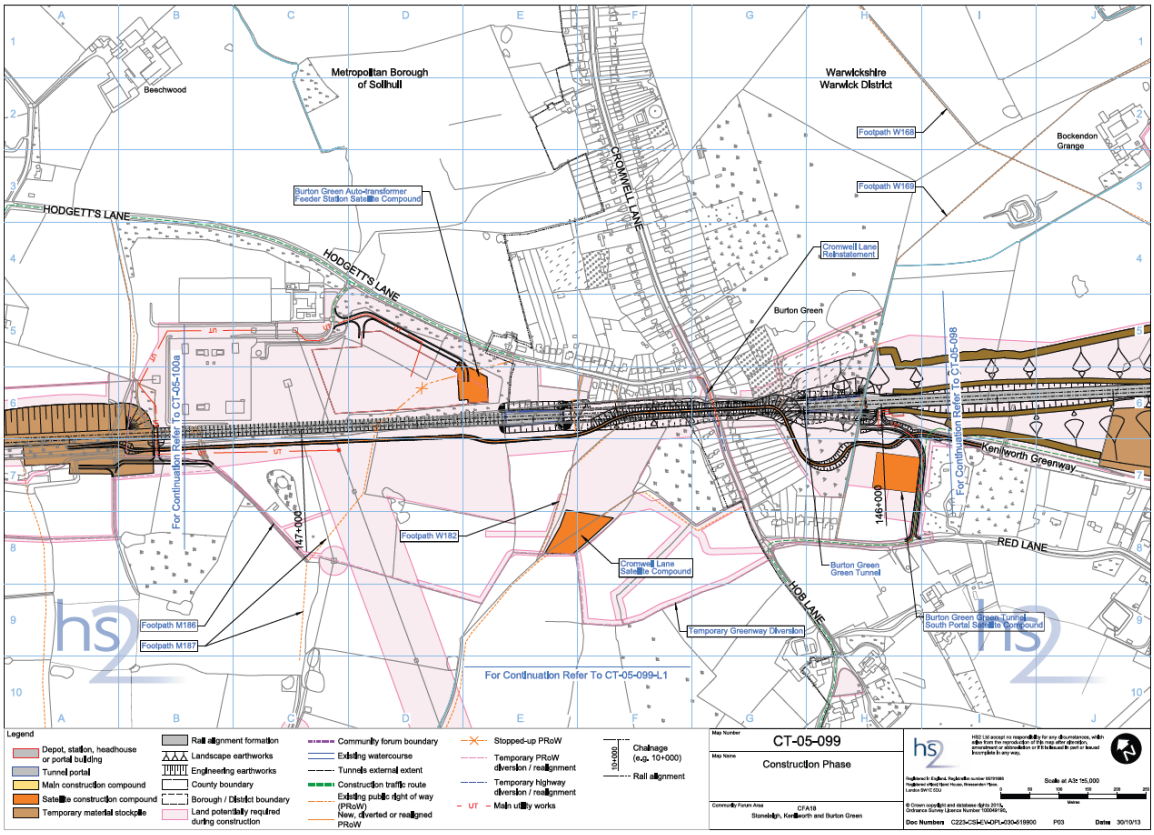

Figure 1 ES CFA 18 Map

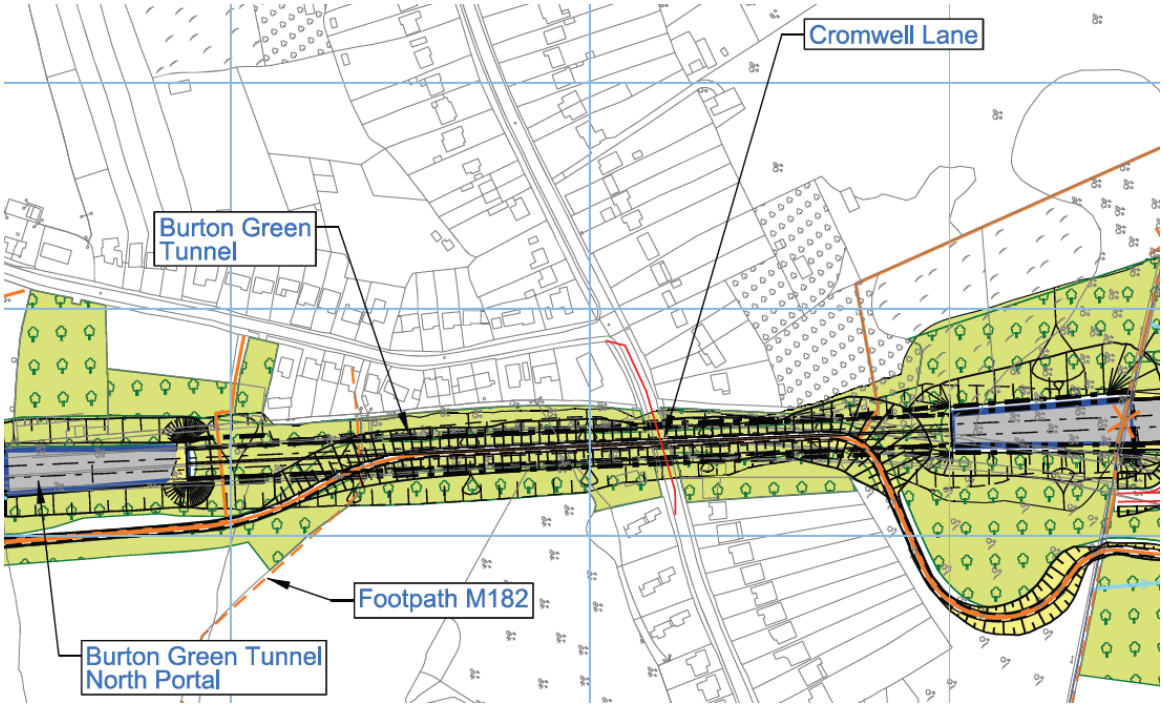

Figure 2 Post-HS2 highway network and associated construction works

3.1.5 The works assessed in this report include the following:

- The temporary closure of Cromwell Lane for a period of five months starting in Q2 2026 to enable tie-in works associated with the replacement structure.

4 Summary of changes from the ES (as amended)

4.1 Changes to the engineering design and construction methodology from the ES (as amended)

4.1.1 Since the submission of the ES (as amended), it has been necessary to make changes to engineering design and construction methodology for the Cromwell Lane bridge replacement tie-in works. These changes have resulted in the temporary closure of Cromwell Lane for a period of five months. These changes are described below.

4.2 Engineering Design and Construction Methodology as described in the ES (as amended)

4.2.1 The scheme, as assessed by the ES (as amended), includes the removal of the existing bridge over the former railway at Cromwell Lane and construction of a green tunnel structure through Burton Green, which Cromwell Lane will pass over the top of.

4.2.2 The ES (as amended) anticipated that during the bridge replacement tie-in works, the current roads would remain open and traffic could flow normally. These works were expected to require only minimal traffic management, with short-term closures i.e., overnight or weekend. These brief interruptions were projected to have a minimal impact on public traffic.

4.2.3 In the initial assessment of construction within the ES (as amended), only major works with a significant impact on traffic and transport were considered. At the time of the ES's publication, no construction works near Cromwell Lane were identified as being significant for traffic flows or severance. The ES (as amended) notes that temporary local traffic management may be necessary to minimise any additional impact on public traffic.

4.3 Engineering and design changes since the time of the ES (as amended)

4.3.1 Since the ES (as amended), it has been determined that the required construction works are more extensive than assumed within the ES (as amended) and a longer term temporary road closure of Cromwell Lane is required to complete the works. The reasons for this include:

- Utility information contained within the ES proved to be inaccurate while physical constraints have resulted in inadequate spacing between utility

