

High Speed Rail (Crewe – Manchester)

Supplementary Environmental Statement 1 and Additional Provision 1 Environmental Statement

Volume 5: Appendix CT-009-00000

Corrections to Volume 5 of the January 2022 Environmental Statement

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**Supplementary Environmental Statement 1 and
Additional Provision 1 Environmental Statement**

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Environmental Statement**



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 Corrections

- 1.1.1 This report is an appendix which forms part of Volume 5 of the Supplementary Environmental Statement 1 (SES1) and Additional Provision 1 Environmental Statement (AP1 ES).
- 1.1.2 Since the publication of the High Speed Two (HS2) High Speed Rail (Crewe – Manchester) Environmental Statement (ES) in January 2022 (the main ES)¹ a number of corrections have 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.
- 1.1.3 Table 1 sets out the corrections to Volume 5 appendices of the main ES in community area order followed by other Volume 5 appendices / Volume 5 map books; for clarity junction operation corrections are set out in full in Annex A and Annex B.
- 1.1.4 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 SES1 and AP1 ES Volume 2 Community Area reports and the SES1 and AP1 ES Volume 3 report.

¹ High Speed Two Ltd (2022), High Speed Rail (Crewe – Manchester), *Environmental Statement*. Available online at: <https://www.gov.uk/government/collections/hs2-phase2b-crewe-manchester-environmental-statement>.

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Corrections to Volume 5 of the January 2022 Environmental Statement

Table 1: Corrections to Volume 5 of the January 2022 Environmental Statement (the main ES)

Community area affected / location within the main ES	Reason for correction	Text in the main ES	Revised text	Change to significant effects and mitigation
<p>MA01: Hough to Walley's Green</p> <p>Agriculture, forestry and soils</p> <p>Paragraph 3.1.4, Table 6, Volume 5, Appendix: AG-001-0MA01</p>	<p>The main ES reported the incorrect overall permanent effects for MA03/1.</p>	<p>Paragraph 3.1.4, Table 6, first entry:</p> <p>Permanent impacts and effects</p> <p>Land required: Low 25.3ha; 9% of holding required for the Pickmere viaduct, the Arley Brook viaduct, Flittogate Lane diversion, B5391 Pickmere Lane realignment, balancing ponds, ecological and landscape mitigation. Severance: Low Access to severed land will be possible via Tabley Inferior Footpath 1/1 accommodation underbridge.</p> <p>Infrastructure effects: Negligible (It is noted that the residential property and buildings at Flittogate Farm will be demolished but these do not form part of the Roses Farm tenancy). Overall permanent assessment: Negligible.</p>	<p>Paragraph 3.1.4, Table 6, first entry:</p> <p>Permanent impacts and effects</p> <p>Land required: Low 25.3ha; 9% of holding required for the Pickmere viaduct, the Arley Brook viaduct, Flittogate Lane diversion, B5391 Pickmere Lane realignment, balancing ponds, ecological and landscape mitigation. Severance: Low Access to severed land will be possible via Tabley Inferior Footpath 1/1 accommodation underbridge.</p> <p>Infrastructure effects: Negligible (It is noted that the residential property and buildings at Flittogate Farm will be demolished but these do not form part of the Roses Farm tenancy). Overall permanent assessment: Minor.</p>	<p>No change.</p> <p>This correction will not lead to a new or different significant effect.</p>
<p>MA01: Hough to Walley's Green</p> <p>Operational sound, noise and vibration</p> <p>Paragraph 3.2.4, Table 2, Volume 5, Appendix: SV-003-0MA01</p>	<p>Incorrect number of properties represented by assessment locations.</p>	<p>Paragraph 3.2.4, Table 2, various entries:</p> <p>Number of impacts represented:</p> <p>610026 - 2 610603 - 1 610605 - 1 610624 - 2 610627 - 2 610631 - 9 610633 - 1</p>	<p>Paragraph 3.2.4, Table 2, various entries:</p> <p>Number of impacts represented:</p> <p>610026 - 1 610603 - 2 610605 - 8 610624 - 1 610627 - 3 610631 - 6 610633 - 2</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 affected / location within the main ES	Reason for correction	Text in the main ES	Revised text	Change to significant effects and mitigation
Paragraph 3.2.5, Table 3 and Table 4, Volume 5, Appendix: SV-003-0MA01		610635 - 3 610637 - 1 610642 - 4 610644 - 16 610645 - 3 610647 - 1 610648 - 2 610649 - 11 610650 - 2 610651 - 1 610652 - 3 610653 - 2 610654 - 6 610656 - 4 610657 - 5 610658 - 2 610659 - 19 610660 - 12 610661 - 5 610666 - 1 610677 - 18	610635 - 4 610637 - 3 610642 - 12 610644 - 12 610645 - 4 610647 - 3 610648 - 8 610649 - 4 610650 - 6 610651 - 4 610652 - 17 610653 - 5 610654 - 4 610656 - 3 610657 - 8 610658 - 21 610659 - 6 610660 - 4 610661 - 1 610666 - 0 610677 - 7	
		Paragraph 3.2.5, Table 3, first entry: Residential properties number of ground-borne noise impacts: • Low: 30 • Medium: 198 • High: 35 • Very High: 0	Paragraph 3.2.5, Table 3, first entry: Residential properties number of ground-borne noise impacts: • Low: 29 • Medium: 219 • High: 35 • Very High: 0	

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		Paragraph 3.2.5, Table 4, entry: Residential properties number of ground-borne vibration impacts: • Minor: 201 • Moderate: 2 • Major: 0	Paragraph 3.2.5, Table 4, first entry: Residential properties number of ground-borne vibration impacts: • Minor: 216 • Moderate: 2 • Major: 0	
MA01: Hough to Walley's Green Traffic and transport Paragraph 13.3.178, Volume 5, Appendix: TR-003-00001	The number of existing parking spaces has been updated following receipt of revised information.	Paragraph 13.3.178: There will be a temporary loss of off-street parking along the route of the Proposed Scheme in the MA01 area at two sites. This will be the temporary loss of four out of eight parking spaces for a period of five years and two months at McColl's convenience store off the B5076 Middlewich Street in Crewe. The construction of Cowley Way vent shaft will require the temporary acquisition of approximately 65% of the land used for HGV parking at Crewe Truck Stop and Café, located off the A532 Weston Road, resulting in the temporary loss of 90 out of 124 parking spaces for a period of five years and three months.	Paragraph 13.3.178: There will be a temporary loss of off-street parking along the route of the Proposed Scheme in the MA01 area at two sites. This will be the temporary loss of four out of eight parking spaces for a period of five years and two months at McColl's convenience store off the B5076 Middlewich Street in Crewe. The construction of Cowley Way vent shaft will require the temporary acquisition of approximately 65% of the land used for HGV parking at Crewe Truck Stop and Café, located off the A532 Weston Road, resulting in the temporary loss of 90 out of 120 existing HGV parking spaces for a period of five years and three months.	No change. This correction will not lead to a new or different significant effect.

