In Parliament – Session 2022 - 2023

HS2

High Speed Rail (Crewe – Manchester)

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

Volume 5: Appendix CT-009-00000

Corrections to Volume 5 of the January 2022 Environmental Statement and the July 2022 Supplementary Environmental Statement 1 and Additional Provision 1 Environmental Statement

S53

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Department for Transport

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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 2 (SES2) and Additional Provision 2 Environmental Statement (AP2 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] and Supplementary Environmental Statement 1 (SES1) and Additional Provision 1 Environmental Statement (AP1 ES)[2] the need for a number of corrections has been identified. These have been identified where they would alter the significant effects reported in the main ES or SES1 and AP1 ES or are considered to be a factual inaccuracy relating to a significant effect reported in the main ES or SES1 and AP1 ES.

1.1.3 Table 1 sets out the corrections to the Volume 5 appendices of the main ES, and Table 2 sets out the corrections to the Volume 5 appendices of the SES1 and AP1 ES. Where more detail is required to be set out for clarity these are provided in the Annexes to this report. Each correction has been allocated a Volume 5 correction reference code (e.g. C/O11) for ease of references between the main tables and the Annexes.

1.1.4 Corrections to the main ES or SES1 and AP1 ES Volume 2 Community Area reports, the main ES or SES1 and AP1 ES Volume 3 Route-wide effects report, or the main ES Volume 4 Off-route effects report are reported in the relevant SES2 and AP2 ES Volume 2 Community Area report, the SES2 and AP2 ES Volume 3 report or the SES2 and AP2 ES Volume 4 report.

1.1.5 The assessment of the changes as a result of the corrections set out in this report, in combination with the SES1 changes and AP1 amendments, and SES2 changes and AP2 amendments have been taken into account where relevant in the assessment for the SES2 and AP2 ES.

[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.

[2] High Speed Two Ltd (2022), High Speed Rail (Crewe – Manchester), *Supplementary Environmental Statement 1 and Additional Provision 1 Environmental Statement.* Available online at: https://www.gov.uk/government/collections/hs2-phase-2b-crewe-manchester-supplementary-environmental-statement-1-and-additional-provision-1-environmental-statement.

2 Corrections to the Environmental Statement (main ES)

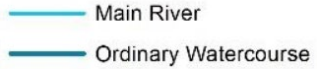
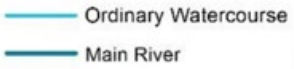
Table 1: Corrections to Volume 5 of the January 2022 Environmental Statement (the main ES)

Code	Community area affected / location within the main ES	Reason for correction	Text in the main ES	Revised text	Change to significant effects and mitigation
C/O11	**Transport Assessment Part 3 - MA06/MA07/MA08** **Traffic and transport** Paragraph 18.5.554, Volume 5, Appendix: TR-003-00006 of the main ES.	The main ES incorrectly reported the number of car parking spaces at Manchester Airport High Speed station. The correct number is 3,898 as reported in the traffic modelling.	Paragraph 18.5.554: Long-stay and short-stay car parking will be provided for the Manchester Airport High Speed Station in two new multi-storey car parks, with 3,818 private vehicle car parking bays including 40 private vehicle bays for staff.	Paragraph 18.5.554: Long-stay and short-stay car parking will be provided for the Manchester Airport High Speed Station in two new multi-storey car parks, with 3,898 private vehicle car parking bays, including 21 private hire bays and 40 private staff parking bays.	No change. This correction will not lead to a new or different significant effect.
C/O14	**Alternatives report** Paragraph 6.8.17, Volume 5, Appendix: CT-003-00000 of the main ES. Paragraph 6.8.18, Table 23, Volume 5, Appendix: CT-003-00000 of the main ES.	Incorrect description of demolitions associated with Option 3 Wilmslow Road Vent Shaft.	Paragraph 6.8.17: … demolition of the telephone exchange, the electricity sub-station, the diversion of associated utilities, the demolition of a car wash and potentially the demolition of a similar number of residential dwellings to Option 1… Paragraph 6.8.18, Table 23, second entry: … demolish an existing telephone exchange, sub-station and car wash and divert of existing	Paragraph 6.8.17: … demolition of the telephone exchange and potentially an electricity sub-station (plus associated utilities) … Paragraph 6.8.18, Table 23, second entry: … demolish an existing telephone exchange, sub-station plus associated utilities; and…	No change. This correction will not lead to a new or different significant effect.

Code	Community area affected / location within the main ES	Reason for correction	Text in the main ES	Revised text	Change to significant effects and mitigation
			telecommunications equipment; and…		
C/O30	**MA01: Hough to Walley's Green** **Sound, noise and vibration** Paragraph 3.2.4, Table 2, Volume 5, Appendix: SV-003-0MA01 of the main ES.	Table 2 incorrectly showed the impact criteria for assessment location reference 610646 without the correct colour criteria applied.	Paragraph 3.2.4, Table 2: Operational ground-borne sound and vibration levels, noise and vibration impacts and effects for residential and non-residential receptors, 74th entry: **Impact criteria: Ground-borne sound level dB L_{pASmax}** 43 **Impact criteria: VDV m/s$^{1.75}$ Daytime (07:00 – 23:00)** 0.24 **Impact criteria: VDV m/s$^{1.75}$ Night-time (23:00 – 07:00)** 0.12	Paragraph 3.2.4, Table 2: Operational ground-borne sound and vibration levels, noise and vibration impacts and effects for residential and non-residential receptors, 74th entry: **Impact criteria: Ground-borne sound level dB L_{pASmax}** 43 **Impact criteria: VDV m/s$^{1.75}$ Daytime (07:00 – 23:00)** 0.24 **Impact criteria: VDV m/s$^{1.75}$ Night-time (23:00 – 07:00)** 0.12	No change. This correction will not lead to a new or different significant effect.
C/O32	**Transport Assessment Part 3 - MA06/MA07/MA08** **Traffic and transport** Paragraphs 18.3.743 and 18.3.744, Volume 5, Appendix: TR-003-00006 of the main ES.	The need for the temporary relocation of bus stops on Station Approach at Manchester Piccadilly during construction should have been reported in the main ES.	Paragraphs 18.3.743 and 18.3.744: The proposed phasing of construction works will allow the majority of interchange routes and surface connections to be maintained. However, there will be impacts on passengers interchanging between Manchester Piccadilly Station and both the station car parks and Piccadilly Metrolink stop.	Paragraphs 18.3.743 and 18.3.744: The proposed phasing of construction works will allow the majority of interchange routes and surface connections to be maintained. However, the existing bus stops for TfGM shuttle buses and rail replacement buses will be temporarily relocated from Station Approach during construction. The bus stop for TfGM shuttle services	No change. This correction will not lead to a new or different significant effect.

Code	Community area affected / location within the main ES	Reason for correction	Text in the main ES	Revised text	Change to significant effects and mitigation
			Passengers travelling by car and parking at Manchester Piccadilly Station multi-storey car park, Network Rail Ramp, Network Rail undercroft and Gateway House car park will experience an increase in journey length of up to 775m. However, an accessible motorised link will be provided to help mitigate the increase in journey length during construction.	will be relocated to the northbound carriageway on the A6 London Road, north of the junction with the B6469 Fairfield Street. The bus stop for rail replacement services will be relocated to the eastbound carriageway on the B6469 Fairfield Street, adjacent to the exiting Piccadilly Station short stay car park. This will result in a negligible change in journey distance for those services and a change in walking distance of less than 100m between the relocated bus stops and the Manchester Piccadilly Station concourse. There will also be impacts on passengers interchanging between Manchester Piccadilly Station and both the station car parks and Piccadilly Metrolink stop. Passengers travelling by car and parking at Manchester Piccadilly Station multi-storey car park, Network Rail Ramp, Network Rail Undercroft and Gateway House car park will experience an increase in journey length of up to 775m. However, an accessible motorised link will be provided to help mitigate the	

Code	Community area affected / location within the main ES	Reason for correction	Text in the main ES	Revised text	Change to significant effects and mitigation
				increase in journey length during construction.	
C/O35	**Transport Assessment Part 2 - MA06/MA07/MA08** **Traffic and transport** Table 11-17, Volume 5, Appendix: TR-002-00006 of the main ES.	The definition of 'PCU' in the first footnote under Table 11-17 was incorrectly reported.	Table 11-17, first footnote: *PCU = Passenger Car Flows	Table 11-17, first footnote: *PCU = Passenger Car Unit	No change. This correction will not lead to a new or different significant effect.
C/O36	**Transport Assessment Part 2 - MA06/MA07/MA08** **Traffic and transport** Table 11-20, Volume 5, Appendix: TR-002-00006 of the main ES.	Table 11-20 incorrectly refers to 2038 AM peak hour, instead of 2046.	Table 11-20, second row, final column: 2038 AM peak hour (08:00–09:00)	Table 11-20, second row, final column: 2046 AM peak hour (08:00–09:00)	No change. This correction will not lead to a new or different significant effect.
C/O37	**Transport Assessment Part 3 - MA06/MA07/MA08** **Traffic and transport** Paragraph 18.5.563, Volume 5, Appendix: TR-003-00006 of the main ES.	The main ES incorrectly reported the permanent diversion route for non-motorised users on Footpath Hale 16.	Paragraph 18.5.563 – Table 18-409, twentieth entry: … Users will be diverted along Brooks Drive, the realigned Thorley Lane, and diverted Hasty Lane, increasing journey length by 676m.	Paragraph 18.5.563 – Table 18-409, twentieth entry: … Users will be diverted along Brooks Drive, Hale Road, and the diverted Hasty Lane, increasing journey length by 676m.	No change. This correction will not lead to a new or different significant effect.
C/O45	**MA06: Hulseheath to Manchester Airport** **Landscape and visual**	The visual impact assessment for Viewpoint 329-02-001 (view south-east from Footpath	Viewpoint 329-02-001: view south-east from Footpath Millington 7/2 Visual impact assessment	Viewpoint 329-02-001: view south-east from Footpath Millington 7/2 Visual impact assessment	No change. This correction will not lead to a new or different significant effect.

Code	Community area affected / location within the main ES	Reason for correction	Text in the main ES	Revised text	Change to significant effects and mitigation
	Viewpoint 329-02-001, Volume 5, Appendix: LV-001-0MA06 of the main ES.	Millington 7/2) incorrectly reported temporary effects during construction from Hope Farm. Instead this should have referenced Hope Cottage.	Temporary effects during construction Residents at Hope Farm...	Temporary effects during construction Residents at Hope Cottage...	
C/O61	**Alternatives report** Paragraph 5.2.26, Volume 5, Appendix: CT-003-00000 of the main ES.	The main ES incorrectly reported that Option 00 would require approximately 11 demolitions. This should have referred to Option 08.	Paragraph 5.2.26: ...Option 00 would require approximately 11 demolitions, which would be fewer than the preferred option.	Paragraph 5.2.26: ...Option 08 would require approximately 11 demolitions, which would be fewer than the preferred option.	No change. This correction will not lead to a new or different significant effect.
C/O62	**Transport Assessment Part 3 - MA06/MA07/MA08** **Traffic and transport** Paragraph 18.3.11, Volume 5, Appendix: TR-003-00006 of the main ES.	The main ES incorrectly reported the traffic diversion route and change in journey distance due to the partial temporary closure of Chapeltown Street during construction.	Paragraph 18.3.11, fourteenth bullet: ... Traffic travelling from Store Street to Chapeltown Street will be diverted via Jutland Street, Peak Street, Laystall Street and the A665 Great Ancoats Street, increasing journey length by up to 736m;	Paragraph 18.3.11, fourteenth bullet: ... Traffic travelling from Store Street to Chapeltown Street will be diverted via Old Mill Street, Carruthers Street, the A662 Pollard Street and the A665 Great Ancoats Street, increasing journey length by up to 1.7km;	Yes. This correction will lead to a new temporary moderate adverse significant effect with regard to changes to journey lengths for vehicle occupants on Chapeltown Street.
C/O74	**Water resources and flood risk reports**	The main ES, Flood risk assessment, Figure legends incorrectly labelled			No change. This correction will not lead to a new or different significant effect.

Code	Community area affected / location within the main ES	Reason for correction	Text in the main ES	Revised text	Change to significant effects and mitigation
	MA01: Hough to Walley's Green Figures 1, 2, 3 and 5, Volume 5, Appendix: WR-005-0MA01 of the main ES. **MA02: Wimboldsley to Lostock Gralam** Figures 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 13, 14, 15 and 16, Volume 5, Appendix: WR-005-0MA02 of the main ES. **MA03: Pickmere to Agden and Hulseheath** Figures 1, 2, 3, 4, 5, 6, 8, 9 and 10, Volume 5, Appendix: VWR-005-0MA03 of the main ES. **MA04: Broomedge to Glazebrook** Figures 1, 2, 3, 4, 5, 6, 9, 10, 11 and 12, Volume 5, Appendix: WR-005-0MA04 of the main ES. **MA05: Risley to Bamfurlong** Figures 1, 2, 4, 5, 6, 7, 8, 9, 10, 11, 12, 14, 15, 17, 18, 19, 20, 21, 22 and 23, Volume 5,	main rivers as a light blue solid line and ordinary watercourses as a dark blue solid line. It should have labelled them the other way around.			

Code	Community area affected / location within the main ES	Reason for correction	Text in the main ES	Revised text	Change to significant effects and mitigation
	Appendix: WR-005-0MA05 of the main ES. **MA06: Hulseheath to Manchester Airport** Figures 1, 2, 3, 4, 5, 6, 7, 10, 11, 12, 13, 14, 15 and 16, Volume 5, Appendix: WR-005-0MA06 of the main ES. **MA07: Davenport Green to Ardwick** Figures 1, 2, 3, 4, 5, 8 and 9, Volume 5, Appendix: WR-005-0MA07 of the main ES. **MA08: Manchester Piccadilly Station** Figures 1, 2, 3 and 6, Volume 5, Appendix: WR-005-0MA08 of the main ES.				
C/O80	**MA06: Hulseheath to Manchester Airport** **Landscape and visual** Viewpoint 330-03-003, Volume 5, Appendix: LV-001-0MA06 of the main ES.	The main ES included an incorrect description for view south-west for Footpath Rostherne 5/1 (VP 330-03-003).	Viewpoint 330-03-003: view south-west from Footpath Rostherne 5/1 ... Footpath Rostherne 5/1 (temporarily diverted during construction), Ashley 2/3 and Ashley 3/1.	Viewpoint 330-03-003: view south-west from Footpath Rostherne 5/1 ... Footpath Rostherne 5/1 and Ashley 2/3. Viewpoint 330-03-003: view south-west from Footpath Rostherne 5/1,	No change. This correction will not lead to a new or different significant effect.

Code	Community area affected / location within the main ES	Reason for correction	Text in the main ES	Revised text	Change to significant effects and mitigation
			Viewpoint 330-03-003: view south-west from Footpath Rostherne 5/1, Visual Impact Assessment, first entry: Temporary effects during construction … Ashley 2/3 and Ashley 3/1 will experience substantial changes…	Visual Impact Assessment, first entry: Temporary effects during construction … Ashley 2/3 will experience substantial changes … Footpath Ashley 3/1 will be permanently closed north of the Proposed Scheme…	
C/O93	**MA07: Davenport Green to Ardwick** **Land quality** Tables following Paragraph 3.1.14, Volume 5, Appendix: LQ-001-0MA07 of the main ES. **MA08: Manchester Piccadilly Station** **Land quality** Tables following Paragraph 3.1.13, Volume 5, Appendix: LQ-001-0MA08 of the main ES.	The main ES omitted five potential land contamination sites to go through to detailed risk assessment and require conceptual site model (CSM).	None included.	Missing tables are set out in Annex A of this report. Former dry cleaners (MA07-210): Results as presented in Table A5, Table A8, Table A11 and Table A14 in Annex A of this report. Waste transfer facility (MA07-212): Results as presented in Table A6, Table A9, Table A12 and Table A15 in Annex A of this report. Garage workshops and industrial estate grouped for assessment (MA07-217, MA08-168 and MA08-172): Results as presented in Table A67, Table A10, Table A13 and Table A16 in Annex A of this report.	No change. This correction will not lead to a new or different significant effect.

Code	Community area affected / location within the main ES	Reason for correction	Text in the main ES	Revised text	Change to significant effects and mitigation
C/O97	**MA01: Hough to Walley's Green** **Land quality** Tables following Paragraph 3.1.13, Volume 5, Appendix: LQ-001-0MA01of the main ES.	The main ES omitted a land quality site (Ambulance Station) to go through to detailed risk assessment and require CSM.	None included.	Missing tables are set out in Annex A of this report. Ambulance station (MA01-388): Results as presented in Table A17, Table A18, Table A19 and Table A20 in Annex A of this report.	No change. This correction will not lead to a new or different significant effect.
C/O100	**Transport Assessment Part 3 - MA06/MA07/MA08** **Traffic and transport** Paragraph 18.5.556, Volume 5, Appendix: TR-003-00006 of the main ES.	The main ES reported the incorrect number of parking spaces at the Christie Hospital car park.	Paragraph 18.5.556: In addition, there will be a loss of 135 off-street spaces including 30 Blue Badge bays at The Christie Hospital (Car Park D), located off the B5093 Wilmslow Road.	Paragraph 18.5.556: In addition, there will be a loss of 147 off-street spaces including 11 Blue Badge bays at The Christie Hospital (Car Park D), located off the B5093 Wilmslow Road.	No change. This correction will not lead to a new or different significant effect.
C/O107	**Transport Assessment Part 3 – MA06/MA07/MA08** **Traffic and transport** Paragraph 18.5.556, Volume 5, Appendix: TR-003-00006 of the main ES.	The main ES should have reported the loss of off-street car parking spaces at 569 Wilmslow Road.	Paragraph 18.5.556: In addition, there will be a loss of 135 off-street spaces including 30 Blue Badge bays at The Christie Hospital (Car Park D), located off the B5093 Wilmslow Road.	Paragraph 18.5.556: In addition, there will be a loss of 147 off-street spaces including 11 Blue Badge bays at The Christie Hospital (Car Park D), located off the B5093 Wilmslow Road, and a loss of eight off-street car parking spaces at number 569 Wilmslow Road.	Yes. This correction will lead to a new permanent major adverse significant effect with regard to changes to parking and loading.
C/O124	**Transport Assessment Part 2 – MA04** **Traffic and transport**	The main ES incorrectly reported the performance of M60 (junction 8)/A6144 Carrington Spur junction	Paragraphs 9.4.25 to 9.4.28, Table 9-11 and Table 9-12.	Results as presented in Table 9-11 and Table 9-12 and replacement paragraphs 9.4.25 to 9.4.28 as set out in Annex C of this report.	No change. This correction will not lead to a new or different significant effect.

Code	Community area affected / location within the main ES	Reason for correction	Text in the main ES	Revised text	Change to significant effects and mitigation
	Paragraphs 9.4.25 to 9.4.28, Table 9-11 and Table 9-12, Volume 5, Appendix: TR-002-00004 of the main ES.	during the baseline and future baseline.			
C/O128	**Transport Assessment Part 3 – MA06/MA07/MA08** **Traffic and transport** Paragraph 18.5.94, Table 18-250, Volume 5, Appendix: TR-003-0006 of the main ES.	The main ES incorrectly reported that the temporary closure of the A665 Midland Street would result in an increase in journey length for vehicle occupants of up to 860m. The correct change is 718m.	Table 18-250, first entry: Highway name/junction: A665 Midland Street Change/alteration: Users will be diverted via a retained 10m section of the A665 Midland Street and the A665 Chancellor Lane diversion, increasing the journey length by up to 860m.	Table 18-250, first entry: Highway name/junction: A665 Midland Street Change/alteration: Users will be diverted via a retained 10m section of the A665 Midland Street and the A665 Chancellor Lane diversion, increasing the journey length by up to 718m.	No change. This correction will not lead to a new or different significant effect.
	Transport Assessment Part 3 – MA06/MA07/MA08 **Traffic and transport** Paragraph 18.5.566, Table 18-411, Volume 5, Appendix: TR-003-0006 of the main ES.	The main ES incorrectly reported that the permanent closure of the A665 Midland Street would result in an increase in journey length for non-motorised users of up to 860m. The correct change in journey length is 718m.	Table 18-411, first entry: Road name: A665 Midland Street Change in length: Closure of A665 Midland Street at its northern end where it crosses the Proposed Scheme. Users will be diverted via a realigned section of the A665 Midland Street and the A665 Chancellor Lane diversion, increasing journey length by up to 860m.	Table 18-411, first entry: Road name: A665 Midland Street Change in length: Closure of A665 Midland Street at its northern end where it crosses the Proposed Scheme. Users will be diverted via a realigned section of the A665 Midland Street and the A665 Chancellor Lane diversion, increasing journey length by up to 718m.	No change. This correction will not lead to a new or different significant effect.
C/O128	**Transport Assessment Part 3 – MA06/MA07/MA08**		Paragraph 18.5.567:	Paragraph 18.5.567: There will be impacts on one roadside footway in the MA07 area	No change. This correction will not lead

Code	Community area affected / location within the main ES	Reason for correction	Text in the main ES	Revised text	Change to significant effects and mitigation
	Traffic and transport Paragraph 18.5.567, Volume 5, Appendix: TR-003-0006 of the main ES.		There will be impacts on one roadside footway in the MA07 area as a result of the permanent diversion of the A665 Midland Street. This will result in an increase in journey length of up to 860m.	as a result of the permanent diversion of the A665 Midland Street. This will result in an increase in journey length of up to 718m.	to a new or different significant effect.
C/O129	**Transport Assessment Part 3 – MA06/MA07/MA08** **Traffic and transport** Paragraph 18.5.95, Table 18-251, Volume 5, Appendix: TR-003-0006 of the main ES.	The main ES incorrectly reported that the permanent diversion of the A665 Chancellor Lane would result in an increase in journey length for vehicle occupants of up to 436m. The correct change in journey length is 208m.	Paragraph 18.5.95, Table 18-254, second entry: Highway name/junction: A665 Chancellor Lane Change/alteration: The longest diversion is for traffic travelling from the A665 Chancellor Lane to the A665 Great Ancoats Street. Users will be diverted along the A665 Chancellor Lane diversion and around the new gyratory system, increasing journey length by up to 436m.	Paragraph 18.5.95, Table 18-254, second entry: Highway name/junction: A665 Chancellor Lane Change/alteration: The longest diversion is for traffic travelling from the A635 Ashton Old Road to the A665 Chancellor Lane. Users will be diverted around the new gyratory stem and along the A665 Chancellor Lane diversion, increasing journey length by up to 208m.	No change. This correction will not lead to a new or different significant effect.
C/O131	**MA02: Wimboldsley to Lostock Gralam** **Sound, noise and vibration** Paragraph 4.2.9, Table 6, Volume 5, Appendix: SV-002-0MA02 of the main ES.	Table 6 incorrectly reported the change during month with highest noise level, construction activity result in highest forecast noise levels, and significance criteria (impact duration	Table 6: Assessment of construction noise at non-residential receptors, 22nd entry: **Change during month with highest noise level** **Day 07:00-19:00** 5 **Construction activity resulting in highest forecast noise levels**	Table 6: Assessment of construction noise at non-residential receptors, 22nd entry: **Change during month with highest noise level** **Day 07:00-19:00** 3 **Construction activity resulting in highest forecast noise levels**	No change. This correction will not lead to a new or different significant effect.

Code	Community area affected / location within the main ES	Reason for correction	Text in the main ES	Revised text	Change to significant effects and mitigation
		(months)) for assessment location 610877, Wimboldsley Community Primary School.	Day: Highway works Night: Bored tunnel works **Significance criteria: Impact duration (months)** D7	Day: Borrow pit works Night: Bored tunnel works **Significance criteria: Impact duration (months)** -	
C/O134	**MA02: Wimboldsley to Lostock Gralam** **Sound, noise and vibration** Paragraph 4.2.9, Table 5, Volume 5, Appendix: SV-002-0MA02 of the main ES.	The main ES incorrectly reported higher construction noise levels and duration of impact at several receptors.	Paragraph 4.2.9, Table 5: Assessment of construction noise at residential receptors, 23rd, 24th, 25th , 29th, 31st and 77th entries.	Paragraph 4.2.9, Table 5: Assessment of construction noise at residential receptors, 23rd, 24th, 25th , 29th, 31st and 77th entries. Results as presented in Table B6 as set out in Annex B of this report.	Yes. This correction will lead to a different temporary adverse likely significant noise effect.
C/O142	**Transport Assessment Part 2 - MA02** **Traffic and transport** Paragraph 14.3.224, Table 14-61, Volume 5, Appendix: TR-003-00002 of the main ES.	The need for a temporary closure on Footpath Wimboldsley 1/1 during utility works should have been reported in the main ES.	Paragraph 14.3.224 – Table 14-61, second entry: PRoW name: Footpath Wimboldsley 1/1 Surveyed daily usage: 0 users Temporary diversion: The permanent closure of Footpath Wimboldsley 1/1, in combination with the temporary realignment of Clive Green Lane will result in a diversion via the Shropshire Union Canal (Middlewich Branch) footpath (Footpath Wimboldsley 9/3 and Footpath Winsford 3/4), Clive Green	Paragraph 14.3.224 – Table 14-61, second entry: PRoW name: Footpath Wimboldsley 1/1 Surveyed daily usage: 0 users Temporary diversion: Temporary closure during utility works; users will be diverted via the Shropshire Union Canal (Middlewich Branch) footpath (Footpath Wimboldsley 9/3 and Footpath Winsford 3/4), Clive Green Lane and A530 Nantwich Road. During main works, the permanent closure of Footpath	No change. This correction will not lead to a new or different significant effect.

Code	Community area affected / location within the main ES	Reason for correction	Text in the main ES	Revised text	Change to significant effects and mitigation
			Lane temporary realignment, Clive Green Lane and A530 Nantwich Road. Change in distance: Increase of 1.5km. Duration: Two years and one month	Wimboldsley 1/1, in combination with the temporary realignment of Clive Green Lane will result in a diversion via the Shropshire Union Canal (Middlewich Branch) footpath (Footpath Wimboldsley 9/3 and Footpath Winsford 3/4), Clive Green Lane temporary realignment, Clive Green Lane and A530 Nantwich Road. Change in distance: Increase of up to 911m during utility works and increase of up to 1.5km during main works. Duration: 11 months during utility works and two years and one month during main works.	
	MA02: Wimboldsley to Lostock Gralam **Landscape and visual** Viewpoint 307-02-005: view south-east from Footpath Wimboldsley 1/1, east of Lea Hall, Volume 5, Appendix: LV-001-0MA02 of the main ES.	The need for a temporary closure on Footpath Wimboldsley 1/1 during utility works should have been reported in the main ES.	Viewpoint 307-02-005 : view south-east from Footpath Wimboldsley 1/1, east of Lea Hall Visual impact assessment, Construction: Temporary effects during construction Footpath Wimboldsley 1/1 will be temporarily diverted during construction.	Viewpoint 307-02-005 : view south-east from Footpath Wimboldsley 1/1, east of Lea Hall Visual impact assessment, Construction: Temporary effects during construction Footpath Wimboldsley 1/1 will be temporarily closed during construction.	No change. This correction will not lead to a new or different significant effect.

Code	Community area affected / location within the main ES	Reason for correction	Text in the main ES	Revised text	Change to significant effects and mitigation
	Transport Assessment Part 3 - MA02 **Traffic and transport** Paragraph 14.3.224, Table 14-61, Volume 5, Appendix: TR-003-00002 of the main ES.	The need for a temporary closure on Footpath Lach Dennis 3X/1 during utility works should have been reported in the main ES.	Paragraph 14.3.224 – Table 14-61, twelfth entry: ProW name: Footpath Rudheath 3/4, Footpath Rudheath 3/3, Footpath Lach Dennis 3X/2 and Footpath Lach Dennis 3X/1 Surveyed daily usage: 0 users Temporary diversion: Temporary diversion of Footpath Rudheath 3/4, Footpath Rudheath 3/3, Footpath Lach Dennis 3X/2 and Footpath Lach Dennis 3X/1 during construction of the Rudheath embankment. This will divert users for 360m to join the B5082 Penny's Lane to its existing junction with the A556 Shurlach Road. Change in distance: Increase of 660m Duration: Four years and two months	Paragraph 14.3.224 – Table 14-61, twelfth entry: ProW name: Footpath Rudheath 3/4, Footpath Rudheath 3/3, Footpath Lach Dennis 3X/2 and Footpath Lach Dennis 3X/1 Surveyed daily usage: 0 users Temporary diversion: Temporary closure of Footpath Lach Dennis 3X/1 during utility works; users of Footpath Rudheath 3/4, Footpath Rudheath 3/3, Footpath Lach Dennis 3X/2 and Footpath Lach Dennis 3X/1 will be diverted via Birches Lane and the A556 Shurlach Road. During main works, temporary diversion of Footpath Rudheath ¾, Footpath Rudheath 3/3, Footpath Lach Dennis 3X/2 and Footpath Lach Dennis 3X/1 during construction of the Rudheath embankment. This will divert users for 360m to join the B5082 Penny's Lane to its existing junction with the A556 Shurlach Road. Change in distance: Increase of 790m during utility works and increase of 660m during main works. Duration: Two years and 10 months during utility works and one year and four months during main works.	No change. This correction will not lead to a new or different significant effect.

Code	Community area affected / location within the main ES	Reason for correction	Text in the main ES	Revised text	Change to significant effects and mitigation
	MA02: Wimboldsley to Lostock Gralam **Landscape and visual** Viewpoint 311-02-001: view west from the B5082 Penny's Lane, Lach Dennis, Volume 5, Appendix: LV-001-0MA02 of the main ES.	The need for a temporary closure on Footpath Lach Dennis 3X/1 during utility works should have been reported in the main ES.	Viewpoint 311-02-001: view west from the B5082 Penny's Lane, Lach Dennis Visual impact assessment, Construction: Temporary effects during construction Utilities diversions extending to the west of the properties, will result in additional hedgerow clearance including trees. Footpath Lach Dennis 3X/1 will be diverted, Footpath Rudheath 3/4 will be closed. The construction works will be visible across the majority of the view...	Viewpoint 311-02-001: view west from the B5082 Penny's Lane, Lach Dennis Visual impact assessment, Construction: Temporary effects during construction Utilities diversions extending to the west of the properties, will result in additional hedgerow clearance including trees. Footpath Lach Dennis 3X/1 and Footpath Rudheath 3/4 will be temporarily diverted during construction. In addition, the footpaths will be permanently closed where they cross the route of the Proposed Scheme. The construction works will be visible across the majority of the view...	No change. This correction will not lead to a new or different significant effect.
	Transport Assessment Part 3 - MA02 **Traffic and transport** Paragraph 14.3.224, Table 14-61, Volume 5, Appendix: TR-003-00002 of the main ES.	The need for a temporary closure on Footpath Lostock Gralam 4/1 during utility works should have been reported in the main ES.	None included.	Paragraph 14.3.224 – Table 14-61, thirteenth entry: PRoW name: Footpath Lostock Gralam 4/1 Surveyed daily usage: N/A Temporary diversion: Temporary closure during utility works; users will be diverted via Moss Lane,	Yes. This correction will lead to a new temporary moderate adverse significant effect with regards to changes in journey lengths for non-motorised users on Footpath Lostock Gralam 4/1.

Code	Community area affected / location within the main ES	Reason for correction	Text in the main ES	Revised text	Change to significant effects and mitigation
				Hangman's Lane, Birches Lane and the A556. Change in distance: Increase of up to 1.1km. Duration: 10 months.	
	MA02: Wimboldsley to Lostock Gralam **Landscape and visual** Viewpoint 312-02-004: view west from Mosslane Farm, Moss Lane, Volume 5, Appendix: LV-001-0MA02 of the main ES.	The need for a temporary closure on Footpath Lostock Gralam 4/1 and Footpath Lostock Gralam 10/1 during utility works should have been reported in the main ES.	Viewpoint 312-02-004: view west from Mosslane Farm, Moss Lane Visual impact assessment, Construction: Temporary effects during construction …Utilities diversion works will also take place across the middle-distance. The magnitude of visual change will be medium.	Viewpoint 312-02-004: view west from Mosslane Farm, Moss Lane Visual impact assessment, Construction: Temporary effects during construction …Utilities diversion works will also take place across the middle-distance. Footpath Lostock Gralam 4/1 and 10/1 will be temporarily closed during construction to facilitate utilities works. The magnitude of visual change will be medium.	No change. This correction will not lead to a new or different significant effect.
	Transport Assessment Part 3 - MA02 **Traffic and transport** Paragraph 14.3.224, Table 14-61, Volume 5, Appendix: TR-003-00002 of the main ES.	The need for a temporary closure on Footpath Lostock Gralam 10/1 during utility works should have been reported in the main ES.	None included.	Paragraph 14.3.224 – Table 14-61, fourteenth entry: PRoW name: Footpath Lostock Gralam 10/1 Surveyed daily usage: N/A Temporary diversion: Temporary closure during utility works; users will be diverted via Moss Lane,	Yes. This correction will lead to a new temporary moderate adverse significant effect with regards to changes in journey lengths for non-motorised users on Footpath Lostock Gralam 10/1.

Code	Community area affected / location within the main ES	Reason for correction	Text in the main ES	Revised text	Change to significant effects and mitigation
				Hangman's Lane, Birches Lane and the A556. Change in distance: Increase of up to 1.7km. Duration: 10 months	
	Transport Assessment Part 3 - MA02 **Traffic and transport** Paragraph 14.3.224, Table 14-61, Volume 5, Appendix: TR-003-00002 of the main ES.	The need for a temporary closure on Footpath Lostock Gralam 4/2 during utility works should have been reported in the main ES.	None included.	Paragraph 14.3.224 – Table 14-61, fifteenth entry: PRoW name: Footpath Lostock Gralam 4/2 Surveyed daily usage: N/A Temporary diversion: Temporary closure during utility works; users will be diverted via Moss Lane, Hangman's Lane, Birches Lane and the A556. Change in distance: Increase of up to 1.7km. Duration: Two years and 10 months.	Yes. This correction will lead to a new temporary moderate adverse significant effect with regards to changes in journey lengths for non-motorised users on Footpath Lostock Gralam 4/2.
	MA02: Wimboldsley to Lostock Gralam **Landscape and visual** Viewpoint 312-02-006: view north-west from Footpath Lostock Gralam 4/2, east of Fieldhouse Farm, Volume 5, Appendix: LV-001-0MA02 of the main ES	The need for a temporary closure on Footpath Lostock Gralam 4/2 during utility works should have been reported in the main ES.	Viewpoint 312-02-006: view north-west from Footpath Lostock Gralam 4/2, east of Fieldhouse Farm Visual impact assessment, Construction: Temporary effects during construction … The construction works will be visible across the majority of the view. The combination of the above	Viewpoint 312-02-006: view north-west from Footpath Lostock Gralam 4/2, east of Fieldhouse Farm Visual impact assessment, Construction: Temporary effects during construction … The construction works will be visible across the majority of the view and will include modification to utilities. Footpath Lostock Gralam	No change. This correction will not lead to a new or different significant effect.