infrastructure, leading to more complex re-provision across the replacement structure.

- There is a high need for safety and alternative excavation methods during utility infrastructure works due to the poor condition of a low pressure gas main and the congestion underground.

4.3.2 A temporary closure of Cromwell Lane will be required for a period of up to five months, starting in April 2026, to complete the bridge replacement tie-in works.

4.3.3 During the closure, access will be maintained for existing residences up to the closure on both sides of the scheme and will route (from the north side) via Hodgetts Lane, Waste Lane onto Kelsey Lane, A452 Kenilworth Road / Birmingham Road, and Red Lane, resulting in a total diversion length of around 10 km.

4.4 Topics impacted

4.4.1 Following a review of the combined changes in circumstances detailed in the preceding paragraphs new significant effects (NSE) have been identified with respect to the following:

- Traffic flows (diverting)
- Traffic flows (congestion)

4.4.2 Effects on traffic related severance along Waste Lane will remain at the same significance level as assessed in the ES (as amended).

4.4.3 Effects on public transport services, notably service 233 and 557 (school service), have been considered as they will need to be diverted as a direct result of the road closure. However, these have been deemed to be not significant.

4.4.4 Effects for other environmental topics assessed in the ES (as amended) were determined to be not significant (i.e., not NSE) and so are not considered further in this report.

4.4.5 A review of the environmental topics identified above is reported in Section 5.

5 Assessment of changes

5.1 Traffic and transport

Introduction

5.1.1 This section of the report describes the environmental baseline in relation to traffic and transport that is relevant to the assessment. It then identifies any new or different likely significant environmental effects as a result of the changes introduced in Section 4, compared to the ES (as amended).

Scope, assumptions and limitations

Methodology

5.1.2 The assessment scope, key assumptions and limitations for traffic and transport are as set out in Volume 1, the SMR (Volume 5: Appendix CT-001-000/1) and the SMR Addendum (Volume 5: Appendix CT-001-000/2). This report follows the standard assessment methodology.