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<p>MA01: Hough to Walley's Green</p> <p>Traffic and transport</p> <p>Paragraph 13.5.12, Volume 5, Appendix: TR-003-00001</p>		<p>Paragraph 13.5.12:</p> <p>The construction of Cowley Way vent shaft will require the permanent acquisition of approximately 35% of the land used for HGV parking at Crewe Truck Stop and Café, located off the A532 Weston Road, resulting in the permanent loss of 59 out of 124 existing HGV parking spaces as a result of the Proposed Scheme.</p>	<p>Paragraph 13.5.12:</p> <p>The construction of Cowley Way vent shaft will require the permanent acquisition of approximately 35% of the land used for HGV parking at Crewe Truck Stop and Café, located off the A532 Weston Road, resulting in the permanent loss of 59 out of 120 existing HGV parking spaces as a result of the Proposed Scheme.</p>	<p>No change.</p> <p>This correction will not lead to a new or different significant effect.</p>
<p>MA01: Hough to Walley's Green</p> <p>Traffic and transport</p> <p>Paragraph 13.1.5, Volume 5, Appendix: TR-003-00001</p>	<p>The need for temporary traffic management on the A532 Weston Road during utility works should have been identified in the main ES.</p>	<p>Paragraph 13.1.5:</p> <p>Utility works will be required, including a new power supply between an existing sub-station on the A530 Middlewich Road and Crewe tunnel north main compound, requiring temporary lane closures and traffic management along sections of Bradfield Road, Underwood Lane, Badger Avenue, Pyms Lane and the A530 Middlewich Road.</p>	<p>Paragraph 13.1.5:</p> <p>Utility works will be required, including a new power supply between an existing sub-station on the A530 Middlewich Road and Crewe tunnel north main compound, requiring temporary lane closures and traffic management along sections of Bradfield Road, Underwood Lane, Badger Avenue, Pyms Lane, the A530 Middlewich Road. Additional utility works will require temporary traffic management on the A532 Weston Road.</p>	<p>The assessment of the changes to traffic flows as a result of this correction, in combination with all AP1 amendments and SES1 changes is reported in Section 7 of the SES1 and AP1 ES Volume 2 Community Area report.</p>
		<p>No text exists in Volume 5 of the main ES for this correction.</p>	<p>Paragraph 13.3.3 new second bullet insert:</p> <p>A532 Weston Road – temporary traffic management including signal control on</p>	<p>The assessment of the changes to traffic flows as a result of this correction, in combination with all AP1 amendments and SES1</p>

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			the A532 Weston Road during utility works for a period of 32 weeks. The A532 Weston Road will operate a one-way system, with the adjacent Weston Road Service Road used for the alternate direction, resulting in a negligible change in journey length.	changes is reported in Section 7 of the SES1 and AP1 ES Volume 2 Community Area report.
<p>MA02: Wimboldsley to Lostock Gralam</p> <p>Landscape and visual</p> <p>Viewpoint 312-02-009: view east from the A559 Manchester Road, Lostock Gralam, Visual Baseline Description, Volume 5, Appendix: LV-001-0MA02</p>	<p>The main ES incorrectly omitted a Celandine Court, adjacent to the A559 Manchester Road, in Lostock Gralam under construction during the site work for the visual assessment.</p>	<p>Viewpoint 312-02-009:</p> <p>view east from the A559 Manchester Road, Lostock Gralam, Visual Baseline Description</p> <p>Winter</p> <p>The near distance comprises the A559 Manchester Road with the junction with the A556 Chester/Shurlach Road in the middle-distance, with frequent traffic movement across the line of view. The road is bordered along its northern edge by a high hedge, with residents of properties on Wilson Crescent looking south across the road itself or east across the adjacent arable field. A large at-grade roundabout occupies the middle-distance with wide, grassed verges that allow for open views along the A556 Chester Road corridor. Lighting columns flank the road corridor and break an otherwise wooded far distance skyline comprising Winnington Wood and Long Wood.</p>	<p>Viewpoint 312-02-009:</p> <p>view east from the A559 Manchester Road, Lostock Gralam, Visual Baseline Description</p> <p>Winter</p> <p>The near distance comprises the A559 Manchester Road with the junction with the A556 Chester/Shurlach Road in the middle-distance, with frequent traffic movement across the line of view. The road is bordered along its northern edge by a high hedge, with residents of properties on Wilson Crescent looking south across the road itself or east across the adjacent arable field. A large at-grade roundabout occupies the middle-distance with wide, grassed verges that allow for open views along the A556 Chester Road corridor. Lighting columns flank the road corridor and break an otherwise wooded far distance skyline comprising Winnington Wood and Long Wood.</p>	<p>No change.</p> <p>This correction will not lead to a new or different significant effect.</p>

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		Lostock Lodge Care Home and Travelodge Northwich occupy the middle-distance to the south-east, bordering the A556 Chester/ Shurlach Road. These represent the easternmost development limit of Lostock Gralam.	Lostock Lodge Care Home, Celandine Court and Travelodge Northwich occupy the middle-distance to the south-east, bordering the A556 Chester/ Shurlach Road. These represent the easternmost development limit of Lostock Gralam.	
MA02: Wimboldsley to Lostock Gralam Traffic and transport Paragraph 14.1.4, Volume 5, Appendix: TR-003-00002	The need for a temporary closure on Coalpit Lane during utility works should have been identified in the main ES.	Paragraph 14.1.4, third bullet: temporary and permanent road closures, including the permanent closure of a short section Cookes Lane where it crosses the route of the realigned A556 Shurlach Road. Bell Lane, Davenham Road and Linnards Lane will be subject to temporary closures; and	Paragraph 14.1.4, third bullet: temporary and permanent road closures, including the permanent closure of a short section Cookes Lane where it crosses the route of the realigned A556 Shurlach Road. Coalpit Lane, Bell Lane, Davenham Road and Linnards Lane will be subject to temporary closures; and	Yes. This correction will lead to a new temporary minor adverse significant effect with regard to changes in journey lengths for vehicle occupants on Coalpit Lane. The assessment of the changes to traffic flows as a result of this correction, in combination with all AP1 amendments and SES1 changes is reported in Section 7 of the SES1 and AP1 ES Volume 2 Community Area report.
MA02: Wimboldsley to Lostock Gralam Traffic and transport Paragraph 14.3.3, Volume 5, Appendix: TR-003-00002		No text exists in Volume 5 of the main ES for this correction.	Paragraph 14.3.3, third bullet insert: Coalpit Lane - temporary closure of Coalpit Lane during utility works for a period of six weeks. Traffic will be diverted via the A530 Nantwich Road and the A54 Chester Road, increasing journey length for some users by 1.3km.	
MA02: Wimboldsley to Lostock Gralam Traffic and transport		No text exists in Volume 5 of the main ES for this correction.	Paragraph 14.3.224, Table 14-61, insert new entry (sixth entry): PRoW name - Coalpit Lane Surveyed daily usage - N/A	