Code	Community area affected / location within the main ES	Reason for correction	Text in the main ES	Revised text	Change to significant effects and mitigation
			will result in a high magnitude of visual change.	4/2 will be temporarily closed for a period of time during construction to facilitate utilities works. Construction activity will result in a high magnitude of visual change.	
	Transport Assessment Part 3 - MA02 **Traffic and transport** Paragraph 14.3.224, Table 14-61, Volume 5, Appendix: TR-003-00002 of the main ES.	The need for a temporary closure on Restricted Byway Lostock Gralam 1/1 during utility works should have been reported in the main ES.	None included.	Paragraph 14.3.224 – Table 14-61, sixteenth entry: PRoW name: Restricted Byway Lostock Gralam 1/1 Surveyed daily usage: N/A Temporary diversion: Temporary closure during utility works; pedestrians travelling between Birches Lane and Footpath Lostock Gralam 8/2 will be diverted via Birches Lane, the A556, Ascol Drive, Footpath Plumley 15/2 and Footpath Lostock Gralam 8/2. Pedestrians travelling between Moss Lane and Birches Lane will be diverted via Moss Lane, Hangman's Lane and Birches Lane. Restricted Byway Lostock Gralam 1/1 and Restricted Byway Lostock 1/2 do not provide a through route for equestrians and cyclists. As a result, no temporary diversion is possible for equestrians and cyclists for the duration of the works. Change in distance: Increase of up to 1.3km.	Yes. This correction will lead to a new temporary moderate adverse significant effect with regards to changes in journey lengths for non-motorised users on Restricted Byway Lostock Gralam 1/1.

Code	Community area affected / location within the main ES	Reason for correction	Text in the main ES	Revised text	Change to significant effects and mitigation
				Duration: 8 months	
	MA02: Wimboldsley to Lostock Gralam **Landscape and visual** Viewpoint 312-02-003: view west from Restricted Byway Lostock Gralam 1/1, Lostock Green, Volume 5, Appendix: LV-001-0MA02 of the main ES.	The need for a temporary closure on Restricted Byway Lostock Gralam 1/1 during utility works should have been reported in the main ES.	Viewpoint 312-02-003: view west from Restricted Byway Lostock Gralam 1/1, Lostock Green Visual impact assessment, Construction: Temporary effects during construction …The presence of large-scale construction works in proximity to the receptors will result in a substantial change in the view. The combination of the above will result in a high magnitude of visual change.	Viewpoint 312-02-003: view west from Restricted Byway Lostock Gralam 1/1, Lostock Green Visual impact assessment, Construction: Temporary effects during construction … The presence of large-scale construction works in proximity to the receptors will result in a substantial change in the view. Restricted Byway Lostock Gralam 1/1 will be temporarily closed during construction to facilitate utilities works. The combination of the above will result in a high magnitude of visual change.	No change. This correction will not lead to a new or different significant effect.
	Transport Assessment Part 3 - MA02 **Traffic and transport** Paragraph 14.3.224, Table 14-61, Volume 5, Appendix: TR-003-00002 of the main ES.	The need for a temporary closure on Restricted Byway Lostock Gralam 1/2 during utility works should have been reported in the main ES.	None included.	Paragraph 14.3.224 – Table 14-61, seventeenth entry: PRoW name: Restricted Byway Lostock Gralam 1/2 Surveyed daily usage: N/A Temporary diversion: Temporary closure during utility works; pedestrians travelling between the A556 and Footpath Lostock Gralam 8/2 will be diverted via the A556,	Yes. This correction will lead to a new temporary moderate adverse significant effect with regards to changes in journey lengths for non-motorised users on Restricted Byway Lostock Gralam 1/2.

Code	Community area affected / location within the main ES	Reason for correction	Text in the main ES	Revised text	Change to significant effects and mitigation
				Ascol Drive, Footpath Plumley 15/2 and Footpath Lostock Gralam 8/2. Pedestrians travelling between Moss Lane and the A556 will be diverted via Moss Lane, Hangman's Lane, Birches Lane and the A556. Restricted Byway Lostock Gralam 1/1 and Restricted Byway Lostock 1/2 do not provide a through route for equestrians and cyclists. As a result, no temporary diversion is possible for equestrians and cyclists for the duration of the works. Change in distance: Increase of up to 1.7km. Duration: 8 months	
	Transport Assessment Part 3 - MA02 **Traffic and transport** Paragraph 14.3.224, Table 14-61, Volume 5, Appendix: TR-003-00002 of the main ES.	The need for a temporary closure on Footpath Lostock Gralam 7/1 during utility works should have been reported in the main ES.	None included.	Paragraph 14.3.224 – Table 14-61, eighteenth entry: PRoW name: Footpath Lostock Gralam 7/1 Surveyed daily usage: N/A Temporary diversion: Temporary closure during utility works; users travelling between Birches Lane and Footpath Lostock Gralam 8/2 will be diverted via Birches Lane, the A556, Ascol Drive, Footpath Plumley 15/2 and Footpath Lostock Gralam 8/2. Users travelling between the A556 and Footpath Lostock Gralam 8/2	Yes. This correction will lead to a new temporary moderate adverse significant effect with regards to changes in journey lengths for non-motorised users on Footpath Lostock Gralam 7/1.

Code	Community area affected / location within the main ES	Reason for correction	Text in the main ES	Revised text	Change to significant effects and mitigation
				will be diverted via the A556, Ascol Drive, Footpath Plumley 15/2 and Footpath Lostock Gralam 8/2. Change in distance: Increase of up to 1.3km. Duration: Two years and 10 months	
C/O143	**Transport Assessment Part 3 - MA03** **Traffic and transport** Paragraph 15.3.120, Table 15-36, Volume 5, Appendix: TR-003-00003 of the main ES.	The need for a temporary closure on Footpath Tabley Inferior 1/1 during utility works should have been reported in the main ES.	Paragraph 15.3.120 – Table 15-36, first entry: PRoW name: Footpath Tabley Inferior 1/1 Surveyed daily usage: N/A Temporary diversion: Temporary realignment of Footpath Tabley Inferior 1/1 140m to the north of its existing alignment. Change in distance: Increase of 206m Duration: One year and four months	Paragraph 15.3.120 – Table 15-36, first entry: PRoW name: Footpath Tabley Inferior 1/1 Surveyed daily usage: N/A Temporary diversion: Temporary closure during utility works; users will be diverted via A556, Linnards Lane, Footpath Wincham 8/1, Footpath Pickmere 6/1, Spink Lane and B5391 Pickmere Lane. During main works, temporary realignment of Footpath Tabley Inferior 1/1 140m to the north of its existing alignment. Change in distance: Increase of up to 1.9km during utility works and increase of 206m during main works. Duration: 10 months during utility works and one year and four months during main works.	Yes. The effect changes from minor adverse to moderate adverse.
	MA03: Pickmere to Agden and Hulseheath **Landscape and visual**	The need for a temporary closure on Footpath Tabley Inferior 1/1 during	View west from Footpath Tabley Inferior 1/1 (High sensitivity receptors) (VP 313-03-005)	View west from Footpath Tabley Inferior 1/1 (High sensitivity receptors) (VP 313-03-005)	No change. This correction will not lead to a new or different significant effect.

Code	Community area affected / location within the main ES	Reason for correction	Text in the main ES	Revised text	Change to significant effects and mitigation
	View west from Footpath Tabley Inferior 1/1 (High sensitivity receptors) (VP 313-03-005), Volume 5, Appendix: LV-001-0MA03 of the main ES.	utility works should have been reported in the main ES.	Visual impact assessment, Construction: Temporary effects during construction ...A section of Footpath Tabley Inferior 1/1 will be temporarily realigned. Construction activity will be visible across the majority of the view for users of the footpath....	Visual impact assessment, Construction: Temporary effects during construction ...A section of Footpath Tabley Inferior 1/1 will be temporarily realigned. In addition, Footpath Tabley Inferior 1/1 will be temporarily closed during construction to facilitate utility work. Construction activity will be visible across the majority of the view for users of the footpath....	
	Transport Assessment Part 3 - MA03 **Traffic and transport** Paragraph 15.3.120, Table 15-36, Volume 5, Appendix: TR-003-00003 of the main ES.	The need for a temporary closure on Footpath Pickmere 8/1 should have been reported in the main ES during utility works resulting in the need for an alternate diversion route for Footpath Tabley Inferior 3/1 during the Footpath Pickmere 8/1 closure.	Paragraph 15.3.120 – Table 15-36, second entry: PRoW name: Footpath Tabley Inferior 3/1 Surveyed daily usage: 0 users Temporary realignment of Footpath Tabley Inferior 3/1, following a temporary footpath parallel to the Cheshire Showground North Access diversion on the western side of the route of the Proposed Scheme, the permanent B5391 Pickmere Lane realignment, the permanent Flittogate Lane realignment and a temporary footpath parallel to the Cheshire Showground South Access	Paragraph 15.3.120 – Table 15-36, second entry: PRoW name: Footpath Tabley Inferior 3/1 Surveyed daily usage: 0 users Temporary closure during utility works on Footpath Pickmere 8/1; users will be diverted via the A556, Flittogate Lane and B5391 Pickmere Lane. During main works, temporary realignment of Footpath Tabley Inferior 3/1, following a temporary footpath parallel to the Cheshire Showground North Access diversion on the western side of the route of the Proposed Scheme, the	No change. This correction will not lead to a new or different significant effect.

Code	Community area affected / location within the main ES	Reason for correction	Text in the main ES	Revised text	Change to significant effects and mitigation
			diversion on the eastern side of the route of the Proposed Scheme. Change in distance: Increase of 1.2km Duration: 11 months	permanent B5391 Pickmere Lane realignment, the permanent Flittogate Lane realignment and a temporary footpath parallel to the Cheshire Showground South Access diversion on the eastern side of the route of the Proposed Scheme. Change in distance: Increase of 827m during utility works and increase of 1.2km during main works. Duration: 6 months during utility works and 5 months during main works.	
	Transport Assessment Part 3 - MA03 **Traffic and transport** Paragraph 15.3.120, Table 15-36, Volume 5, Appendix: TR-003-00003 of the main ES.	The need for a temporary closure on Footpath Pickmere 8/1 during utility works should have been reported in the main ES.	None included.	Paragraph 15.3.120 – Table 15-36, third entry: PRoW name: Footpath Pickmere 8/1 Surveyed daily usage: 0 users Temporary diversion: Temporary closure during utility works. Users will be diverted via the A556, Flittogate Lane and B5391 Pickmere Lane. Change in distance: Increase of 827m Duration: 10 months	Yes. This correction will lead to a new temporary moderate adverse significant effect with regards to changes in journey lengths for non-motorised users on Footpath Pickmere 8/1.
	MA03: Pickmere to Agden and Hulseheath **Landscape and visual**	The need for a temporary closure on Footpath Pickmere 8/1 during	Viewpoint 313-03-010: view north-west from Footpath Tabley Inferior 2/2	Viewpoint 313-03-010: view north-west from Footpath Tabley Inferior 2/2	No change. This correction will not lead to a new or different significant effect.

Code	Community area affected / location within the main ES	Reason for correction	Text in the main ES	Revised text	Change to significant effects and mitigation
	Viewpoint 313-03-010: view north-west from Footpath Tabley Inferior 2/2, Volume 5, Appendix: LV-001-0MA03 of the main ES.	utility works should have been reported in the main ES.	Visual impact assessment, Construction: Temporary effects during construction ...There will be near-distance views of construction activity from Footpath Tabley Inferior 2/2, contiguous with Footpath Tabley Inferior 3/1 which will be diverted to the north, crossing the Proposed Scheme via the Footpath Pickmere 9/1 underbridge. The large-scale elements associated with construction, including construction plant, earthworks, temporary stockpiles and Pickmere Lane satellite compound, will be out of character with existing views over the rural landscape...	Visual impact assessment, Construction: Temporary effects during construction ...There will be near-distance views of construction activity from Footpath Tabley Inferior 2/2, contiguous with Footpath Tabley Inferior 3/1 which will be diverted to the north, crossing the Proposed Scheme via the Footpath Pickmere 9/1 underbridge. Footpath Pickmere 8/1 will be temporarily closed during construction to facilitate utility work. The large-scale elements associated with construction, including construction plant, earthworks, temporary stockpiles and Pickmere Lane satellite compound, will be out of character with existing views over the rural landscape...	
	Transport Assessment Part 3 - MA03 **Traffic and transport** Paragraph 15.3.120, Table 15-36, Volume 5, Appendix: TR-003-00003 of the main ES.	The need for a temporary closure on Footpath Tabley Inferior 4/1 during utility works should have been reported in the main ES.	None included.	Paragraph 15.3.120 – Table 15-36, fourth entry: PRoW name: Footpath Tabley Inferior 4/1 Surveyed daily usage: N/A Temporary diversion: Temporary closure during utility works. Users	Yes. This correction will lead to a new temporary minor adverse significant effect with regards to changes in journey lengths for non-motorised users on

Code	Community area affected / location within the main ES	Reason for correction	Text in the main ES	Revised text	Change to significant effects and mitigation
				will be diverted via Flittogate Lane and B5391 Pickmere Lane. Change in distance: Increase of 164m Duration: Eight months	Footpath Tabley Inferior 4/1.
	Transport Assessment Part 3 - MA03 **Traffic and transport** Paragraph 15.3.120, Table 15-36, Volume 5, Appendix: TR-003-00003 of the main ES.	The need for a temporary closure on Footpath Pickmere 9/2 during construction should have been reported in the main ES.	None included.	Paragraph 15.3.120 – Table 15-36, fifth entry: PRoW name: Footpath Pickmere 9/2 Surveyed daily usage: N/A Temporary diversion: Temporary closure for the duration of Pickmere Lane Satellite Compound. Users will be diverted via Flittogate Lane and B5391 Pickmere Lane. Change in distance: Increase of 164m Duration: Three years and 11 months	Yes. This correction will lead to a new temporary minor adverse significant effect with regards to changes in journey lengths for non-motorised users on Footpath Pickmere 9/2.
	MA03: Pickmere to Agden and Hulseheath **Landscape and visual** Viewpoint 314-03-002: view north-east from Pickmere Lane, Volume 5, Appendix: LV-001-0MA03 of the main ES.	The need for a temporary closure on Footpath Tabley Inferior 4/1 and Footpath Pickmere 9/2 during construction should have been reported in the main ES. Footpath Pickmere 9/ 2 was omitted from the	Viewpoint 314-03-002: view north-east from Pickmere Lane This viewpoint is representative of views experienced by users of Footpath Tabley Inferior 3/1 and Footpath Tabley Inferior 4/1, residents in properties on Pickmere Lane	Viewpoint 314-03-002: view north-east from Pickmere Lane This viewpoint is representative of views experienced by users of Footpath Tabley Inferior 3/1, Footpath Tabley Inferior 4/1 and Footpath Pickmere 9/2, residents in properties on Pickmere Lane. Viewpoint 314-03-002: view north-east from Pickmere Lane	No change. This correction will not lead to a new or different significant effect.

Code	Community area affected / location within the main ES	Reason for correction	Text in the main ES	Revised text	Change to significant effects and mitigation
		description of representative views for VP 314-03-002.	Viewpoint 314-03-002: view north-east from Pickmere Lane Visual impact assessment, Construction: Temporary effects during construction ...Footpath Tabley Inferior 3/1 and Footpath Tabley Inferior 4/1 will be diverted and footpath users will have clear views of construction activity and the Pickmere Lane satellite compound in the near-distance. Cranes and other tall construction plant may be visible above the trees from the wider area. The magnitude of change will be high.	Visual impact assessment, Construction: Temporary effects during construction ...A short section of Footpath Tabley Inferior 3/1 will be diverted and footpath users will have clear views of construction activity and Pickmere Lane satellite compound in the near-distance. Footpath Tabley Inferior 4/1 and Pickmere 9/2 will be temporarily closed during construction to facilitate utility works. Cranes and other tall construction plant may be visible above the trees from the wider area. The magnitude of change will be high.	
	Transport Assessment Part 3 - MA03 **Traffic and transport** Paragraph 15.3.120, Table 15-36, Volume 5, Appendix: TR-003-00003 of the main ES.	The need for a temporary closure on Restricted Byway Mere 2/1 during utility works should have been reported in the main ES.	None included.	Paragraph 15.3.120 – Table 15-36, eleventh entry: PRoW name: Restricted Byway Mere 2/1 Surveyed daily usage: N/A Temporary diversion: Temporary closure during utility works. Change in distance: No viable alternative route during the temporary closure. Duration: One year and five months	Yes. This correction will lead to a new temporary major adverse significant effect with regards to changes in journey lengths for non-motorised users on Restricted Byway Mere 2/1.

Code	Community area affected / location within the main ES	Reason for correction	Text in the main ES	Revised text	Change to significant effects and mitigation
	MA03: Pickmere to Agden and Hulseheath **Landscape and visual** Viewpoint 315-02-005: view east from Winterbottom Lane at Winterbottom Farm, Volume 5, Appendix: LV-001-0MA03 of the main ES.	The need for a temporary closure on Restricted Byway Mere 2/1 during utility works should have been reported in the main ES.	Viewpoint 315-02-005: view east from Winterbottom Lane at Winterbottom Farm Visual impact assessment, Construction: Temporary effects during construction The removal of a substantial block of woodland from Belt Wood, east of the receptor, will change the composition of the view in the far distance	Viewpoint 315-02-005: view east from Winterbottom Lane at Winterbottom Farm Visual impact assessment, Construction: Temporary effects during construction The removal of a substantial block of woodland from Belt Wood, east of the receptor, will change the composition of the view in the far distance. Restricted Byway Mere 2/1 will be temporarily closed during construction to facilitate utility works.	No change. This correction will not lead to a new or different significant effect.
	Transport Assessment Part 3 - MA03 **Traffic and transport** Paragraph 15.3.120, Table 15-36, Volume 5, Appendix: TR-003-00003 of the main ES.	The need for a temporary closure on Bridleway Mere 1/1 during utility works should have been reported in the main ES.	Paragraph 15.3.120 – Table 15-36, seventh entry: PRoW name: Bridleway Mere 1/1 Surveyed daily usage: N/A Temporary diversion: Temporary realignment of Bridleway Mere 1/1 up to 65m north of the existing alignment during construction of the Bridleway Mere 1/1 accommodation underbridge. Change in distance: Increase of 10m Duration: 11 months	Paragraph 15.3.120 – Table 15-36, twelfth entry: PRoW name: Bridleway Mere 1/1 Surveyed daily usage: N/A Temporary diversion: Temporary closure during utility works; users will be diverted via Chester Road, A50, Hoo Green Lane and Winterbottom Lane. During main works, temporary realignment of Bridleway Mere 1/1 up to 65m north of the existing alignment during construction of the Bridleway Mere 1/1 accommodation underbridge.	Yes. This correction will lead to a new temporary moderate adverse significant effect with regards to changes in journey lengths for non-motorised users on Bridleway Mere 1/1.

Code	Community area affected / location within the main ES	Reason for correction	Text in the main ES	Revised text	Change to significant effects and mitigation
				Change in distance: Increase of 2.2km during utility works and increase of 10m during main works Duration: One year and eight months during utility works and 11 months during main works.	
	MA03: Pickmere to Agden and Hulseheath **Landscape and visual** Viewpoint 315-03-004: view west from Bentleyhurst Farm and Bridleway Mere 1/1, Volume 5, Appendix: LV-001-0MA03 of the main ES.	The need for a temporary closure on Bridleway Mere 1/1 during utility works should have been reported in the main ES.	Viewpoint 315-03-004: view west from Bentleyhurst Farm and Bridleway Mere 1/1 Visual impact assessment, Construction: Temporary effects during construction … These will be out of character with existing views over the rural landscape. Views of M6 viaduct north satellite compound will be filtered by field boundary vegetation.	Viewpoint 315-03-004: view west from Bentleyhurst Farm and Bridleway Mere 1/1 Visual impact assessment, Construction: Temporary effects during construction … These will be out of character with existing views over the rural landscape. Views of M6 viaduct north satellite compound will be filtered by field boundary vegetation. In addition, Bridleway Mere 1/1 will be temporarily closed during construction to facilitate utility works.	No change. This correction will not lead to a new or different significant effect.
C/O144	**Transport Assessment Part 3 - MA06/MA07/MA08** **Traffic and transport** Paragraph 18.3.747, Table 18-227, Volume 5,	The need for a temporary closure on Footpath Millington 2/1 during utility works should have been	Paragraph 18.3.747 – Table 18-227, first entry: PRoW name: Footpath Millington 2/1 Surveyed daily usage: 8 users	Paragraph 18.3.747 – Table 18-227, first entry: PRoW name: Footpath Millington 2/1 Surveyed daily usage: 8 users Temporary diversion: Temporary closure during utility works; users	Yes. The effect changes from minor adverse to moderate adverse.

Code	Community area affected / location within the main ES	Reason for correction	Text in the main ES	Revised text	Change to significant effects and mitigation
	Appendix: TR-003-00006 of the main ES	reported in the main ES.	Temporary diversion: Users diverted south-east of Chapel Lane satellite compound. Change in distance: Increase of up to 359m. Duration: Two years and eight months	travelling between Millington FP4/1 and Chapel Lane will be diverted via Millington FP5-1, Millington Lane, Millington Hall Lane, Millington FP1/1 and Chapel Lane. Users travelling between Chapel Lane and Millington Hall Lane will be diverted via Chapel Lane, Millington FP1/1 and Millington Hall Lane. Users travelling between Chapel Lane and Boothbank Lane will be diverted via Chapel Lane, Peacock Lane, Back Lane, Thowler Lane and Boothbank Lane. Change in distance: Increase of up to 1.5km. Duration: Three years	
	MA06: Hulseheath to Manchester Airport **Landscape and visual** Viewpoint 317-03-007: view north-west from Footpath Millington 2/1, Volume 5, Appendix: LV-001-0MA06 of the main ES.	The need for a temporary closure on Footpath Millington 2/1 during utility works should have been reported in the main ES.	Viewpoint 317-03-007: view north-west from Footpath Millington 2/1 Visual impact assessment, Construction: Temporary effects during construction ...The large-scale components associated with construction including Chapel Lane satellite compound, machinery, earthworks and material stockpiles will be prominent in the view over the valley and the open farmland to the	Viewpoint 317-03-007: view north-west from Footpath Millington 2/1 Visual impact assessment, Construction: Temporary effects during construction ...The large-scale components associated with construction including Chapel Lane satellite compound, machinery, earthworks and material stockpiles will be prominent in the view over the valley and the open farmland to the north	No change. This correction will not lead to a new or different significant effect.

Code	Community area affected / location within the main ES	Reason for correction	Text in the main ES	Revised text	Change to significant effects and mitigation
			north and south. Construction traffic using Peacock Lane, Peacock Lane realignment and Ivy House Farm accommodation access diversion will introduce uncharacteristic traffic movements into views.	and south. Construction traffic using Peacock Lane, Peacock Lane realignment and Ivy House Farm accommodation access diversion will introduce uncharacteristic traffic movements into views. In addition, Footpath Millington 2/1 will be temporarily closed, to facilitate utility works.	
	Transport Assessment Part 3 - MA06/MA07/MA08 **Traffic and transport** Paragraph 18.3.747, Table 18-227, Volume 5, Appendix: TR-003-00006 of the main ES.	The need for temporary closures on nearby PRoW during utility works should have been reported in the main ES and results in a change to the temporary diversion route for Footpath Millington 3/3.	Paragraph 18.3.747 – Table 18-227, second entry: PRoW name: Footpath Millington 3/3 Surveyed daily usage: N/A Temporary diversion: Closure where it crosses the route of the Proposed Scheme. Users will be diverted along Footpath Millington 4/2 and Footpath Millington 4/1 to cross the route of the Proposed Scheme under the Agden Brook viaduct. Change in distance: Increase of up to 566m. Duration: Two years and one month	Paragraph 18.3.747 – Table 18-227, second entry: PRoW name: Footpath Millington 3/3 Surveyed daily usage: N/A Temporary diversion: Closure where it crosses the route of the Proposed Scheme. During utility works on nearby PRoW, users travelling between Millington Hall Lane and Boothbank Lane will be diverted via Millington Hall Lane, Millington Lane, Millington FP5-2, Millington FP4/1 (including temporary realignment), Millington Lane and Boothbank Lane. Users travelling between Chapel Lane and Boothbank Lane will be diverted via Chapel Lane, Peacock Lane, Back Lane Thowler Lane and Boothbank Lane. During main works, users will be diverted along Footpath Millington 4/2 and	No change. This correction will not lead to a new or different significant effect.

Code	Community area affected / location within the main ES	Reason for correction	Text in the main ES	Revised text	Change to significant effects and mitigation
				Footpath Millington 4/1 to cross the route of the Proposed Scheme under the Agden Brook viaduct. Change in distance: Increase of up to 1km. Duration: One year and five months during utility works and one year and seven months during main works.	
	Transport Assessment Part 3 - MA06/MA07/MA08 **Traffic and transport** Paragraph 18.3.747, Table 18-227, Volume 5, Appendix: TR-003-00006 of the main ES.	The need for a temporary closure on Footpath Millington 5/2 during utility works should have been reported in the main ES.	Paragraph 18.3.747 – Table 18-227, third entry: PRoW name: Footpath Millington 5/2 Surveyed daily usage: N/A Temporary diversion: Users will be diverted via Footpath Millington 4/1 and Boothbank Lane. Change in distance: Increase of up to 489m. Duration: Two years and one month	Paragraph 18.3.747 – Table 18-227, third entry: PRoW name: Footpath Millington 5/2 Surveyed daily usage: N/A Temporary diversion: Temporary closure. During utility works, users will be diverted via Footpath Millington 4/1, Millington Lane and Boothbank Lane. During main works, users will be diverted via Footpath Millington 4/1 (including temporary realignment), Millington Lane and Boothbank Lane Change in distance: Increase of up to 329m during utility works and increase of up to 489m during main works. Duration: One year and five months during utility works and one year and seven months during main works.	Yes. This correction will lead to a new temporary minor adverse significant effect with regards to changes in journey lengths for non-motorised users on Footpath Millington 5/2.

Code	Community area affected / location within the main ES	Reason for correction	Text in the main ES	Revised text	Change to significant effects and mitigation
	Transport Assessment Part 3 - MA06/MA07/MA08 **Traffic and transport** Paragraph 18.3.747, Table 18-227, Volume 5, Appendix: TR-003-00006 of the main ES.	The need for a temporary closure on Footpath Millington 4/1 during utility works should have been reported in the main ES.	Paragraph 18.3.747 – Table 18-227, fourth entry: PRoW name: Footpath Millington 4/1 Surveyed daily usage: N/A Temporary diversion: Temporary realignment, 40m north-east of its existing realignment for 296m. Change in distance: Increase of up to 76m. Duration: Two years and one month	Paragraph 18.3.747 – Table 18-227, fourth entry: PRoW name: Footpath Millington 4/1 Surveyed daily usage: N/A Temporary diversion: Temporary closure during utility works; users will be diverted via Millington Lane and Footpath Millington 5/1. During main works, temporary realignment, 40m north-east of its existing realignment for 296m. Change in distance: Increase of 454m during utility works and increase of up to 76m during main works. Duration: Ten months during utility works and two years and one month during main works.	Yes. This correction will lead to a new temporary minor adverse significant effect with regards to changes in journey lengths for non-motorised users on Footpath Millington 4/1.
	MA06: Hulseheath to Manchester Airport **Landscape and visual** Viewpoint 318-02-003: view south from Millington Lane, Volume 5, Appendix: LV-001-0MA06 of the main ES	The need for a temporary closure on Footpath Millington 4/1 during utility works should have been reported in the main ES.	Viewpoint 318-02-003: view south from Millington Lane Visual impact assessment, Construction: Temporary effects during construction ...Woodland will be removed during the laying of a new high-pressure gas main through Millington Clough, opening up views of construction to	Viewpoint 318-02-003: view south from Millington Lane Visual impact assessment, Construction: Temporary effects during construction ... Woodland will be removed during the laying of a new high-pressure gas main through Millington Clough, opening up views of construction to	No change. This correction will not lead to a new or different significant effect.

Code	Community area affected / location within the main ES	Reason for correction	Text in the main ES	Revised text	Change to significant effects and mitigation
			the south-west. Views from Millington Lane will be partially screened by the raised landform of the western side of the valley and by vegetation lining the lane. Views from the PRoW will be partially screened by vegetation lining Agden Brook but will become more open nearer the construction site boundary…	the south-west. Footpath Millington 4/1 will be temporarily closed for to facilitate this utility work. Views from Millington Lane will be partially screened by the raised landform of the western side of the valley and by vegetation lining the lane. Views from the PRoW will be partially screened by vegetation lining Agden Brook but will become more open nearer the construction site boundary…	
	Transport Assessment Part 3 - MA06/MA07/MA08 **Traffic and transport** Paragraph 18.3.747, Table 18-227, Volume 5, Appendix: TR-003-00006 of the main ES.	The need for a temporary closure on Footpath Millington 3/2 during utility works should have been reported in the main ES.	None included.	Paragraph 18.3.747 – Table 18-227, fifth entry: PRoW name: Footpath Millington 3/2 Surveyed daily usage: N/A Temporary diversion: Temporary closure during utility works; users travelling between Millington Hall Lane and Footpath Millington FP4/1 will be diverted via Millington Hall Lane, Millington Lane and Millington FP5-2. Users travelling between Millington Hall Lane and Boothbank Lane will be diverted via Millington Hall Lane, Millington Lane, Millington FP5-2, Millington FP4/1, Millington Lane and Boothbank Lane. During main works, users travelling between Millington Hall Lane and	Yes. This correction will lead to a new temporary moderate adverse significant effect with regards to changes in journey lengths for non-motorised users on Footpath Millington 3/2.

Code	Community area affected / location within the main ES	Reason for correction	Text in the main ES	Revised text	Change to significant effects and mitigation
				Boothbank Lane will be diverted via Millington Hall Lane, Millington Lane, Millington FP5-2, Millington FP4/1 (including temporary realignment), Millington Lane and Boothbank Lane. Change in distance: Increase of up to 1km. Duration: One year and five months during utility works and one year and seven months during main works.	
	Transport Assessment Part 3 - MA06/MA07/MA08 **Traffic and transport** Paragraph 18.3.747, Table 18-227, Volume 5, Appendix: TR-003-00006 of the main ES.	The need for a temporary closure on Footpath Millington 4/2 during utility works should have been reported in the main ES.	None included.	Paragraph 18.3.747 – Table 18-227, sixth entry: PRoW name: Footpath Millington 4/2 Surveyed daily usage: N/A Temporary diversion: Temporary closure during utility works; users travelling between Millington Hall Lane and Footpath Millington FP4/1 will be diverted via Millington Hall Lane, Millington Lane and Millington FP5-2. Users travelling between Millington FP4/1 and Chapel Lane will be diverted via Millington FP5-1, Millington Lane, Millington Hall Lane, Millington FP1/1 and Chapel Lane. Change in distance: Increase of up to 1.5km. Duration: Three years	Yes. This correction will lead to a new temporary moderate adverse significant effect with regards to changes in journey lengths for non-motorised users on Footpath Millington 4/2.

Code	Community area affected / location within the main ES	Reason for correction	Text in the main ES	Revised text	Change to significant effects and mitigation
	Transport Assessment Part 3 - MA06/MA07/MA08 **Traffic and transport** Paragraph 18.3.747, Table 18-227, Volume 5, Appendix: TR-003-00006 of the main ES.	The need for a temporary closure on Footpath Millington 14/2 during utility works should have been reported in the main ES.	None included.	Paragraph 18.3.747 – Table 18-227, seventh entry: PRoW name: Footpath Millington 14/2 Surveyed daily usage: N/A Temporary diversion: Diversion via Footpath Millington 6/1 to Footpath Millington 8/1 during utility works. Change in distance: Increase of up to 144m. Duration: Two years	Yes. This correction will lead to a new temporary minor adverse significant effect with regards to changes in journey lengths for non-motorised users on Footpath Millington 14/2.
	Transport Assessment Part 3 - MA06/MA07/MA08 **Traffic and transport** Paragraph 18.3.747, Table 18-227, Volume 5, Appendix: TR-003-00006 of the main ES.	The need for a temporary closure on Footpath Ashley 1/2 during utility works should have been reported in the main ES.	None included.	Paragraph 18.3.747 – Table 18-227, twelfth entry: PRoW name: Footpath Ashley 1/2 Surveyed daily usage: N/A Temporary diversion: Temporary closure during utility works. Users will be diverted via A56 Dunham Road, Footpath Bowdon 18 and Bow Lane, Footpath Bowden 5 and Footpath Ashley 1/1 Change in distance: Increase of up to 1km. Duration: Three months	Yes. This correction will lead to a new temporary minor adverse significant effect with regards to changes in journey lengths for non-motorised users on Footpath Ashley 1/2.
	MA06: Hulseheath to Manchester Airport **Landscape and visual**	The need for a temporary closure on Footpath Ashley 1/2 during utility	Viewpoint 329-02-008: view south-west from Rycroft Farm and Footpath Ashley 1/2	Viewpoint 329-02-008: view south-west from Rycroft Farm and Footpath Ashley 1/2	No change. This correction will not lead to a new or different significant effect.