5.1.3 Definitions as defined in the Scope and Methodology Report Addendum (CT-001-000/2), Annex I, Section 3.

Assumptions and limitations

5.1.4 Local assumptions and limitations for traffic and transport are set out in the main ES (Volume 2, CFA 18, Section 12).

Environmental baseline

5.1.5 The existing baseline for traffic and transport is as set out in (Volume 2, CFA 18, Section 12 of the ES (as amended).

Effects arising during construction

Avoidance and mitigation measures

5.1.6 The CoCP (see Volume 5: Appendix CT-003-000/1) will include measures which seek to reduce the impacts and effects of deliveries of construction materials and equipment, including construction lorry trips during peak background traffic periods. The CoCP includes HGV management and control measures.

5.1.7 Other measures in the CoCP include clear controls on vehicle types, hours of site operation, and routes for heavy goods vehicles, to reduce the impacts of road-based construction traffic. To achieve this, generic and site-specific management measures will be implemented during the construction of the works on or adjacent to public roads, bridleways, footpaths, and other Public Right of Way (PRoW) affected by the works as necessary.

Assessment of significant effects

Traffic flows (diversion)

5.1.8 The closure of Cromwell Lane for up to five months will affect up to 6,500 motorised vehicle users per day. These vehicles will be required to undergo a maximum diversion of up to 10 km, resulting in a major adverse significant effect on traffic flows.

5.1.9 Access is maintained for all local residences during the closure. Non-motorised user access is maintained through the road closure for the duration.

5.1.10 The formal diversion route detailed above is illustrated in Figure A.1, Appendix A.

Traffic flows (congestion)

5.1.11 The diversion of existing traffic volumes from Cromwell Lane onto Waste Lane will increase traffic volumes through the Kelsey Lane / A452 signal controlled junction, resulting in a major adverse significant effect on traffic flows. The ES (as amended) reported a minor adverse significant effect in this location, leading to a change in the level of significance and an intensification in congestion during peak periods.

Traffic severance

5.1.12 The diversion of traffic volumes from Cromwell Lane will result in increased traffic volumes along Waste Lane, affecting existing users. Waste Lane currently carries around 5,400 motorised vehicle users per day, which will increase to around 11,000 motorised vehicle users per day, which is equivalent to 100% increase.

5.1.13 There are no new obstructions to pedestrian movement to crossing the road except increased volumes. Based on the criteria in Table 3, this is considered to result in a moderate magnitude in traffic related severance. With a medium number of users (250 to 750 veh/hr) and a duration of 5 months, this leads to a major adverse significant effect. This does not change the level of significance already reported in the ES (as amended) which concluded a major adverse effect along Waste Lane / Kelsey Lane and at its junctions with the A452 and Windmill Lane.

Other mitigation measures

5.1.14 Closures have been phased to minimise the total duration of impact, whilst maintaining local access where possible.

5.1.15 BBV will continue to develop their construction methodology and mitigation measures to minimise the duration of closures, whilst implementing local solutions to partially mitigate for local communities.

6 Conclusions

Table 1 provides a summary of the new significant effects anticipated because of the changes described in Section 4.

Table 1. Summary of new significant effects

Environmental Disciple / Category	**Effect** *(delete the rows below as appropriate)*
Traffic & Transport – Traffic Flows (diversion)	The five month temporary closure of Cromwell Lane will require around 6,500 motorised vehicles per day to follow a signed 10 km diversion, resulting in a Major adverse significant effect on traffic flows.
Traffic & Transport – Traffic Flows (congestion)	The increased traffic volume from diverted traffic will be required to pass through the A452 / Kelsey Lane junction, which experiences peak hour congestion, resulting in a Major adverse significant effect on traffic flows. This represents a change in significance from minor adverse to major adverse.

7 List of acronyms and abbreviations

Table 2. Acronyms and abbreviations

Acronym	Description
AP	Additional Provisions
BPM	Best Practicable Means
CFA	Community Forum Area
CoCP	Code of Construction Practice (Annex 1 of the EMRs)
EIA	Environmental Impact Assessment
EMR	Environmental Minimum Requirements
ES	Environmental Statement
SES	Supplementary Environmental Statement
SoS	Secretary of State for Transport
PRoW	Public Right of Way

8 References

HS2 Environmental Statement, Volume 5: Appendix CT-001-000/1); Scope and Methodology Report (SMR).

HS2 Environmental Statement, Volume 5: Appendix CT-001-000/2); Scope and Methodology Report (SMR) Addendum.

HS2 Environmental Statement, Volume 2, Community Forum Area Report: CFA 18 Stoneleigh, Kenilworth and Burton Green

HS2 Environmental Statement, Volume 2, Community Forum Area Report: CFA 23 Balsall Common and Hampton in Arden

High Speed Rail (London-West Midlands), Environmental Minimum Requirements General Principles.

9 Appendix A

Figure A.1 Cromwell Lane closure signed diversion route (10 km)