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Paragraph 14.3.224, Table 14-61, Volume 5, Appendix: TR-003-00002			Temporary diversion - temporary closure of Coalpit Lane during utility works. Users will be diverted via the A530 Nantwich Road and the A54 Chester Road. Change in distance - 1.3km Duration - Six weeks	journey lengths for non-motorised users on Coalpit Lane.
MA02: Wimboldsley to Lostock Gralam Traffic and transport Paragraph 14.1.4, Volume 5, Appendix: TR-003-00002	The need for temporary traffic management and shuttle working on the A54 Middlewich Road / Chester Road, St Michael's Way, Kinderton Street and Holmes Chapel Road during utility works should have been identified in the main ES.	No text exists in Volume 5 of the main ES for this correction.	Paragraph 14.1.4, insert new bullet (fourth bullet): temporary traffic management and shuttle working on the A54 Middlewich Road / Chester Road / St Michael's Way / Kinderton Street/Holmes Chapel Road.	The assessment of the changes to traffic flows as a result of this correction, in combination with all AP1 amendments and SES1 changes is reported in Section 7 of the SES1 and AP1 ES Volume 2 Community Area report.
MA02: Wimboldsley to Lostock Gralam Traffic and transport Paragraph 14.3.3, Volume 5, Appendix: TR-003-00002		No text exists in Volume 5 of the main ES for this correction.	Paragraph 14.3.3, insert new bullet (fourth bullet): A54 Middlewich Road/Chester Road/St Michael's Way/Kinderton Street/Holmes Chapel Road – temporary traffic management and shuttle working for a period of three months, with no change in journey length.	The assessment of the changes to traffic flows as a result of this correction, in combination with all AP1 amendments and SES1 changes is reported in Section 7 of the SES1 and AP1 ES Volume 2 Community Area report.
MA02: Wimboldsley to Lostock Gralam Traffic and transport	The main ES incorrectly reported the performance of the	Paragraphs 14.5.24 to 14.5.25, Table 14-69.	Results as presented in Table 14-69 and replacement paragraphs 14.5.24 and 14.5.25 as set out in Annex A of this document.	No change. This correction will not lead to a new or different significant effect.

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Paragraphs 14.5.24 to 14.5.25, Table 14-69, Volume 5, Appendix: TR-003-00002	A530 Nantwich Road / Clive Green Lane realignment / Coalpit Lane junction during operation.			
<p>MA02: Wimboldsley to Lostock Gralam</p> <p>Traffic and transport</p> <p>Paragraph 14.5.42, Table 14-75, Volume 5, Appendix: TR-003-00002</p>	The main ES incorrectly reported the performance of the A54 Middlewich Road realignment / A533 Northwich Road diversion junction during operation.	Paragraph 14.5.42, Table 14-75	Results as presented in Table 14-75 as set out in Annex A of this document (no change to Paragraph 14.5.42 of the main ES).	No change. This correction will not lead to a new or different significant effect.
<p>MA02: Wimboldsley to Lostock Gralam</p> <p>Traffic and transport</p> <p>Paragraph 14.5.68, Table 14-84, Volume 5, Appendix: TR-003-00002</p>	The main ES incorrectly reported the performance of the A556 Shurlach Road (northbound) realignment/Birches Lane realignment junction during operation.	Paragraph 14.5.68, Table 14-84	Results as presented in Table 14-84 as set out in Annex A of this document (no change to paragraph 14.5.68 of the main ES).	No change. This correction will not lead to a new or different significant effect.

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<p>MA02: Wimboldsley to Lostock Gralam</p> <p>Traffic and transport</p> <p>Paragraphs 14.5.70 to 14.5.71, Table 14-85, Volume 5, Appendix: TR-003-00002</p>	<p>The main ES incorrectly reported the performance of the A556 Shurlach Road (southbound) realignment / Birches Lane diversion junction during operation.</p>	<p>Paragraphs 14.5.70 to 14.5.71, Table 14-85</p>	<p>Results as presented in Table 14-85 and replacement paragraphs 14.5.70 and 14.5.71 as set out in Annex A of this document.</p>	<p>No change. This correction will not lead to a new or different significant effect.</p>
<p>MA02: Wimboldsley to Lostock Gralam</p> <p>Traffic and transport</p> <p>Paragraphs 14.5.79 to 14.5.80, Table 14-88, Volume 5, Appendix: TR-003-00002</p>	<p>The main ES incorrectly reported the performance of the A556 Chester Road / A556 Shurlach Road/A559 Manchester Road junction during operation.</p>	<p>Paragraphs 14.5.79 to 14.5.80, Table 14-88</p>	<p>Results as presented in Table 14-88 and replacement paragraphs 14.5.79 and 14.5.80 as set out in Annex A of this document.</p>	<p>No change. This correction will not lead to a new or different significant effect.</p>
<p>MA02: Wimboldsley to Lostock Gralam</p> <p>Traffic and transport</p> <p>Paragraph 14.5.91, Table 14-90, Volume 5, Appendix: TR-003-00002</p>	<p>The main ES reports a change in journey length for some non-motorised users of Birches Lane of 581m. The correct length is 881m.</p>	<p>Paragraph 14.5.91, Table 14-90, tenth entry:</p> <p>Diversion of a section of Birches Lane, along the realigned Birches Lane beneath the route of the Proposed Scheme, then north to pass beneath Wade Brook overbridge, before turning south as a new PRoW to re-join Birches Lane to the</p>	<p>Paragraph 14.5.91, Table 14-90, tenth entry:</p> <p>Diversion of a section of Birches Lane, along the realigned Birches Lane beneath the route of the Proposed Scheme, then north to pass beneath Wade Brook overbridge, before turning south as a new PRoW to re-join Birches Lane to the west</p>	<p>No change. This correction will not lead to a new or different significant effect.</p>

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		west of the route of the Proposed Scheme and the realigned A556 Shurlach Road, increasing journey length by up to 581m.	of the route of the Proposed Scheme and the realigned A556 Shurlach Road, increasing journey length by up to 881m.	
MA03: Pickmere to Agden and Hulseheath Traffic and transport Paragraph 15.1.4, Volume 5, Appendix: TR-003-00002	The need for a temporary closure on Hulseheath Lane during utility works should have been identified in the main ES.	Paragraph 15.1.4, second bullet: temporary and permanent road closures, including Budworth Road, Bowden View Lane and Agden Lane	Paragraph 15.1.4, second bullet: temporary and permanent road closures, including Budworth Road, Bowden View Lane, Hulseheath Lane and Agden Lane	Yes. This correction will lead to a new minor adverse significant effect with regard to changes in journey lengths for vehicle occupants on Hulseheath Lane. The assessment of the changes to traffic flows as a result of this correction, in combination with all AP1 amendments and SES1 changes is reported in Section 7 of the SES1 and AP1 ES Volume 2 Community Area report.
MA03: Pickmere to Agden and Hulseheath Traffic and transport Paragraph 15.3.3, Volume 5, Appendix: TR-003-00003		No text exists in Volume 5 of the main ES for this correction.	Paragraph 15.3.3, eighth bullet, insert: Hulseheath Lane – temporary closure of Hulseheath Lane during utility works for a period of four weeks. Traffic will be diverted via the A50, the B5569 Chester Road and Chapel Lane, increasing journey length for some users by 2.7km.	