Code	Community area affected / location within the main ES	Reason for correction	Text in the main ES	Revised text	Change to significant effects and mitigation
	Viewpoint 329-02-008: view south-west from Rycroft Farm and Footpath Ashley 1/2, Volume 5, Appendix: LV-001-0MA06 of the main ES.	works should have been reported in the main ES.	Visual impact assessment, Construction: Temporary effects during construction ... The works to the power line will be noticeable in views across the shorter term. Construction works associated with the formation of Rostherne East box structure will be screened by existing planting along the M56, although cranes may occasionally be visible above the intermediate tree line...	Visual impact assessment, Construction: Temporary effects during construction ... The works to the power line will be noticeable in views across the shorter term. Footpath Ashley 1/2 will be temporarily closed to facilitate this utility work. Construction works associated with the formation of Rostherne East box structure will be screened by existing planting along the M56, although cranes may occasionally be visible above the intermediate tree line...	
	Transport Assessment Part 3 - MA06/MA07/MA08 **Traffic and transport** Paragraph 18.3.747, Table 18-227, Volume 5, Appendix: TR-003-00006 of the main ES.	The need for a temporary closure on Footpath Ashley 3/1 during utility works should have been reported in the main ES.	Paragraph 18.3.747 – Table 18-227, tenth entry: PRoW name: Footpath Ashley 3/1 (MA06) Surveyed daily usage: N/A Temporary diversion: Users diverted to Footpath Rostherne 5/1 from intersection with Footpath Ashley 2/3, south of the M56. Change in distance: Increase of up to 1.3km. Duration: Three years and six months	Paragraph 18.3.747 – Table 18-227, fourteenth entry: PRoW name: Footpath Ashley 3/1 (MA06) Surveyed daily usage: N/A Temporary diversion: Users diverted to Footpath Rostherne 5/1 from intersection with Footpath Ashley 2/3, south of the M56. Change in distance: Increase of up to 1km during utility works and increase of up to 1.3km during main works.	No change. This correction will not lead to a new or different significant effect.

Code	Community area affected / location within the main ES	Reason for correction	Text in the main ES	Revised text	Change to significant effects and mitigation
				Duration: Three months during utility works and three years and six months during main works	
	MA06: Hulseheath to Manchester Airport **Landscape and visual** Viewpoint 330-03-003: view south-west from Footpath Rostherne 5/1, Volume 5, Appendix: LV-001-0MA06 of the main ES.	The need for a temporary closure on Footpath Ashley 3/1 during utility works should have been reported in the main ES.	Viewpoint 330-03-003: view south-west from Footpath Rostherne 5/1 Visual impact assessment, Construction: Temporary effects during construction … The large-scale components associated with construction including Blackburn's Brook and Birkin Brook satellite compounds, machinery, earthworks and temporary stockpiles will be prominent in views over farmland…	Viewpoint 330-03-003: view south-west from Footpath Rostherne 5/1 Visual impact assessment, Construction: Temporary effects during construction … The large-scale components associated with construction including Blackburn's Brook and Birkin Brook satellite compounds, machinery, earthworks and temporary stockpiles will be prominent in views over farmland. Footpath Ashley 3/1 will be temporarily closed to facilitate utility work….	No change. This correction will not lead to a new or different significant effect.
C/O147	**Transport Assessment Part 1** **Traffic and transport** Paragraph 3.7.9, Volume 5, Appendix: TR-001-00000 of the main ES.	The Transport Assessment Part 1 incorrectly reported that the workforce travel to work by large goods vehicles instead of light goods vehicles.	Paragraph 3.7.9, first bullet: • for compounds in rural areas, all of the workforce is assumed to travel to work by car or large goods vehicle (LGV) …	Paragraph 3.7.9, first bullet: • for compounds in rural areas, all of the workforce is assumed to travel to work by car or light goods vehicle (LGV)…	No change. This correction will not lead to a new or different significant effect.

Code	Community area affected / location within the main ES	Reason for correction	Text in the main ES	Revised text	Change to significant effects and mitigation
C/O154	**MA06: Hulseheath to Manchester Airport** **Sound, noise and vibration** Paragraphs 3.6.2 and 4.2.9, Volume 5, Appendix: SV-002-0MA06 of the main ES.	The main ES omitted the Holiday Inn Express Manchester Airport hotel located on Runger Lane in Manchester as a non-residential receptor.	Paragraph 3.6.2, Table 1: MA06 Baseline sound levels: None included. Paragraph 4.2.9, Table 6: MA06 Assessment of construction noise at non-residential receptors: None included.	Paragraph 3.6.2, Table 1: MA06 Baseline sound levels: Results as presented in Table B7 as set out in Annex B of this report. Paragraph 4.2.9, Table 6: MA06 Assessment of construction noise at non-residential receptors: Results as presented in Table B8 as set out in Annex B of this report.	Yes. This correction will lead to a new temporary adverse significant noise effect on the Holiday Inn Express Manchester Airport hotel.
C/O166	**MA08: Manchester Piccadilly Station** **Land quality** Paragraph 3.1.13, Volume 5, Appendix: LQ-001-0MA08 of the main ES.	The main ES omitted a potential land contamination site (former printers) to go through to detailed risk assessment and require CSM.	None included.	Missing tables are set out in Annex A of this report. Former printers (MA08-165): Results as presented in Table A21, Table A22, Table A23 and Table A24 in Annex A of this report.	No change. This correction will not lead to a new or different significant effect.
C/O168	**MA02: Pickmere to Agden and Hulseheath** **Landscape and visual** Viewpoint 307-02-002: view west from Wimboldsley, A530 Nantwich Road, Volume 5, Appendix: LV-001-0MA02 of the main ES.	Footpath Wimboldsley 1/1 was incorrectly described as part of VP-307-02-002.	Viewpoint 307-02-002: view west from Wimboldsley, A530 Nantwich Road Visual impact assessment, Year 1: Permanent effects during operation Footpath Wimboldsley 1/1 will be closed as a result of the Proposed Scheme	Viewpoint 307-02-002: view west from Wimboldsley, A530 Nantwich Road Visual impact assessment, Year 1: Permanent effects during operation Text would be removed	No change. This correction will not lead to a new or significant effect.

Code	Community area affected / location within the main ES	Reason for correction	Text in the main ES	Revised text	Change to significant effects and mitigation
C/O179	**MA03: Pickmere to Agden and Hulseheath** **Landscape and visual** Arley Lower Wooded Farmland LCA, Volume 5, Appendix: LV-001-0MA03 of the main ES.	The need for a temporary closure on Footpath Millington 4/1, Footpath Millington 3/2, Footpath Millington 4/2, Footpath Millington 14/2, Footpath Ashley 1/2, Footpath Ashley 3/1 during utility works should have been reported in the main ES.	Arley Lower Wooded Farmland LCA, Magnitude of change and level of effect Construction: ...Temporary diversion of PRoW will reduce connectivity in the wider countryside. Construction vehicle movements, activity and noise will reduce tranquillity throughout the LCA...	Arley Lower Wooded Farmland LCA, Magnitude of change and level of effect: Construction: ...Temporary diversion of PRoW and temporary closure of PRoW to facilitate utility works, will reduce connectivity in the wider countryside. Construction vehicle movements, activity and noise will reduce tranquillity throughout the LCA....	No change. This correction will not lead to a new or different significant effect.
C/O180	**Transport Assessment Part 2 - MA02** **Traffic and transport** Paragraph 7.4.8, Volume 5, Appendix: TR-002-00002 of the main ES.	The main ES incorrectly reported that Ascol Drive would be used as a construction HGV route.	Paragraph 7.4.8, 13th bullet: • Ascol Drive; and	Paragraph 7.4.8, 13th bullet: Bullet would be removed.	No change. This correction will not lead to a new or different significant effect.
C/O180	**Transport Assessment Part 3 - MA02** **Traffic and transport** Paragraph 14.2.14, Volume 5, Appendix: TR-003-00002 of the main ES.	The main ES incorrectly reported that Ascol Drive would be used as a construction HGV route.	Paragraph 14.2.14: ....In MA02, the main construction traffic routes from the Strategic Road Network (SRN) are: M6 junction 18; ...Station Road (between Birches Lane and A559 Manchester Road); Ascol Drive; and	Paragraph 14.2.14: ... In MA02, the main construction traffic routes from the Strategic Road Network (SRN) are: ...M6 junction 18;... Station Road (between Birches Lane and A559 Manchester Road); and Linnards	No change. This correction will not lead to a new or different significant effect.

Code	Community area affected / location within the main ES	Reason for correction	Text in the main ES	Revised text	Change to significant effects and mitigation
			Linnards Lane (short section at the southern extent).	Lane (short section at the southern extent).	
C/O182	**Transport Assessment Part 4 - Off-route** **Traffic and transport** Table 21-15, Table 21-16, Table 21-22, Table 22-23, Table 21-24 and Table 21-25, Volume 5, Appendix: TR-005-00000 of the main ES.	The main ES incorrectly reported forecast traffic flows and road name descriptions of roads affected by construction of the original scheme.	Table 21-15, Table 21-16, Table 21-22, Table 22-23, Table 21-24 and Table 21-25.	Results as presented in replacement Table 21-15, Table 21-16, Table 21-22, Table 22-23, Table 21-24 and Table 21-25 as set out in Annex C of this report.	No change. This correction will not lead to a new or different significant effect.
C/O183	**Transport Assessment Part 3 - MA06/MA07/MA08** **Traffic and transport** Paragraph 18.5.557, Volume 5, Appendix: TR-003-00006 of the main ES.	The main ES incorrectly reported a new significant adverse effect on parking under Gateway House and ramp during operation when no effect should have been reported.	Paragraph 18.5.557: There will be a permanent loss of off-street parking in the MA08 area. This will include the permanent loss of 160 off-street spaces at NCP Car Park Manchester on Sheffield Street (Sheffield Street North), 140 off-street spaces including 15 Blue Badge bays at parking under Gateway House, and 100 off-street spaces at Baird Street car park. There will also be a permanent loss of nine on-street parking spaces on Baird Street.	Paragraph 18.5.557: There will be a permanent loss of off-street parking in the MA08 area. This will include the permanent loss of 160 off-street spaces at NCP Car Park Manchester on Sheffield Street (Sheffield Street North) and 100 off-street spaces at Baird Street car park. There will also be a permanent loss of nine on-street parking spaces on Baird Street.	Yes. This correction will remove the major adverse effect on parking under Gateway House and ramp during operation.

3 Corrections to the Supplementary Environmental Statement 1 and Additional Provision 1 Environmental Statement (SES1 and AP1 ES)

Table 2: Corrections to Volume 5 of the July 2022 Supplementary Environmental Statement 1 and Additional Provision 1 Environmental Statement (SES1 and AP1 ES)

Code	Community area affected / location within the SES1 and AP1 ES	Reason for correction	Text in the SES1 and AP1 ES	Revised text	Change to significant effects and mitigation
C/O71	**MA02: Wimboldsley to Lostock Gralam** **Sound, noise and vibration** Paragraph 2.2.5, Volume 5, Appendix: SV-003-00000 of the SES1 and AP1 ES.	The SES1 and AP1 ES omitted the results for the Additional land permanently required for modifications to the A530 Griffiths Road and A559 Manchester Road junction (AP1-002-013).	Paragraph 2.2.5, Table 5: MA02 Operational airborne sound, noise impacts and significant effects: residential receptors (SES1 scheme): None included	Paragraph 2.2.5, Table 5: MA02 Operational airborne sound, noise impacts and significant effects: residential receptors (SES1 scheme): Results as presented in Table B4 as set out in Annex B of this report.	Yes. This correction will lead to a new residential property qualifying for noise insulation.
C/O71	**MA02: Wimboldsley to Lostock Gralam** **Sound, noise and vibration** Paragraphs 2.2.8 and 2.2.25, Volume 5, Appendix: SV-002-00000 of the SES1 and AP1 ES.	The SES1 and AP1 ES omitted the results for the Additional land permanently required for modifications to the A530 Griffiths Road and A559 Manchester Road junction (AP1-002-013).	Paragraph 2.2.8, Table 9 MA02 Baseline sound levels: None included Paragraph 2.2.25, Table 11 MA02 Assessment of construction noise at residential receptors (AP1 revised scheme):	Paragraph 2.2.8, Table 9 MA02 Baseline sound levels: Results as presented in Table B1 as set out in Annex B of this report. Paragraph 2.2.25, Table 11 MA02 Assessment of construction noise at residential receptors (AP1 revised scheme):	Yes. This correction will lead to a new temporary adverse significant noise effect.

Code	Community area affected / location within the SES1 and AP1 ES	Reason for correction	Text in the SES1 and AP1 ES	Revised text	Change to significant effects and mitigation
			None included Paragraph 2.2.25, Table 12 MA02 Assessment of construction noise at non-residential receptors (AP1 revised scheme): None included	Results as presented in Table B2 as set out in Annex B of this report. Paragraph 2.2.25, Table 12 MA02 Assessment of construction noise at non-residential receptors (AP1 revised scheme): Results as presented in Table B3 as set out in Annex B of this report.	
C/O71	**MA02: Wimboldsley to Lostock Gralam** **Land quality** Paragraph 5.5.1, Volume 5, Appendix: LQ-001-00000 of the SES1 and AP1 ES.	The SES1 and AP1 ES omitted a potential land contamination site (former tannery) to go through to detailed risk assessment and require CSM for the Additional land permanently required for modifications to the A530 Griffiths Road and A559 Manchester Road junction (AP1-002-013).	None included.	Paragraph 5.5.1: Former tannery (MA02-365): Results as presented in Table A1, Table A2, Table A3 and Table A4 as set out in Annex A of this report.	No change. This correction will not lead to a new or significant effect.
C/O108	**Transport Assessment Part 3 – MA02**	The SES1 and AP1 ES incorrectly reported the name	Table 14-2:AP1 revised scheme assumed workforce at construction sites in the MA02 area, 20th entry:	Table 14-2:AP1 revised scheme assumed workforce at construction sites in the MA02 area, 20th entry:	No change. This correction will not lead

Code	Community area affected / location within the SES1 and AP1 ES	Reason for correction	Text in the SES1 and AP1 ES	Revised text	Change to significant effects and mitigation
	Traffic and transport Paragraph 11.1.9, Table 14-2, Volume 5, Appendix: TR-003-00002 of the SES1 and AP1 ES.	of the B5082 Penny's Lane satellite compound as B5082 King Street Lane satellite compound.	Compound Name: B5082 King Street Lane satellite compound	Compound Name: B5082 Penny's Lane satellite compound	to a new or different significant effect.
C/O116	**Transport Assessment Part 2 – MA01** **Traffic and transport** Section 5.3, Junction operation, Volume 5, Appendix: TR-002-00001 of the SES1 and AP1 ES.	The SES1 and AP1 ES omitted the baseline and future baseline junction performance results for the following junctions: • A534 Nantwich Road/A5019 Mill Street/B5071 South Street; • A532 West Street/Victoria Avenue; • A534 Nantwich Road/A5078 Edleston Road/Edward Street; • A530 Middlewich Road/Marshfield Bank/A532 Coppenhall Lane; and	None included.	Results as presented in Table C1 to Table C10 and supporting paragraphs as set out in Annex C of this report.	No change. This correction will not lead to a new or different significant effect.

Code	Community area affected / location within the SES1 and AP1 ES	Reason for correction	Text in the SES1 and AP1 ES	Revised text	Change to significant effects and mitigation
		• A533 Middlewich Road/Platt Avenue.			
C/O116	**Transport Assessment Part 3 – MA01** **Traffic and transport** Section 10.2, Junction performance, Volume 5, Appendix: TR-003-00001 of the SES1 and AP1 ES.	The SES1 and AP1 ES omitted the junction performance results during construction for the following junctions: • A534 Nantwich Road/A5019 Mill Street/B5071 South Street; • A532 West Street/Victoria Avenue; • A534 Nantwich Road/A5078 Edleston Road/Edward Street; • A530 Middlewich Road/Marshfield Bank/A532 Coppenhall Lane; and • A533 Middlewich Road/Platt Avenue.	None included.	Results as presented in Table C11 to Table C15 and supporting paragraphs as set out in Annex C of this report.	No change. This correction will not lead to a new or different significant effect.
C/O116	**Transport Assessment Part 2 – MA02**	The SES1 and AP1 ES omitted the baseline and future	None included.	Results as presented in Table C16 to Table C25 and supporting	No change. This correction will not lead

Code	Community area affected / location within the SES1 and AP1 ES	Reason for correction	Text in the SES1 and AP1 ES	Revised text	Change to significant effects and mitigation
	Traffic and transport Section 6.3, Junction operation, Volume 5, Appendix: TR-002-00002 of the SES1 and AP1 ES	baseline junction performance results for the following junctions: • A5018 Wharton Road/Morrisons Manufacturing Winsford Access; • A533 Kingsmead/Moor Park Way/Regency Way; • A556 Shurlach Road/Gadbrook Road; • Apple Market Street/Carpark Egress; and • A533 Bostock Road/London Road.		paragraphs as set out in Annex C of this report.	to a new or different significant effect.
C/O116	**Transport Assessment Part 3 – MA02** **Traffic and transport** Section 11.2, Junction performance, Volume 5, Appendix: TR-003-00002 of the SES1 and AP1 ES.	The SES1 and AP1 ES omitted the junction performance results during construction for the following junctions: • A5018 Wharton Road/Morrisons Manufacturing Winsford Access;	None included.	Results as presented in Table C26 to Table C31 and supporting paragraphs as set out in Annex C of this report.	No change. This correction will not lead to a new or different significant effect.

Code	Community area affected / location within the SES1 and AP1 ES	Reason for correction	Text in the SES1 and AP1 ES	Revised text	Change to significant effects and mitigation
		• A556 Chester Road/Hartford Road/Hill Top Grange • A533 Kingsmead/Moor Park Way/Regency Way; • A556 Shurlach Road/Gadbrook Road; • A556 Shurlach Road/B5082 Penny's Lane; and • Apple Market Street/Carpark Egress.			
C/O116	**Transport Assessment Part 3 – MA02** **Traffic and transport** Section 11.4, Junction performance, Volume 5, Appendix: TR-003-00002 of the SES1 and AP1 ES.	The SES1 and AP1 ES omitted the junction performance results during operation for the following junctions: • A556 Shurlach Road/Gadbrook Road; and • A533 Bostock Road/London Road.	None included.	Results as presented in Table C32 to Table C33 and supporting paragraphs as set out in Annex C of this report.	No change. This correction will not lead to a new or different significant effect.
C/O116	**Transport Assessment Part 2 – MA03**	The SES1 and AP1 ES omitted the	None included.	Results as presented in Table C34 and Table C35 and supporting	No change. This correction will not lead

Code	Community area affected / location within the SES1 and AP1 ES	Reason for correction	Text in the SES1 and AP1 ES	Revised text	Change to significant effects and mitigation
	Traffic and transport Section 7.3, Junction operation, Volume 5, Appendix: TR-002-00003 of the SES1 and AP1 ES.	baseline and future baseline junction performance results for the A50 Warrington Road/B5159 West Lane (west) junction.		paragraphs as set out in Annex C of this report.	to a new or different significant effect.
C/O116	**Transport Assessment Part 3 – MA03** **Traffic and transport** Section 12.2, Junction performance, Volume 5, Appendix: TR-003-00003 of the SES1 and AP1 ES.	The SES1 and AP1 ES omitted the junction performance results during construction for the A50 Warrington Road/B5159 West Lane (west) junction.	None included.	Results as presented in Table C36 and supporting paragraphs as set out in Annex C of this report.	Yes. This correction will remove the major adverse effect on delays to vehicle occupants and congestion on the A50 Warrington Road / B5159 West Lane (west) during construction.
C/O117	**Transport Assessment Part 3 – MA01** **Traffic and transport** Paragraph 10.2.13, Volume 5, TR-003-00001 of the SES1 and AP1 ES. **Traffic and transport** Paragraph 10.2.14, Table 13-6, Volume 5,	The SES1 and AP1 ES incorrectly reported the scenario when shuttle working on the A532 West Street / Coppenhall Lane would take place during construction.	Paragraph 10.2.13, first and second bullet: • utilities scenario, 2025 Q1 – 2026 Q3. This scenario corresponds with utility and advance works and includes shuttle working on the A532 West Street/Coppenhall Lane. There are negligible construction traffic movements in this scenario; • Scenario 1, 2026 Q4 - 2030 Q1. This corresponds with the construction peak during the period when Clive	Paragraph 10.2.13, first and second bullet: • utilities scenario, 2025 Q1 – 2026 Q3. This scenario corresponds with utility and advance works. There are negligible construction traffic movements in this scenario; • Scenario 1, 2026 Q4 - 2030 Q1. This corresponds with the construction peak during the period when Clive Green Lane (Wimboldsley to Lostock Gralam area (MA02)) will not be	Yes. The assessment of the changes to traffic flows as a result of this correction, in combination with all AP2 amendments and SES2 changes, is reported in SES2 and AP2 ES Volume 2.

Code	Community area affected / location within the SES1 and AP1 ES	Reason for correction	Text in the SES1 and AP1 ES	Revised text	Change to significant effects and mitigation
	Appendix: TR-003-00001 of the SES1 and AP1 ES.		Green Lane (Wimboldsley to Lostock Gralam area (MA02)) will not be available to HS2 construction traffic and includes commencement of works on Cowley Way vent shaft and Middlewich Street vent shaft. This scenario equates to the overall peak in construction traffic across the whole construction period; and Paragraph 10.2.14 – Table 13-6, first entry: Type: Utilities Intervention: Shuttle working on A532 West Street/Coppenhall Lane Utilities scenario: Included Scenario 1: Not included Scenario 2: Not included	available to HS2 construction traffic and includes shuttle working on the A532 West Street/Coppenhall Lane and commencement of works on Cowley Way vent shaft and Middlewich Street vent shaft. This scenario equates to the overall peak in construction traffic across the whole construction period; and Paragraph 7.3.18 – Table 13-6, first entry: Type: Utilities Intervention: Shuttle working on A532 West Street/Coppenhall Lane Utilities scenario: Not included Scenario 1: Included Scenario 2: Not included	
C/O118	**Transport Assessment Part 2 and 3 – MA01** **Traffic and transport** Volume 5, Appendix: TR-002-00001 of the SES1 and AP1 ES. Volume 5,	Traffic modelling in the SES1 and AP1 ES did not include the closure of Casey Lane or the provision of the Casey Lane diversion associated with HS2 phase 2a.	None included.	None included.	Yes. The assessment of the changes to traffic flows as a result of this correction, in combination with all AP2 amendments and SES2 changes is reported in SES2 and AP2 ES Volume 2.

Code	Community area affected / location within the SES1 and AP1 ES	Reason for correction	Text in the SES1 and AP1 ES	Revised text	Change to significant effects and mitigation
	Appendix: TR-003-00001 of the SES1 and AP1 ES.				
C/O119	**Transport Assessment Part 2 and 3 – MA01** **Traffic and transport** Paragraphs 5.3.156 to 5.3.157, Table 6-70, Volume 5, Appendix: TR-002-00001 of the SES1 and AP1 ES. Paragraphs 10.2.98 to 10.2.99, Table 13-40, Volume 5, Appendix: TR-003-00001 of the SES1 and AP1 ES.	The SES1 and AP1 ES incorrectly reported the performance of the A530 Middlewich Road/B5076 Flowers Lane/Eardswick Lane junction as a single junction in the future baseline and construction assessment. Junction performance should have been reported for two junctions (the A530 Middlewich Road/Eardswick Lane junction and the A530 Middlewich Road/B5076 Flowers Lane junction) following a change to the highway network in the future baseline.	Paragraphs 5.3.156 to 5.3.157, Table 6-70. Paragraphs 10.2.98 to 10.2.99, Table 13-40.	Results as presented in Table 6-70.1 and 6-70.2 and replacement paragraphs 5.3.156 to 5.3.157 as set out in Annex C of this report Results as presented in Table 13-40.1 and Table 13-40.2 and replacement paragraphs 10.2.98 to 10.2.99 as set out in Annex C of this report.	Yes. The effect at the A530 Middlewich Road/Eardswick Lane junction changes from major adverse (increased) to major adverse. There is no significant effect at the A530 Middlewich Road/B5076 Flowers Lane junction. Yes. The effect at the A530 Middlewich Road/Eardswick Lane junction changes from major adverse (increased) to major adverse. There is no significant effect at the A530 Middlewich Road/B5076 Flowers Lane junction.

Code	Community area affected / location within the SES1 and AP1 ES	Reason for correction	Text in the SES1 and AP1 ES	Revised text	Change to significant effects and mitigation
C/O120	**Transport Assessment Part 2 – MA01** **Traffic and transport** Paragraphs 5.3.150 to 5.3.153, Tables 6-67 and Table 6-68, Volume 5, Appendix: TR-002-00001 of the SES1 and AP1 ES.	The SES1 and AP1 ES incorrectly reported the performance of the Warmingham Road / Groby Road junction during the baseline and future baseline.	Paragraphs 5.3.150 to 5.3.153, Table 6-67 and Table 6-68.	Results as presented in Table 6-67 and Table 6-68 and replacement paragraphs 5.3.150 to 5.3.153 as set out in Annex C of this report.	No change. This correction will not lead to a new or different significant effect.
C/O120	**Transport Assessment Part 3 – MA01** **Traffic and transport** Paragraphs 10.2.96 to 10.2.97, Table 13-39 and Table 13-39.1, Volume 5, Appendix: TR-003-00001 of the SES1 and AP1 ES.	The SES1 and AP1 ES incorrectly reported the performance of the Warmingham Road / Groby Road junction during construction.	Paragraphs 10.2.96 to 10.2.97, Table 13-39 and Table 13-39.1.	Results as presented in Table 13-39 and Table 13-39.1 and replacement paragraphs 10.2.96 to 10.2.97 as set out in Annex C of this report.	No change. This correction will not lead to a new or different significant effect.
C/O122	**Transport Assessment Part 2 – MA03** **Traffic and transport** Table 8-2 to Table 8-6, Volume 5, Appendix: TR-002-00003 of the SES1 and AP1 ES.	The main ES incorrectly reported forecast traffic flows on the B5569 Chester Road (between Chapel Lane and A556 southbound off-slip) when no flows	Paragraph 7.3.15, Table 8-2 Paragraph 7.3.16, Table 8-3 Paragraph 7.3.19, Table 8-4 Paragraph 7.3.19, Table 8-5 Paragraph 7.3.19, Table 8-6	Text would be removed.	Yes. This correction will remove the major adverse effect on traffic-related severance for non-motorised users on the B5569 Chester Road (between Chapel Lane and A556

Code	Community area affected / location within the SES1 and AP1 ES	Reason for correction	Text in the SES1 and AP1 ES	Revised text	Change to significant effects and mitigation
		should have been reported.			southbound off-slip) during construction.
	Transport Assessment Part 3 – MA03 **Traffic and transport** Paragraph 12.2.19, Table 15-7, Table 15-8, Table 15-8.1 and Table 15-8.2, Volume 5, Appendix:TR-003-00003 of the SES1 and AP1 ES.	The main ES incorrectly reported forecast traffic flows on the B5569 Chester Road (between Chapel Lane and A556 southbound off-slip) when no flows should have been reported.	Paragraph 12.2.19, Table 15-7 Paragraph 12.2.19, Table 15-8 Paragraph 12.2.19, Table 15-8.1 Paragraph 12.2.19, Table 15-8.2	Text would be removed.	Yes. This correction will remove the major adverse effect on traffic-related severance for non-motorised users on the B5569 Chester Road (between Chapel Lane and A556 southbound off-slip) during construction.
	Transport Assessment Part 2 – MA03 **Traffic and transport** Table 8-2 to Table 8-6, Volume 5, Appendix: TR-002-00003 of the SES1 and AP1 ES.	The main ES incorrectly reported forecast traffic flows on Millington Lane (between Booth Bank Lane and Chester Road) when no flows should have been reported.	Paragraph 7.3.15, Table 8-2 Paragraph 7.3.16, Table 8-3 Paragraph 7.3.19, Table 8-4 Paragraph 7.3.19, Table 8-5 Paragraph 7.3.19, Table 8-6	Text would be removed.	Yes. This correction will remove the moderate adverse effect on traffic-related severance for non-motorised users on Millington Lane (between Booth Bank Lane and Chester Road) during construction.
	Transport Assessment Part 3 – MA03 **Traffic and transport**	The main ES incorrectly reported forecast traffic flows on Millington Lane (between Booth Bank Lane and Chester Road) when no flows	Paragraph 12.2.19, Table 15-7 Paragraph 12.2.19, Table 15-8 Paragraph 12.2.19, Table 15-8.1 Paragraph 12.2.19, Table 15-8.2	Text would be removed.	Yes. This correction will remove the moderate adverse effect on traffic-related severance for non-motorised users on Millington Lane (between Booth Bank

Code	Community area affected / location within the SES1 and AP1 ES	Reason for correction	Text in the SES1 and AP1 ES	Revised text	Change to significant effects and mitigation
	Paragraph 12.2.19, Table 15-7, Table 15-8, Table 15-8.1 and Table 15-8.2, Volume 5, Appendix: TR-003-00003 of the SES1 and AP1 ES.	should have been reported.			Lane and Chester Road) during construction.
C/O130	**Transport Assessment Part 2 – MA03** **Traffic and transport** Paragraphs 7.3.118 to 7.3.121, Table 8-53 and Table 8-54, Volume 5, Appendix: TR-002-00003 of the SES1 and AP1 ES.	The SES1 and AP1 ES incorrectly reported the performance of the A50 Warrington Road / B5159 West Lane (east) junction during the baseline and future baseline.	Paragraphs 7.3.118 to 7.3.121, Table 8-53 and Table 8-54.	Results as presented in Table 8-53 and Table 8-54 and replacement paragraphs 7.3.118 to 7.3.121 as set out in Annex C of this report.	No change. This correction will not lead to a new or different significant effect.
C/O130	**Transport Assessment Part 3 – MA03** **Traffic and transport** Paragraph 12.2.81, Table 15-34, Volume 5, Appendix: TR-003-00003 of the SES1 and AP1 ES.	The SES1 and AP1 ES incorrectly reported the performance of the A50 Warrington Road / B5159 West Lane (east) junction during construction.	Paragraph 12.2.81, Table 15-34.	Results as presented in Table 15-34 and replacement paragraph 12.2.81 as set out in Annex C of this report.	Yes. This correction will remove the major adverse effect on delays to vehicle occupants and congestion on the A50 Warrington Road / B5159 West Lane (east) during construction.
C/O132	**MA02: Wimboldsley to Lostock Gralam** **Sound, noise and vibration**	Baseline noise levels were not reported for assessment locations reference	Paragraph 2.2.8, Table 9 MA02 Baseline sound levels: None included.	Paragraph 2.2.8, Table 9 MA02 Baseline sound levels: Results as presented in Table B5 as set out in Annex B of this report.	No change. This correction will not lead to a new or different significant effect.

Code	Community area affected / location within the SES1 and AP1 ES	Reason for correction	Text in the SES1 and AP1 ES	Revised text	Change to significant effects and mitigation
	Paragraph 2.2.8, Table 9, Volume 5, Appendix: SV-002-00000 of the SES1 and AP1 ES.	610963 and reference 610966.			
C/O133	**MA03: Pickmere to Agden and Hulseheath** **Sound, noise and vibration** Paragraph 2.3.22, Table 16, Volume 5, Appendix: SV-002-00000 of the SES1 and AP1 ES.	Construction traffic noise levels on the B5569 Chester Road were reported incorrectly in the SES1 and AP1 ES: Daytime traffic sound levels $L_{Aeq,16hr}$ dB Without the AP1 revised scheme (2030), Peak month during construction, and Change compared to current traffic sound level (dB) Peak month during construction.	Paragraph 2.3.22, Table 16: MA03 Assessment of construction traffic noise levels – indirect effects (SES1 scheme and AP1 revised scheme), 12th entry: **Daytime traffic sound levels $L_{Aeq,16hr}$ dB: Without the AP1 revised scheme (2030)** 57.1 **Daytime traffic sound levels $L_{Aeq,16hr}$ dB: Peak month during construction** 59.7 **Change compared to current traffic sound level (dB): Peak month during construction** 2.6	Paragraph 2.3.22, Table 16: MA03 Assessment of construction traffic noise levels – indirect effects (SES1 scheme and AP1 revised scheme), 12th entry: **Daytime traffic sound levels $L_{Aeq,16hr}$ dB: Without the AP1 revised scheme (2030)** 59.1 **Daytime traffic sound levels $L_{Aeq,16hr}$ dB: Peak month during construction** 61.9 **Change compared to current traffic sound level (dB): Peak month during construction** 2.8	No change. This correction will not lead to a new or different significant effect.
C/O148	**Transport Assessment Part 2 and Part 3 – MA03** **Traffic and transport** Table 8-2 to Table 8-6, Volume 5, Appendix: TR-002-00003 of the SES1 and AP1 ES.	The SES1 and AP1 ES incorrectly reported forecast traffic flows on the Ashley Road (between A5034 Mereside Road and Rostherne Lane) when no flows	Paragraph 7.3.15, Table 8-2 Paragraph 7.3.16, Table 8-3 Paragraph 7.3.19, Table 8-4 Paragraph 7.3.19, Table 8-5 Paragraph 7.3.19, Table 8-6 Paragraph 12.2.19, Table 15-7 Paragraph 12.2.19, Table 15-8 Paragraph 12.2.19, Table 15-8.1	Text would be removed.	Yes. This correction will remove the moderate adverse effect due to all-vehicle movements and major adverse effect due to HGV movements on traffic-related severance for non-motorised users on

Code	Community area affected / location within the SES1 and AP1 ES	Reason for correction	Text in the SES1 and AP1 ES	Revised text	Change to significant effects and mitigation
	Paragraph 12.2.19, Table 15-7, Table 15-8, Table 15-8.1 and Table 15-8.2, Volume 5, Appendix: TR-003-00003 of the SES1 and AP1 ES.	should have been reported.	Paragraph 12.2.19, Table 15-8.2		Ashley Road (between A5034 Mereside Road and Rostherne Lane) during construction.
C/O150	**Transport Assessment Part 3 – MA03** **Traffic and transport** Paragraph 12.1.22, Table 15-5, Volume 5, Appendix: TR-003-00003 of the SES1 and AP1 ES.	The SES1 and AP1 ES incorrectly reported forecast daily construction traffic flows on the B5391 Pickmere Lane (between Park Lane and School Lane) and B5391 Pickmere Lane realignment (between Park Lane and Budworth Road) when no flows should have been reported.	Paragraph 12.1.22 - Table 15-5, second and third entries.	Text would be removed.	No change. This correction will not lead to a new or different significant effect.
C/O150	**Transport Assessment Part 3 – MA03** **Traffic and transport** Paragraph 12.2.19, Table 15-7, Table 15-8, Table 15-8.1 and Table 15-8.2, Volume 5,	The SES1 and AP1 ES incorrectly reported forecast traffic flows on the B5391 Pickmere Lane realignment (between Park Lane and Budworth Road) when no	Paragraph 12.2.19 - Table 15-7, third entry. Paragraph 12.2.19 - Table 15-8, third entry. Paragraph 12.2.19 - Table 15-8.1, third entry. Paragraph 12.2.19 - Table 15-8.2, third entry.	Text would be removed.	No change. This correction will not lead to a new or different significant effect.

