High Speed Rail (London – West Midlands)

Supplementary environmental information report

Temporary Closure of Diddington Lane

February 2026

Department for Transport

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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.

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 Diddington Lane (within Community Forum Area 23) 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 authority, Solihull Metropolitan District 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) 23, near Hampton in Arden, Solihull at approximate Chainage 155+000.

3.1.2 Diddington Lane spanning 1.6 km, links the B4102 Meriden Road to the south with the A452 Kenilworth Road to the north-east. The wider rural road network connects Hampton in Arden village with the A45 Coventry Road and the M42 motorway.

3.1.3 Diddington Lane accommodates up to 1,270 motorised vehicles daily and is not part of any public transport route. It does have an eastern footway at its southern end and connects two public footpaths (M114 and M115) on its west side. The ES (as amended) recorded a total of 3 users on these public footpaths during 10-hour survey periods in 2012.

3.1.4 Along Diddington Lane there are 33 residences and access roads to three farmyards hosting a variety of small businesses.

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

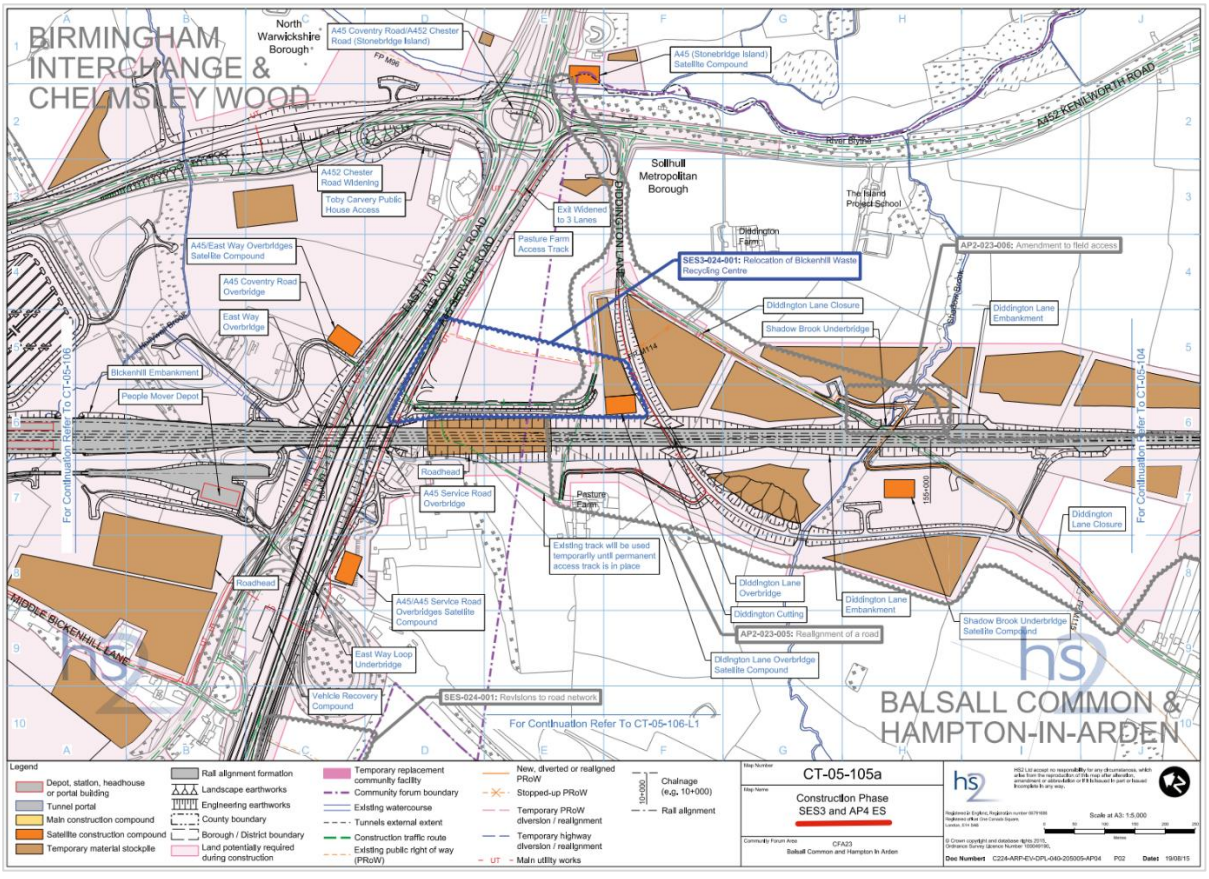


Figure 1 ES CFA 23 Map

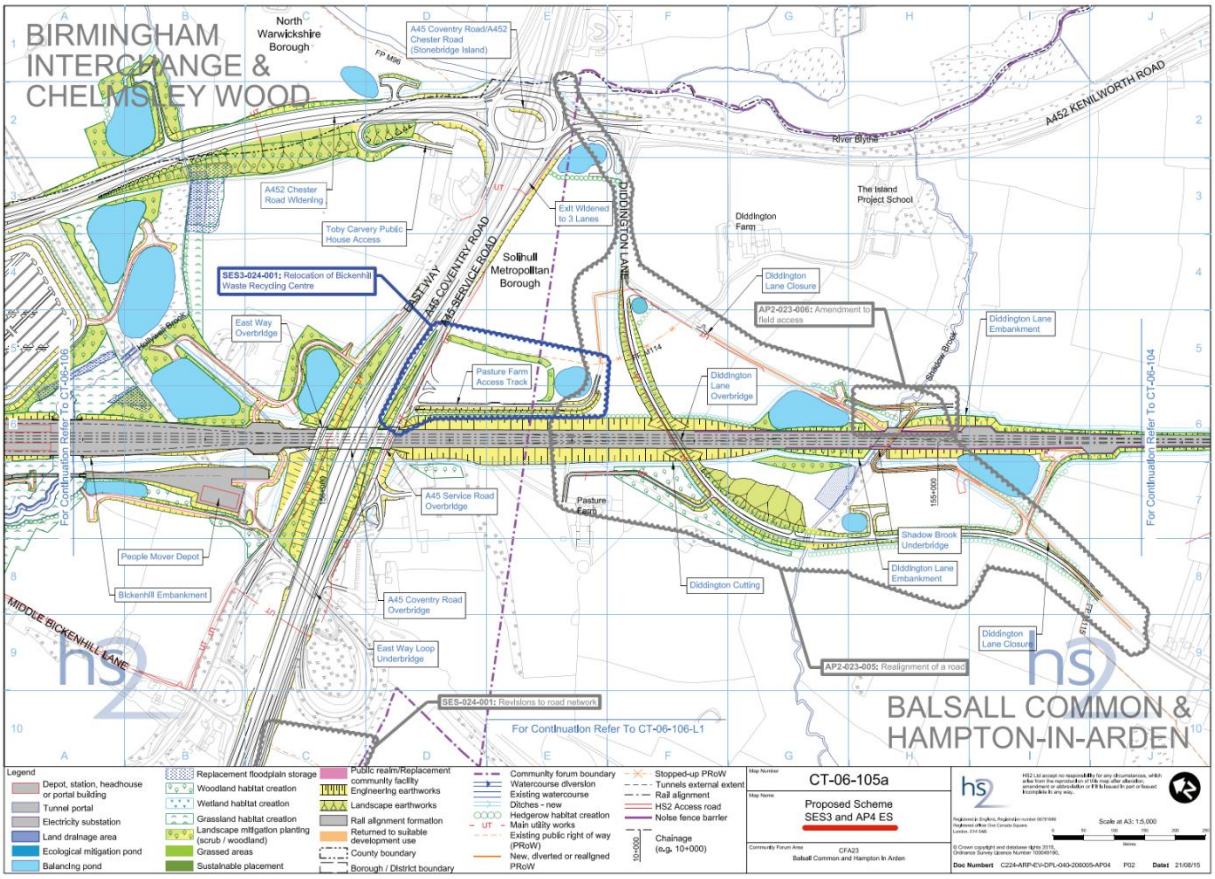


Figure 2 Post-HS2 highway network and associated construction works

3.1.5 The works assessed in this report include the following:

- The temporary closure of part of Diddington Lane for a period of six months starting 19 March 2026 to enable the construction of Shadow Brook Underbridge before the works for the realignment of Diddington Lane are completed.

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 Shadow Brook Underbridge. These changes have resulted in the temporary closure of part of Diddington Lane for a period of six months. These changes are described below.