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<p>MA03: Pickmere to Agden and Hulseheath</p> <p>Traffic and transport</p> <p>Paragraph 15.3.120, Table 15-36, Volume 5, Appendix: TR-003-00003</p>		No text exists in Volume 5 of the main ES for this correction.	<p>Paragraph 15.3.120, Table 15-36, insert new entry (ninth entry):</p> <p>PRoW name - Hulseheath Lane Surveyed daily usage - N/A Temporary diversion - temporary closure of Hulseheath Lane during utility works. Users will be diverted via the A50, B5569 Chester Road and Chapel Lane. Change in distance - 2.7km Duration - One month</p>	<p>Yes.</p> <p>This correction will lead to a new moderate adverse significant effect with regard to changes in journey lengths for non-motorised users on Hulseheath Lane.</p>
<p>MA03: Pickmere to Agden and Hulseheath</p> <p>Traffic and transport</p> <p>Paragraphs 15.3.92 to 15.3.93, Table 15-30, Volume 5, Appendix: TR-003-00003</p>	The main ES incorrectly reported the performance of the A50 Knutsford Road / Bucklow Hill Lane / Hoo Green Lane junction during construction.	Paragraphs 15.3.92 to 15.3.93, Table 15-30	Results as presented in Table 15-30 as set out in Annex B of this document (no change to paragraphs 15.3.92 to 15.3.93 of the main ES).	No change. This correction will not lead to a new or different significant effect.
<p>MA03: Pickmere to Agden and Hulseheath</p> <p>Traffic and transport</p> <p>Paragraphs 15.3.79 to 15.3.80, Table 15-26, Volume 5, Appendix: TR-003-00003</p>	The main ES incorrectly reported the performance of the A50 Warrington Road / A5034 Mereside Road / A50 Manchester	Paragraphs 15.3.79 to 15.3.80, Table 15-26	Results as presented in Table 15-26 as set out in Annex B of this document (no change to paragraphs 15.3.79 to 15.3.80 of the main ES).	No change. This correction will not lead to a new or different significant effect.

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	Road/Moss Lane junction during construction.			
<p>MA03: Pickmere to Agden and Hulseheath</p> <p>Traffic and transport</p> <p>Paragraphs 15.3.68 to 15.3.72, Table 15-23, Volume 5, Appendix: TR-003-00003</p>	The main ES incorrectly reported the performance of the A556 Chester Road / B5391 Pickmere Lane / Tabley Hill Lane junction during construction.	Paragraphs 15.3.68 to 15.3.72, Table 15-23	Results as presented in Table 15-23 and replacement paragraphs 15.3.68 to 15.3.72 as set out in Annex B of this document.	No change. This correction will not lead to a new or different significant effect.
<p>MA03: Pickmere to Agden and Hulseheath</p> <p>Traffic and transport</p> <p>Paragraphs 15.5.50 to 15.5.57, Table 15-54, Volume 5, Appendix: TR-003-00003</p>	The main ES incorrectly reported the performance of the A556 Chester Road / B5391 Pickmere Lane / Tabley Hill Lane junction during operation.	Paragraphs 15.5.50 to 15.5.57, Table 15-54	Results as presented in Table 15-54 and replacement paragraphs 15.5.50 to 15.5.57 as set out in Annex B of this document.	No change. This correction will not lead to a new or different significant effect.

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Community area affected / location within the main ES	Reason for correction	Text in the main ES	Revised text	Change to significant effects and mitigation
<p>Document to inform a Habitats Regulations Assessment for the Midland Meres and Mosses Phase 2 Ramsar site (Oakhanger Moss)</p> <p>Ecology and biodiversity</p> <p>Table A3, Volume 5, Appendix: EC-016-00006</p>	<p>The main ES reported the incorrect 2025 NOx background concentration.</p>	<p>Table A3, first entry:</p> <p>2025 NOx background concentration (µg/m3) - 9.5</p>	<p>Table A3, first entry:</p> <p>2025 NOx background concentration (µg/m3) - 9.3</p>	<p>No change.</p> <p>This correction will not lead to a new or different significant effect.</p>
<p>Sound, noise and vibration methodology, assumptions and assessment</p> <p>Sound, noise and vibration</p> <p>Annex D2: Operational assessment airborne sound, 4.9 Source contributions at 360kph, Table D2 4, Volume 5, Appendix: SV-001-00000</p> <p>Annex D2: Operational assessment airborne sound, 4.9 Source contributions at 360kph, Table D2 5, Volume 5, Appendix: SV-001-00000</p> <p>Annex D2: Operational</p>	<p>The main ES reported incorrect values for rolling noise.</p>	<p>Annex D2, Table D2 4, first entry Rolling:</p> <p>Just NTSN-compliant train – Level, dB - LpAFmax - 96 LpAeq,tp - 92 SEL – 99</p> <p>Annex D2, Table D2 5, first entry Rolling:</p> <p>Captive (CP) HS2 trains – Level, dB - LpAFmax - 93 LpAeq,tp - 92 SEL – 96</p> <p>Annex D2, Table D2 6, first entry Rolling:</p> <p>Conventional Compatible (CC) HS2 train – Level, dB - LpAFmax - 93 LpAeq,tp - 92 SEL - 96</p>	<p>Annex D2, Table D2 4, first entry:</p> <p>Just NTSN compliant trains – Level, dB - LpAFmax - 93 LpAeq,tp - 92 SEL – 96</p> <p>Annex D2, Table D2 5, first entry:</p> <p>Captive (CP) HS2 trains – Level, dB - LpAFmax - 90 LpAeq,tp - 89 SEL – 93</p> <p>Annex D2, Table D2 6, first entry:</p> <p>Conventional Compatible (CC) HS2 train – Level, dB - LpAFmax - 90 LpAeq,tp - 89 SEL - 93</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 affected / location within the main ES	Reason for correction	Text in the main ES	Revised text	Change to significant effects and mitigation
assessment airborne sound, 4.9 Source contributions at 360kph, Table D2 6, Volume 5, Appendix SV-001-00000				
Volume 5: Map Book Sound, noise and vibration Contents page, SV-02, SV-03, SV-08, SV-09, Sound, noise and vibration, Volume 5: Map Book	The main ES incorrectly named the heading of a column in the contents page.	Contents page: HE-03 - Archaeological Sub-Zones	Contents page: SV-09 Night-time Operational Sound Contour Maps	No change. This correction will not lead to a new or different significant effect.
	The main ES incorrectly expressed the sound levels for new railway.	Contents page, first entry: SV-08 - Daytime Operational Sound Contour SV-08 presents the predicted daytime operational sound from the new railway. The sound levels from the new railway (expressed as _{LpAeq,T}) are presented in typical noise mapping colours in 5 dB steps. There is a panel at the top right of the figure; this panel contains a key communicating the daytime sound levels represented by the various colours. A corresponding and similar panel is found on SV-02 and SV-09, along with the key sound contours that were used within the environmental assessment.	Contents page, first entry: SV-08 - Daytime Operational Sound Contour SV-08 presents the predicted daytime operational sound from the new railway. The sound levels from the new railway (expressed as LpAeq,T) are presented in typical noise mapping colours in 5 dB steps. There is a panel at the top right of the figure; this panel contains a key communicating the daytime sound levels represented by the various colours. A corresponding and similar panel is found on SV-02 and SV-09, along with the key sound contours that were used within the environmental assessment. A more detailed explanation of each legend item included on the figures can be found in the data dictionary.	