Code	Community area affected / location within the SES1 and AP1 ES	Reason for correction	Text in the SES1 and AP1 ES	Revised text	Change to significant effects and mitigation
	Appendix: TR-003-00003 of the SES1 and AP1 ES.	flows should have been reported.			
C/O150	**Transport Assessment Part 3 – MA03** **Traffic and transport** Paragraph 12.2.19, Table 15-7, Table 15-8, Table 15-8.1 and Table 15-8.2, Volume 5, Appendix: TR-003-00003 of the SES1 and AP1 ES.	The SES1 and AP1 ES incorrectly reported forecast traffic flows on the B5391 Pickmere Lane (between Park Lane and School Lane).	Paragraph 12.2.19 - Table 15-7, second entry. Paragraph 12.2.19 - Table 15-8, second entry. Paragraph 12.2.19 - Table 15-8.1, second entry. Paragraph 12.2.19 - Table 15-8.2, second entry.	Results as presented in supplementary Table 15-7, Table 15-8, Table 15-8.1 and Table 15-8.2 as set out in Annex C of this report.	Yes. This correction will remove the major adverse effect due to HGV movements on traffic-related severance for non-motorised users on the B5391 Pickmere Lane (between Park Lane and School Lane) during construction. However, the B5391 Pickmere Lane (between Park Lane and School Lane) will continue experience a major adverse effect due to changes in all vehicle movements. As a result, the combined effect on traffic-related severance remains unchanged at major adverse.
C/O153	**Transport Assessment Part 3 – MA02** **Traffic and transport**	The SES1 and AP1 ES incorrectly reported the Volume over Capacity (VoC) for Linnards Lane	Paragraph 11.2.136 – Table 14-59, second entry, AP1 revised scheme Scenario 3: Approach: Linnards Lane Flow, PCU/hr: 90	Paragraph 11.2.136 – Table 14-59, second entry, AP1 revised scheme Scenario 3: Approach: Linnards Lane Flow, PCU/hr: 90	No change. This correction will not lead to a new or significant effect.

Code	Community area affected / location within the SES1 and AP1 ES	Reason for correction	Text in the SES1 and AP1 ES	Revised text	Change to significant effects and mitigation
	Paragraph 11.2.136, Table 14-59, Volume 5, Appendix: TR-003-00002 of the SES1 and AP1 ES.	during construction Scenario 3 in the AM peak hour.	VoC: 2% Q, PCU: 0	VoC: 27% Q, PCU: 0	
C/O155	**MA02: Wimboldsley to Lostock Gralam** **Sound, noise and vibration** Paragraphs 2.2.8 and 2.2.25, Volume 5, Appendix: SV-002-00000 of the SES1 and AP1 ES.	The SES1 and AP1 ES did not report a direct noise effect at the Golden Lion Hotel as a result of modifications to the A54 Chester Road/A530 Croxton Lane junction (AP1-002-007).	Paragraph 2.2.8, Table 9: MA02 Baseline sound levels: None included. Paragraph 2.2.25, Table 12: MA02 Assessment of construction noise at non-residential receptors (AP1 revised scheme): None included.	Paragraph 2.2.8, Table 9: MA02 Baseline sound levels: Results as presented in B9 as set out in Annex B of this report. Paragraph 2.2.25, Table 12: MA02 Assessment of construction noise at non-residential receptors (AP1 revised scheme): Results as presented in Table B10 as set out in Annex B of this report.	Yes. This correction will lead to a new temporary adverse significant noise effect.
C/O171	**Transport Assessment Part 4 – Route wide** **Traffic and transport** Paragraph 16.2.1, Volume 5, Appendix: TR-005-00000, of the SES1 and AP1 ES.	The SES1 and AP1 ES incorrectly reported the change in the total number of HGV movements.	Paragraph 16.2.1: The AP1 revised scheme results in a net reduction in total number of construction HGV compared to the original scheme; the reduction in overall HGV is in the order of 1.6 million lorry movements, which is a reduction of 24% from the original scheme and is predominantly related to the following design changes…	Paragraph 16.2.1: The AP1 revised scheme results in a net reduction in total number of construction HGV compared to the original scheme; the reduction in overall HGV is in the order of 1.565 million lorry movements, which is a reduction of 23% from the original scheme and is predominantly related to the following design changes…	No change. This correction will not lead to a new or different significant effect.

Code	Community area affected / location within the SES1 and AP1 ES	Reason for correction	Text in the SES1 and AP1 ES	Revised text	Change to significant effects and mitigation
C/O172	**MA01: Hough to Walley's Green** **Sound, noise and vibration** Paragraph 2.1.8, Table 1: MA01 Baseline sound levels, Volume 5, Appendix: SV-002-00000 of the SES1 and AP1 ES.	The SES1 and AP1 ES incorrectly reported the data source coding within Table 1 of SV-002-00000.	Paragraph 2.1.8, Table 1: MA01 Baseline sound levels, all entries.	Paragraph 2.1.8, Table 1: MA01 Baseline sound levels, all entries. Corrected results as presented in Table B11 as set out in Annex B of this report.	No change. This correction will not lead to a new or different significant effect.
C/O172	**MA02: Wimboldsley to Lostock Gralam** **Sound, noise and vibration** Paragraph 2.2.8, Table 9, Volume 5, Appendix: SV-002-00000 of the SES1 and AP1 ES.	The SES1 and AP1 ES incorrectly reported the data source coding.	Paragraph 2.2.8, Table 9: MA02 Baseline sound levels, all entries.	Paragraph 2.2.8, Table 9: MA02 Baseline sound levels, all entries: Corrected results as presented in Table B11 as set out in Annex B of this report.	No change. This correction will not lead to a new or different significant effect.
C/O172	**MA03: Pickmere to Agden and Hulseheath** **Sound, noise and vibration** Paragraph 2.3.8, Table 14, Volume 5, Appendix: SV-002-00000 of the SES1 and AP1 ES.	The SES1 and AP1 ES incorrectly reported the data source coding.	Paragraph 2.3.8, Table 14: MA03 Baseline sound levels, all entries.	Paragraph 2.3.8, Table 14: MA03 Baseline sound levels, all entries: Corrected results as presented in Table B11 as set out in Annex B of this report.	No change. This correction will not lead to a new or different significant effect.
C/O186	**Summary greenhouse gas calculation inputs and outputs**	Corrections to the land use change assessment have	Paragraph 2.2.2, Table 3: 3rd entry:	Paragraph 2.2.2, Table 3: 3rd entry:	No change. This correction will not lead

Code	Community area affected / location within the SES1 and AP1 ES	Reason for correction	Text in the SES1 and AP1 ES	Revised text	Change to significant effects and mitigation
	Climate change Paragraph 2.2.2, Table 3, Volume 5, Appendix: CL-003-00000 of the SES1 and AP1 ES.	resulted in the construction and operational emissions figures, and the reported difference in emissions between the main ES and AP1 ES, being incorrectly reported.	**AP1 revised scheme GHG emissions (tCO_2e)**: 1,511,188 **Difference between the main ES and AP1 revised scheme GHG emissions (tCO_2e):** 173,454 Paragraph 2.2.2, Table 3: 4th entry: **AP1 revised scheme GHG emissions (tCO_2e):** -14,262 **Difference between the main ES and AP1 revised scheme GHG emissions (tCO_2e):** -87,266	**AP1 revised scheme GHG emissions (tCO_2e):** 1,548,149 **Difference between the main ES and AP1 revised scheme GHG emissions (tCO_2e):** 136,493 Paragraph 2.2.2, Table 3: 4th entry: **AP1 revised scheme GHG emissions (tCO_2e):** -20,440 **Difference between the main ES and AP1 revised scheme GHG emissions (tCO_2e):** -81,088	to a new or different significant effect.
C/O188	**MA02: Wimboldsley to Lostock Gralam** **Sound, noise and vibration** Paragraph 2.2.27, Table 13, Volume 5, Appendix: SV-002-00000 of the SES1 and AP1 ES.	The SES1 and AP1 ES omitted the results of the assessment of construction traffic noise levels for the A530 Nantwich Road at Wimboldsley Community Primary School.	Paragraph 2.2.27, Table 13: MA02 Assessment of construction traffic noise levels – indirect effects (SES1 scheme and AP1 revised scheme): None included.	Paragraph 2.2.27, Table 13: MA02 Assessment of construction traffic noise levels – indirect effects (SES1 scheme and AP1 revised scheme), first entry: Results as presented in Table B12 as set out in Annex B of this report.	Yes. This correction will lead to a new temporary adverse likely significant noise effect.

Annex A: Land quality

Introduction

Corrections to the main ES and SES1 and AP1 ES have been identified. This has resulted in several additional sites being assessed as part of the SES2 scheme and AP2 revised scheme.

The screening process for the SES2 scheme and AP2 revised scheme identified eight additional sites (MA01-388, MA02-365, MA07-210, MA07-212, MA07-217, MA08-168, MA08-172 and MA08-165) that are required to be taken through to detailed assessment. The following tables present assessments for potentially contaminated sites which have passed through the screening process. For each site or group of sites the following conceptual site models (CSM) are presented:

- baseline risk assessment;
- construction risk assessment;
- post-construction risk assessment;
- assessment of temporary (construction) effects; and
- assessment of permanent (post-construction) effects.

The significance of the effects of land contamination is assessed by comparing the difference in risk of each contaminant linkage at baseline to those at construction and at post-construction stages. This provides a way of assessing both the adverse and beneficial effects during construction and the post-construction period.

The following abbreviations are used in the CSM tables:

- CoCP – Code of Construction Practice;
- PAH – polycyclic aromatic hydrocarbons;
- PCB – polychlorinated biphenyls; and
- PPE – personal protective equipment.

Correction code C/O71

Table A3: Baseline CSM and qualitative risk assessment for former tannery (MA02-365) (on-site)

Source	Receptor	Pathway	Probability	Consequence	Risk at baseline phase
Potential contamination from former activities: heavy metals particularly chromium, sulphates, phenols, PAH, microbiological contaminants, solvents and pesticides. Potentially low levels of ground gas (methane and carbon dioxide).	Existing site users – Residents	Direct contact, ingestion, inhalation of dusts and vapours from contaminated soils and waters	Unlikely	Medium	Low
		Inhalation of ground gases	Unlikely	Medium	Low
	Adjacent site users - Residents, workers in commercial/industrial area, farm workers and walkers	Direct contact, ingestion, inhalation of dusts and vapours from contaminated soils and waters	Unlikely	Medium	Low
		Inhalation of ground gases	Unlikely	Medium	Low
	Controlled waters – groundwater Secondary Undifferentiated aquifer of the glacial till Secondary A aquifer of the alluvium	Leaching, vertical and lateral migration from contaminated soils and waters	Low likelihood	Negligible to medium	Very low to moderate/low
	Controlled waters – groundwater Secondary B aquifer of the Sidmouth Mudstone Formation	Leaching, vertical and lateral migration from contaminated soils and waters	Unlikely	Minor	Very low

Source	Receptor	Pathway	Probability	Consequence	Risk at baseline phase
	Controlled waters - surface water Wincham Brook and Trent and Mersey Canal	Lateral migration through groundwater Direct runoff from site	Low likelihood to likely	Medium	Moderate/low to moderate
	Property receptors – buildings, foundations and services (existing and adjacent)	Direct contact with contaminated soils and waters	Low likelihood	Minor	Low
		Exposure to explosive gases	Unlikely	Medium	Low
Notes/assumptions:					
• site assessed without construction of the AP2 revised scheme; • existing site users and adjacent site users in the receptor column refer to users at or near to the areas assessed; and • site has been converted to residential use.					

Table A2: Construction CSM and qualitative risk assessment for former tannery (MA02-365) (on-site)

Source	Receptor	Pathway	Probability	Consequence	Risk at construction phase
Potential contamination from former activities: heavy metals particularly chromium, sulphates, phenols, PAH, solvents, microbiological contaminants and pesticides. Potentially low levels of ground gas (methane and carbon dioxide).	Existing site users – Residents	Direct contact, ingestion, inhalation of dusts and vapours from contaminated soils and waters	Unlikely	Medium	Low
		Inhalation of ground gases	Unlikely	Medium	Low
	Adjacent site users – Residents, workers in commercial/industrial area, farm workers and walkers	Direct contact, ingestion, inhalation of dusts and vapours from contaminated soils and waters	Unlikely	Medium	Low
		Inhalation of ground gases	Unlikely	Medium	Low

Source	Receptor	Pathway	Probability	Consequence	Risk at construction phase
	Controlled waters – groundwater Undifferentiated aquifer of the glacial till Secondary A aquifer of the alluvium	Leaching, vertical and lateral migration from contaminated soils and waters	Low likelihood	Negligible to medium	Very low to moderate/low
	Controlled waters – groundwater Secondary B aquifer of the Sidmouth Mudstone Formation	Leaching, vertical and lateral migration from contaminated soils and waters	Unlikely	Minor	Very low
	Controlled waters – surface water Wincham Brook and Trent and Mersey Canal	Lateral migration through groundwater Direct runoff from site	Low likelihood to likely	Medium	Moderate/low to moderate
	Property receptors – buildings, foundations and services (existing and adjacent)	Direct contact with contaminated soils and waters	Low likelihood	Minor	Low
		Exposure to explosive gases	Unlikely	Medium	Low

Notes/assumptions:

- site investigation may be required prior to construction of the AP2 revised scheme;
- sites which lie within the land required for construction of the AP2 revised scheme may require remediation;
- construction of the AP2 revised scheme at the site is related to highway modifications within a small part of the site only and so it is assumed the site will remain occupied during construction;
- remediation will be restricted to mitigation of land quality effects arising from the AP2 revised scheme;
- existing site users and adjacent site users in the receptor column refer to users at or near to areas assessed;
- during construction, standard mitigation procedures are assumed to be implemented in accordance with the draft CoCP. Construction workers have been excluded from assessment due to the use of PPE/risk management protocols and in accordance with the SMR; and

Source	Receptor	Pathway	Probability	Consequence	Risk at construction phase
• while the draft CoCP will make it unlikely that there will be adverse consequences associated with construction e.g. the control of surface runoff and dust, it is considered that there may still be temporary minor adverse effects during the construction period from ground disturbance in these areas. The adoption of the draft CoCP generally results in a low to unlikely probability of a consequence, but in some cases the actual consequence may temporarily increase from that defined at baseline.					

Table A3: Post-construction CSM and qualitative risk assessment for former tannery (MA02-365) (on-site)

Source	Receptor	Pathway	Probability	Consequence	Risk at post-construction phase
Potential contamination from former activities: heavy metals particularly chromium, sulphates, phenols, PAH, solvents, microbiological contaminants and pesticides. Potentially low levels of ground gas (methane and carbon dioxide).	Existing site users – Residents	Direct contact, ingestion, inhalation of dusts and vapours from contaminated soils and waters	Unlikely	Medium	Low
		Inhalation of ground gases	Unlikely	Medium	Low
	Adjacent site users – Residents, workers in commercial/industrial area, farm workers and walkers	Direct contact, ingestion, inhalation of dusts and vapours from contaminated soils and waters	Unlikely	Medium	Low
		Inhalation of ground gases	Unlikely	Medium	Low
	Controlled waters – groundwater Secondary Undifferentiated aquifer of the glacial till	Leaching, vertical and lateral migration from contaminated soils and waters	Low likelihood	Negligible to medium	Very low to moderate/low
	Controlled waters – groundwater Secondary B aquifer of the Sidmouth Mudstone Formation	Leaching, vertical and lateral migration from contaminated soils and waters	Unlikely	Minor	Very low

Source	Receptor	Pathway	Probability	Consequence	Risk at post-construction phase
	Controlled waters – surface water Wincham Brook and Trent and Mersey Canal	Lateral migration through groundwater Direct runoff from site	Low likelihood to likely	Medium	Moderate/low to moderate
	Property receptors – buildings, foundations and services (existing and adjacent)	Direct contact with contaminated soils and waters	Low likelihood	Minor	Low
		Exposure to explosive gases	Unlikely	Medium	Low
Notes/assumptions:					
• assumes construction works are complete and remediation has been carried out where necessary. No pathways are left open; and • existing site users and adjacent site users in the receptor column refer to users at or near to the areas assessed.					

Table A4: Former tannery (MA02-365) (on-site) – significance of effect assessment

Contaminant linkage	Baseline risk	Construction risk	Post-construction risk	Construction significance	Post-construction significance
Exposure of existing site users to contamination by direct contact, ingestion and inhalation of dusts and vapours from contaminated soils and waters.	Low	Low	Low	Neutral effect	Neutral effect
Exposure of existing site users through inhalation of ground gases.	Low	Low	Low	Neutral effect	Neutral effect
Direct contact, ingestion, inhalation of dusts and vapours from contaminated soils and	Low	Low	Low	Neutral effect	Neutral effect

Contaminant linkage	Baseline risk	Construction risk	Post-construction risk	Construction significance	Post-construction significance
waters impacting adjacent site users.					
Exposure of adjacent site users through inhalation of ground gases.	Low	Low	Low	Neutral effect	Neutral effect
Lateral and vertical migration of mobile contamination to groundwater (glacial till and alluvium - Secondary Undifferentiated aquifer and Secondary A aquifer).	Very low to moderate/low	Very low to moderate/low	Very low to moderate/low	Neutral effect	Neutral effect
Lateral and vertical migration of mobile contamination to groundwater (Sidmouth Mudstone Formation - Secondary B aquifer).	Very low	Very low	Very low	Neutral effect	Neutral effect
Discharge of contaminants to surface water by lateral migration through groundwater and direct runoff from site (Wincham Brook and Trent and Mersey Canal).	Moderate/low to moderate	Moderate/low to moderate	Moderate/low to moderate	Neutral effect	Neutral effect
Exposure of property via direct contact to contaminated soils and waters.	Low	Low	Low	Neutral effect	Neutral effect
Exposure of property and underground	Low	Low	Low	Neutral effect	Neutral effect

Contaminant linkage	Baseline risk	Construction risk	Post-construction risk	Construction significance	Post-construction significance
structures/services to explosive gases.					
Overall significance				Neutral effect	Neutral effect
Notes/assumptions:					
• the significance column may report a range of outcomes for a site. The draft CoCP is designed to mitigate effects, and it is considered that only temporary minor adverse effects during the construction period will occur from ground disturbance; • construction of the AP2 revised scheme at the site is related to highway modifications only and so it is assumed the site will remain occupied during construction; and • it is assumed that existing properties will not be demolished during the construction stage.					

Correction code C/O93

Table A5: Baseline CSM and qualitative risk assessment for former dry cleaners (MA07-210) (on-site)

Source	Receptor	Pathway	Probability	Consequence	Risk at baseline phase
Potential contamination from former activities: solvents	Existing site users – Workers in commercial/industrial area	Direct contact, ingestion, inhalation of dusts and vapours from contaminated soils and waters	Low likelihood	Medium	Moderate/low
	Adjacent site users – Workers in commercial/industrial area	Direct contact, ingestion, inhalation of dusts and vapours from contaminated soils and waters	Unlikely	Medium	Low
	Controlled waters – groundwater Secondary Undifferentiated aquifer of the glacial till	Leaching, vertical and lateral migration from contaminated soils and waters	Low likelihood	Negligible	Very low

Source	Receptor	Pathway	Probability	Consequence	Risk at baseline phase
	Controlled waters – groundwater Principal aquifer of the Chester Formation	Leaching, vertical and lateral migration from contaminated soils and waters	Unlikely	Medium	Low
	Property receptors – buildings, foundations and services (existing and adjacent)	Direct contact with contaminated soils and waters	Low likelihood	Minor	Low
		Exposure to explosive gases/vapours	Unlikely	Medium	Low
Notes/assumptions:					
• site assessed without construction of the AP2 revised scheme; • see SES2 and AP2 BID document Table 2 for details of receptors for this site; and • existing site users and adjacent site users in the receptor column refer to users at or near to the areas assessed.					

Table A6: Baseline CSM and qualitative risk assessment for waste transfer facility (MA07-212) (on-site)

Source	Receptor	Pathway	Probability	Consequence	Risk at baseline phase
Potential contamination from current activities: metals, asbestos, petroleum, and diesel range hydrocarbons. Potentially low levels of ground gas (methane and carbon dioxide).	Existing site users – Workers in commercial/industrial area	Direct contact, ingestion, inhalation of dusts and vapours from contaminated soils and waters	Low likelihood	Medium	Moderate/low
		Inhalation of ground gases	Unlikely	Medium	Low
	Adjacent site users – Workers in commercial/industrial area	Direct contact, ingestion, inhalation of dusts and vapours from contaminated soils and waters	Low likelihood	Medium	Moderate/low
		Inhalation of ground gases	Unlikely	Medium	Low
	Controlled waters – groundwater	Leaching, vertical and lateral migration from	Low likelihood	Negligible	Very low

Source	Receptor	Pathway	Probability	Consequence	Risk at baseline phase
	Secondary undifferentiated aquifer of the glacial till	contaminated soils and waters			
	Controlled waters – groundwater Secondary B aquifer of the Manchester Marls Formation Principal aquifer of the Chester Formation	Leaching, vertical and lateral migration from contaminated soils and waters	Unlikely	Minor to medium	Very low to low
	Property receptors – buildings, foundations and services (existing and adjacent)	Direct contact with contaminated soils and waters	Low likelihood	Minor	Low
		Exposure to explosive gases	Unlikely	Medium	Low
Notes/assumptions:					
• site assessed without construction of the AP2 revised scheme; • see SES2 and AP2 BID document Table 3 for details of receptors for this site; and • existing site users and adjacent site users in the receptor column refer to users at or near to the areas assessed.					

Table A7: Baseline CSM and qualitative risk assessment for garage workshops and industrial estate grouped for assessment (MA07-217, MA08-168 and MA08-172) (off-site)

Source	Receptor	Pathway	Probability	Consequence	Risk at baseline phase
Potential contamination: PCB, metals, asbestos, PAH and chlorinated hydrocarbons, petroleum and diesel range hydrocarbons. Potentially low levels of ground gas	Existing site users – Workers in commercial/industrial area	Direct contact, ingestion, inhalation of dusts and vapours from contaminated soils and waters	Low likelihood	Medium	Moderate/low
		Inhalation of ground gases	Unlikely	Medium	Low

Source	Receptor	Pathway	Probability	Consequence	Risk at baseline phase
(methane and carbon dioxide).	Adjacent site users – Residents, public open space users, sports facility users and workers in commercial/industrial area	Direct contact, ingestion, inhalation of dusts and vapours from contaminated soils and waters	Unlikely	Medium	Low
		Inhalation of ground gases	Unlikely	Medium	Low
	Controlled waters – groundwater Secondary Undifferentiated aquifer of the glacial till	Leaching, vertical and lateral migration from contaminated soils and waters	Low likelihood	Negligible	Very low
	Controlled waters – groundwater Secondary B aquifer of the Manchester Marls Formation Principal aquifers of the Chester Formation and Collyhurst Sandstone Formation	Leaching, vertical and lateral migration from contaminated soils and waters	Unlikely	Minor to medium	Very low to low
	Controlled waters – surface water Platt Brook and River Medlock	Lateral migration through groundwater Direct runoff from site	Unlikely	Medium	Low
	Property receptors – buildings, foundations and services (existing and adjacent)	Direct contact with contaminated soils and waters	Unlikely	Minor	Very low
		Exposure to explosive gases/vapours	Unlikely	Medium	Low

Source	Receptor	Pathway	Probability	Consequence	Risk at baseline phase
Notes/assumptions:					
• sites assessed without construction of the AP2 revised scheme; • see SES2 and AP2 BID document Table 4 for details of receptors for this group of sites; • existing site users and adjacent site users in the receptor column refer to users at or near to the areas assessed; • all sites are underlain by a Secondary Undifferentiated aquifer and Principal aquifer, whilst MA08-168 is also underlain by a Secondary B aquifer; and • Platt Brook, in a culvert, is associated with MA07-217, the River Medlock is associated with MA08-172.					

Table A8: Construction CSM and qualitative risk assessment for former dry cleaners (MA07-210) (on-site)

Source	Receptor	Pathway	Probability	Consequence	Risk at construction phase
Potential contamination from former activities: solvents	Existing site users – Workers in commercial/industrial area	Direct contact, ingestion, inhalation of dusts and vapours from contaminated soils and waters	N/A	N/A	N/A
	Adjacent site users – Workers in commercial/industrial area	Direct contact, ingestion, inhalation of dusts and vapours from contaminated soils and waters	Unlikely	Medium	Low
	Controlled waters – groundwater Secondary Undifferentiated aquifer of the glacial till	Leaching, vertical and lateral migration from contaminated soils and waters	Low likelihood	Negligible	Very low

Source	Receptor	Pathway	Probability	Consequence	Risk at construction phase
	Controlled waters – groundwater Principal aquifer of the Chester Formation	Leaching, vertical and lateral migration from contaminated soils and waters	Low likelihood	Medium	Moderate/low
	Property receptors – buildings, foundations and services (existing and adjacent)	Direct contact with contaminated soils and waters	Low	Minor	Low
		Exposure to explosive gases/vapours	Unlikely	Medium	Low

Notes/assumptions:

- site investigation will be required prior to construction of the AP2 revised scheme;
- sites which lie within the land required for construction of the AP2 revised scheme may require remediation;
- sites located on the land required for the construction of the AP2 revised scheme are assumed to be unoccupied during construction, therefore on-site construction risks to human health receptors are labelled as not applicable (N/A);
- it is assumed that existing properties will be demolished during the construction stage and so risks to them have not been assessed;
- remediation will be restricted to mitigation of land quality effects arising from the AP2 revised scheme;
- existing site users and adjacent site users in the receptor column refer to users at or near to the areas assessed;
- during construction, standard mitigation procedures are assumed to be implemented in accordance with the draft CoCP (main ES Volume 5, Appendix: CT-002-00000[3]). Construction workers have been excluded from assessment due to the use of PPE/risk management protocols and in accordance with the SMR;
- while the draft CoCP will make it unlikely that there will be adverse consequences associated with construction e.g. the control of surface runoff and dust, it is considered that there may still be temporary minor adverse effects during the construction period from ground disturbance in these areas. The adoption of the draft CoCP generally results in a low to unlikely probability of a consequence, but in some cases the actual consequence may temporarily increase from that defined at baseline; and
- the AP2 revised scheme in the vicinity of the site is located within a cutting. As a result of dewatering activities during construction works, contaminated groundwater may be temporarily drawn away from the sources, causing a temporary worsening in groundwater quality compared to baseline.

[3] High Speed Two Ltd (2022), High Speed Rail (Crewe - Manchester), *Environmental Statement, Draft Code of Construction Practice,* Volume 5, Appendix: CT-002-00000. Available online at: https://www.gov.uk/government/collections/hs2-phase2b-crewe-manchester-environmental-statement.

Table A9: Construction CSM and qualitative risk assessment for waste transfer facility (MA07-212) (on-site)

Source	Receptor	Pathway	Probability	Consequence	Risk at construction phase
Potential contamination in made ground and from current activities: metals, asbestos, petroleum, and diesel range hydrocarbons. Potentially low levels of ground gas (methane and carbon dioxide).	Existing site users – Workers in commercial/industrial area	Direct contact, ingestion, inhalation of dusts and vapours from contaminated soils and waters	N/A	N/A	N/A
		Inhalation of ground gases	N/A	N/A	N/A
	Adjacent site users – Workers in commercial/industrial area	Direct contact, ingestion, inhalation of dusts and vapours from contaminated soils and waters	Low likelihood	Medium	Moderate/low
		Inhalation of ground gases	Unlikely	Medium	Low
	Controlled waters – groundwater Secondary Undifferentiated aquifer of the glacial till	Leaching, vertical and lateral migration from contaminated soils and waters	Low likelihood	Negligible	Very low
	Controlled waters – groundwater Secondary B aquifer of the Manchester Marls Formation Principal aquifer of the Chester Formation	Leaching, vertical and lateral migration from contaminated soils and waters	Low likelihood	Minor to medium	Low to moderate/low
	Property receptors – buildings, foundations and services (existing and adjacent)	Direct contact with contaminated soils and waters	Low likelihood	Minor	Low
		Exposure to explosive gases	Unlikely	Medium	Low

Source	Receptor	Pathway	Probability	Consequence	Risk at construction phase
Notes/assumptions:					
• site investigation will be required prior to construction of the AP2 revised scheme; • sites which lie within the land required for construction of the AP2 revised scheme may require remediation; • sites located on the land required for the construction of the AP2 revised scheme are assumed to be unoccupied during construction, therefore on-site construction risks to human health receptors are labelled as not applicable (N/A); • it is assumed that existing properties will be demolished during the construction stage and so risks to them have not been assessed; • remediation will be restricted to mitigation of land quality effects arising from the AP2 revised scheme; • existing site users and adjacent site users in the receptor column refer to users at or near to the areas assessed; • during construction, standard mitigation procedures are assumed to be implemented in accordance with the draft CoCP[3]. Construction workers have been excluded from assessment due to the use of PPE/risk management protocols and in accordance with the SMR; • while the draft CoCP will make it unlikely that there will be adverse consequences associated with construction e.g. the control of surface runoff and dust, it is considered that there may still be temporary minor adverse effects during the construction period from ground disturbance in these areas. The adoption of the draft CoCP generally results in a low to unlikely probability of a consequence, but in some cases the actual consequence may temporarily increase from that defined at baseline; and • the AP2 revised scheme in the vicinity of the site is located within a cutting. As a result of dewatering activities during construction works, contaminated groundwater may be temporarily drawn away from the sources, causing a temporary worsening in groundwater quality compared to baseline.					

Table A10: Construction CSM and qualitative risk assessment for garage workshops and industrial estate grouped for assessment (MA07-217, MA08-168 and MA08-172) (off-site)

Source	Receptor	Pathway	Probability	Consequence	Risk at construction phase
Potential contamination: PCB, metals, asbestos, PAH and chlorinated hydrocarbons, petroleum and diesel range hydrocarbons. Potentially low levels of ground gas (methane and carbon dioxide.	Existing site users – Workers in commercial/industrial area	Direct contact, ingestion, inhalation of dusts and vapours from contaminated soils and waters	Low likelihood	Medium	Moderate/low
		Inhalation of ground gases	Unlikely	Medium	Low
	Adjacent site users – Residents, public open space users, sports facility users and workers in commercial/industrial area	Direct contact, ingestion, inhalation of dusts and vapours from contaminated soils and waters	Unlikely	Medium	Low
		Inhalation of ground gases	Unlikely	Medium	Low

Source	Receptor	Pathway	Probability	Consequence	Risk at construction phase
	Controlled waters – groundwater Secondary Undifferentiated aquifer of the glacial till	Leaching, vertical and lateral migration from contaminated soils and waters	Low likelihood	Negligible	Very low
	Controlled waters – groundwater Secondary B aquifer of the Manchester Marls Formation Principal aquifer of the Chester Formation and Collyhurst Sandstone Formation	Leaching, vertical and lateral migration from contaminated soils and waters	Unlikely	Minor to medium	Very low to low
	Controlled waters – surface water Platt Brook and River Medlock	Lateral migration through groundwater Direct runoff from site	Unlikely	Medium	Low
	Property receptors – buildings, foundations and services (existing and adjacent)	Direct contact with contaminated soils and waters	Unlikely	Minor	Very low
		Exposure to explosive gases/vapours	Unlikely	Medium	Low
Notes/assumptions:					
• site investigation may be required prior to construction of the AP2 revised scheme; • existing site users and adjacent site users in the receptor column refer to users at or near to the areas assessed; • during construction, standard mitigation procedures are assumed to be implemented in accordance with the draft CoCP[3]. Construction workers have been excluded from assessment due to the use of PPE/risk management protocols and in accordance with the SMR; and					

Source	Receptor	Pathway	Probability	Consequence	Risk at construction phase
• while the draft CoCP will make it unlikely that there will be adverse consequences associated with construction e.g. the control of surface runoff and dust, it is considered that there may still be temporary minor adverse effects during the construction period from ground disturbance in these areas. The adoption of the draft CoCP generally results in a low to unlikely probability of a consequence, but in some cases the actual consequence may temporarily increase from that defined at baseline.					

Table A11: Post-construction CSM and qualitative risk assessment for former dry cleaners (MA07-210) (on-site)

Source	Receptor	Pathway	Probability	Consequence	Risk at post-construction phase
Potential contamination from former activities: solvents	Existing site users – Workers in commercial/industrial area	Direct contact, ingestion, inhalation of dusts and vapours from contaminated soils and waters	N/A	N/A	N/A
	Adjacent site users – Workers in commercial/industrial area	Direct contact, ingestion, inhalation of dusts and vapours from contaminated soils and waters	Unlikely	Medium	Low
	Controlled waters – groundwater Secondary Undifferentiated aquifer of the glacial till	Leaching, vertical and lateral migration from contaminated soils and waters	Low likelihood	Negligible	Very low
	Controlled waters – groundwater Principal aquifer – of the Chester Formation	Leaching, vertical and lateral migration from contaminated soils and waters	Unlikely	Medium	Low
	Property receptors – buildings, foundations and services (existing and adjacent)	Direct contact with contaminated soils and waters	Unlikely	Minor	Very low
		Exposure to explosive gases/vapours	Unlikely	Medium	Low

Source	Receptor	Pathway	Probability	Consequence	Risk at post-construction phase
Notes/assumptions:					
• assumes construction works are complete and remediation has been carried out where necessary. No pathways are left open; • as human health receptors are no longer present at the post-construction stage the risks are labelled as not applicable (N/A); • it is assumed that existing properties are no longer present on-site at the post-construction stage and so risks to them have not been assessed; • existing site users and adjacent site users in the receptor column refer to users at or near to the areas assessed; and • excludes rail passengers (as whilst within trains, will at all routine times be within a controlled environment) and maintenance workers (who will be required to follow safe working practices); but includes people at stations/depots or in areas returned to public land after construction.					