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

4.2.1 A key feature relating to Diddington Lane itself was the proposed severance of the through-route along Diddington Lane with each end being served by retained junctions onto the A452 Kenilworth Road and B4102 Meriden Road, to the north and south respectively. This resulted in a moderate adverse significant effect due to the closure and subsequent re-routing of traffic. The scheme was amended at the SES/AP2 stage to retain the link through the construction of a new bridge and removed the significant effect.

4.2.2 The scheme, as assessed by the ES (as amended), includes construction of an underbridge to allow Shadow Brook and a new public right of way to pass under the HS2 railway, along with a realignment of Diddington Lane

4.2.3 The ES (as amended) anticipated that during the Shadow Brook Underbridge construction works, the realignment of Diddington Lane works would have been completed and the new alignment would remain open and traffic could flow normally. These works were expected to require only minimal traffic management, with some short-term closures i.e., overnight or weekend. These brief interruptions were projected to have a minimal impact on public traffic.

4.2.4 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 Diddington Lane were identified as being significant for traffic flows or severance, as any closures were for less than four weeks. 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 part of Diddington Lane is required to complete the works. The reasons for this include:

- The ES (as amended) assumed that Diddington Lane would be realigned onto the new permanent alignment, before construction works could commence on Shadow Brook Underbridge. A further constraint was that works could also not start in this area until a local special needs school called the Island Project had moved premises, which occurred in Summer 2024. This delayed the commencement of works on several assets in the area.

- In order to follow this original sequence and mitigate the delay, the project team planned and designed a temporary traffic diversion utilising a temporary bridge across Shadow Brook, which was designed by BBV consultants and issued to Solihull Metropolitan Borough Council (SMBC) for approval in December 2025. In January 2026, this consent was rejected on highway safety grounds, with a preference from the Local Authority for a closure of the road rather than a temporary diversion. This has led to the requirement of closing the road to be put forward as the remaining viable option.

- The proposed closure of Diddington Lane will allow the construction of Shadow Brook Underbridge to commence before the road is diverted, and mitigate potential delays that would occur if we are not permitted to close the road and commence works on the affected asset.

- This scenario could not have been reasonably foreseen at the time of the ES and was driven by the CGBs rather than by HS2 or BBV. This is the primary reason why an extended closure of Diddington Lane is now required.

4.3.2 A temporary closure of part of Diddington Lane will be required for a period of up to six months starting in March 2026, to complete the stated construction works.

4.3.3 During the closure, access will be maintained for properties at both the southern and northern ends of Diddington Lane from either end respectively. Through traffic will be diverted to the east via the B4102 Meriden Road, A452 Kenilworth Road and A45 Stonebridge Roundabout.

4.3.4 This diversion route is suitable for all motor-vehicles that use Diddington Lane and there is no shorter route available for local traffic. Non-motorised users may choose to use longer, but quieter routes to and from the A45 via Old Station Road to the west.

4.3.5 It is noteworthy that the Island Project School, which was a specialist school accessed from the northern end of Diddington Lane, has since been relocated and therefore a key sensitive receptor and its associated traffic volumes have been removed.

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 and delays to vehicle occupants - diversion route distance delay for occupants of over 1,000 vehicles for a period of greater than four months

4.4.2 Effects on severance and community, particularly on isolation of PRoWs, will not be impacted as a result of the proposed road closure as the section to be closed does not form part of the PRoW network and does not provide adequate facilities for footpath users.

4.4.3 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.

4.4.4 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 23, Section 12).

Environmental baseline

5.1.5 The existing baseline for traffic and transport is as set out in (Volume 2, CFA 23, 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 part of Diddington Lane for up to six months will affect up to 1,300 motorised vehicle users per day. These vehicles will be required to undergo a maximum diversion of up to 3 km, resulting in a moderate adverse significant effect on traffic flows.

5.1.9 Access is maintained for properties at either end Diddington Lane from their respective end, as the temporary closure will only apply to the central section where there are no accesses. The construction staff vehicle access on the east side of Diddington Lane for the River Blythe Viaduct satellite compound will be retained to the south of the closed section, but departing vehicles that would normally turn right will be required to turn left and follow the diversion route.

5.1.10 The formal diversion route for northbound vehicles is to head south on Diddington Lane and turn left onto the B4102 Meriden Road, before turning left onto the A452 Kenilworth Road at the Hampton Lane roundabout. This will lead them to the junction with the northern end of Diddington Lane where they can access the properties there or continue their normal route through the A45 Stonebridge Roundabout.