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		<p>A more detailed explanation of each legend item included on the figures can be found in the data dictionary.</p> <p>HE-03 – Archaeological Sub-Zones</p> <p>SV-09 presents the predicted night-time operational sound from the new railway. The sound levels from the new railway (expressed as <SUB>LpAeq,T</SUB>) are presented in typical noise mapping colours in 5 dB steps. There is a panel at the top right of the figure; this panel contains a key communicating the night-time sound levels represented by the various colours. A corresponding and similar panel is found on SV-02 and SV-08, along with the key sound contours that were used within the environmental assessment.</p> <p>A more detailed explanation of each legend item included on the figures can be found in the data dictionary.</p>	<p>SV-09 Night-time Operational Sound Contour Maps</p> <p>SV-09 presents the predicted night-time operational sound from the new railway. The sound levels from the new railway (expressed as LpAeq,T) are presented in typical noise mapping colours in 5 dB steps. There is a panel at the top right of the figure; this panel contains a key communicating the night-time sound levels represented by the various colours. A corresponding and similar panel is found on SV-02 and SV-08, along with the key sound contours that were used within the environmental assessment.</p> <p>A more detailed explanation of each legend item included on the figures can be found in the data dictionary.</p>	

Annex A: MA02 junction operation corrections

Introduction

Numbers in the tables in the main Transport Assessment (TA) (which sits in Volume 5 of the main ES²) that are replaced by this report are denoted in the tables below with a strikethrough, the corrected numbers are shown in red.

Junction performance

A530 Nantwich Road/Clive Green Lane realignment/Coalpit Lane

Table 14-69 of the main TA is replaced by Table 14-69 below.

Table: 14-69: A530 Nantwich Road/Clive Green Lane realignment/Coalpit Lane junction 2038 and 2046 future baseline and Proposed Scheme junction capacity assessment

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
08:00-09:00	2038 with the Proposed Scheme (proposed layout)			2046 with the Proposed Scheme (proposed layout)		
A530 Nantwich Road (north)	855 853	0.55	1	814 812	0.48	1
A530 Nantwich Road (south)	1,226 1,224	0.69 0.74	2 3	1481 1,479	0.96 1.05	15 52
Clive Green Lane	327	0.26	0	392	0.42 0.41	1
HS2 track access	-	-	-	-	-	-

² High Speed Two Ltd (2022), High Speed Rail (Crewe – Manchester), *Environmental Statement, Transport Assessment Parts 1 – 4*, Volume 5, Appendices: TR-001 – TR-003 and TR-005. Available online at: <https://www.gov.uk/government/collections/hs2-phase2b-crewe-manchester-environmental-statement>.

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Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
Coalpit Lane	134	0.13	0	129	0.17	0
17:00-18:00	2038 with the Proposed Scheme (proposed layout)			2046 with the Proposed Scheme (proposed layout)		
A530 Nantwich Road (north)	163 555	0.11 0.37	0 1	669	0.4 0.46	1
A530 Nantwich Road (south)	1,194 1,118	0.66 0.73	2 3	1,401 1,236	0.84 0.73	5 3
Clive Green Lane	399 511	0.33 0.42	1	498	0.53 0.50	1
HS2 track access	-	-	-	-	-	-
Coalpit Lane	134 183	0.14 0.20	0	124 197	0.18 0.23	0

The conclusions drawn in paragraphs 14.5.24 and 14.5.25 of the main TA are replaced by:

“The assessment shows that the junction operates well within capacity in 2038 with the Proposed Scheme.

The assessment shows that the junction operates over capacity in 2046 with the Proposed Scheme with a maximum RFC of 1.05 on the A530 Nantwich Road (south) approach in the AM peak hour with an associated queue length of 52 PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in 2046 with the Proposed Scheme with a maximum RFC of 0.73 on the A530 Nantwich Road (south) approach with an associated queue length of three PCU.”

A54 Middlewich Road realignment/A533 Northwich Road diversion

Table 14-75 of the main TA is replaced by Table 14-75 below.

Table: 14-75: Future baseline performance at A54 Middlewich Road realignment/A533 Northwich Road diversion

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
08:00-09:00	2038 with the Proposed Scheme (proposed layout)			2046 with the Proposed Scheme (proposed layout)		
A533 Northwich Road diversion	369	0.31	1	492	0.43	1

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Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
A54 Middlewich Road realignment (east)	878 874	0.42	1	509 505	0.24	0
A54 Middlewich Road realignment (south)	416 412	0.34 0.33	1	539 535	0.38	1
17:00–18:00	2038 with the Proposed Scheme (proposed layout)		2046 with the Proposed Scheme (proposed layout)			
A533 Northwich Road diversion	433 343	0.36 0.29	1 0	630 498	0.54 0.41	1
A54 Middlewich Road realignment (east)	787 741	0.38 0.36	1	751 801	0.36 0.38	1
A54 Middlewich Road realignment (south)	410 437	0.32 0.35	1	463 397	0.34 0.32	1

The conclusions drawn in paragraph 14.5.42 of the main TA remain unchanged.

A556 Shurlach Road (northbound) realignment/Birches Lane realignment

Table 14-84 of the main TA is replaced by Table 14-84 below.

Table: 14-84 A556 Shurlach Road (northbound) realignment/Birches Lane realignment 2038 and 2046 with the Proposed Scheme junction capacity assessment

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
08:00–09:00	2038 with the Proposed Scheme (proposed layout)		2046 with the Proposed Scheme (proposed layout)			
A556 Shurlach Road realignment (north)	-	-	-	-	-	-
A556 Shurlach Road realignment (south) (ahead)	1,617	0.00	0	1,667	0.00	0

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Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
A556 Shurlach Road realignment (south) (left)	262	0.00	0	265	0.00	0
Birches Lane realignment (left)	24	0.10	0	41	0.19	0
17:00-18:00	2038 with the Proposed Scheme (proposed layout)			2046 with the Proposed Scheme (proposed layout)		
A556 Shurlach Road realignment (north)	-	-	-	-	-	-
A556 Shurlach Road realignment (south) (ahead)	1,637 1,320	0.00	0	1,645 1,328	0.00	0
A556 Shurlach Road realignment (south) (left)	472 232	0.00	0	479 239	0.00	0
Birches Lane realignment (left)	9 7	0.04 0.02	0	9 7	0.04 0.02	0

The conclusions drawn in paragraph 14.5.68 of the main TA remain unchanged.

A556 Shurlach Road (southbound) realignment/Birches Lane diversion

Table 14-85 of the main TA is replaced by Table 14-85 below.

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Table: 14-85: A556 Shurlach Road (southbound) realignment/Birches Lane diversion junction 2038 and 2046 with the Proposed Scheme junction capacity assessment results

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
08:00–09:00	2038 with the Proposed Scheme (proposed layout)			2046 with the Proposed Scheme (proposed layout)		
A556 Shurlach Road realignment (north) (ahead)	1,626	0.00	0	1,712	0.00	0
A556 Shurlach Road realignment (north) (left)	145	0.00	0	167	0.00	0
Birches Lane diversion (left)	282	1.13	24	274	1.25	34
A556 Shurlach Road realignment (south)	-	-	-	-	-	-
17:00–18:00	2038 with the Proposed Scheme (proposed layout)			2046 with the Proposed Scheme (proposed layout)		
A556 Shurlach Road realignment (north) (ahead)	1,294 1,303	0.00	0	1,322 1,331	0.00	0
A556 Shurlach Road realignment (north) (left)	276 239	0.00	0	311 274	0.00	0
Birches Lane diversion (left)	306 333	0.91 1.25	7 33	309 336	0.96 1.03	10 17
A556 Shurlach Road realignment (south)	-	-	-	-	-	-

The conclusions drawn in paragraphs 14.5.70 and 14.5.71 of the main TA are replaced by:

“The assessment shows that the junction operates over capacity in 2038 with the Proposed Scheme with a maximum RFC of 1.13 on the Birches Lane diversion approach in the AM peak hour with an associated queue length of 24 PCU. In the PM peak hour, the maximum RFC of 1.25 is on the Birches Lane diversion approach with an associated queue length of 33 PCU.