Table A12: Post-construction CSM and qualitative risk assessment for waste transfer facility (MA07-212) (on-site)

Source	Receptor	Pathway	Probability	Consequence	Risk at post-construction phase
Potential contamination from current activities: metals, asbestos, petroleum, and diesel range hydrocarbons. Potentially low levels of ground gas (methane and carbon dioxide).	Existing site users – Workers in commercial/industrial area	Direct contact, ingestion, inhalation of dusts and vapours from contaminated soils and waters	N/A	N/A	N/A
		Inhalation of ground gases	N/A	N/A	N/A
	Adjacent site users – Workers in commercial/industrial area	Direct contact, ingestion, inhalation of dusts and vapours from contaminated soils and waters	Unlikely	Medium	Low
		Inhalation of ground gases	Unlikely	Medium	Low
	Controlled waters – groundwater Secondary Undifferentiated aquifer of the glacial till	Leaching, vertical and lateral migration from contaminated soils and waters	Low likelihood	Negligible	Very low
	Controlled waters – groundwater	Leaching, vertical and lateral migration from	Unlikely	Minor to medium	Very low to low

Source	Receptor	Pathway	Probability	Consequence	Risk at post-construction phase
	Secondary B aquifer of the Manchester Marls Formation Principal aquifer of the Chester Formation	contaminated soils and waters			
	Property receptors – buildings, foundations and services (existing and adjacent)	Direct contact with contaminated soils and waters	Low likelihood	Minor	Low
		Exposure to explosive gases	Unlikely	Medium	Low
Notes/assumptions:					
• assumes construction works are complete and remediation has been carried out where necessary. No pathways are left open; • as human health receptors are no longer present at the post-construction stage the risks are labelled as not applicable (N/A); • it is assumed that existing properties are no longer present on-site at the post-construction stage and so risks to them have not been assessed; • existing site users and adjacent site users in the receptor column refer to users at or near to the areas assessed; and • excludes rail passengers (as whilst within trains, will at all routine times be within a controlled environment) and maintenance workers (who will be required to follow safe working practices); but includes people at stations/depots or in areas returned to public land after construction.					

Table A13: Post-construction CSM and qualitative risk assessment for garage workshops and industrial estate grouped for assessment (MA07-217, MA08-168 and MA08-172) (off-site)

Source	Receptor	Pathway	Probability	Consequence	Risk at post-construction phase
Potential contamination: PCB, metals, asbestos, PAH and chlorinated hydrocarbons, petroleum and diesel range hydrocarbons. Potentially low levels of ground gas (methane and carbon dioxide.	Existing site users - Workers in commercial/industrial area	Direct contact, ingestion, inhalation of dusts and vapours from contaminated soils and waters	Low likelihood	Medium	Moderate/low
		Inhalation of ground gases	Unlikely	Medium	Low
	Adjacent site users – Residents, public open space users, sports facility users and workers in commercial/industrial area	Direct contact, ingestion, inhalation of dusts and vapours from contaminated soils and waters	Unlikely	Medium	Low
		Inhalation of ground gases	Unlikely	Medium	Low
	Controlled waters – groundwater Secondary Undifferentiated aquifer of the glacial till	Leaching, vertical and lateral migration from contaminated soils and waters	Low likelihood	Negligible	Very low
	Controlled waters – groundwater Secondary B aquifer of the Manchester Marls Formation Principal aquifer of the Chester Formation and Collyhurst Sandstone Formation	Leaching, vertical and lateral migration from contaminated soils and waters	Unlikely	Minor to medium	Very low to low
	Controlled waters – surface water	Lateral migration through groundwater	Unlikely	Medium	Low

Source	Receptor	Pathway	Probability	Consequence	Risk at post-construction phase
	Platt Brook and River Medlock	Direct runoff from site			
	Property receptors – buildings, foundations and services (existing and adjacent)	Direct contact with contaminated soils and waters	Unlikely	Minor	Very low
		Exposure to explosive gases/vapours	Unlikely	Medium	Low
Notes/assumptions:					
• assumes baseline conditions will not change at post-construction; and • existing site users and adjacent site users in the receptor column refer to users within/near to the areas assessed.					

Table A14: Former dry cleaner (MA07-210) (on-site) – significance of effect assessments

Contaminant linkage	Baseline risk	Construction risk	Post-construction risk	Construction significance	Post-construction significance
Exposure of human receptors to contamination by direct contact, ingestion and inhalation of dusts and vapours from contaminated soils and waters.	Moderate/low	N/A	N/A	N/A	N/A
Exposure of adjacent human receptors to contamination by direct contact, ingestion and inhalation of dusts and vapours from contaminated soils and waters.	Low	Low	Low	Neutral effect	Neutral effect

Contaminant linkage	Baseline risk	Construction risk	Post-construction risk	Construction significance	Post-construction significance
Exposure of groundwater to vertical and lateral migration of contaminated groundwater/leachate (glacial till – Secondary Undifferentiated aquifer).	Very low	Very low	Very low	Neutral effect	Neutral effect
Exposure of groundwater to vertical and lateral migration of contaminated groundwater/leachate (Chester Formation – Principal aquifer).	Low	Moderate/low	Low	Minor adverse effect	Neutral effect
Direct contact of property with contaminated soils and waters.	Low	Low	Very low	Neutral effect	Minor beneficial effect
Exposure to explosive gases/vapours.	Low	Low	Low	Neutral effect	Neutral effect
Overall significance				Neutral to minor adverse effect	Neutral to minor beneficial effect
Notes/assumptions:					
• the significance column may report a range of outcomes for a site. The draft CoCP is designed to mitigate effects, and it is considered that only temporary minor adverse effects during the construction period will occur from ground disturbance; • where human health receptors are no longer present during the construction and post-construction stages the risks are labelled as not applicable (N/A); and • it is assumed that existing properties are demolished during the construction and post-construction stages and so risks to them have not been assessed.					

Table A15: Waste transfer facility (MA07-212) (on-site) – significance of effect assessments

Contaminant linkage	Baseline risk	Construction risk	Post-construction risk	Construction significance	Post-construction significance
Exposure of human receptors to contamination by direct contact, ingestion and inhalation of dusts and vapours from contaminated soils and waters.	Moderate/low	N/A	N/A	N/A	N/A
Exposure of human receptors to inhalation of gases.	Low	N/A	N/A	N/A	N/A
Exposure of adjacent human receptors to contamination by direct contact, ingestion and inhalation of dusts and vapours from contaminated soils and waters.	Moderate/low	Moderate/low	Low	Neutral effect	Minor beneficial effect
Exposure of adjacent human receptors to inhalation of ground gases.	Low	Low	Low	Neutral effect	Neutral effect
Exposure of groundwater to vertical and lateral migration of contaminated groundwater/leachate (glacial till - Secondary Undifferentiated aquifer).	Very low	Very low	Very low	Neutral effect	Neutral effect

Contaminant linkage	Baseline risk	Construction risk	Post-construction risk	Construction significance	Post-construction significance
Exposure of groundwater to vertical and lateral migration of contaminated groundwater/leachate (Manchester Marls Formation and Chester Formation – Secondary B and Principal aquifers).	Very low to low	Low to moderate/low	Very low to low	Minor adverse effect	Neutral effect
Direct contact of property with contaminated soils and waters.	Low	Low	Low	Neutral effect	Neutral effect
Exposure to explosive gases.	Low	Low	Low	Neutral effect	Neutral effect
Overall significance				Neutral to minor adverse effect	Neutral to minor beneficial effect
Notes/assumptions:					
• the significance column may report a range of outcomes for a site. The draft CoCP is designed to mitigate effects, and it is considered that only temporary minor adverse effects during the construction period will occur from ground disturbance; • as human health receptors are no longer present during the construction and post-construction stages the risks are labelled as not applicable (N/A); and • it is assumed that existing properties are demolished during the construction and post-construction stages and so risks to them have not been assessed.					

Table A16: Garage workshops and industrial estate, grouped for assessment (MA07-217, MA08-168 and MA08-172) (off-site) – significance of effect assessments

Contaminant linkage	Baseline risk	Construction risk	Post-construction risk	Construction significance	Post-construction significance
Exposure of human receptors to contamination by direct contact, ingestion and inhalation of dusts and vapours from	Moderate/ low	Moderate/low	Moderate/low	Neutral effect	Neutral effect

Contaminant linkage	Baseline risk	Construction risk	Post-construction risk	Construction significance	Post-construction significance
contaminated soils and waters.					
Exposure of human receptors to inhalation of gases.	Low	Low	Low	Neutral effect	Neutral effect
Exposure of adjacent human receptors to contamination by direct contact, ingestion and inhalation of dusts and vapours from contaminated soils and waters.	Low	Low	Low	Neutral effect	Neutral effect
Exposure of adjacent human receptors to inhalation of ground gases.	Low	Low	Low	Neutral effect	Neutral effect
Exposure of groundwater to vertical and lateral migration of contaminated groundwater/leachate (glacial till - Secondary Undifferentiated aquifer).	Very low	Very low	Very low	Neutral effect	Neutral effect
Exposure of groundwater to vertical and lateral migration of contaminated groundwater/leachate (Manchester Marls Formation, Chester and Collyhurst Formations -	Very low to low	Very low to low	Very low to low	Neutral effect	Neutral effect

Contaminant linkage	Baseline risk	Construction risk	Post-construction risk	Construction significance	Post-construction significance
Secondary B and Principal aquifers).					
Exposure of surface waters to lateral migration of contaminated groundwater/direct runoff from site (Platt Brook and River Medlock).	Low	Low	Low	Neutral effect	Neutral effect
Direct contact of property with contaminated soils and waters.	Very low	Very low	Very low	Neutral effect	Neutral effect
Exposure to explosive gases/vapours.	Low	Low	Low	Neutral effect	Neutral effect
Overall significance				Neutral effect	Neutral effect
Notes/assumptions:					
• the significance column may report a range of outcomes for a site. The draft CoCP is designed to mitigate effects, and it is considered that only temporary minor adverse effects during the construction period will occur from ground disturbance.					

Correction code C/O97

Table A17: Baseline CSM and qualitative risk assessment for ambulance station (MA01-388) (off-site)

Source	Receptor	Pathway	Probability	Consequence	Risk at baseline phase
Potential contamination in made ground and from former and current site activities: metals, asbestos, petroleum and	Existing site users – Workers and visitors to Crewe ambulance station	Direct contact, ingestion, inhalation of dusts and vapours from contaminated soils and waters	Low likelihood	Medium	Moderate/low
		Inhalation of ground gases	Unlikely	Medium	Low

Source	Receptor	Pathway	Probability	Consequence	Risk at baseline phase
diesel range hydrocarbons. Potentially low levels of ground gas (methane and carbon dioxide).	Adjacent site users – Residents, public open space users and workers in commercial/ industrial area	Direct contact, ingestion, inhalation of dusts and vapours from contaminated soils and waters	Low likelihood	Medium	Moderate/low
		Inhalation of ground gases	Unlikely	Medium	Low
	Controlled waters – groundwater Secondary A aquifer of the alluvium Secondary undifferentiated aquifer of the glacial till	Leaching, vertical and lateral migration from contaminated soils and waters	Likely	Negligible to medium	Low to moderate
	Controlled waters – groundwater Secondary B aquifer of the Sidmouth Mudstone Formation	Leaching, vertical and lateral migration from contaminated soils and waters	Low likelihood	Minor	Low
	Property receptors – buildings, foundations and services (existing and adjacent)	Direct contact with contaminated soils and waters	Unlikely	Minor	Very low
		Exposure to explosive gases/vapours	Unlikely	Medium	Low
Notes/assumptions:					
• site assessed without construction of the AP2 revised scheme; • see SES2 and AP2 BID document Table 5 for details of receptors for this site; and • existing site users and adjacent site users in the receptor column refer to users at or near to the areas assessed.					

Table A18: Construction CSM and qualitative risk assessment for ambulance station (MA01-388) (off-site)

Source	Receptor	Pathway	Probability	Consequence	Risk at construction phase
Potential contamination in made ground and from former and current site activities: metals, asbestos, petroleum and diesel range hydrocarbons. Potentially low levels of ground gas (methane and carbon dioxide).	Existing site users – Workers and visitors to Crewe ambulance station	Direct contact, ingestion, inhalation of dusts and vapours from contaminated soils and waters	Low likelihood	Medium	Moderate/low
		Inhalation of ground gases	Unlikely	Medium	Low
	Adjacent site users – Residents, public open space users and workers in commercial/industrial area	Direct contact, ingestion, inhalation of dusts and vapours from contaminated soils and waters	Low likelihood	Medium	Moderate/low
		Inhalation of ground gases	Unlikely	Medium	Low
	Controlled waters – groundwater Secondary A aquifer of the alluvium Secondary Undifferentiated aquifer of the glacial till	Leaching, vertical and lateral migration from contaminated soils and waters	Likely	Minor to medium	Low to moderate
	Secondary B aquifer of the Sidmouth Mudstone Formation	Leaching, vertical and lateral migration from contaminated soils and waters	Low likelihood	Minor	Low
	Property receptors – buildings, foundations and services (existing and adjacent)	Direct contact with contaminated soils and waters	Unlikely	Minor	Very low
		Exposure to explosive gases/vapours	Unlikely	Medium	Low
Notes/assumptions:					
• site investigation may be required prior to construction of the AP2 revised scheme;					

Source	Receptor	Pathway	Probability	Consequence	Risk at construction phase
• existing site users and adjacent site users in the receptor column refer to users at or near to the areas assessed; • during construction, standard mitigation procedures are assumed to be implemented in accordance with the draft CoCP[3]. Construction workers have been excluded from assessment due to the use of PPE/risk management protocols and in accordance with the SMR; and • while the draft CoCP will make it unlikely that there will be adverse consequences associated with construction e.g. the control of surface runoff and dust, it is considered that there may still be temporary minor adverse effects during the construction period from ground disturbance in these areas. The adoption of the draft CoCP generally results in a low to unlikely probability of a consequence, but in some cases the actual consequence may temporarily increase from that defined at baseline.					

Table A19: Post-construction CSM and qualitative risk assessment for ambulance station (MA01-388) (off-site)

Source	Receptor	Pathway	Probability	Consequence	Risk at post-construction phase
Potential contamination in made ground and from former and current site activities: metals, asbestos, petroleum and diesel range hydrocarbons. Potentially low levels of ground gas (methane and carbon dioxide).	Existing site users - Workers and visitors to Crewe ambulance station	Direct contact, ingestion, inhalation of dusts and vapours from contaminated soils and waters	Low likelihood	Medium	Moderate/low
		Inhalation of ground gases	Unlikely	Medium	Low
	Adjacent site users – Residents, public open space users and workers in commercial/industrial area	Direct contact, ingestion, inhalation of dusts and vapours from contaminated soils and waters	Low likelihood	Medium	Moderate/low
		Inhalation of ground gases	Unlikely	Medium	Low
	Secondary A aquifer of the alluvium Secondary Undifferentiated aquifer of the glacial till	Leaching, vertical and lateral migration from contaminated soils and waters	Likely	Negligible to medium	Low to moderate
	Controlled waters – groundwater Secondary B aquifer of the Sidmouth Mudstone Formation	Leaching, vertical and lateral migration from contaminated soils and waters	Low likelihood	Minor	Low

Source	Receptor	Pathway	Probability	Consequence	Risk at post-construction phase
	Property receptors – buildings, foundations and services (existing and adjacent)	Direct contact with contaminated soils and waters	Unlikely	Minor	Very low
		Exposure to explosive gases/vapours	Unlikely	Medium	Low
Notes/assumptions:					
• assumes baseline conditions will not change at post-construction; and • existing site users and adjacent site users in the receptor column refer to users within/near to the areas assessed.					

Table A20: Ambulance station (MA01-388) (off-site) – significance of effect assessments

Contaminant linkage	Baseline risk	Construction risk	Post-construction risk	Construction significance	Post-construction significance
Exposure of human receptors to contamination by direct contact, ingestion and inhalation of dusts and vapours from contaminated soils and waters.	Moderate/low	Moderate/low	Moderate/low	Neutral effect	Neutral effect
Exposure of human receptors to inhalation of gases.	Low	Low	Low	Neutral effect	Neutral effect
Exposure of adjacent human receptors to contamination by direct contact, ingestion and inhalation of dusts and vapours from	Moderate/low	Moderate/low	Moderate/low	Neutral effect	Neutral effect

Contaminant linkage	Baseline risk	Construction risk	Post-construction risk	Construction significance	Post-construction significance
contaminated soils and waters.					
Exposure of adjacent human receptors to inhalation of ground gases.	Low	Low	Low	Neutral effect	Neutral effect
Exposure of groundwater to vertical and lateral migration of contaminated groundwater/leachate (glacial till, alluvium – Secondary Undifferentiated and Secondary A aquifers).	Low to moderate	Low to moderate	Low to moderate	Neutral effect	Neutral effect
Exposure of groundwater to vertical and lateral migration of contaminated groundwater/leachate (Sidmouth Mudstone Formation -Secondary B aquifer).	Low	Low	Low	Neutral effect	Neutral effect
Direct contact of property with contaminated soils and waters.	Very low	Very low	Very low	Neutral effect	Neutral effect
Exposure to explosive gases/vapours.	Low	Low	Low	Neutral effect	Neutral effect
Overall significance				Neutral effect	Neutral effect
Notes/assumptions:					
• the significance column may report a range of outcomes for a site. The draft CoCP is designed to mitigate effects, and it is considered that only temporary minor adverse effects during the construction period will occur from ground disturbance.					

Correction code C/O166

Table A21: Baseline CSM and qualitative risk assessment for former printers (MA08-165) (off-site)

Source	Receptor	Pathway	Probability	Consequence	Risk at baseline phase
Potential contamination from former activities: solvents, PCB, cyanide, metals, asbestos, PAH and chlorinated hydrocarbons, petroleum and diesel range hydrocarbons. Potentially low levels of ground gas (methane and carbon dioxide).	Existing site users – Workers in commercial/industrial area	Direct contact, ingestion, inhalation of dusts and vapours from contaminated soils and waters	Low likelihood	Medium	Moderate/low
		Inhalation of ground gases	Unlikely	Medium	Low
	Adjacent site users – Residents, public open space users and workers in commercial/industrial area	Direct contact, ingestion, inhalation of dusts and vapours from contaminated soils and waters	Low Likelihood	Medium	Moderate/Low
		Inhalation of ground gases	Unlikely	Medium	Low
	Controlled waters – groundwater Secondary Undifferentiated aquifer of the glacial till	Leaching, vertical and lateral migration from contaminated soils and waters	Low likelihood	Negligible	Very low
	Controlled waters – groundwater Principal aquifer of the Chester Formation	Leaching, vertical and lateral migration from contaminated soils and waters	Unlikely	Medium	Low
	Controlled waters – surface water Ashton Canal and water feature within residential and commercial buildings	Lateral migration through groundwater Direct runoff from site	Unlikely	Negligible	Very low
	Property receptors – buildings, foundations and	Direct contact with contaminated soils and waters	Unlikely	Minor	Very low

Source	Receptor	Pathway	Probability	Consequence	Risk at baseline phase
	services (existing and adjacent)	Exposure to explosive gases/vapours	Unlikely	Medium	Low
Notes/assumptions:					
• site assessed without construction of the AP2 revised scheme; • see SES2 and AP2 BID document Table 6 for details of receptors for this site; • existing site users and adjacent site users in the receptor column refer to users at or near to the areas assessed; and • Ashton canal and the water feature are assumed to be lined, limiting interaction with groundwater.					

Table A22: Construction CSM and qualitative risk assessment for former printers (MA08-165) (off-site)

Source	Receptor	Pathway	Probability	Consequence	Risk at construction phase
Potential contamination from former activities: solvents, PCB, cyanide, metals, asbestos, PAH and chlorinated hydrocarbons, petroleum and diesel range hydrocarbons. Potentially low levels of ground gas (methane and carbon dioxide).	Existing site users – Workers in commercial/industrial area	Direct contact, ingestion, inhalation of dusts and vapours from contaminated soils and waters	Low likelihood	Medium	Moderate/low
		Inhalation of ground gases	Unlikely	Medium	Low
	Adjacent site users – Residents, public open space users and workers in commercial/industrial area	Direct contact, ingestion, inhalation of dusts and vapours from contaminated soils and waters	Low likelihood	Medium	Moderate/low
		Inhalation of ground gases	Unlikely	Medium	Low
	Controlled waters – groundwater Secondary Undifferentiated aquifer of the glacial till	Leaching, vertical and lateral migration from contaminated soils and waters	Low likelihood	Negligible	Very low
	Controlled waters – groundwater Principal aquifer of the Chester Formation	Leaching, vertical and lateral migration from contaminated soils and waters	Unlikely	Medium	Low

Source	Receptor	Pathway	Probability	Consequence	Risk at construction phase
	Controlled waters – Surface water Ashton Canal and water feature within residential and commercial buildings	Lateral migration through groundwater Direct runoff from site	Unlikely	Negligible	Very low
	Property receptors – buildings, foundations and services (existing and adjacent)	Direct contact with contaminated soils and waters	Unlikely	Minor	Very low
		Exposure to explosive gases/vapours	Unlikely	Medium	Low
Notes/assumptions:					
• site investigation may be required prior to construction of the AP2 revised scheme; • existing site users and adjacent site users in the receptor column refer to users at or near to the areas assessed; • during construction, standard mitigation procedures are assumed to be implemented in accordance with the draft CoCP[3]. Construction workers have been excluded from assessment due to the use of PPE/risk management protocols and in accordance with the SMR; and • while the draft CoCP will make it unlikely that there will be adverse consequences associated with construction e.g. the control of surface runoff and dust, it is considered that there may still be temporary minor adverse effects during the construction period from ground disturbance in these areas. The adoption of the draft CoCP generally results in a low to unlikely probability of a consequence, but in some cases the actual consequence may temporarily increase from that defined at baseline.					

Table A23: Post-construction CSM and qualitative risk assessment for former printers (MA08-165) (off-site)

Source	Receptor	Pathway	Probability	Consequence	Risk at post-construction phase
Potential contamination from former activities: solvents, PCB, cyanide, metals, asbestos, PAH and chlorinated hydrocarbons, petroleum and diesel range hydrocarbons.	Existing site users - Workers in commercial/industrial area	Direct contact, ingestion, inhalation of dusts and vapours from contaminated soils and waters	Low likelihood	Medium	Moderate/low
		Inhalation of ground gases	Unlikely	Medium	Low
	Adjacent site users – Residents, public open	Direct contact, ingestion, inhalation of dusts and	Low likelihood	Medium	Moderate/low

Source	Receptor	Pathway	Probability	Consequence	Risk at post-construction phase
Potentially low levels of ground gas (methane and carbon dioxide).	space users and workers in commercial/industrial area	vapours from contaminated soils and waters			
		Inhalation of ground gases	Unlikely	Medium	Low
	Controlled waters – groundwater Secondary Undifferentiated aquifer of the glacial till	Leaching, vertical and lateral migration from contaminated soils and waters	Low likelihood	Negligible	Very low
	Controlled waters – groundwater Principal aquifer of the Chester Formation	Leaching, vertical and lateral migration from contaminated soils and waters	Unlikely	Medium	Low
	Controlled waters – surface water Ashton Canal and water feature within residential and commercial buildings	Lateral migration through groundwater Direct runoff from site	Unlikely	Negligible	Very low
	Property receptors – buildings, foundations and services (existing and adjacent)	Direct contact with contaminated soils and waters	Unlikely	Minor	Very low
		Exposure to explosive gases/vapours	Unlikely	Medium	Low
Notes/assumptions:					
• assumes baseline conditions will not change at post-construction; and • existing site users and adjacent site users in the receptor column refer to users within/near to the areas assessed.					

Table A24: Former printers (MA08-165) (off-site) – significance of effect assessments

Contaminant linkage	Baseline risk	Construction risk	Post-construction risk	Construction significance	Post-construction significance
Exposure of human receptors to contamination by direct contact, ingestion and inhalation of dusts and vapours from contaminated soils and waters.	Moderate/low	Moderate/low	Moderate/low	Neutral effect	Neutral effect
Exposure of human receptors to inhalation of gases.	Low	Low	Low	Neutral effect	Neutral effect
Exposure of adjacent human receptors to contamination by direct contact, ingestion and inhalation of dusts and vapours from contaminated soils and waters.	Moderate/Low	Moderate/low	Moderate/low	Neutral effect	Neutral effect
Exposure of adjacent human receptors to inhalation of ground gases.	Low	Low	Low	Neutral effect	Neutral effect
Exposure of groundwater to vertical and lateral migration of contaminated groundwater/leachate (glacial till - Secondary Undifferentiated aquifer).	Very low	Very low	Very low	Neutral effect	Neutral effect
Exposure of groundwater to vertical and lateral	Low	Low	Low	Neutral effect	Neutral effect

Contaminant linkage	Baseline risk	Construction risk	Post-construction risk	Construction significance	Post-construction significance
migration of contaminated groundwater/leachate (Chester Formation – Principal aquifer).					
Exposure of surface waters to lateral migration of contaminated groundwater/direct runoff from site (Ashton Canal and water feature within residential and commercial buildings).	Very low	Very low	Very low	Neutral effect	Neutral effect
Direct contact of property with contaminated soils and waters.	Very low	Very low	Very low	Neutral effect	Neutral effect
Exposure to explosive gases/vapours.	Low	Low	Low	Neutral effect	Neutral effect
Overall significance				Neutral effect	Neutral effect
Notes/assumptions:					
• the significance column may report a range of outcomes for a site. The draft CoCP is designed to mitigate effects, and it is considered that only temporary minor adverse effects during the construction period will occur from ground disturbance.					

Annex B: Sound, noise and vibration

Correction code C/O71

Table B1: MA02 baseline sound levels

Assessment location		Measurement location	Baseline sound levels (dB)							Data source coding
Reference	Area represented		For construction sound assessment (2025)			For operational sound assessment (2039)				
			Daytime L_{pAeq}	Evening / weekend L_{pAeq}	Night-time L_{pAeq}	Daytime $L_{pAeq,16hr}$	Night-time $L_{pAeq,8hr}$	Arithmetic average $L_{pAFmax,5min}$	Highest night-time $L_{pAFmax,5min}$	
613225	Manchester Road, Lostock Gralam		61	56	53	60	54	59	67	3,A,i,b
613226	Manchester Road, Lostock Gralam		61	56	54	61	54	59	66	3,A,i,b
613227	Manchester Road, Lostock Gralam		61	56	54	60	54	59	66	3,A,i,b
613228	Manchester Road, Lostock Gralam		70	66	63	70	64	69	74	3,A,i,b
613229	Manchester Road, Lostock Gralam		63	58	55	62	56	61	66	3,A,i,b
613230	Manchester Road, Lostock Gralam		68	63	60	67	61	66	71	3,A,i,b
613231	Griffiths Road, Lostock Gralam		63	58	56	62	56	61	68	3,A,i,b
613232	Manchester Road, Lostock Gralam		59	54	52	59	52	57	66	3,A,i,b

Assessment location		Measurement location	Baseline sound levels (dB)							Data source coding
Reference	Area represented		For construction sound assessment (2025)			For operational sound assessment (2039)				
			Daytime L_{pAeq}	Evening / weekend L_{pAeq}	Night-time L_{pAeq}	Daytime $L_{pAeq,16hr}$	Night-time $L_{pAeq,8hr}$	Arithmetic average $L_{pAFmax,5min}$	Highest night-time $L_{pAFmax,5min}$	
613233	Manchester Road, Lostock Gralam		66	61	59	66	59	64	69	3,A,i,b
613234	Manchester Road, Lostock Gralam		68	63	61	68	62	67	72	3,A,i,b
613235	Bridge Street, Lostock Gralam		57	53	50	57	51	55	70	3,A,i,b
613236	Wincham Wharf Marina (Lower Sensitivity Offices), Lostock Gralam		56	51	49	56	50	55	68	3,A,i,b
613237	Northwich Drum Studio, Griffiths Road, Lostock Gralam		58	53	51	58	51	56	68	3,A,i,b
613238	Manchester Road, Lostock Gralam		69	64	61	69	62	67	72	3,A,i,b
613239	House boat, Lostock Gralam		53	49	46	53	46	51	70	5,A,i,b
613240	Griffiths Road, Lostock Gralam		63	58	55	62	56	61	69	3,A,i,b

Table B2: MA02 assessment of construction noise at residential receptors (AP1 revised scheme) (omission)

Assessment location		Impact criteria				Significance criteria									Significant effect
Reference	Area represented	Typical/highest monthly outdoor L_{pAeq} [dB] at the facade [Assessment category A/B/C]			Construction activity resulting in highest forecast noise levels	Type of effect	Number of properties represented	Type of receptor	Receptor design	Existing environment	Unique feature	Impact duration (months)	Combined impact	Mitigation effect	
		Day 07:00 – 19:00	Evening 19:00 – 23:00	Night 23:00 – 07:00											
613225	Manchester Road, Lostock Gralam	68/69[B]	-/-[C]	-/-[C]	Day: Highway works	NA	4	R	T	H	-	-	-	-	
613226	Manchester Road, Lostock Gralam	65/66[B]	-/-[C]	-/-[C]	Day: Highway works	NA	4	R	T	H	-	-	-	-	
613227	Manchester Road, Lostock Gralam	61/62[B]	-/-[C]	-/-[C]	Day: Highway works	NA	3	R	T	H	-	-	-	-	
613228	Manchester Road, Lostock Gralam	69/70[C]	-/-[C]	-/-[C]	Day: Highway works	NA	1	R	T	H	-	-	-	-	
613229	Manchester Road, Lostock Gralam	71/72[B]	-/-[C]	-/-[C]	Day: Highway works	A	1	R	T	H	-	D7	-	-	~
613230	Manchester Road, Lostock Gralam	55/59[C]	-/-[C]	-/-[C]	Day: Highway works	NA	3	R	T	H	-	-	-	-	
613231	Griffiths Road, Lostock Gralam	76/77[B]	-/-[C]	-/-[C]	Day: Highway works	S	4	R	T	H	-	D9	-	NI	MA02-C-C13[4]
613232	Manchester Road, Lostock Gralam	60/61[A]	-/-[B]	-/-[C]	Day: Highway works	NA	1	R	T	H	-	-	-	-	
613233	Manchester Road, Lostock Gralam	57/58[C]	-/-[C]	-/-[C]	Day: Highway works	NA	6	R	T	H	-	-	-		

[4] Likely significant effect added at Griffiths Road, Lostock Gralam (as a result of junction modifications to Griffiths Road and A559 Manchester Road junction (AP1-002-013)).

Assessment location		Impact criteria				Significance criteria									Significant effect
613234	Manchester Road, Lostock Gralam	54/55[C]	-/-[C]	-/-[C]	Day: Highway works	NA	42	R	T	H	-	-	-	-	
613235	Bridge Street, Lostock Gralam	44/50[A]	-/-[B]	-/-[C]	Day: Highway works	NA	2	R	T	H	-	-	-		
613238	Manchester Road, Lostock Gralam	78/79[C]	-/-[C]	-/-[C]	Day: Highway works	S	1	R	T	H	-	D8	-	NI	MA02-C-C13[4]
613239	House boats, Wincham Wharf Marina, Lostock Gralam	60/61[A]	-/-[A]	-/-[C]	Day: Highway works	NA	8	R	T	-	-	-	-		
613240	Griffiths Road, Lostock Gralam	74/75[B]	-/-[C]	-/-[C]	Day: Highway works	A	4	R	T	H	-	D9	-	-	MA02-C-C13[4]

Table B3: MA02 Assessment of construction noise at non-residential receptors (AP1 revised scheme) (omission)

Assessment location		Impact criteria					Significance criteria								Significant effect
Reference	Area represented	Typical/highest monthly outdoor L_{pAeq} [dB] at the façade		Change during month with highest noise level		Construction activity resulting in highest forecast noise levels	Number of properties represented	Type of receptor	Receptor design	Existing environment	Unique feature	Impact duration (months)	Combined impact	Mitigation effect	
		Day 07:00 – 19:00	Night 23:00 – 07:00	Day 07:00 – 19:00	Night 23:00 – 07:00										
613237	Northwich Drum Studio, Griffiths Road, Lostock Gralam	70/71	-/-	10	-	Day: Highway works	1	A1	T	H	-	D9	-	-	MA02-C-N15[5]

[5] Likely significant effect added at Northwich Drum Studio (as a result of junction modifications to Griffiths Road and A559 Manchester Road junction (AP1-002-013)).

Table B4: Operational airborne sound, noise impacts and significant effects: residential receptors

Assessment location		Impact criteria										Significance criteria								
Reference	Area represented	AP2 revised scheme only (year 15)			Without AP2 revised scheme (opening year baseline)			With AP2 revised scheme (opening year baseline + year 15 traffic) ****		Change		Type of effect	Number of impacts represented	Type of receptor	Receptor design	Existing environment	Unique features	Combined impact	Mitigation effect	Significant effect
		Day *	Night **	Max ***	Day *	Night **	Max ***	Day *	Night **	Day *	Night **									
613238	Manchester Road, Lostock Gralam	64	58	--/--	64	58	72	64	58	0	0	S	1	R	T	H	-	-	NI	

Correction code C/O132

Table B5: MA02 baseline sound levels

Assessment location		Measurement location	Baseline sound levels (dB)							Data source coding
Reference	Area represented		For construction sound assessment (2025)			For operational sound assessment (2038)				
			Daytime, L_{pAeq}	Evening / weekend, L_{pAeq}	Night-time, L_{pAeq}	Daytime $L_{pAeq,16hr}$	Night-time $L_{pAeq,8hr}$	Arithmetic average $L_{pAFmax,5min}$	Highest night-time $L_{pAFmax,5min}$	
610963	Weaver and Bomfords (Offices), Chester Road, Middlewich		71	67	64	69	63	68	73	3,A,i,b
610966	Cheshire Lasers Clinic, Wheelock Street, Middlewich		61	57	54	61	54	59	64	3,A,i,b

Correction code C/O134

Table B6: Assessment of construction noise at residential receptors

Assessment location		Impact criteria				Significance criteria									Significant effect
Reference	Area represented	Typical/highest monthly outdoor L_{pAeq} [dB] at the facade [Assessment category A/B/C]			Construction activity resulting in highest forecast noise levels	Type of effect	Number of properties represented	Type of receptor	Receptor design	Existing environment	Unique feature	Impact duration (months)	Combined impact	Mitigation effect	
		Day 07:00 – 19:00	Evening 19:00 – 23:00	Night 23:00 – 07:00											
610198	Clive Back Lane, Winsford	~~63/68[A]~~ 59/66[A]	-/-[A]	-/-[B]	Day: Highway works	A	1	R	T	-	-	~~D6~~ D1	-	-	MA02-C-C1
610199	Clive Green Lane, Winsford	~~78/81[C]~~ 73/80[C]	~~36/40[C]~~ 36/39[C]	~~36/40[C]~~ 36/39[C]	Day: Highway works Evening: Culvert construction Night: Culvert construction[6]	S	2	R	T	H	-	~~D15~~ D5	V	NI	MA02-C-C1
610200	Willow Court, Clive Green Lane, Winsford	~~71/74[A]~~ 69/73[A]	-/34[B]	-/34[C]	Day: Highway works Evening: Culvert	A	1	R	T	-	-	~~D13~~ D8	V	-	MA02-C-C1

[6] Activity only includes generators for site power during extended and night-time periods; all other noise generating plant associated with this activity assumed to be daytime only.