5.1.11 For southbound vehicles the diversion route is to head north and east on Diddington Lane, turn left on to the A452 Kenilworth Road, perform a U-turn of the A45 Stonebridge Roundabout before heading southbound on the A452 Kenilworth Road. They would then turn right at the Hampton Lane roundabout onto the B4102 Meriden Road, before turning right onto Diddington Lane if wanting to access the southern end.

5.1.12 Although there would likely be a temporary daily increase in vehicles turning out of Diddington Lane onto the B4102 Meriden Road, this would be offset by the reduction in vehicles turning left into Diddington Lane from the B4102 Meriden Road, as through traffic that normally uses Diddington Lane as a shortcut would instead continue eastwards to access the A452 Kenilworth Road from the Hampton Lane roundabout.

5.1.13 The formal diversion route detailed above is illustrated in Figure 3, Appendix A.

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 six-months temporary closure of part of Diddington Lane will require between 1,000 and 1,300 motorised vehicles per day to follow a signed 3 km diversion, resulting in a Moderate adverse significant effect on traffic flows.

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 23 Balsall Common and Hampton in Arden

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

9 Appendix A

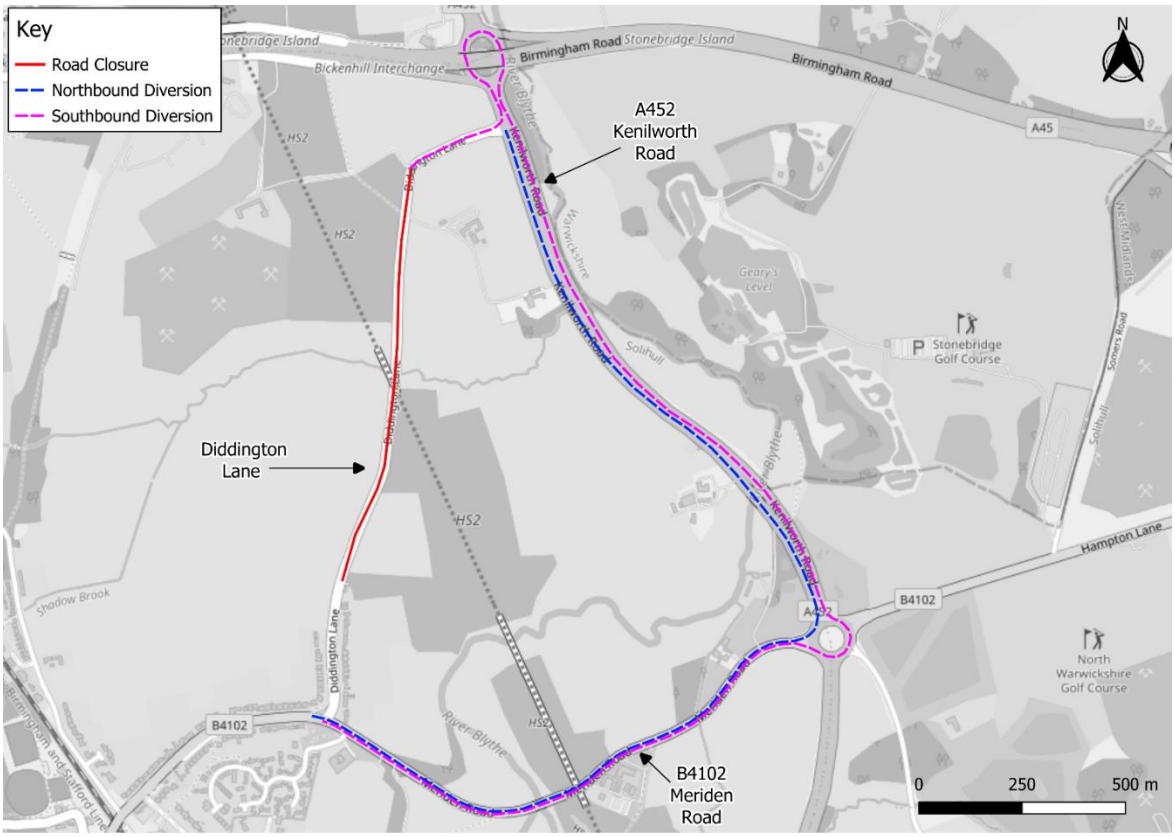


Figure 3 Diddington Lane closure signed diversion route