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The assessment shows that the junction operates over capacity in 2046 with the Proposed Scheme with a maximum RFC of 1.25 on the Birches Lane diversion approach in the AM peak hour with an associated queue length of 34 PCU. In the PM peak hour, the maximum RFC of 1.03 is on the Birches Lane diversion approach with an associated queue length of 17 PCU”.

A556 Chester Road/A556 Shurlach Road/A559 Manchester Road

Table 14-88 of the main TA is replaced by Table 14-88 below.

Table: 14-88: A556 Chester Road/A556 Shurlach Road/A559 Manchester Road junction 2038 and 2046 future baseline and Proposed Scheme junction capacity assessment

Approach	Flow, PCU/hr	DoS	Queue, PCU	Flow, PCU/hr	DoS	Queue, PCU	Flow, PCU/hr	DoS	Queue, PCU	Flow, PCU/hr	DoS	Queue, PCU
08:00-09:00	2038 future baseline			2038 with the Proposed Scheme			2046 future baseline			2036 with the Proposed Scheme		
A556 Shurlach Road (north) (nearside) (ahead)	961	48%	1	940	47%	0	1,022	52%	1	1,005	51%	1
A556 Shurlach Road (north) (offside) (ahead)	1,099	55%	1	1,078	54%	1	1,160	58%	1	1,141	57%	1
A556 Shurlach Road (south) (nearside) (left and ahead)	891	80%	19	875	79%	18	942	83%	21	923	81%	20
A556 Shurlach Road (south) (offside) (ahead)	878	80%	19	862	79%	18	929	83%	21	910	82%	20
A559 Manchester Road (nearside) (ahead)	272	76%	8	267	74%	8	279	83%	9	275	81%	9
A559 Manchester Road (offside) (ahead)	272	76%	8	267	74%	8	279	83%	9	275	81%	9
A556 Shurlach Road (internal past A556 (north) entry)	94	17%	2	95	17%	2	87	17%	2	91	17%	2
A556 Shurlach Road (internal past A556 (south) entry) (nearside)	175	27%	3	172	27%	3	181	29%	4	176	28%	4

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Approach	Flow, PCU/hr	DoS	Queue, PCU	Flow, PCU/hr	DoS	Queue, PCU	Flow, PCU/hr	DoS	Queue, PCU	Flow, PCU/hr	DoS	Queue, PCU
A556 Shurlach Road (internal past A556 (south) entry) (offside)	185	28%	4	183	28%	4	193	30%	4	186	29%	4
A556 Shurlach Road (internal past A559 Manchester Road entry) (nearside)	813	59%	1	794	58%	1	870	62%	1	848	61%	1
A556 Shurlach Road (internal past A559 Manchester Road entry) (offside)	878	60%	1	862	59%	1	929	62%	1	910	61%	1
17:00-18:00	2038 future baseline			2038 with the Proposed Scheme			2046 future baseline			2036 with the Proposed Scheme		
A556 Shurlach Road (north) (nearside) (ahead)	1,008	51%	1	818 929	41% 47%	0	1,077	54%	1	850 978	43% 49%	0 1
A556 Shurlach Road (north) (offside) (ahead)	1,191	60%	1	837 1,107	42% 56%	0 1	1,266	64%	1	880 1,153	44% 58%	0 1
A556 Shurlach Road (south) (nearside) (left and ahead)	661	66%	13	887 640	91% 65%	24 13	666	70%	14	897 643	92% 66%	25 13
A556 Shurlach Road (south) (offside) (ahead)	647	66%	13	872 633	91% 66%	24 12	649	69%	13	881 637	92% 66%	25 13
A559 Manchester Road (nearside) (ahead)	254	54%	6	440 239	89% 48%	14 5	256	49%	6	440 238	89% 48%	14 5
A559 Manchester Road (offside) (ahead)	252	53%	6	440 240	89% 49%	14 6	252	49%	6	441 239	89% 48%	14 5
A556 Shurlach Road (internal past A556 (north) entry)	155	29%	4	185 122	26% 23%	4 3	157	31%	4	176 111	25% 20%	4 3
A556 Shurlach Road (internal past A556 (south) entry) (nearside)	348	45%	7	124 253	16% 32%	2 5	408	50%	8	131 267	17% 34%	2 5
A556 Shurlach Road (internal past A556 (south) entry) (offside)	363	46%	7	135 269	17% 33%	2 5	424	51%	8	142 282	18% 35%	2 5

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Approach	Flow, PCU/hr	DoS	Queue, PCU	Flow, PCU/hr	DoS	Queue, PCU	Flow, PCU/hr	DoS	Queue, PCU	Flow, PCU/hr	DoS	Queue, PCU
A556 Shurlach Road (internal past A559 Manchester Road entry) (nearside)	537	43%	0	800 570	65% 46%	4 0	523	43%	0	814 579	66% 47%	4 0
A556 Shurlach Road (internal past A559 Manchester Road entry) (offside)	647	48%	1	872 633	66% 48%	1	649	50%	1	881 637	66% 48%	1

The conclusions drawn in paragraphs 14.5.79 and 14.5.80 of the main TA are replaced by:

“The model shows that for this junction, the change in traffic due to operation in 2038 of the Proposed Scheme will not result in substantial changes in DoS and queue lengths in the AM and PM peak hours. The assessment shows that in the AM peak hour the junction operates within capacity in both the future baseline and with the Proposed Scheme. In the PM peak hour, the junction operates well within capacity in both the future baseline and with the Proposed Scheme. The traffic flow will have a negligible impact on the operation of the junction.

The model shows that for this junction, the change in traffic due to operation in 2046 of the Proposed Scheme will not result in substantial changes in DoS and queue lengths in the AM and PM peak hours. The assessment shows that in the AM peak hour the junction operates within capacity in both the future baseline and with the Proposed Scheme. In the PM peak hour, the junction operates well within capacity in both the future baseline with the Proposed Scheme. The traffic flow will have a negligible impact on the operation of the junction.”

Annex B: MA03 junction operation corrections

Introduction

Numbers in the tables in the main TA (which sits in Volume 5 of the main ES³) that are replaced by this report are denoted in the tables below with a strikethrough, the corrected numbers are shown in red.

Junction performance

A50 Knutsford Road/Bucklow Hill Lane/Hoo Green Lane

Table 15-30 of the main TA is replaced by Table 15-30 below.

Table: 15-30: A50 Knutsford Road/Bucklow Hill Lane/Hoo Green Lane junction 2030 future baseline and with the Proposed Scheme junction capacity assessment results

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
08:00-09:00	2030 future baseline			Proposed Scheme scenario 1			Proposed Scheme scenario 2			Proposed Scheme scenario 3			Proposed Scheme scenario 4		
Bucklow Hill Lane (ahead, left and right)	15	0.03	0	15 14	0.03	0	15	0.04	0	15	0.04	0	15	0.03 0.04	0

³ High Speed Two Ltd (2022), High Speed Rail (Crewe – Manchester), *Environmental Statement, Transport Assessment Parts 1 – 4*, Volume 5, Appendices: TR-001 – TR-003 and TR-005. Available online at: <https://www.gov.uk/government/collections/hs2-phase2b-crewe-manchester-environmental-statement>.