Assessment location		Impact criteria				Significance criteria									Significant effect
Reference	Area represented	Typical/highest monthly outdoor L_{pAeq} [dB] at the facade [Assessment category A/B/C]			Construction activity resulting in highest forecast noise levels	Type of effect	Number of properties represented	Type of receptor	Receptor design	Existing environment	Unique feature	Impact duration (months)	Combined impact	Mitigation effect	
		Day 07:00 – 19:00	Evening 19:00 – 23:00	Night 23:00 – 07:00											
					construction Night: Culvert construction[6]										
610204	Chapel End Cottage, Clive Green Lane, Winsford	~~73/76[C]~~ 72/74[C]	-/-[C]	-/-[C]	Day: Highway works	NA	~~1~~ 2	R	T	H	-	~~D2~~ -	-	-	~~MA02-C-C1~~
610206	Clive Green Lane, Stanthorne	63/68[A]	~~-/30[A]~~ -/31[A]	~~-/30[A]~~ -/31[A]	Day: Earthworks Evening: Earthworks Night: Earthworks[6]	A	2	R	T	-	-	~~D4~~ D5	-	-	MA02-C-C1
610406	Clive Green Lane, Stanthorne	~~65/71[A]~~ 62/69[A]	-/-[A]	-/-[B]	Day: Highway works	A	11	R	T	-	-	~~D8~~ D3	-	-	MA02-C-C1

Correction code C/O154

Table B7: MA06 baseline sound levels

Assessment location		Measurement location	Baseline sound levels (dB)							Data source coding
Reference	Area represented		For construction sound assessment (2025)			For operational sound assessment (2039)				
			Daytime L_{pAeq}	Evening / weekend L_{pAeq}	Night-time L_{pAeq}	Daytime $L_{pAeq,16hr}$	Night-time $L_{pAeq,8hr}$	Arithmetic average $L_{pAFmax,5min}$	Highest night-time $L_{pAFmax,5min}$	
613302	Holiday Inn Express Manchester Airport, an IHG Hotel, Runger Lane, Manchester and committed development (Mapbook ref.: MA06/073)		64	61	57	64	57	62	67	3,A,i,b

Table B8: MA06 assessment of construction noise at non-residential receptors (omission)

Assessment location		Impact criteria					Significance criteria								Significant effect
Reference	Area represented	Typical/highest monthly outdoor L_{pAeq} [dB] at the façade		Change during month with highest noise level		Construction activity resulting in highest forecast noise levels	Number of properties represented	Type of receptor	Receptor design	Existing environment	Unique feature	Impact duration (months)	Combined impact	Mitigation effect	
		Day 07:00 – 19:00	Night 23:00 – 07:00	Day 07:00 – 19:00	Night 23:00 – 07:00										
613302	Holiday Inn Express Manchester Airport, an IHG Hotel, Runger Lane, Manchester and	75/77	35/37	10	-	Day: Retaining walls construction Night: Retaining	1	A3	T	H	-	D5	-	-	MA06-C-N7

Assessment location		Impact criteria					Significance criteria								Significant effect
Reference	Area represented	Typical/highest monthly outdoor L_{pAeq} [dB] at the façade		Change during month with highest noise level		Construction activity resulting in highest forecast noise levels	Number of properties represented	Type of receptor	Receptor design	Existing environment	Unique feature	Impact duration (months)	Combined impact	Mitigation effect	
		Day 07:00 – 19:00	Night 23:00 – 07:00	Day 07:00 – 19:00	Night 23:00 – 07:00										
	committed development (Mapbook ref.: MA06/073)					walls construction									

Correction code C/O155

Table B9: MA02 baseline sound levels

Assessment location		Measurement location	Baseline sound levels (dB)							Data source coding
Reference	Area represented		For construction sound assessment (2025)			For operational sound assessment (2038)				
			Daytime L_{pAeq}	Evening / weekend L_{pAeq}	Night-time L_{pAeq}	Daytime $L_{pAeq,16hr}$	Night-time $L_{pAeq,8hr}$	Arithmetic average $L_{pAFmax,5min}$	Highest night-time $L_{pAFmax,5min}$	
611231	The Golden Lion Hotel (Accommodation), Chester Road Middlewich		69	64	62	69	62	67	72	3,A,i,b

Table B10: MA02 assessment of construction noise at non-residential receptors (AP1 revised scheme)

Assessment location		Impact criteria					Significance criteria								Significant effect
Reference	Area represented	Typical/highest monthly outdoor L_{pAeq} [dB] at the façade		Change during month with highest noise level		Construction activity resulting in highest forecast noise levels	Number of properties represented	Type of receptor	Receptor design	Existing environment	Unique feature	Impact duration (months)	Combined impact	Mitigation effect	
		Day 07:00 – 19:00	Night 23:00 – 07:00	Day 07:00 – 19:00	Night 23:00 – 07:00										
611231	The Golden Lion Hotel (Accommodation), Chester Road, Middlewich	75/76	-/-	6	-	Day: Highway works	1	A3	T	H	-	D17	-	-	MA02-C-N20[7]

Correction code C/O172

Table B11: AP1 ES corrected data source coding

CA	Volume 5, Appendix: SV-002-00000 Table Number	Reference	Area represented	AP1 reported data source coding	AP1 corrected data source coding
MA01	Table 1	610041	Orbitas Bereavement Services (Offices), Market Close, Crewe	5,C,0,i	5,A,i,b
MA01	Table 1	610075	Broughton Road, Crewe	5,C,0,i	5,A,i,b
MA01	Table 1	610079	Bidvale Way, Crewe	5,C,0,i	5,A,i,b
MA01	Table 1	610083	Broughton Road, Crewe	5,C,0,i	5,A,i,b

[7] Likely significant effect added at Middlewich (as a result of modifications to the A54 Chester Road/A530 Croxton Lane junction (AP1-002-007)).

CA	Volume 5, Appendix: SV-002-00000 Table Number	Reference	Area represented	AP1 reported data source coding	AP1 corrected data source coding
MA01	Table 1	610087	Broughton Road, Crewe	5,C,0,i	5,A,i,b
MA01	Table 1	610090	Broughton Road, Crewe	5,C,0,i	5,A,i,b
MA01	Table 1	610091	Wareham Drive, Crewe	4,C,0,i	4,A,i,b
MA01	Table 1	610093	Somerley Close, Crewe	4,C,0,i	4,A,i,b
MA01	Table 1	610101	Broughton Road, Crewe	5,C,0,i	5,A,i,b
MA01	Table 1	610104	Bowland Croft, Crewe	4,C,0,i	4,A,i,b
MA01	Table 1	610105	Broughton Road, Crewe	5,C,0,i	5,A,i,b
MA01	Table 1	610107	Waldrons Lane, Crewe	3,C,0,i	3,A,i,b
MA01	Table 1	610110	Waldrons Lane, Crewe	5,C,0,i	5,A,i,b
MA01	Table 1	610113	Haweswater Avenue, Crewe	4,C,0,i	4,A,i,b
MA01	Table 1	610114	Warmingham Road, Crewe	5,C,0,i	5,A,i,b
MA01	Table 1	610115	Buttermere Drive, Crewe	4,C,0,i	4,A,i,b
MA01	Table 1	610116	Kents Lane, Crewe	5,C,0,i	5,A,i,b
MA01	Table 1	610118	White Lion Hotel, Warmingham Road, Crewe	5,C,0,i	5,A,i,b
MA01	Table 1	610125	Aysgarth Avenue, Crewe	4,C,0,i	4,A,i,b
MA01	Table 1	610127	Groby Road, Crewe	1,C,0,i	1,A,i,a
MA01	Table 1	610128	Groby Road, Crewe	3,C,0,i	3,A,i,b
MA01	Table 1	610130	Oakfield Lodge School, Warmingham Road, Crewe	3,C,0,i	3,A,i,b
MA01	Table 1	610162	Park Hall Farm, Wimboldsley, Middlewich and committed development (Map Book ref.: MA01/145)	5,C,0,i	5,A,i,b
MA01	Table 1	610341	Hythe Avenue, Crewe	5,C,0,i	5,A,i,b
MA01	Table 1	610342	Bowland Croft, Crewe	4,C,0,i	4,A,i,b
MA01	Table 1	610343	Wharfedale Avenue, Crewe	5,C,0,i	5,A,i,b
MA01	Table 1	610344	Haweswater Avenue, Crewe	4,C,0,i	4,A,i,b

CA	Volume 5, Appendix: SV-002-00000 Table Number	Reference	Area represented	AP1 reported data source coding	AP1 corrected data source coding
MA01	Table 1	610345	Wharfedale Avenue, Crewe	4,C,0,i	4,A,i,b
MA01	Table 1	610346	Haweswater Avenue, Crewe	4,C,0,i	4,A,i,b
MA01	Table 1	610347	Buttermere Drive, Crewe	4,C,0,i	4,A,i,b
MA01	Table 1	610348	Bleasdale Road, Crewe	4,C,0,i	4,A,i,b
MA01	Table 1	610349	Aysgarth Avenue, Crewe	4,C,0,i	4,A,i,b
MA01	Table 1	610351	Haweswater Avenue, Crewe	4,C,0,i	4,A,i,b
MA01	Table 1	610385	Perry Fields, Crewe	4,C,0,i	4,A,i,b
MA01	Table 1	610400	Bridge Farm Kennels (Lower Sensitivity Offices), Parkers Road, Crewe	5,C,0,i	5,A,i,b
MA01	Table 1	610404	Warmingham Road, Crewe	5,C,0,i	5,A,i,b
MA01	Table 1	610509	Maplins Moss Place, Crewe	4,C,0,i	4,A,i,b
MA01	Table 1	610512	Barn Meadow Way, Crewe	4,C,0,i	4,A,i,b
MA01	Table 1	610513	Kays Croft Drive, Crewe	4,C,0,i	4,A,i,b
MA01	Table 1	610532	Crewe Cemetery and Crematorium (Place of Worship), Market Close, Crewe	5,C,0,i	5,A,i,b
MA01	Table 1	610678	Oakfield Lodge School, Warmingham Road, Crewe and committed development (Map Book ref.: MA01/448S)	5,C,0,i	5,A,i,b
MA01	Table 1	610740	Cemetery Lodge (Offices), Market Close, Crewe	4,C,0,i	4,A,i,b
MA01	Table 1	610745	Aysgarth Avenue, Crewe	4,C,0,i	4,A,i,b
MA01	Table 1	610750	Broughton Road, Crewe and committed development (Map Book ref.: MA01/210)	5,C,0,i	5,A,i,b
MA01	Table 1	610854	Stoneley Avenue, Crewe	5,C,0,i	5,A,i,b
MA01	Table 1	610855	Stoneley Avenue, Crewe	5,C,0,i	5,A,i,b
MA01	Table 1	610856	Stoneley Avenue, Crewe	5,C,0,i	5,A,i,b
MA01	Table 1	610858	Selsey Close, Crewe	4,C,0,i	4,A,i,b

CA	Volume 5, Appendix: SV-002-00000 Table Number	Reference	Area represented	AP1 reported data source coding	AP1 corrected data source coding
MA01	Table 1	610859	Bidvale Way, Crewe	5,C,0,i	5,A,i,b
MA01	Table 1	610860	Bidvale Way, Crewe	5,C,0,i	5,A,i,b
MA01	Table 1	610979	Oakfield Lodge School, Warmingham Road, Crewe	3,A,0,i	3,A,i,b
MA01	Table 1	610980	Groby Road, Crewe	3,A,0,i	3,A,i,b
MA01	Table 1	610981	Warmingham Road, Warmingham	3,A,0,i	3,A,i,b
MA01	Table 1	610982	Oakfield Lodge School, Warmingham Road, Crewe	3,A,0,i	3,A,i,b
MA01	Table 1	610984	Warmingham Road, Crewe	3,A,0,i	3,A,i,b
MA01	Table 1	610986	Warmingham Road, Crewe	3,A,0,i	3,A,i,b
MA01	Table 1	610987	Warmingham Road, Crewe	3,A,0,i	3,A,i,b
MA01	Table 1	611020	Broughton Road, Crewe and committed development (Map Book ref.: MA01/210)	5,C,0,i	5,A,i,b
MA01	Table 1	611021	Broughton Road, Crewe and committed development (Map Book ref.: MA01/210)	5,C,0,i	5,A,i,b
MA01	Table 1	611022	Warmingham Road, Crewe	3,C,0,i	3,A,i,b
MA01	Table 1	611023	Warmingham Road, Crewe	3,C,0,i	3,A,i,b
MA01	Table 1	611024	Warmingham Road, Crewe	3,C,0,i	3,A,i,b
MA01	Table 1	611025	Groby Road, Crewe	3,C,0,i	3,A,i,b
MA01	Table 1	611026	Coppenhall Stables (Lower Sensitivity Offices), Groby Road, Crewe	3,C,0,i	3,A,i,b
MA02	Table 9	610220	Coalpit Lane, Stanthorne	3,C,0,i	3,A,i,b
MA02	Table 9	610224	Earl's Cottage, Birch Lane, Stanthorne	3,C,0,i	3,A,i,b
MA02	Table 9	610226	Birch Lane, Stanthorne	3,C,0,i	3,A,i,b
MA02	Table 9	610230	Birch Lane, Stanthorne	3,C,0,i	3,A,i,b
MA02	Table 9	610405	Nantwich Road, Stanthorne	3,C,0,i	3,A,i,b
MA02	Table 9	610408	Birch Lane, Stanthorne	3,C,0,i	3,A,i,b

CA	Volume 5, Appendix: SV-002-00000 Table Number	Reference	Area represented	AP1 reported data source coding	AP1 corrected data source coding
MA02	Table 9	610950	Chester Road, Middlewich	3,A,0,i	3,A,i,b
MA02	Table 9	610951	Croxton Lane, Middlewich	3,A,0,i	3,A,i,b
MA02	Table 9	610952	Chester Road, Middlewich	3,A,0,i	3,A,i,b
MA02	Table 9	610953	Middlewich Cemetery (Place of Worship), Chester Road, Middlewich	3,A,0,i	3,A,i,b
MA02	Table 9	610954	Middlewich Town Football Club (Offices), Finney's Lane, Middlewich	3,A,0,i	3,A,i,b
MA02	Table 9	610955	Meadow View, Middlewich	3,A,0,i	3,A,i,b
MA02	Table 9	610956	Paddock View, Middlewich	3,A,0,i	3,A,i,b
MA02	Table 9	610957	Glastonbury Drive, Middlewich	3,A,0,i	3,A,i,b
MA02	Table 9	610958	Mococo House (Offices), Wheelock Street, Middlewich	3,A,0,i	3,A,i,b
MA02	Table 9	610959	Lambourne Grove, Middlewich	3,A,0,i	3,A,i,b
MA02	Table 9	610960	Russet Close, Middlewich	3,A,0,i	3,A,i,b
MA02	Table 9	610961	Chester Road, Middlewich	3,A,0,i	3,A,i,b
MA02	Table 9	610962	Chester Road, Middlewich	3,A,0,i	3,A,i,b
MA02	Table 9	610964	St Michael's Way, Middlewich and committed development (Map Book ref.: MA02/322)	3,A,0,i	3,A,i,b
MA02	Table 9	610965	Newton Court Care Home, St Ann's Road, Middlewich	3,A,0,i	3,A,i,b
MA02	Table 9	610967	Wheelock Street, Middlewich	3,A,0,i	3,A,i,b
MA02	Table 9	610968	Meadow View, Middlewich	3,A,0,i	3,A,i,b
MA02	Table 9	610969	Newton Heath, Middlewich	3,A,0,i	3,A,i,b
MA02	Table 9	610970	Laurel Close, Middlewich	3,A,0,i	3,A,i,b
MA02	Table 9	610971	Croxton Lane, Middlewich	3,A,0,i	3,A,i,b
MA02	Table 9	610973	Lindisfarne Close, Middlewich	3,A,0,i	3,A,i,b
MA02	Table 9	610974	The Crescent, Middlewich	3,A,0,i	3,A,i,b
MA02	Table 9	610975	Goodwood Rise, Middlewich	3,A,0,i	3,A,i,b

CA	Volume 5, Appendix: SV-002-00000 Table Number	Reference	Area represented	AP1 reported data source coding	AP1 corrected data source coding
MA02	Table 9	610976	Grange Lea, Middlewich	3,A,0,i	3,A,i,b
MA02	Table 9	610977	Beechfield Drive, Middlewich	3,A,0,i	3,A,i,b
MA02	Table 9	610978	Committed developments (Map Book ref.: MA02/221, MA02/222 and MA02/298)	3,A,0,i	3,A,i,b
MA02	Table 9	610988	Manley Close, Holmes Chapel	3,C,0,i	3,A,i,b
MA02	Table 9	610989	Chester Road, Holmes Chapel	3,C,0,i	3,A,i,b
MA02	Table 9	610990	Helton Close, Holmes Chapel	3,C,0,i	3,A,i,b
MA02	Table 9	610991	Derwent Close, Holmes Chapel	3,C,0,i	3,A,i,b
MA02	Table 9	610992	Coniston Drive, Holmes Chapel	3,C,0,i	3,A,i,b
MA02	Table 9	610993	Middlewich Road, Holmes Chapel	3,C,0,i	3,A,i,b
MA02	Table 9	610994	Middlewich Road, Holmes Chapel	3,C,0,i	3,A,i,b
MA02	Table 9	610995	Manley Close, Holmes Chapel	3,C,0,i	3,A,i,b
MA02	Table 9	610996	Jodrell Close, Holmes Chapel	3,C,0,i	3,A,i,b
MA02	Table 9	610997	Manley Close, Holmes Chapel	3,C,0,i	3,A,i,b
MA02	Table 9	610998	Bramhall Drive, Holmes Chapel	3,C,0,i	3,A,i,b
MA02	Table 9	610999	Middlewich Road, Holmes Chapel	3,C,0,i	3,A,i,b
MA02	Table 9	611000	Chester Road, Holmes Chapel	3,C,0,i	3,A,i,b
MA02	Table 9	611001	Grasmere Drive, Holmes Chapel	3,C,0,i	3,A,i,b
MA02	Table 9	611002	Helton Close, Holmes Chapel	3,C,0,i	3,A,i,b
MA02	Table 9	611003	Ravenscroft, Holmes Chapel	3,C,0,i	3,A,i,b
MA02	Table 9	611004	Coniston Drive, Holmes Chapel	3,C,0,i	3,A,i,b
MA02	Table 9	611005	Coniston Drive, Holmes Chapel	3,C,0,i	3,A,i,b
MA02	Table 9	611006	Chester Road, Holmes Chapel	3,C,0,i	3,A,i,b
MA02	Table 9	611007	Grasmere Drive, Holmes Chapel	3,C,0,i	3,A,i,b

CA	Volume 5, Appendix: SV-002-00000 Table Number	Reference	Area represented	AP1 reported data source coding	AP1 corrected data source coding
MA02	Table 9	611008	Chester Road, Holmes Chapel	3,C,0,i	3,A,i,b
MA02	Table 9	611009	Hillcrest Avenue, Holmes Chapel	3,C,0,i	3,A,i,b
MA02	Table 9	611010	Oakfield Rise, Holmes Chapel	3,C,0,i	3,A,i,b
MA02	Table 9	611011	Middlewich Road, Holmes Chapel	3,C,0,i	3,A,i,b
MA02	Table 9	611012	Bramhall Drive, Holmes Chapel	3,C,0,i	3,A,i,b
MA02	Table 9	611013	Hadfield Court, Holmes Chapel	3,C,0,i	3,A,i,b
MA02	Table 9	611014	Beeston Close, Holmes Chapel	3,C,0,i	3,A,i,b
MA02	Table 9	611015	Ravenscroft, Holmes Chapel	3,C,0,i	3,A,i,b
MA02	Table 9	611016	Sedbergh Close, Holmes Chapel	3,C,0,i	3,A,i,b
MA02	Table 9	611017	Ravenscoft, Holmes Chapel	3,C,0,i	3,A,i,b
MA02	Table 9	611018	The Cedars (Care Home), Brookfield Drive, Holmes Chapel	3,C,0,i	3,A,i,b
MA02	Table 9	611019	Elmore Close, Holmes Chapel	3,C,0,i	3,A,i,b
MA02	Table 9	611027	Newton Bank, Middlewich	3,C,0,i	3,A,i,b
MA02	Table 9	611028	Newton Bank, Middlewich	3,C,0,i	3,A,i,b
MA02	Table 9	611029	Chester Road, Middlewich	3,C,0,i	3,A,i,b
MA02	Table 9	611030	Croxton Lane, Middlewich	3,C,0,i	3,A,i,b
MA02	Table 9	611031	Chester Road, Middlewich	3,C,0,i	3,A,i,b
MA02	Table 9	611032	Chester Road, Middlewich	3,C,0,i	3,A,i,b
MA02	Table 9	611033	Croxton Lane, Middlewich	3,C,0,i	3,A,i,b
MA02	Table 9	612505	Pear Tree Farm Cottages, Davenham Road, Billenge Green	1,C,0,i	1,A,i,a
MA02	Table 9	612600	Holford Hall (Wedding Venue), Chester Road, Plumley	1,C,0,i	1,A,i,a
MA03	Table 14	612615	Pickmere Lane, Knutsford	3,C,0,i	3,A,i,b
MA03	Table 14	612616	Tanyard Farm, Pickmere Lane, Pickmere	3,C,0,i	3,A,i,b

CA	Volume 5, Appendix: SV-002-00000 Table Number	Reference	Area represented	AP1 reported data source coding	AP1 corrected data source coding
MA03	Table 14	612618	Roses Farm, Pickmere Lane, Pickmere	1,C,0,i	1,A,i,a
MA03	Table 14	612619	Dunholme Farm, Pickmere Lane, Pickmere	1,C,0,i	1,A,i,a
MA03	Table 14	612622	Pickmere Lane, Pickmere	1,C,0,i	1,A,i,a
MA03	Table 14	612623	Pickmere Lane, Pickmere	3,C,0,i	3,A,i,b
MA03	Table 14	612624	Pickmere Lane, Pickmere	3,C,0,i	3,A,i,b
MA03	Table 14	612625	Pickmere Hall Farm, Pickmere Lane, Pickmere	3,C,0,i	3,A,i,b
MA03	Table 14	612628	Pickmere Lane, Pickmere	3,C,0,i	3,A,i,b
MA03	Table 14	612629	Churches Farm, School Lane, Pickmere	3,C,0,i	3,A,i,b
MA03	Table 14	612632	Frog Lane, Pickmere	1,C,0,i	1,A,i,a
MA03	Table 14	612633	Pickmere Lane, Pickmere	3,C,0,i	3,A,i,b
MA03	Table 14	612638	Budworth Road, Tabley	3,C,0,i	3,A,i,b
MA03	Table 14	612656	Winterbottom Farm, Winterbottom Lane, Mere	3,C,0,i	3,A,i,b
MA03	Table 14	612657	Winterbottom Lane, Mere	3,C,0,i	3,A,i,b
MA03	Table 14	612700	Chapel Lane, Mere	1,C,0,i	1,A,i,a
MA03	Table 14	612706	Chapel Lane, Mere	1,C,0,i	1,A,i,a
MA03	Table 14	612712	Broom Manor, Peacock Lane, High Legh	1,C,0,i	1,A,i,a
MA03	Table 14	612732	Runnymede, Thowler Lane, Millington	1,C,0,i	1,A,i,a
MA03	Table 14	612736	Five Acres, Peacock Lane, High Legh	1,C,0,i	1,A,i,a
MA03	Table 14	612745	Little Moss Farm, Peacock Lane, High Legh	3,C,0,i	3,A,i,b
MA03	Table 14	612747	Moss Farm, Peacock Lane, High Legh	3,C,0,i	3,A,i,b
MA03	Table 14	612751	Thowler Lane, Millington	1,C,0,i	1,A,i,a
MA03	Table 14	612861	Brook Cottage, Pickmere Lane, Pickmere	3,C,0,i	3,A,i,b

Correction code C/O188

Table B12: MA02 Assessment of construction traffic noise levels – indirect effects (SES1 scheme and AP1 revised scheme)

Road name	Portion of road affected	Number of properties affected (approx.)	Daytime traffic sound levels $L_{Aeq,16hr}$ dB			Change compared to current traffic sound level (dB)		Combined impact	Significant effect
			Without the AP1 revised scheme (2030)	Typical month during construction	Peak month during construction	Typical month during construction	Peak month during construction		
A530 Nantwich Road, Wimboldsley	Between Chapel Lane and School Lane	NR: 1	71.0	71.7	72.5	0.7	1.5	-	MA02-C-N21[8]

[8] New likely significant effect at Wimboldsley Community Primary School (as a result of new construction traffic data at SES1 and AP1 ES)

Annex C: Traffic and transport

Introduction

Numbers in the tables in the main Transport Assessment (TA) (which sits in Volume 5 of the main ES) or the SES1 and AP1 ES TA (which sits in Volume 5 of the SES1 and AP1 TA) that are replaced by this report are denoted in the tables below with a strike through, the corrected numbers are shown in red. Note that in some instances the table numbers in this Annex reflect the table numbers in the main TA or SES1 and AP1 ES TA.

Correction code C/O116

MA01 junction operation

Baseline and future baseline

A534 Nantwich Road/A5019 Mill Street/B5071 South Street

This junction is a four-arm signal-controlled crossroads with signal-controlled pedestrian crossing facilities. The operation of the junction has been assessed for the 2018 existing baseline AM and PM peak hours using SATURN software and is shown in Table C1.

Table C1: 2018 baseline performance at A534 Nantwich Road/A5019 Mill Street/B5071 South Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A5019 Mill Street	433	70%	11
A534 Nantwich Road (east)	502	61%	9
B5071 South Street	593	74%	14
A534 Nantwich Road (west)	427	79%	9

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 PM peak hour (17:00–18:00) baseline results		
A5019 Mill Street	639	102%	12
A534 Nantwich Road (east)	551	70%	10
B5071 South Street	297	53%	7
A534 Nantwich Road (west)	230	55%	5

In the 2018 baseline, the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 79% on the A534 Nantwich Road (west) approach with an associated queue length of nine PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2018 baseline with a maximum VoC of 102% on the A5019 Mill Street approach with an associated queue length of 12 PCU.

The future year baseline performance and the results for the AM and PM peak hours are shown in Table C2. As the junction is only affected by the construction of the AP1 revised scheme, future baseline results are presented for 2030 only.

Table C2: Future baseline performance at A534 Nantwich Road/A5019 Mill Street/B5071 South Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)		
A5019 Mill Street	519	80%	13
A534 Nantwich Road (east)	508	59%	9
B5071 South Street	653	83%	15
A534 Nantwich Road (west)	452	85%	10
	2030 PM peak hour (17:00–18:00)		
A5019 Mill Street	750	100%	14
A534 Nantwich Road (east)	603	75%	11
B5071 South Street	358	65%	8
A534 Nantwich Road (west)	275	66%	6

In the 2030 future baseline the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 85% on the A534 Nantwich Road (west) approach with an associated queue length of 10 PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2030 future baseline with a maximum VoC of 100% on the A5019 Mill Street approach with an associated queue length of 14 PCU.

A532 West Street/Victoria Avenue

This junction is a three-arm signal-controlled T-junction with signal-controlled pedestrian crossing facilities. The operation of the junction has been assessed for the 2018 existing baseline AM and PM peak hours using SATURN software and is shown in Table C3.

Table C3: Future baseline performance at A532 West Avenue/Victoria Avenue junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A532 West Street (east)	779	60%	8
Victoria Avenue	498	103%	6
A532 West Street (west)	409	31%	3
	2018 PM peak hour (17:00–18:00) baseline results		
A532 West Street (east)	684	61%	10
Victoria Avenue	342	67%	4
A532 West Street (west)	827	77%	7

In the 2018 baseline the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 103% on the Victoria Avenue approach with an associated queue length of six PCU. In the PM peak hour, the assessment shows that this junction is within capacity in the 2018 baseline with a maximum VoC of 77% on the A532 West Street (west) approach with an associated queue length of seven PCU.

The future year baseline performance and the results for the AM and PM peak hours are shown in Table C4. As the junction is only affected by the construction of the AP1 revised scheme, future baseline results are presented for 2030 only.

Table C4: Future baseline performance at A532 West Avenue/Victoria Avenue junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)		
A532 West Street (east)	997	87%	10
Victoria Avenue	323	103%	4
A532 West Street (west)	759	60%	5
	2030 PM peak hour (17:00–18:00)		
A532 West Street (east)	846	76%	12
Victoria Avenue	310	42%	4
A532 West Street (west)	883	68%	6

In the 2030 future baseline the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 103% on the Victoria Avenue approach with an associated queue length of four PCU. In the PM peak hour, the assessment shows that this junction is within capacity in the 2030 future baseline with a maximum VoC of 76% on the A532 West Street (east) approach with an associated queue length of 12 PCU.

A534 Nantwich Road/A5078 Edleston Road/Edward Street

This junction is a four arm staggered crossroads with signal-controlled pedestrian crossing facilities. Edward Street is a one-way exit arm from the junction and is therefore not reported in the results. The operation of the junction has been assessed for the 2018 existing baseline AM and PM peak hours using SATURN software and is shown in Table C5.

Table C5: 2018 baseline performance at A534 Nantwich Road/A5078 Edleston Road/Edward Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A5078 Edleston Road	143	56%	3
A534 Nantwich Road (east)	495	27%	3
A534 Nantwich Road (west)	534	54%	5

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 PM peak hour (17:00–18:00) baseline results		
A5078 Edleston Road	293	71%	5
A534 Nantwich Road (east)	431	25%	4
A534 Nantwich Road (west)	321	39%	4

The assessment shows that this junction operates well within capacity in the 2018 baseline.

The future year baseline performance and the results for the AM and PM peak hours are shown in Table C6. As the junction is only affected by the construction of the AP1 revised scheme, future baseline results are presented for 2030 only.

Table C6: Future baseline performance at A534 Nantwich Road/A5078 Edleston Road/Edward Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)		
A5078 Edleston Road	155	61%	3
A534 Nantwich Road (east)	484	27%	3
A534 Nantwich Road (west)	620	63%	6
	2030 PM peak hour (17:00–18:00)		
A5078 Edleston Road	338	82%	6
A534 Nantwich Road (east)	489	29%	4
A534 Nantwich Road (west)	367	44%	4

In the 2030 future baseline the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is within capacity in the 2030 future baseline with a maximum VoC of 82% on the A5078 Edleston Road approach with an associated queue length of six PCU.

A530 Middlewich Road/Marshfield Bank/A532 Coppenhall Lane

This junction is a four-arm priority controlled (give-way) roundabout with no controlled pedestrian crossing facilities. The operation of the junction has been assessed for the 2018 existing baseline AM and PM peak hours using SATURN software and is shown in Table C7.

Table C7: 2018 baseline performance at A530 Middlewich Road/Marshfield Bank/A532 Coppenhall Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A530 Middlewich Road (north)	780	65%	1
Marshfield Bank	111	9%	0
A532 Coppenhall Lane	622	52%	0
A530 Middlewich Road (south)	1,185	59%	0
	2018 PM peak hour (17:00–18:00) baseline results		
A530 Middlewich Road (north)	879	73%	0
Marshfield Bank	365	32%	0
A532 Coppenhall Lane	414	34%	0
A530 Middlewich Road (south)	759	35%	0

The assessment shows that this junction operates well within capacity in the 2018 baseline.

The future year baseline performance and the results for the AM and PM peak hours are shown in Table C8. As the junction is only affected by the construction of the AP1 revised scheme, future baseline results are presented for 2030 only.

Table C8: Future baseline performance at A530 Middlewich Road/Marshfield Bank/A532 Coppenhall Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)		
A530 Middlewich Road (north)	824	69%	1
Marshfield Bank	129	13%	0
A532 Coppenhall Lane	784	65%	1
A530 Middlewich Road (south)	1,312	70%	0
	2030 PM peak hour (17:00–18:00)		
A530 Middlewich Road (north)	979	82%	1
Marshfield Bank	400	41%	0
A532 Coppenhall Lane	579	48%	0

Approach	Flow, PCU/hr	VoC	Q, PCU
A530 Middlewich Road (south)	765	38%	0

In the 2030 future baseline the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is within capacity in the 2030 future baseline with a maximum VoC of 82% on the A530 Middlewich Road (north) approach with an associated queue length of one PCU.

A533 Middlewich Road/Platt Avenue

This junction is a three-arm junction with signal-controlled pedestrian crossing facilities. The operation of the junction has been assessed for the 2018 existing baseline AM and PM peak hours using SATURN software and is shown in Table C9.

Table C9: 2018 baseline performance at A533 Middlewich Road/Platt Avenue junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Platt Avenue	446	94%	3
A533 Middlewich Road (east)	542	32%	0
A533 Middlewich Road (west)	939	55%	0
	2018 PM peak hour (17:00–18:00) baseline results		
Platt Avenue	421	95%	4
A533 Middlewich Road (east)	570	34%	0
A533 Middlewich Road (west)	998	59%	0

The assessment shows that this junction operates close to capacity in the 2018 baseline with a maximum VoC of 94% on the Platt Avenue approach in the AM peak hour with an associated queue length of three PCU. In the PM peak hour, the maximum VoC of 95% is on the Platt Avenue approach with an associated queue length of four PCU.

The future year baseline performance and the results for the AM and PM peak hours are shown in Table C10. As the junction is only affected by the construction of the AP1 revised scheme, future baseline results are presented for 2030 only.

Table C10: Future baseline performance at A533 Middlewich Road/Platt Avenue junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)		
Platt Avenue	445	92%	3
A533 Middlewich Road (east)	550	32%	0
A533 Middlewich Road (west)	1,003	59%	0
	2030 PM peak hour (17:00–18:00)		
Platt Avenue	420	95%	4
A533 Middlewich Road (east)	589	35%	0
A533 Middlewich Road (west)	1,040	61%	0

The assessment shows that this junction operates close to capacity in the 2030 future baseline with a maximum VoC of 92% on the Platt Avenue approach in the AM peak hour with an associated queue length of three PCU. In the PM peak hour, the maximum VoC of 95% is on the Platt Avenue approach with an associated queue length of four PCU.

Construction

A534 Nantwich Road/A5019 Mill Street/B5071 South Street

Table C11 summarises the results of the changes to the performance of the junction as a result of the AP1 revised scheme.

Table C11: A534 Nantwich Road/A5019 Mill Street/B5071 South Street junction 2030 future baseline and with the AP1 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2030 future baseline**			**2030 AP1 revised scheme utilities scenario**			**AP1 revised scheme Scenario 1**			**AP1 revised scheme Scenario 2**		
A5019 Mill Street	519	80%	13	517	81%	13	512	80%	13	509	80%	12
A534 Nantwich Road (east)	508	59%	9	520	61%	9	518	60%	9	518	60%	9

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
B5071 South Street	653	83%	15	665	83%	15	678	86%	15	684	87%	16
A534 Nantwich Road (west)	452	85%	10	453	85%	10	457	86%	10	460		10
17:00–18:00	**2030 future baseline**			**2030 AP1 revised scheme utilities scenario**			**AP1 revised scheme Scenario 1**			**AP1 revised scheme Scenario 2**		
A5019 Mill Street	750	100%	14	727	101%	14	735	101%	14	705	100%	14
A534 Nantwich Road (east)	603	75%	11	595	74%	11	585	72%	10	586	72%	10
B5071 South Street	358	65%	8	368	100%	8	365	100%	8	364	100%	8
A534 Nantwich Road (west)	275	66%	6	280	68%	6	271	65%	6	282	69%	6

The assessment shows that in the AM peak hour the junction operates close to capacity in both the future baseline and with the AP1 revised scheme. In the PM peak hour, the junction operates over capacity in both the future baseline and with the AP1 revised scheme.

In Scenario 2, the change in traffic due to construction of the AP1 revised scheme will increase the VoC on the B5071 South Street approach from 83% in the future baseline to 87% in the AM peak hour, with a corresponding change queue length from 15 PCU in the future baseline to 16 PCU.

In the utilities scenario and scenarios 1 and 2, the change in traffic due to construction of the AP1 revised scheme in the PM peak hour will increase the VoC on the B5071 South Street approach from 65% in the future baseline to 100%, with no change in corresponding queue length.

A532 West Street/Victoria Avenue

Table C12 summarises the results of the changes to the performance of the junction as a result of the AP1 revised scheme.

Table C12: A532 West Street/Victoria Avenue junction 2030 future baseline and with the AP1 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2030 future baseline**			**AP1 revised scheme Scenario 1**			**AP1 revised scheme Scenario 2**		
A532 West Street (east)	997	87%	10	989	100%	10	992	92%	10
Victoria Avenue	323	103%	4	299	104%	4	320	103%	4
A532 West Street (west)	759	60%	5	795	63%	5	788	63%	5
17:00–18:00	**2030 future baseline**			**AP1 revised scheme Scenario 1**			**AP1 revised scheme Scenario 2**		
A532 West Street (east)	846	76%	12	850	75%	12	847	75%	12
Victoria Avenue	310	42%	4	319	45%	4	320	44%	4
A532 West Street (west)	883	68%	6	900	69%	6	900	69%	6

The assessment shows that in the AM peak hour the junction operates over capacity in both the future baseline and with the AP1 revised scheme. In the PM peak hour, the junction operates within capacity in both the future baseline and with the AP1 revised scheme.

In Scenario 1, the change in traffic due to construction of the AP1 revised scheme will increase the VoC on the A532 West Street (east) approach from 87% in the future baseline to 100% in the AM peak hour, with no change in corresponding queue length.

In the PM peak hour, the change in traffic due to construction of the AP1 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths.

A534 Nantwich Road/A5078 Edleston Road/Edward Street

Table C13 summarises the results of the changes to the performance of the junction as a result of the AP1 revised scheme.

Table C13: A534 Nantwich Road/A5078 Edleston Road/Edward Street junction 2030 future baseline and with the AP1 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2030 future baseline**			**2030 AP1 revised scheme utilities scenario**			**AP1 revised scheme Scenario 1**			**AP1 revised scheme Scenario 2**		
A5078 Edleston Road	155	61%	3	147	58%	3	154	60%	3	152	59%	3
A534 Nantwich Road (east)	484	27%	3	501	28%	3	500	29%	3	500	29%	3
A534 Nantwich Road (west)	620	63%	6	630	64%	6	647	65%	6	641	65%	6
17:00–18:00	**2030 future baseline**			**2030 AP1 revised scheme utilities scenario**			**AP1 revised scheme Scenario 1**			**AP1 revised scheme Scenario 2**		
A5078 Edleston Road	338	82%	6	361	87%	6	355	86%	6	353	85%	6
A534 Nantwich Road (east)	489	29%	4	472	28%	4	462	28%	4	473	28%	4
A534 Nantwich Road (west)	367	44%	4	377	46%	4	366	44%	4	373	45%	4

The assessment shows that in the AM peak hour the junction operates well within capacity in both the future baseline and with the AP1 revised scheme. In the PM peak hour, the junction operates within capacity in the future baseline and close to capacity with the AP1 revised scheme.

The change in traffic due to operation of the AP1 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths in the AM peak hour.

In the Utilities scenario the change in traffic due to construction of the AP1 revised scheme in the PM peak hour will increase the VoC on the A5078 Edleston Road approach from 82% in the future baseline to 87%, with no change in corresponding queue lengths.

A530 Middlewich Road/Marshfield Bank/A532 Coppenhall Lane

Table C14 summarises the results of the changes to the performance of the junction as a result of the AP1 revised scheme.

Table C14: A530 Middlewich Road/Marshfield Bank/A532 Coppenhall Lane junction 2030 future baseline and with the AP1 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2030 future baseline**			**AP1 revised scheme Scenario 1**			**AP1 revised scheme Scenario 2**		
A530 Middlewich Road (north)	824	69%	1	841	70%	1	838	70%	1
Marshfield Bank	129	13%	0	129	14%	0	129	14%	0
A532 Coppenhall Lane	784	65%	1	732	61%	1	761	63%	1
A530 Middlewich Road (south)	1,312	70%	0	1,392	73%	1	1,375	73%	1
17:00–18:00	**2030 future baseline**			**AP1 revised scheme Scenario 1**			**AP1 revised scheme Scenario 2**		
A530 Middlewich Road (north)	979	82%	1	1,072	89%	1	1,052	88%	1
Marshfield Bank	400	41%	0	400	44%	0	400	44%	0
A532 Coppenhall Lane	579	48%	0	527	45%	0	542	45%	0
A530 Middlewich Road (south)	765	38%	0	887	44%	0	852	42%	0

The assessment shows that in the AM peak hour the junction operates well within capacity in both the future baseline and with the AP1 revised scheme. In the PM peak hour, the junction operates within capacity in the future baseline and close to capacity with the AP1 revised scheme.

The change in traffic due to construction of the AP1 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths in the AM peak hour.

In Scenario 1, the change in traffic due to construction of the AP1 revised scheme in the PM peak hour will increase the VoC on the Middlewich Road (north) approach from 82% in the future baseline to 89%, with no change in corresponding queue length.

A533 Middlewich Road/Platt Avenue

Table C15 summarises the results of the changes to the performance of the junction as a result of the AP1 revised scheme.

Table C15: A533 Middlewich Road/Platt Avenue junction 2030 future baseline and with the AP1 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2030 future baseline**			**2030 AP1 revised scheme utilities scenario**			**AP1 revised scheme Scenario 1**			**AP1 revised scheme Scenario 2**		
Platt Avenue	445	92%	3	443	92%	3	476	98%	4	474	97%	4
A533 Middlewich Road (east)	550	32%	0	551	32%	0	542	32%	0	541	32%	0
A533 Middlewich Road (west)	1,003	59%	0	1,001	59%	0	1,000	59%	0	1,001	59%	0
17:00–18:00	**2030 future baseline**			**2030 AP1 revised scheme utilities scenario**			**AP1 revised scheme Scenario 1**			**AP1 revised scheme Scenario 2**		
Platt Avenue	420	95%	4	429	97%	4	429	97%	4	428	96%	4
A533 Middlewich Road (east)	589	35%	0	583	34%	0	585	34%	0	585	34%	0
A533 Middlewich Road (west)	1,040	61%	0	1,044	61%	0	1,101	65%	0	1,102	65%	0

The assessment shows that in the AM and PM peak hours the junction operates close to capacity in both the future baseline and with the AP1 revised scheme.

In Scenario 1 the change in traffic due to construction of the AP1 revised scheme 1 will increase the VoC on the Platt Avenue approach from 92% in the future baseline to 98% in the AM peak hour, with a corresponding change in queue length from three PCU in the future baseline to four PCU.

In the utilities scenario and Scenario 1 the change in traffic due to construction of the AP1 revised scheme in the PM peak hour will increase the VoC on the Plat Avenue approach from 95% in the future baseline to 97%, with no change in corresponding queue length.

MA02 junction operation

Baseline and future baseline

A5018 Wharton Road/Morrisons Manufacturing Winsford Access

This junction is a three-arm junction with uncontrolled pedestrian crossing facilities. The operation of the junction has been assessed for the 2018 existing baseline AM and PM peak hours using SATURN software and is shown in Table C16.

Table C16: 2018 baseline performance at A5018 Wharton Road/Morrisons Manufacturing Winsford Access junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A5018 Wharton Road (north)	702	36%	0
Morrisons Manufacturing Winsford Access*	-	-	-
A5018 Wharton Road (south)	1,114	58%	0
	2018 PM peak hour (17:00–18:00) baseline results		
A5018 Wharton Road (north)	1,096	56%	0
Morrisons Manufacturing Winsford Access*	-	-	-
A5018 Wharton Road (south)	703	41%	0

**Morrisons Manufacturing Winsford Access is a zone loading link and therefore the approach arm is not represented within the strategic traffic model.*

The assessment shows that this junction operates well within capacity in the 2018 baseline.

The future year baseline performance and the results for the AM and PM peak hours are shown in Table C17 As the junction is only affected by the construction of the AP1 revised scheme, future baseline results are presented for 2030 only.

Table C17: Future baseline performance at A5018 Wharton Road/Morrisons Manufacturing Winsford Access junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)		
A5018 Wharton Road (north)	704	36%	0
Morrisons Manufacturing Winsford Access*	-	-	-
A5018 Wharton Road (south)	1,203	65%	0
	2030 PM peak hour (17:00–18:00)		
A5018 Wharton Road (north)	1,144	59%	0
Morrisons Manufacturing Winsford Access*	-	-	-
A5018 Wharton Road (south)	717	45%	0

**Morrisons Manufacturing Winsford Access is a zone loading link and therefore the approach arm is not represented within the strategic traffic model.*

The assessment shows that this junction operates well within capacity in the 2030 future baseline.

A533 Kingsmead/Moor Park Way/Regency Way

This junction is a four-arm roundabout with uncontrolled pedestrian crossing facilities. The operation of the junction has been assessed for the 2018 existing baseline AM and PM peak hours using SATURN software and is shown in Table C18.

Table C18: 2018 baseline performance at A533 Kingsmead/Moor Park Way/Regency Way junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A533 Kingsmead (south)	1,041	90%	0
Regency Way	358	58%	0
Moor Park Way	114	20%	0
A533 Kingsmead (north)	687	65%	0
	2018 PM peak hour (17:00–18:00) baseline results		
A533 Kingsmead (south)	914	82%	0
Regency Way	572	85%	1

Approach	Flow, PCU/hr	VoC	Q, PCU
Moor Park Way	92	16%	0
A533 Kingsmead (north)	450	49%	0

The assessment shows that this junction operates close to capacity in the 2018 baseline with a maximum VoC of 90% on the A533 Kingsmead (south) approach in the AM peak hour with no queue. In the PM peak hour, the maximum VoC of 85% is on the Regency Way approach with an associated queue length of one PCU.

The future year baseline performance and the results for the AM and PM peak hours are shown in Table C19. As the junction is only affected by the construction of the AP1 revised scheme, future baseline results are presented for 2030 only.

Table C19: Future baseline performance at A533 Kingsmead/Moor Park Way/Regency Way junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)		
A533 Kingsmead (south)	1,136	99%	1
Regency Way	398	70%	1
Moor Park Way	119	26%	0
A533 Kingsmead (north)	873	84%	1
	2030 PM peak hour (17:00–18:00)		
A533 Kingsmead (south)	1,102	100%	4
Regency Way	593	102%	6
Moor Park Way	94	18%	0
A533 Kingsmead (north)	580	64%	0

In the 2030 future baseline the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 99% on the A533 Kingsmead (south) approach with an associated queue length of one PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2030 future baseline with a maximum VoC of 102% on the Regency Way approach with an associated queue length of six PCU.

A556 Shurlach Road/Gadbrook Road

This junction is a four-arm junction with signal-controlled pedestrian crossing facilities. The operation of the junction has been assessed for the 2018 existing baseline AM and PM peak hours using SATURN software and is shown in Table C20.

Table C20: 2018 baseline performance at A556 Shurlach Road/Gadbrook Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Gadbrook Road (north)	255	96%	8
A556 Shurlach Road (east)	1,494	80%	26
Gadbrook Road (south)*	-	-	-
A556 Shurlach Road (west)	1,837	100%	34
	2018 PM peak hour (17:00–18:00) baseline results		
Gadbrook Road (north)	212	110%	7
A556 Shurlach Road (east)	1,591	91%	37
Gadbrook Road (south)*	-	-	-
A556 Shurlach Road (west)	1,013	62%	22

** Minor approach arm not represented within the baseline strategic traffic model.*

This junction operates over capacity in the 2018 baseline with a maximum VoC of 100% on the A556 Shurlach Road (west) approach in the AM peak hour with an associated queue length of 34 PCU. In the PM peak hour, the maximum VoC of 110% is on the Gadbrook Road (north) approach with an associated queue length of seven PCU.

The future year baseline performance and the results for the AM and PM peak hours are shown in Table C21 As the junction is affected by both construction and operation of the AP1 revised scheme, future baseline results are presented for 2030, 2038 and 2051.

Table C21: Future baseline performance at A556 Shurlach Road/Gadbrook Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2030 AM peak hour**			**2038 AM peak hour**			**2051 AM peak hour**		
Gadbrook Road (north)	278	104%	9	283	105%	9	294	109%	9
A556 Shurlach Road (east)	1,669	89%	32	1,684	90%	33	1,713	91%	33
Gadbrook Road (south)	139	49%	5	144	51%	5	143	50%	5
A556 Shurlach Road (west)	2,123	82%	40	2,193	85%	42	2,298	89%	43
17:00–18:00	**2030 AM peak hour**			**2038 PM peak hour**			**2051 PM peak hour**		
Gadbrook Road (north)	156	111%	5	157	112%	5	163	116%	5
A556 Shurlach Road (east)	1,684	55%	35	1,704	55%	35	1,645	53%	34
Gadbrook Road (south)	457	62%	14	470	64%	14	475	64%	14
A556 Shurlach Road (west)	1,204	68%	25	1,252	70%	27	1,288	71%	27

This junction operates over capacity in the 2030 future baseline with a maximum VoC of 104% on the Gadbrook Road (north) approach in the AM peak hour with an associated queue length of nine PCU. In the PM peak hour, the maximum VoC 111% is on the Gadbrook Road (north) approach with an associated queue length of five PCU.

This junction operates over capacity in the 2038 future baseline with a maximum VoC of 105% on the Gadbrook Road (north) approach in the AM peak hour with an associated queue length of nine PCU. In the PM peak hour, the maximum VoC of 112% is on the Gadbrook Road (north) approach with an associated queue length of five PCU.

This junction operates over capacity in the 2051 future baseline with a maximum VoC of 109% on the Gadbrook Road (north) approach in the AM peak hour with an associated queue length of nine PCU. In the PM peak hour, the maximum VoC of 116% is on the Gadbrook Road (north) approach with an associated queue length of five PCU.

Apple Market Street/Carpark Egress

This junction is a three-arm junction with no pedestrian crossing facilities. The operation of the junction has been assessed for the 2018 existing baseline AM and PM peak hours using SATURN software and is shown in Table C22.

Table C22: 2018 baseline performance at Apple Market Street/Carpark Egress junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Carpark Egress	165	8%	0
Apple Market Street (west)	48	2%	0
	2018 PM peak hour (17:00–18:00) baseline results		
Carpark Egress	132	7%	0
Apple Market Street (west)	82	4%	0

The assessment shows that this junction operates well within capacity in the 2018 baseline.

The future year baseline performance and the results for the AM and PM peak hours are shown in Table C23. As the junction is only affected by the construction of the AP1 revised scheme, future baseline results are presented for 2030 only.

Table C23: Future baseline performance at Apple Market Street/Carpark Egress junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)		
Carpark Egress	169	9%	0
Apple Market Street (west)	52	3%	0
	2030 PM peak hour (17:00–18:00)		
Carpark Egress	80	143%	2
Apple Market Street (west)	82	143%	0

In the 2030 future baseline the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is over capacity in the 2030 future baseline with a maximum VoC of 143% on both the Carpark Egress and Apple Market Street (west) approaches with an associated queue length of two PCU and no queue respectively.

A533 Bostock Road/London Road

This junction is a three-arm priority controlled (give way) T-junction with no controlled pedestrian crossing facilities. The operation of the junction has been assessed for the 2018 existing baseline AM and PM peak hours using SATURN software and is shown in Table C24.

Table C24: 2018 baseline performance at A533 Bostock Road/London Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A533 Bostock Road (south)	463	35%	0
A533 Bostock Road (west)	157	38%	0
London Road	327	25%	0
	2018 PM peak hour (17:00–18:00) baseline results		
A533 Bostock Road (south)	484	36%	0
A533 Bostock Road (west)	151	40%	0
London Road	357	27%	0

The assessment shows that this junction operates well within capacity in the 2018 baseline.

The future year baseline performance and the results for the AM and PM peak hours are shown in Table C25. As the junction is only affected by the operation of the AP1 revised scheme and not the construction, future baseline results are presented for 2038 and 2051 only.

Table C25: Future baseline performance at A533 Bostock Road/London Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2038 AM peak hour (08:00–09:00)			**2051 AM peak hour (08:00–09:00)**		
A533 Bostock Road (south)	524	39%	0	503	38%	0
A533 Bostock Road (west)	166	43%	0	179	49%	0
London Road	498	59%	0	617	83%	1
	2038 future baseline (17:00–18:00)			**2051 future baseline (17:00–18:00)**		
A533 Bostock Road (south)	396	30%	0	424	32%	0

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
A533 Bostock Road (west)	281	73%	1	264	78%	1
London Road	389	29%	0	505	38%	0

The assessment shows that this junction operates well within capacity in the 2038 future baseline.

The assessment shows that this junction operates within capacity in the 2051 future baseline with a maximum VoC of 83% on the London Road approach in the AM peak hour with an associated queue length of one PCU. In the PM peak hour, the maximum VoC of 78% is on the A533 Bostock Road (west) approach with an associated queue length of one PCU.

Construction

A5018 Wharton Road/Morrisons Manufacturing Winsford Access

Table C26 summarises the results of the changes to the performance of the junction as a result of the AP1 revised scheme.

Table C26: A5018 Wharton Road/Morrisons Manufacturing Winsford Access junction 2030 future baseline and with the AP1 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2030 future baseline**			**AP1 revised scheme Scenario 1**			**AP1 revised scheme Scenario 2**			**AP1 revised scheme Scenario 3**		
A5018 Wharton Road (north)	704	36%	0	636	33%	0	660	34%	0	618	32%	0
Morrisons Manufacturing Winsford Access*	-	-	-	-	-	-	-	-	-	-	-	-
A5018 Wharton Road (south)	1,203	65%	0	1,223	66%	0	1,217	66%	0	1,232	67%	0
17:00–18:00	**2030 future baseline**			**AP1 revised scheme Scenario 1**			**AP1 revised scheme Scenario 2**			**AP1 revised scheme Scenario 3**		
A5018 Wharton Road (north)	1,144	59%	0	1,139	100%	0	1,127	58%	0	1,122	58%	0
Morrisons Manufacturing Winsford Access*	-	-	-	-	-	-	-	-	-	-	-	-
A5018 Wharton Road (south)	717	45%	0	678	43%	0	723	45%	0	747	46%	0

**Morrisons Manufacturing Winsford Access is a zone loading link and therefore the approach arm is not represented within the strategic traffic model.*

The assessment shows that in the AM peak hour the junction operates well within capacity in both the future baseline and with the AP1 revised scheme. In the PM peak hour, the junction operates well within capacity in the future baseline and over capacity with the AP1 revised scheme.

The change in traffic due to construction of the AP1 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths in the AM peak hour.

In Scenario 1, the change in traffic due to construction of the AP1 revised scheme in the PM peak hour will increase the VoC on the Wharton Road (north) approach from 59% in the future baseline to 100%, with no change in corresponding queue length.

A556 Chester Road/Hartford Road/Hill Top Grange

Table C27 summarises the results of the changes to the performance of the junction as a result of the AP1 revised scheme.

Table C27: A556 Chester Road/Hartford Road/Hill Top Grange junction 2030 future baseline and with the AP1 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2030 future baseline**			**AP1 revised scheme Scenario 1**			**AP1 revised scheme Scenario 2**			**AP1 revised scheme Scenario 3**		
Hill Top Grange*	-	-	-	-	-	-	-	-	-	-	-	-
A556 Chester Road (east)	1,008	47%	14	962	45%	13	976	46%	13	999	47%	14
Hartford Road	232	31%	5	233	32%	5	233	32%	5	231	31%	5
A556 Chester Road (west)	1,915	89%	25	1,959	91%	25	1,955	91%	25	1,945	91%	25
17:00–18:00	**2030 future baseline**			**AP1 revised scheme Scenario 1**			**AP1 revised scheme Scenario 2**			**AP1 revised scheme Scenario 3**		
Hill Top Grange*	-	-	-	-	-	-	-	-	-	-	-	-
A556 Chester Road (east)	1,776	82%	24	1,740	80%	24	1,745	80%	24	1,748	80%	24
Hartford Road	264	39%	6	292	43%	7	286	42%	7	313	46%	7
A556 Chester Road (west)	1,175	54%	16	1,133	52%	15	1,129	52%	15	1,159	53%	15

** Minor approach arm not represented within the strategic traffic model.*

The assessment shows that in the AM peak hour the junction operates close to capacity in both the future baseline and with the AP1 revised scheme. In the PM peak hour, the junction operates within capacity in both the future baseline and with the AP1 revised scheme.

In scenarios 1, 2 and 3, the change in traffic due to construction of the AP1 revised scheme will increase the VoC on the A556 Chester Road (west) approach from 89% in the future baseline to 91% in the AM peak hour, with no change in corresponding queue length.

In the PM peak hour, the change in traffic due to construction of the AP1 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths.

A533 Kingsmead/Moor Park Way/Regency Way

Table C28 summarises the results of the changes to the performance of the junction as a result of the AP1 revised scheme.

Table C28: A533 Kingsmead/Moor Park Way/Regency Way junction 2030 future baseline and with the AP1 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2030 future baseline**			**AP1 revised scheme Scenario 1**			**AP1 revised scheme Scenario 2**			**AP1 revised scheme Scenario 3**		
A533 Kingsmead (south)	1,136	99%	1	1,125	98%	1	1,127	98%	1	1,127	98%	1
Regency Way	398	70%	1	397	69%	1	397	69%	1	397	69%	1
Moor Park Way	119	26%	0	118	26%	0	118	26%	0	118	26%	0
A533 Kingsmead (north)	873	84%	1	893	86%	1	889	85%	1	890	86%	1
17:00–18:00	**2030 future baseline**			**AP1 revised scheme Scenario 1**			**AP1 revised scheme Scenario 2**			**AP1 revised scheme Scenario 3**		
A533 Kingsmead (south)	1,102	100%	4	1,109	101%	4	1,110	101%	4	1,109	101%	4
Regency Way	593	102%	6	594	102%	6	594	102%	6	594	102%	6
Moor Park Way	94	18%	0	94	17%	0	94	17%	0	94	17%	0

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
A533 Kingsmead (north)	580	64%	0	551	61%	0	552	61%	0	559	62%	0

The assessment shows that in the AM peak hour the junction operates close to capacity in both the future baseline and with the AP1 revised scheme. In the PM peak hour, the junction operates over capacity in both the future baseline and with the AP1 revised scheme.

In Scenario 1 and 2, the change in traffic due to construction of the AP1 revised scheme will increase the DoS on the A533 Kingsmead (north) approach from 84% in the future baseline to 86% in the AM peak hour, with no change in corresponding queue length.

In the PM peak hour, the change in traffic due to construction of the AP1 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths.

A556 Shurlach Road/Gadbrook Road

Table C29 summarises the results of the changes to the performance of the junction as a result of the AP1 revised scheme.

Table C29: A556 Shurlach Road/Gadbrook Road junction 2030 future baseline and with the AP1 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2030 future baseline**			**AP1 revised scheme Scenario 1**			**AP1 revised scheme Scenario 2**			**AP1 revised scheme Scenario 3**		
Gadbrook Road (north)	278	104%	9	281	105%	9	280	104%	9	283	106%	9
A556 Shurlach Road (east)	1,669	89%	32	1,568	83%	30	1,566	82%	30	1,687	94%	33
Gadbrook Road (south)	139	49%	5	117	41%	4	124	44%	4	122	43%	4
A556 Shurlach Road (west)	2,123	82%	40	2,223	86%	43	2,188	85%	42	2,242	87%	43

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
17:00–18:00	**2030 future baseline**			**AP1 revised scheme Scenario 1**			**AP1 revised scheme Scenario 2**			**AP1 revised scheme Scenario 3**		
Gadbrook Road (north)	156	111%	5	371	105%	11	371	106%	11	370	105%	11
A556 Shurlach Road (east)	1,684	55%	35	1,489	54%	32	1,466	53%	32	1,481	53%	32
Gadbrook Road (south)	457	62%	14	335	87%	11	341	89%	12	342	89%	12
A556 Shurlach Road (west)	1,204	68%	25	1,192	67%	25	1,163	66%	24	1,202	67%	25

The assessment shows that in the AM and PM peak hours the junction operates over capacity in both the future baseline and with the AP1 revised scheme.

In Scenario 1 the change in traffic due to construction of the AP1 revised scheme in the AM peak hour will increase the VoC on the A556 Shurlach Road (east) approach from 89% in the future baseline to 94%, with a corresponding change in queue length from 32 PCU in the future baseline to 33 PCU.

In the PM Peak hour, the change in traffic due to construction of the AP1 revised scheme will increase the VoC on the Gadbrook Road (south) approach from 62% in the future baseline to 87%, with a corresponding change in queue length from 14 PCU in the future baseline to 11 PCU.

A556 Shurlach Road/B5082 Penny's Lane

Table C30 summarises the results of the changes to the performance of the junction as a result of the AP1 revised scheme.

Table C30: A556 Shurlach Road/B5082 Penny's Lane junction 2030 future baseline and with the AP1 revised scheme junction capacity assessment results

Approach	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**			**AP1 revised scheme Scenario 1**			**AP1 revised scheme Scenario 2**		
A556 Shurlach Road (east) (ahead and left)	1,653	-	-	2,176	-	-	2,067	-	-
B5082 Penny's Lane (left)*	317	0.61	2	263	0.6	1	5	0.01	0
A556 Shurlach Road (west) (right)	353	0.71	2	229	0.56	1	0	0	0
17:00–18:00	**2030 future baseline**			**AP1 revised scheme Scenario 1**			**AP1 revised scheme Scenario 2**		
A556 Shurlach Road (east) (ahead and left)	1,577	-	-	1,682	-	-	1,685	-	-
B5082 Penny's Lane (left)*	346	0.65	2	472	0.91	8	5	0.01	0
A556 Shurlach Road (west) (right)	299	0.58	1	0	0	0	0	0	0

** Penny's Lane closed from Scenario 3 onwards, therefore no results provided for Scenario 3.*

The assessment shows that in the AM peak hour the junction operates well within capacity in both the future baseline and with the AP1 revised scheme. In the PM peak hour, the junction operates well within capacity in the future baseline and close to capacity with the AP1 revised scheme.

The change in traffic due to construction of the AP1 revised scheme will not result in substantial changes in capacity indicators such as RFC and queue lengths in the AM peak hour.

In Scenario 1 the change in traffic due to construction of the AP1 revised scheme in the PM peak hour will increase the RFC on the Penny's Lane (left) approach from 0.65 in the future baseline to 0.91 with a corresponding change in queue length from two PCU in the future baseline to eight PCU.

Apple Market Street/Carpark Egress

Table C31 summarises the results of the changes to the performance of the junction as a result of the AP1 revised scheme.

Table C31: Apple Market Street/Carpark Egress junction 2030 future baseline and with the AP1 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2030 future baseline**			**AP1 revised scheme Scenario 1**			**AP1 revised scheme Scenario 2**			**AP1 revised scheme Scenario 3**		
Carpark Egress	169	9%	0	169	9%	0	168	9%	0	168	9%	0
Apple Market Street	52	3%	0	52	3%	0	52	3%	0	52	3%	0
17:00–18:00	**2030 future baseline**			**AP1 revised scheme Scenario 1**			**AP1 revised scheme Scenario 2**			**AP1 revised scheme Scenario 3**		
Carpark Egress	80	143%	2	81	143%	2	72	151%	2	72	151%	2
Apple Market Street	82	143%	0	82	140%	0	82	167%	0	82	168%	0

The assessment shows that in the AM peak hour the junction operates well within capacity in both the future baseline and with the AP1 revised scheme. In the PM peak hour, the junction operates over capacity in both the future baseline and with the AP1 revised scheme.

The change in traffic due to construction of the AP1 revised scheme will not result in substantial changes in capacity indicators such VoC and queue lengths in the AM peak hour.

In Scenario 3, the change in traffic due to the construction of the AP1 revised scheme in the PM peak hour will increase the VoC on the Apple Market Street (west) approach from 143% in the future baseline to 168%, with no change in corresponding queue length.

Operation

A556 Shurlach Road/Gadbrook Road

Table C32 summarises the performance of the junction as a result of the AP1 revised scheme in both 2038 and 2051.

Table C32: A54 Chester Road/A530 Newton Bank junction 2039 and 2051 future baseline and AP1 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2038 future baseline**			**2038 with the AP1 revised scheme**			**2051 future baseline**			**2051 with the AP1 revised scheme**		
Gadbrook Road (north)	283	105%	9	285	106%	9	294	109%	9	296	110%	9
A556 Shurlach Road (east)	1,684	90%	33	1,703	95%	33	1,713	91%	33	1,722	96%	33
Gadbrook Road (south)	144	51%	5	99	35%	3	143	50%	5	105	37%	4
A556 Shurlach Road (west)	2,193	85%	42	2,288	89%	43	2,298	89%	43	2,352	91%	44
17:00–18:00	**2038 future baseline**			**2038 with the AP1 revised scheme**			**2051 future baseline**			**2051 with the AP1 revised scheme**		
Gadbrook Road (north)	157	112%	5	158	112%	5	163	116%	5	162	115%	5
A556 Shurlach Road (east)	1,704	55%	35	1,680	55%	35	1,645	53%	34	1,635	53%	34
Gadbrook Road (south)	470	64%	14	454	61%	14	475	64%	14	479	65%	15
A556 Shurlach Road (west)	1,252	70%	27	1,317	79%	28	1,288	71%	27	1,323	76%	28

The change in traffic due to operation of the AP1 revised scheme will not substantially increase the maximum VoC between the 2051 future baseline and the AP1 revised scheme in the AM or PM peak hours. However, in the AM peak hour, the change in traffic due to operation of the AP1 revised scheme will increase the VoC from 90% in the 2039 future baseline to 95% with the AP1 revised scheme in 2039 on the A556 Shurlach Road (east) approach. There will be no change in queue lengths. The assessment shows that in the AM and PM peak hours the junction operates over capacity in both the future baseline and with the AP1 revised scheme. The traffic flow will have an adverse impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour, which is, however, predicted to operate over its capacity in the future baseline.

The change in traffic due to operation of the AP1 revised scheme will not substantially increase the maximum VoC between the 2051 future baseline and the AP1 revised scheme in the AM or PM peak hours. However, in the AM peak hour, the change in traffic due to operation of the AP1 revised scheme will increase the VoC from 91% in the 2051 future baseline to 96% with the AP1 revised scheme in 2051 on the A556 Shurlach Road (east) approach. There will be no change in queue lengths. The assessment shows that in the AM and PM peak hours the junction operates over capacity in both the future baseline and with the AP2 revised scheme. The traffic flow will have an adverse impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour, which is, however, predicted to operate over its capacity in the future baseline.

A533 Bostock Road/London Road

Table C33 summarises the performance of the junction as a result of the AP1 revised scheme in both 2038 and 2051.

Table C33: A533 Bostock Road/London Road junction 2039 and 2051 future baseline and AP1 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2038 future baseline**			**2038 with the AP1 revised scheme**			**2051 future baseline**			**2051 with the AP1 revised scheme**		
A533 Bostock Road (south)	524	39%	0	516	39%	0	503	38%	0	522	39%	0
A533 Bostock Road (west)	166	43%	0	172	49%	0	179	49%	0	174	58%	1
London Road	498	59%	0	578	72%	0	617	83%	1	742	97%	1
17:00–18:00	**2038 future baseline**			**2038 with the AP1 revised scheme**			**2051 future baseline**			**2051 with the AP1 revised scheme**		
A533 Bostock Road (south)	396	30%	0	396	30%	0	424	32%	0	469	35%	0
A533 Bostock Road (west)	281	73%	1	325	84%	2	264	78%	1	246	79%	1
London Road	389	29%	0	379	29%	0	505	38%	0	555	42%	0

The assessment shows that for this junction, the change in traffic due to operation of the AP1 revised scheme in 2038 will not result in substantial changes in VoC and queue lengths in the AM or PM peak hours. The assessment shows that in the AM peak hour the junction operates well within capacity in both the future baseline and with the AP1 revised scheme. In the PM peak hour, the junction operates well

within capacity in the future baseline and within capacity with the AP1 revised scheme. The traffic flow will have a negligible impact of the operation of the junction.

The change in traffic due to operation of the AP1 revised scheme will increase the maximum VoC from 83% in the 2051 future baseline to 97% with the AP1 revised scheme in 2051 on the London Road approach in the AM peak hour with no change in corresponding queue length. The assessment shows that for this junction, the change in traffic due to operation of the AP1 revised scheme in 2051 will not result in substantial changes in VoC and queue lengths in the PM peak hour. The assessment shows that in the AM peak hour the junction operates within capacity in the future baseline and close to capacity with the AP1 revised scheme. In the PM peak hour, the junction operates within capacity in both the future baseline and with the AP1 revised scheme. The traffic flow will have an adverse impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour.

MA03 junction operation

Baseline and future baseline

A50 Warrington Road/B5159 West Lane (west)

This junction is a three-arm priority controlled (give way) T-junction with no pedestrian crossing facilities. The operation of the junction has been assessed for the 2017 existing baseline AM and PM peak hours using Junctions 9 software and is shown in Table C34.