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Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
A50 Knutsford Road (east) (ahead, left and right)	241	0.02	0	227 295	0.01 0.08	0	255 390	0.01 0.13	0	251 372	0.01 0.13	0	245 402	0.01 0.10	0
Hoo Green Lane (ahead and left)	6	0.01	0	6 7	0.01	0	6 11	0.01 0.02	0	6 11	0.01 0.02	0	6 8	0.01 0.02	0
Hoo Green Lane (ahead and right)	14	0.04	0	14 13	0.04	0	14 9	0.04 0.03	0	14 9	0.04 0.03	0	14 12	0.04	0
A50 Knutsford Road (west) (ahead, left and right)	583	0.04	0	668 645	0.02 0.05	0	740 763	0.02 0.08	0	732 757	0.02 0.08	0	701 651	0.01 0.06	0
17:00-18:00	2030 future baseline			Proposed Scheme scenario 1			Proposed Scheme scenario 2			Proposed Scheme scenario 3			Proposed Scheme scenario 4		
Bucklow Hill Lane (ahead, left and right)	56	0.25	0	56 57	0.15 0.28	0	56 58	0.18 0.45	0 1	56 58	0.18 0.43	0 1	56 58	0.14 0.27	0
A50 Knutsford Road (east) (ahead, left and right)	905	0.06	0	392 1,026	0.04 0.13	0	423 1,104	0.06 0.18	0 1	426 1,115	0.06 0.18	0 1	373 974	0.04 0.12	0
Hoo Green Lane (ahead and left)	20	0.05	0	20	0.04 0.05	0	20	0.04 0.06	0	20	0.04 0.06	0	20 21	0.04 0.05	0
Hoo Green Lane (ahead and right)	21	0.14	0	21	0.07 0.16	0	21	0.08 0.23	0	21	0.08 0.23	0	24 20	0.07 0.15	0
A50 Knutsford Road (west) (ahead, left and right)	1,071	0.15	0	699 1,083	0.07 0.16	0 1	988 1,281	0.11 0.28	0 1	961 1,261	0.10 0.27	0 1	680 1,071	0.07 0.16	0

The conclusions drawn in paragraphs 15.3.92 and 15.3.93 of the main TA remain unchanged.

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A50 Warrington Road/A5034 Mereside Road/A50 Manchester Road/Moss Lane

Table 15-26 of the main TA is replaced by Table 15-26 below.

Table: 15-26: A50 Warrington Road/A5034 Mereside Road/A50 Manchester Road/Moss Lane junction capacity assessment results

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
08:00-09:00	2030 future baseline			Proposed Scheme scenario 1			Proposed Scheme scenario 2			Proposed Scheme scenario 3			Proposed Scheme scenario 4		
Mereside Road (left)	196	0.34	1	200	0.34	1	186	0.32	1	143	0.25	0	196	0.35	1
Mereside Road (right)	14	0.05	0	31	0.11	0	42	0.14	0	28	0.09	0	59	0.20	0
Manchester Road (east) (ahead and right)	511	0.19	0	610	0.21	0	638	0.21	0	639	0.13	0	629	0.11	0
Moss Lane	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Manchester Road (west) (ahead and left)	554	0.00	0	548	0.00	0	535	0.00	0	534	0.00	0	556	0.00	0
17:00-18:00	2030 future baseline			Proposed Scheme scenario 1			Proposed Scheme scenario 2			Proposed Scheme scenario 3			Proposed Scheme scenario 4		
Mereside Road (left)	231	0.39	1	279 245	0.48 0.44	1	238 193	0.42 0.37	1	182 152	0.32 0.28	1 0	250 194	0.44 0.39	1
Mereside Road (right)	77	0.27	0	33 125	0.13 0.42	0 1	36 139	0.14 0.44	0 1	22 107	0.09 0.33	0 1	52 170	0.19 0.50	0 1
Manchester Road (east) (ahead and right)	1,039	0.19	0	802 995	0.34 0.18	1 0	745 934	0.36 0.21	1	740 935	0.29 0.13	0	744 922	0.23 0.10	0
Moss Lane	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
Manchester Road (west) (ahead and left)	323	0.00	0	550 323	0.00	0	589 367	0.00	0	583 359	0.00	0	543 329	0.00	0

The conclusions drawn in paragraphs 15.3.79 and 15.3.80 of the main TA remain unchanged.

A556 Chester Road/B5391 Pickmere Lane/Tabley Hill Lane

Table 15-23 of the main TA is replaced by Table 15-23 below.

Table: 15-23: A556 Chester Road/B5391 Pickmere Lane/Tabley Hill Lane junction 2030 future baseline and with the Proposed Scheme junction capacity assessment results

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
08:00-09:00	2030 future baseline			Proposed Scheme scenario 1			Proposed Scheme scenario 2			Proposed Scheme scenario 3		
A556 Chester Road (north) (left and ahead)	1,017	117%	109	1,075	119%	122	930 1,118	124%	148	1,112	123%	144
A556 Chester Road (north) (ahead and right)	1,083	117%	117	1,149	119%	130	978 1,204	124%	160	1,196	123%	156
Tabley Hill Lane (left and ahead)	122	82%	5	110	74%	4	143 107	72%	4	102	69%	4
A556 Chester Road (south) (left and ahead)	797	117%	87	773	120%	94	805 792	124%	104	788	123%	102
A556 Chester Road (south) (ahead)	792	117%	86	767	120%	93	794 788	124%	104	783	123%	101
B5391 Pickmere Lane (left)	292	29%	4	358	34%	4	322 460	44%	6	465	45%	7

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17:00-18:00	2030 future baseline			Proposed Scheme scenario 1			Proposed Scheme scenario 2			Proposed Scheme scenario 3		
A556 Chester Road (north) (left and ahead)	713	97%	28	930 926	111%	80 78	963 958	124% 123%	128 125	949 945	125%	129 127
A556 Chester Road (north) (ahead and right)	744	97%	28	978 982	111% 112%	85 87	1,020 1,025	124% 125%	136 139	1,001 1,005	125% 126%	137 139
Tabley Hill Lane (left and ahead)	148	90%	7	143	98%	9	145	100%	10	144	99%	10
A556 Chester Road (south) (left and ahead)	807	99%	34	805	111%	70	956	122%	121	1,001 1,003	125%	136 137
A556 Chester Road (south) (ahead)	799	99%	33	794	111%	68	944	122%	119	990 988	125%	134 133
B5391 Pickmere Lane (left)	115	13%	2	322	33%	4	392	42%	6	422	46%	7

The conclusions drawn in paragraphs 15.3.68 to 15.3.72 of the main TA are replaced by:

“The assessment shows that in the AM peak hour the junction operates over capacity in both the future baseline and with the Proposed Scheme. In the PM peak hour, the junction operates close to capacity in the future baseline and over capacity with the Proposed Scheme.

In scenario 2, the change in traffic due to construction of the Proposed Scheme will increase the DoS on the A556 Chester Road (north) and A556 Chester Road (south) approaches from 117% in the future baseline to 124% in the AM peak hour, with a corresponding change in queue length from 117 PCU in the future baseline to 160 PCU on the A556 Chester Road (north) (ahead and right) approach. This will result in queuing that will exceed the length storage capacity of the lane between the A556 Chester Road/B5391 Pickmere Lane/Tabley Hill Lane junction and the roundabout circulatory of the M6 junction 19 and will therefore impact the neighbouring junction. However due to limitations of available the modelling software this is not reflected in the with Proposed Scheme results presented for either junction.

In the PM peak hour, the change in traffic due to construction of the Proposed Scheme will increase the DoS on the Tabley Hill Lane (left and ahead) approach from 90% in the future baseline to 100%, with a corresponding change in queue length from 7 PCU in the future baseline to 10 PCU.

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In scenario 3, the change in traffic due to construction of the Proposed Scheme will increase the DoS on the A556 Chester Road (north) (ahead and right) approach from 97% in the future baseline to 126% in the PM peak hour, with a corresponding change in queue length from 28 PCU in the future baseline to 139 PCU.

HS2 Ltd will work with National Highways and CEC to identify opportunities to address the capacity issues at the M6 Junction 19 and the A556 Chester Road/B5391 Pickmere Lane/Tabley Hill Lane junction, where reasonably practicable.”

A556 Chester Road/B5391 Pickmere Lane/Tabley Hill Lane

Table 15-54 of the main TA is replaced by Table 15-54 below.

Table: 15-54: A556 Chester Road/B5391 Pickmere Lane/Tabley Hill Lane junction 2038 and 2046 future baseline and Proposed Scheme junction capacity assessment

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU				
08:00-09:00	2038 future baseline			2038 with the Proposed Scheme			2046 future baseline			2046 with the Proposed Scheme						
A556 Chester Road (north) (left and ahead)	1,034	119%	119	1,065	124%	140	1,015	117%	111	1,022	129%	151				
A556 Chester Road (north) (ahead and right)	1,104	119%	128	1,144	124%	152	1,081	117%	118	1,110	129%	165				
Tabley Hill Lane (left and ahead)	123	83%	5	222	120%	29	123	84%	6	331	129%	52				
A556 Chester Road (south) (left and ahead)	824	121%	102	795	124%	105	815	119%	96	818	131%	127				
A556 Chester Road (south) (ahead)	818	121%	100	786	123%	103	808	120%	95	810	131%	126				
B5391 Pickmere Lane (left)	422	42%	6	558	54%	9	534	53%	8	675	64%	11				
17:00-18:00	2038 future baseline			2038 with the Proposed Scheme			2046 future baseline			2046 with the Proposed Scheme						
A556 Chester Road (north) (left and ahead)	711	99%	31	874	872	116%	94	90	716	100%	33	815	813	114%	79	78

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Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
A556 Chester Road (north) (ahead and right)	746	99%	32	909 911	116%	96 97	767	100%	34	848 850	114%	82 83
Tabley Hill Lane (left and ahead)	137	93%	8	206	113%	22	129	87%	6	204	112%	21
A556 Chester Road (south) (left and ahead)	868	101%	42	906	116%	95	875	102%	44	951	116%	99
A556 Chester Road (south) (ahead)	851	100%	39	895	116%	93	867	102%	44	942	116%	99
B5391 Pickmere Lane (left)	155	18%	2	227	24%	3	199	23%	3	296	33%	4

The conclusions drawn in paragraphs 15.5.50 to 15.5.57 of the main TA are replaced by:

“The assessment shows that in the AM and PM peak hours, the junction operates over capacity in both the 2038 future baseline and with the Proposed Scheme.

The change in traffic due to operation of the Proposed Scheme will increase the DoS from 83% in the 2038 future baseline to 120% with the Proposed Scheme in 2038 on the Tabley Hill Lane approach in the AM peak hour, with a corresponding change in queue length from five PCU in the future baseline to 29 PCU. The change in traffic due to operation of the Proposed Scheme will also increase the DoS from 119% in the 2038 future baseline to 124% with the Proposed Scheme in 2038 on the A556 Chester Road (north) (ahead and right) with a corresponding change in queue length from 128 PCU in the future baseline to 152 PCU. The change in traffic due to operation of the Proposed Scheme will also increase the DoS from 121% in the 2038 future baseline to 124% with the Proposed Scheme in 2038 on the A556 Chester Road (north) (left and ahead) with a corresponding change in queue length from 102 PCU in the future baseline to 105 PCU.

In the PM peak hour, the change in traffic due to operation of the Proposed Scheme will increase the DoS from 99% in the 2038 future baseline to 116% with the Proposed Scheme in 2038 on the A556 Chester Road (north) approaches, with a corresponding change in queue length from 32 PCU in the future baseline to 97 PCU on the A556 Chester Road (north) (ahead and right) approach. This will result in queuing that will exceed the length storage capacity of the lane between the A556 Chester Road/B5391 Pickmere Lane/Tabley Hill Lane junction and the roundabout circulatory of the M6 junction 19 and will therefore impact the neighbouring junction. However due to limitations of available the modelling software this is not reflected in the with Proposed Scheme results presented for either junction.

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The change in traffic due to operation of the Proposed Scheme will also increase the DoS on the Tabley Hill Lane approach from 93% in the 2038 future baseline to 113% with the Proposed Scheme in the PM peak hour, with a corresponding change in queue length from eight PCU in the future baseline to 22 PCU. Finally, the change in traffic due to operation of the Proposed Scheme will increase the DoS on the A556 Chester Road (south) (left and ahead) approach from 100% in the 2038 future baseline to 116% with the Proposed Scheme, with a corresponding change in queue length from 39 PCU in the future baseline to 93 PCU.

As in the 2038 assessment, the assessment shows that in the AM and PM peak hours, the junction operates over capacity in both the 2046 future baseline and with the Proposed Scheme.

The change in traffic due to operation of the Proposed Scheme will increase the DoS from 84% in the 2046 future baseline to 129% with the Proposed Scheme in 2046 on the Tabley Hill Lane approach in the AM peak hour, with a corresponding change in queue length from 6 PCU in the future baseline to 52 PCU. In the PM peak hour, the change in traffic due to operation of the Proposed Scheme will increase the DoS from 87% to 112% on the Tabley Hill Lane approach in the PM peak hour, with a corresponding change in queue length from 6 PCU in the future baseline to 21 PCU. The change in traffic due to operation of the Proposed Scheme will also increase the DoS on the A556 Chester Road (north) (left and ahead) approach from 100% in the 2046 future baseline to 114%, with a corresponding change in queue length from 33 PCU in the future baseline to 78 PCU. Finally, the change in traffic due to operation of the Proposed Scheme will increase the DoS on the A556 Chester Road (south) approach from 102% in the 2046 future baseline to 116% with the Proposed Scheme, with a corresponding change in queue length from 44 PCU in the future baseline to 99 PCU.

The queueing on the A556 Chester Road (north) is forecast to exceed the length storage capacity of the lane between the A556 Chester Road/B5391 Pickmere Lane/Tabley Hill Lane junction and the roundabout circulatory of the M6 junction 19 and will therefore impact the neighbouring junction. Due to limitations of the available modelling software this is not reflected in the with Proposed Scheme results presented for either junction.

HS2 Ltd will work with Highways England and Cheshire East to identify opportunities to address the capacity issues at the M6 Junction 19 and the A556 Chester Road/B5391 Pickmere Lane/Tabley Hill Lane junction, where reasonably practicable."

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