Table C34: 2018 baseline performance at A50 Warrington Road/B5159 West Lane (west) junction

Approach	Flow, PCU/hr	RFC	Q, PCU
	2017 AM peak hour (08:00–09:00) baseline results		
B5159 West Lane (left)	0	0.00	0
B5159 West Lane (right)	77	0.24	0
A50 Warrington Road (east) (ahead and right)	246	0.00	0
A50 Warrington Road (west) (ahead and left)	667	-	-

Approach	Flow, PCU/hr	RFC	Q, PCU
	2017 PM peak hour (17:00–18:00) baseline results		
B5159 West Lane (left)	0	0.00	0
B5159 West Lane (right)	74	0.22	0
A50 Warrington Road (east) (ahead and right)	652	0.00	0
A50 Warrington Road (west) (ahead and left)	389	-	-

The assessment shows that this junction operates well within capacity in the 2017 baseline.

The future year baseline performance and the results for the AM and PM peak hours are shown in Table C35. As the junction is only affected by the construction of the AP1 revised scheme, future baseline results are presented for 2030 only.

Table C35: Future baseline performance at A50 Warrington Road/B5159 West Lane (west) junction

Approach	Flow, PCU/hr	RFC	Q, PCU
	2030 AM peak hour (08:00–09:00)		
B5159 West Lane (left)	0	0.00	0
B5159 West Lane (right)	122	0.35	1
A50 Warrington Road (east) (ahead and right)	211	0.00	0
A50 Warrington Road (west) (ahead and left)	575	-	-
	2030 PM peak hour (17:00–18:00)		
B5159 West Lane (left)	0	0.00	0
B5159 West Lane (right)	158	0.52	1
A50 Warrington Road (east) (ahead and right)	668	0.00	0
A50 Warrington Road (west) (ahead and left)	427	-	-

The assessment shows that this junction operates well within capacity in the 2030 future baseline.

Construction

A50 Warrington Road/B5159 West Lane (west)

Table C36 summarises the results of the changes to the performance of the junction as a result of the AP1 revised scheme.

Table C36: A50 Warrington Road/B5159 West Lane (west) junction 2030 future baseline and with the AP1 revised 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	Flow, PCU/ hr	RFC	Q, PCU
08:00–09:00	**2030 future baseline**			**AP1 revised scheme Scenario 1**			**AP1 revised scheme Scenario 2**			**AP1 revised scheme Scenario 3**			**AP1 revised scheme Scenario 4**			**AP1 revised scheme Scenario 5**		
B5159 West Lane (left)	0	0.00	0	2	0.01	0	2	0.01	0	2	0.01	0	13	0.04	0	2	0.01	0
B5159 West Lane (right)	122	0.35	1	83	0.26	0	77	0.25	0	76	0.25	0	86	0.32	1	82	0.26	0
A50 Warrington Road (east) (ahead and right)	211	0.00	0	261	0.00	0	269	0.00	0	263	0.00	0	285	0.00	0	259	0.00	0
A50 Warrington Road (west) (ahead and left)	575	-	-	700	-	-	753	-	-	755	-	-	846	-	-	693	-	-
17:00–18:00	**2030 future baseline**			**AP1 revised scheme Scenario 1**			**AP1 revised scheme Scenario 2**			**AP1 revised scheme Scenario 3**			**AP1 revised scheme Scenario 4**			**AP1 revised scheme Scenario 5**		
B5159 West Lane (left)	0	0.00	0	2	0.01	0	2	0.01	0	2	0.01	0	2	0.01	0	2	0.01	0
B5159 West Lane (right)	158	0.52	1	115	0.39	1	105	0.33	1	123	0.36	1	121	0.48	1	96	0.34	1
A50 Warrington Road (east) (ahead and right)	668	0.00	0	536	0.00	0	437	0.00	0	497	0.00	0	622	0.00	0	478	0.00	0
A50 Warrington Road (west) (ahead and left)	427	-	-	603	-	-	591	-	-	435	-	-	725	-	-	699	-	-

The assessment shows that in the AM and PM peak hours the junction operates well within capacity in both the future baseline and with the AP1 revised scheme.

The change in traffic due to construction of the AP1 revised scheme will not result in substantial changes in capacity indicators such as RFC and queue lengths at this junction.

Correction code C/O119

Baseline and future baseline

A530 Middlewich Road/B5076 Flowers Lane/Eardswick Lane

Paragraphs 5.3.156 to 5.3.157 and Table 6-70 of the SES1 and AP1 ES TA are replaced by:

"In the future baseline the A530 Middlewich Road/B5076 Flowers Lane/Eardswick Lane priority controlled (give way) staggered crossroads junction will be modified to create two new junctions:

- A530 Middlewich Road/Eardswick Lane signal-controlled T-junction; and
- A530 Middlewich Road/B5076 Flowers Lane priority (give-way) controlled roundabout junction."

Table 6-70.1 and Table 6-70.2 below replace Table 6-70 in the main TA.

The conclusions drawn in paragraphs 6.4.146 to 6.4.147 in the main TA are replaced by the paragraphs below.

A530 Middlewich Road/Eardswick Lane

"In the future baseline this junction is a three arm signal-controlled T-junction with no controlled pedestrian crossing facilities. The operation of the junction has been assessed using SATURN software. The future year baseline performance and the results for the AM and PM peak hours are shown in Table 6-70.1. As the junction is only affected by the construction of the AP1 revised scheme, future baseline results are presented for 2030 only."

Table 6-70.1: Future baseline performance at A530 Middlewich Road/Eardswick Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)		
A530 Middlewich Road (north)	495	58%	8
A530 Middlewich Road (south)	533	109%	12
Eardswick Lane	499	98%	13
	2030 PM peak hour (17:00–18:00)		
A530 Middlewich Road (north)	369	69%	9
A530 Middlewich Road (south)	874	111%	14
Eardswick Lane	249	49%	4

"The assessment shows that this junction operates over capacity in the 2030 future baseline with a maximum VoC of 109% on the A530 Middlewich Road (south) Lane approach in the AM peak hour with an associated queue length of 12 PCU. In the PM peak hour, the maximum VoC of 111% is on the A530 Middlewich Road (south) approach with an associated queue length of 14 PCU."

A530 Middlewich Road/B5076 Flowers Lane

"In the future baseline this junction is a three arm priority (give-way) controlled roundabout junction with no controlled pedestrian crossing facilities. The operation of the junction has been assessed using SATURN software. The future year baseline performance and the results for the AM and PM peak hours are shown in Table 6-70.2. As the junction is only affected by the construction of the AP1 revised scheme, future baseline results are presented for 2030 only."

Table 6-70.2: Future baseline performance at A530 Middlewich Road/B5076 Flowers Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)		
A530 Middlewich Road (north)	994	61%	0
B5076 Flowers Lane	289	39%	0
A530 Middlewich Road (south)	330	21%	0

Approach	Flow, PCU/hr	VoC	Q, PCU
	2030 PM peak hour (17:00–18:00)		
A530 Middlewich Road (north)	618	38%	0
B5076 Flowers Lane	284	33%	0
A530 Middlewich Road (south)	626	41%	0

The assessment shows that this junction operates well within capacity in the 2030 future baseline.

Construction

A530 Middlewich Road/B5076 Flowers Lane/Eardswick Lane

Paragraphs 10.2.98 to 10.2.99 and Table 13-40 of the SES1 and AP1 ES TA are replaced by:

"Table 13-40 of the main TA summarises the results of the changes in performance of the A530 Middlewich Road/B5076 Flowers Lane/Eardswick Lane junction as a result of the original scheme.

In the future baseline the A530 Middlewich Road/B5076 Flowers Lane/Eardswick Lane priority controlled (give way) staggered crossroads junction will be modified to create two new junctions:

- A530 Middlewich Road/Eardswick Lane signal-controlled T-junction; and
- A530 Middlewich Road/B5076 Flowers Lane priority (give-way) controlled roundabout junction."

Table 13-40.1 and Table 13-40.2 below replace Table 13-40 in the main TA.

The conclusions drawn in paragraphs 13.3.147 and 13.3.148 in the main TA are replaced by the paragraphs below.

A530 Middlewich Road/Eardswick Lane

Table 13-40.1 below summarises the results of the changes in performance of the junction as a result of the AP1 revised scheme.

Table 13-40.1: A530 Middlewich Road/Eardswick Lane junction 2030 future baseline and with the AP1 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2030 future baseline**			**AP1 revised scheme Scenario 1**			**AP1 revised scheme Scenario 2**		
A530 Middlewich Road (north)	495	58%	8	542	64%	9	519	61%	9
A530 Middlewich Road (south)	533	109%	12	563	116%	12	557	114%	12
Eardswick Lane	499	98%	13	516	101%	13	518	101%	13
17:00–18:00	**2030 future baseline**			**AP1 revised scheme Scenario 1**			**AP1 revised scheme Scenario 2**		
A530 Middlewich Road (north)	369	69%	9	458	96%	11	446	94%	11
A530 Middlewich Road (south)	874	111%	14	879	116%	14	890	115%	14
Eardswick Lane	249	49%	4	279	55%	5	260	51%	5

"The assessment shows that in the AM and PM peak hours the junction operates over capacity in both the future baseline and with the AP1 revised scheme.

In Scenario 1, the change in traffic due to construction of the AP1 revised scheme will increase the VoC on the A530 Middlewich Road (south) approach from 109% in the future baseline to 116% in the AM peak hour, with no change in corresponding queue length. In the PM peak hour, the change in traffic due to construction of the AP1 revised scheme will increase the VoC on the A530 Middlewich Road (north) approach from 69% in the future baseline to 96%, with a corresponding change in queue length from nine PCU to 11 PCU."

A530 Middlewich Road/B5076 Flowers Lane junction

Table 13-40.2 below summarises the results of the changes in performance of the junction as a result of the AP1 revised scheme.

Table 13-40.2: A53 Middlewich Road/B5076 Flowers Lane junction 2030 future baseline and with the AP1 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2030 future baseline**			**AP1 revised scheme Scenario 1**			**AP1 revised scheme Scenario 2**		
A530 Middlewich Road (north)	994	61%	0	1,052	64%	0	1,029	63%	0
B5076 Flowers Lane	289	39%	0	261	37%	0	286	39%	0
A530 Middlewich Road (south)	330	21%	0	424	26%	0	396	25%	0
17:00–18:00	**2030 future baseline**			**AP1 revised scheme Scenario 1**			**AP1 revised scheme Scenario 2**		
A530 Middlewich Road (north)	618	38%	0	737	45%	0	706	43%	0
B5076 Flowers Lane	284	33%	0	254	33%	0	284	36%	0
A530 Middlewich Road (south)	626	41%	0	696	44%	0	680	44%	0

"The assessment shows that in the AM and PM peak hours the junction operates well within capacity in both the future baseline and with the AP1 revised scheme.

The change in traffic due to construction of the AP1 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths at this junction."

Correction code C/O120

Baseline and future baseline

Warmingham Road/Groby Road

Table 6-67 of the SES1 and AP1 ES is replaced by Table 6-67 below.

Table 6-67: 2018 baseline performance at Warmingham Road/Groby Road junction

Approach	Flow, PCU/hr	~~RFC~~ VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Warmingham Road (north)	~~749~~ 604	~~-~~ 37%	0
Groby Road	~~153~~ 126	~~0.35~~ 9%	0
Warmingham Road (south)	~~343~~ 310	~~0.23~~ 20%	~~1~~ 0
	2018 PM peak hour (17:00–18:00) baseline results		
Warmingham Road (north)	~~424~~ 423	~~-~~ 26%	0
Groby Road	~~282~~ 217	~~0.53~~ 15%	0
Warmingham Road (south)	~~344~~ 353	~~0.14~~ 22%	0

The conclusions drawn in paragraph 5.3.151 of the SES1 and AP1 ES TA remain unchanged.

Table 6-68 of the SES1 and AP1 ES is replaced by Table 6-68 below.

Table 6-68: Future baseline performance at Warmingham Road/Groby Road junction

Approach	Flow, PCU/hr	~~RFC~~ VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)		
Warmingham Road (north)	~~1110~~ 885	~~-~~ 55%	0
Groby Road	~~359~~ 293	~~1.31~~ 26%	~~43~~ 0
Warmingham Road (south)	~~563~~ 504	~~0.62~~ 33%	~~3~~ 0

Approach	Flow, PCU/hr	~~RFC~~ VoC	Q, PCU
	2030 PM peak hour (17:00–18:00)		
Warmingham Road (north)	~~377~~ 390	~~-~~24%	0
Groby Road	~~682~~ 544	~~1.51~~ 101%	~~155~~ 6
Warmingham Road (south)	~~471~~ 502	~~0.10~~ 31%	0

The conclusions drawn in paragraph 5.3.153 of the SES1 and AP1 ES TA are replaced by:

"In the AM peak hour, the assessment shows that this junction operates well within capacity in the 2030 future baseline. In the PM peak hour, the assessment shows that this junction operates over capacity in the 2030 future baseline with a maximum VoC of 101% on the Groby Road approach with an associated queue length of six PCU."

Construction

Warmingham Road/Groby Road

Table 13-39 and Table 13-39.1 of the SES1 and AP1 ES are replaced by Table 13-39 and Table 13-39.1 below.

Table 13-39: Warmingham Road/Groby Road junction 2030 future baseline and with the AP1 revised scheme (existing layout) junction capacity assessment results

Approach	Flow, PCU/hr	~~RFC~~ VoC	Q, PCU	Flow, PCU/hr	~~RFC~~ VoC	Q, PCU	Flow, PCU/hr	~~RFC~~ VoC	Q, PCU
08:00–09:00	**2030 future baseline (existing layout)**			**AP1 revised scheme Scenario 1 (existing layout)**			**AP1 revised scheme Scenario 2 (existing layout)**		
Warmingham Road (north)	~~1110~~ 885	~~-~~ 55%	0	~~1,223~~ 993	~~-~~ 61%	0	~~1,250~~ 1,019	~~-~~ 63%	0
Groby Road	~~359~~ 293	~~1.31~~ 26%	0	~~413~~ 347	~~1.65~~ 34%	1	~~426~~ 360	~~1.70~~ 35%	1
Warmingham Road (south) (ahead and right)	~~563~~ 504	~~0.62~~ 33%	0	~~637~~ 571	~~0.71~~ 38%	0	~~625~~ -560	~~0.74~~ 38%	0

Approach	Flow, PCU/hr	~~RFC~~ VoC	Q, PCU	Flow, PCU/hr	~~RFC~~ VoC	Q, PCU	Flow, PCU/hr	~~RFC~~ VoC	Q, PCU
17:00–18:00	**2030 future baseline (existing layout)**			**AP1 revised scheme Scenario 1 (existing layout)**			**AP1 revised scheme Scenario 2 (existing layout)**		
Warmingham Road (north)	~~377~~ 390	~~-~~ 24%	0	~~405~~ 413	~~-~~ 25%	0	~~399~~ 409	~~-~~ 25%	0
Groby Road	~~682~~ 544	~~1.51~~ 101%	~~155~~ 6	~~534~~ 424	~~1.46~~ 102%	6	~~525~~ 420	~~1.45~~ 102%	~~99~~ 6
Warmingham Road (south) (ahead and right)	~~471~~ 502	~~0.10~~ 31%	0	~~823~~ 855	~~0.28~~ 52%	0	~~837~~ 871	~~0.27~~ 53%	~~1~~ 0

Table 13-39.1: Warmingham Road/Groby Road junction 2030 future baseline and with the AP1 revised scheme (proposed layout) junction capacity assessment results

Approach	Flow, PCU/hr	~~RFC~~ VoC	Q, PCU	Flow, PCU/hr	~~DoS~~ VoC	Q, PCU	Flow, PCU/hr	~~DoS~~ VoC	Q, PCU
08:00–09:00	**2030 future baseline (existing layout)**			**AP1 revised scheme Scenario 1 (proposed layout)**			**AP1 revised scheme Scenario 2 (proposed layout)**		
Warmingham Road (north)	~~1,110~~ 885	~~-~~ 55%	0	~~1,214~~ 987	~~83%~~ 60%	~~11~~ 4	~~1,242~~ 1,014	~~82%~~ 62%	~~7~~ 5
Groby Road	~~359~~ 293	~~1.31~~ 26%	~~43~~ 0	~~297~~ 245	~~81%~~ 4 5%	~~9~~ 3	~~286~~ 237	~~80%~~ 43%	~~6~~ 3
Warmingham Road (south) (ahead and right)	~~563~~ 504	~~0.62~~ 33%	~~3~~ 0	~~567~~ 509	46%	~~7~~ 5	~~560~~ 502	~~48%~~ 45%	5
17:00–18:00	**2030 future baseline (existing layout)**			**AP1 revised scheme Scenario 1 (proposed layout)**			**AP1 revised scheme Scenario 2 (proposed layout)**		
Warmingham Road (north)	~~377~~ 390	~~-~~ 24%	0	~~395~~ 410	~~47%~~ 27%	~~5~~ 3	~~387~~ 403	~~45%~~ 27%	~~5~~ 3
Groby Road	~~682~~ 544	~~1.51~~ 101%	~~155~~ 6	~~719~~ 582	~~83%~~ 95%	~~23~~ 7	~~716~~ 581	~~84%~~ 95%	~~23~~ 7
Warmingham Road (south) (ahead and right)	~~471~~	~~0.10~~	0	~~617~~	~~83%~~	~~21~~	~~639~~	~~84%~~	~~22~~

Approach	Flow, PCU/hr	~~RFC~~ VoC	Q, PCU	Flow, PCU/hr	~~DoS~~ VoC	Q, PCU	Flow, PCU/hr	~~DoS~~ VoC	Q, PCU
	502	31%		650	65%	6	671	67%	7

The conclusions drawn in paragraph 10.2.97 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that, based on the existing layout, in the AM peak hour the junction operates well within capacity in both the future baseline and with the AP1 revised scheme. In the PM peak hour, the junction operates over capacity in both the future baseline and with the AP1 revised scheme.

With the proposed layout, the assessment shows that in the AM peak hour the junction operates well within capacity in both the future baseline and with the AP1 revised scheme. In the PM peak hour, the junction operates over capacity in the future baseline and close to capacity with the AP1 revised scheme.

The change in traffic due to construction of the AP1 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths in the AM peak hour.

In Scenario 1 and 2, the change in traffic due to construction of the AP1 revised scheme will decrease the VoC on the Groby Road approach from 101% in the future baseline to 95% in the PM peak hour, with a corresponding change in queue length from six PCU in the future baseline to seven PCU."

Correction code C/O124

Baseline and future baseline

M60 (junction 8)/A6144 Carrington Spur

Table 9-11 of the main TA is replaced by Table 9-11 below.

Table 9-11: 2019 baseline performance at the M60 junction 8/A6144 Carrington Spur junction

Approach	Flow, PCU/hr	RFC	Q, PCU
	2019 AM peak hour (08:00–09:00) baseline results		
M60 southbound off-slip	~~453~~ 786	~~0.23~~ 0.35	~~0~~ 1
A6144 Carrington Spur	~~786~~ 1,340	~~0.31~~ 0.53	~~1~~ 1
M60 northbound off-slip	~~1,340~~ 453	~~0.57~~ 0.22	~~1~~ 0
	2019 PM peak hour (17:00–18:00) baseline results		
M60 southbound off-slip	~~749~~ 954	~~0.33~~ 0.50	~~1~~ 1
A6144 Carrington Spur	~~954~~ 694	~~0.44~~ 0.26	~~1~~ 0
M60 northbound off-slip	~~694~~ 739	~~0.27~~ 0.31	~~0~~ 1

The conclusions drawn in paragraph 9.4.26 of the main TA remain unchanged.

Table 9-12 of the main TA is replaced by Table 9-12 below.

Table 9-12: Future baseline performance at the M60 (junction 8)/A6144 Carrington Spur junction

Approach	Flow, PCU/hr	RFC	Q, PCU
	2030 AM peak hour (08:00–09:00)		
M60 southbound off-slip	~~493~~ 794	~~0.26~~ 0.35	~~0~~ 1
A6144 Carrington Spur	~~856~~ 1,511	~~0.34~~ 0.60	~~1~~ 2
M60 northbound off-slip	~~1459~~ 472	~~0.63~~ 0.26	~~2~~ 0
	2030 PM peak hour (17:00–18:00)		
M60 southbound off-slip	~~815~~ 934	~~0.37~~ 0.52	~~1~~ 1
A6144 Carrington Spur	~~1038~~ 797	~~0.49~~ 0.29	~~1~~ 1
M60 northbound off-slip	~~755~~ 837	~~0.30~~ 0.37	~~1~~ 1

The conclusions drawn in paragraph 9.4.28 of the main TA remain unchanged.

Correction code C/O130

Baseline and future baseline

A50 Warrington Road/B5159 West Lane (east)

Table 8-53 of the SES1 and AP1 ES is replaced by Table 8-53 below.

Table 8-53: 2017 baseline performance at A50 Warrington Road/B5159 West Lane (east) junction

Approach	Flow, PCU/hr	RFC	Q, PCU
	2017 AM peak hour (08:00–09:00) baseline results		
B5159 West Lane (left and right)	~~187~~ 142	~~0.39~~ 0.30	~~1~~ 0
A50 Warrington Road (east) (ahead and right)	~~455~~ 401	~~0.31~~ 0.28	0
A50 Warrington Road (west) (ahead)	~~513~~ 560	-	-
A50 Warrington Road (west) (left)	~~2~~ 0	-	-
	2017 PM peak hour (17:00–18:00) baseline results		
B5159 West Lane (left and right)	~~228~~ 161	~~0.44~~ 0.30	~~1~~ 0
A50 Warrington Road (east) (ahead and right)	~~965~~ 874	~~0.29~~ 0.35	~~0~~ 1
A50 Warrington Road (west) (ahead)	~~308~~ 303	-	-
A50 Warrington Road (west) (left)	~~2~~ 0	-	-

The conclusions drawn in paragraph 7.3.119 of the SES1 and AP1 ES TA remain unchanged.

Table 8-54 of the SES1 and AP1 ES is replaced by Table 8-54 below.

Table 8-54: Future baseline performance at A50 Warrington Road/B5159 West Lane (east) junction

Approach	Flow, PCU/hr	RFC	Q, PCU
	2030 AM peak hour (08:00–09:00)		
B5159 West Lane (left and right)	~~248~~ 216	~~0.55~~ 0.44	1

Approach	Flow, PCU/hr	RFC	Q, PCU
A50 Warrington Road (east) (ahead and right)	~~400~~ 392	~~0.26~~ 0.33	~~0~~ 1
A50 Warrington Road (west) (ahead)	~~486~~ 462	-	-
A50 Warrington Road (west) (left)	~~29~~ 0	-	-
	2030 PM peak hour (17:00–18:00)		
B5159 West Lane (left and right)	~~238~~ 175	~~0.47~~ 0.35	1
A50 Warrington Road (east) (ahead and right)	~~971~~ 939	~~0.29~~ 0.45	~~0~~ 1
A50 Warrington Road (west) (ahead)	~~299~~ 406	-	-
A50 Warrington Road (west) (left)	~~6~~ 0	-	-

The conclusions drawn in paragraph 7.3.121 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that this junction operates well within capacity in the 2030 future baseline."

Construction

A50 Warrington Road/B5159 West Lane (east)

Table 15-34 of the SES1 and AP1 ES is replaced by Table 15-34 below.

Table 15-34: A50 Warrington Road/B5159 West Lane (east) junction 2030 future baseline and with the AP1 revised 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	Flow, PCU/hr	RFC	Q, PCU
08:00–09:00	**2030 future baseline**			**AP1 revised scheme Scenario 1 (existing layout)**			**AP1 revised scheme Scenario 2 (existing layout)**			**AP1 revised scheme Scenario 3 (existing layout)**			**AP1 revised scheme Scenario 4 (existing layout)**			**AP1 revised scheme Scenario 5 (existing layout)**		
B5159 West Lane (left and right)	~~248~~ 216	~~0.55~~ 0.44	1	~~587~~ 234	~~2.10~~ 0.52	~~265~~ 1	~~686~~ 300	~~2.45~~ 0.67	~~396~~ 2	~~688~~ 299	~~2.47~~ 0.67	~~400~~ 2	~~692~~ 304	~~3.29~~ 0.71	~~498~~ 2	233	0.51	1

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	Flow, PCU/ hr	RFC	Q, PCU
A50 Warrington Road (east) (ahead and right)	~~400~~ 392	~~0.26~~ 0.33	~~0~~ 1	~~188~~ 402	~~0.36~~ 0.26	~~1~~ 0	~~195~~ 411	~~0.35~~ 0.26	~~1~~ 0	~~190~~ 406	~~0.36~~ 0.26	~~1~~ 0	~~178~~ 416	~~0.38~~ 0.22	~~1~~ 0	367	0.20	0
A50 Warrington Road (west) (ahead)	~~486~~ 462	-	-	~~1,307~~ 583	-	-	~~1,307~~ 622	-	-	~~1,310~~ 623	-	-	~~1,582~~ 709	-	-	579	-	-
A50 Warrington Road (west) (left)	~~29~~ 0	-	-	2	-	-	2	-	-	2	-	-	2	-	-	2	-	-
17:00–18:00	**2030 future baseline**			**AP1 revised scheme Scenario 1 (existing layout)**			**AP1 revised scheme Scenario 2 (existing layout)**			**AP1 revised scheme Scenario 3 (existing layout)**			**AP1 revised scheme Scenario 4 (existing layout)**			**AP1 revised scheme Scenario 5 (existing layout)**		
B5159 West Lane (left and right)	~~238~~ 175	~~0.47~~ 0.35	1	~~535~~ 207	~~1.00~~ 0.40	~~17~~ 1	~~445~~ 169	~~0.83~~ 0.32	~~4~~ 1	~~496~~ 193	~~0.92~~ 0.37	~~8~~ 1	~~450~~ 182	~~0.97~~ 0.42	~~12~~ 1	181	0.34	1
A50 Warrington Road (east) (ahead and right)	~~971~~ 939	~~0.29~~ 0.45	~~0~~ 1	~~1,326~~ 838	~~0.45~~ 0.42	~~1~~ 1	~~1,110~~ 721	~~0.41~~ 0.37	~~1~~ 1	~~1,167~~ 761	~~0.44~~ 0.41	~~1~~ 1	~~1,448~~ 937	~~0.44~~ 0.42	1	781	0.37	1
A50 Warrington Road (west) (ahead)	~~299~~ 406	-	-	~~271~~ 334	-	-	~~253~~ 302	-	-	~~255~~ 313	-	-	~~316~~ 368	-	-	300	-	-
A50 Warrington Road (west) (left)	~~6~~ 0	-	-	2	-	-	2	-	-	2	-	-	2	-	-	2	-	-

The conclusions drawn in paragraph 12.2.81 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that in the AM and PM peak hours the junction operates well within capacity in both the future baseline and with the AP1 revised scheme.

The change in traffic due to construction of the AP1 revised scheme will not result in substantial changes in capacity indicators such as RFC and queue lengths at this junction."

Correction code C/O150

Table 15-7: 2030 future baseline and with the AP1 revised scheme construction traffic (vehicles), AM peak hour (08:00–09:00) – Scenario 1 and Scenario 2

Location	Direction	2030 baseline flows		2030 AP1 revised scheme flows - Scenario 1		Scenario 1 - % change from 2030 baseline		2030 AP1 revised scheme flows - Scenario 2		Scenario 2 - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
B5391 Pickmere Lane (between Park Lane and School Lane)	EB	97	4	~~105~~ 96	~~13~~ 5	~~8%~~ -1%	~~225%~~ 25%	~~119~~ 102	~~21~~ 5	~~23%~~ 5%	~~425%~~ 25%
	WB	38	5	~~113~~ 104	~~13~~ 5	~~197%~~ 174%	~~160%~~ 0%	~~219~~ 202	~~21~~ 5	~~476%~~ 432%	~~320%~~ 0%

Table 15-8: 2030 future baseline and with the AP1 revised scheme construction traffic (vehicles), AM peak hour (08:00–09:00) – Scenario 3, Scenario 4 and Scenario 5

Location	Direction	2030 AP1 revised scheme flows – Scenario 3		Scenario 3 - % change from 2030 baseline		2030 AP1 revised scheme flows - Scenario 4		Scenario 4 - % change from 2030 baseline		2030 AP1 revised scheme flows - Scenario 5		Scenario 5 - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
B5391 Pickmere Lane (between Park Lane and School Lane)	EB	~~124~~ 103	~~26~~ 5	~~28%~~ 6%	~~550%~~ 25%	~~132~~ 108%	~~28~~ 5	~~36%~~ 11%	~~600%~~ 25%	106	5	9%	25%
	WB	~~228~~ 207	~~26~~ 5	~~500%~~ 445%	~~420%~~ 0%	~~311~~ 287%	~~28~~ 5	~~718%~~ 655%	~~460%~~ 0%	91	5	139%	0%

Table 15-8.1: 2030 future baseline and with the AP1 revised scheme construction traffic (vehicles), PM peak hour (17:00–18:00) – Scenario 1 and Scenario 2

Location	Direction	2030 baseline flows		2030 AP1 revised scheme flows - Scenario 1		Scenario 1 - % change from 2030 baseline		2030 AP1 revised scheme flows - Scenario 2		Scenario 2 - % change from 2030 baseline	
		All vehicles	HGV	All vehicle	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
B5391 Pickmere Lane (between Park Lane and School Lane)	EB	43	1	~~107~~ 98	~~9~~ 1	~~149%~~ 128%	~~800%~~ 0%	~~140~~ 123	~~17~~ 1	~~226%~~ 186%	~~1600%~~ 0%
	WB	264	5	~~267~~ 258	~~13~~ 5	~~1%~~ - 2%	~~160%~~ 0%	~~296~~ 279	~~21~~ 5	~~12%~~ 6%	~~320%~~ 0%

Table 15-8.2: 2030 future baseline and with the AP1 revised scheme construction traffic (vehicles), PM peak hour (17:00–18:00) – Scenario 3, Scenario 4 and Scenario 5

Location	Direction	2030 AP1 revised scheme flows – Scenario 3		Scenario 3 - % change from 2030 baseline		2030 AP1 revised scheme flows - Scenario 4		Scenario 4 - % change from 2030 baseline		2030 AP1 revised scheme flows - Scenario 5		Scenario 5 - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
B5391 Pickmere Lane (between Park Lane and School Lane)	EB	~~134~~ 113	~~22~~ 1	~~212%~~ 163%	~~2100%~~ 0%	~~143~~ 119	~~24~~ 1	~~233%~~ 177%	~~2300%~~ 0%	53	1	23%	0%
	WB	~~297~~ 276	~~26~~ 5	~~13%~~ 5%	~~420%~~ 0%	~~380~~ 356	~~29~~ 6	~~44%~~ 35%	~~480%~~ 20%	326	6	23%	20%

Correction code C/O182

Table 21-15: 2028 future baseline and Proposed Scheme construction traffic (vehicles) - AM peak hour (08:00–09:00)

Location	Direction	2028 baseline flows		2028 Proposed Scheme flows		Proposed Scheme actual flow change from 2028 baseline		Proposed Scheme % change from 2028 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
B7076 (between Quintinshill sidings satellite compound site access and Gretna service station access)	SB	93	16	103	16	10	0	11%	0%
	NB	47	10	57	10	10	0	21%	0%
B7076 (between Gretna Green service station access and Annandale depot site access)	SB	75	9	116	20	41	11	55%	122%
	NB	43	12	84	23	41	11	95%	92%
B7076 (between Annandale depot site access and A74(M) junction 21 south-facing slip roads)	SB	113	13	204	24	91	11	81%	85%
	NB	80	22	171	33	91	11	114%	50%
B7076 (between A74(M) junction 21 south-facing slip roads and B6357)	SB	113	13	132	13	19	0	17%	0%
	NB	80	22	99	22	19	0	24%	0%
B6357 (between B7076 and A74(M) north-facing slip roads)	SB	74	11	83	11	9	0	12%	0%
	NB	77	27	86	27	9	0	12%	0%
B7076 (between B6357 and Cove Crossing satellite compound site access)	NB	69	12	95	12	26	0	38%	0%
	SB	108	21	134	21	26	0	24%	0%
unnamed road serving Cove Crossing satellite compound	NB	3	0	29	0	26	0	867%	0%
	SB	5	1	31	1	26	0	520%	0%

Table 21-16: 2028 future baseline and with the Proposed Scheme construction traffic (vehicles) - PM peak hour (17:00–18:00)

Location	Direction	2028 baseline flows		2028 Proposed Scheme flows		Proposed Scheme actual flow change from 2028 baseline		Proposed Scheme % change from 2028 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
B7076 (between Quintinshill sidings satellite compound site access and Gretna service station access)	SB	91	14	101	14	10	0	11%	0%
	NB	44	4	54	4	10	0	23%	0%
B7076 (between Gretna Green service station access and Annandale depot site access)	SB	56	5	72	16	16	11	29%	220%
	NB	41	5	57	16	16	11	39%	220%
B7076 (between Annandale depot site access and A74(M) junction 21 south-facing slip roads)	SB	69	8	140	19	71	11	103%	138%
	NB	92	12	163	23	71	11	77%	92%
B7076 (between A74(M) junction 21 south-facing slip roads and B6357)	SB	69	8	88	8	19	0	28%	0%
	NB	92	12	111	12	19	0	21%	0%
B6357 (between B7076 and A74(M) north-facing slip roads)	SB	51	9	60	9	9	0	18%	0%
	NB	66	11	75	11	9	0	14%	0%
B7076 (between B6357 and Cove Crossing satellite compound site access)	NB	74	8	100	8	26	0	35%	0%
	SB	72	9	98	9	26	0	36%	0%
unnamed road serving Cove Crossing satellite compound	NB	6	1	32	1	26	0	433%	0%
	SB	5	1	31	1	26	0	520%	0%

Table 21-22: Proposed scheme impacted links. 2038 AM peak

Location	Direction	2038 baseline flows		2038 Proposed Scheme flows		Proposed Scheme actual flow change from 2038 baseline		With Proposed Scheme % change from 2038 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
B7076 (between Gretna Loaning and Quintinshill sidings satellite compound site access)	SB	97	16	97	16	0	0	0%	0%
	NB	48	11	64	11	16	0	33%	0%
B7076 (between Quintinshill sidings satellite compound site access and Gretna service station access)	SB	97	16	97	16	0	0	0%	0%
	NB	48	11	64	11	16	0	33%	0%
B7076 (between Gretna Green service station access and Annandale depot site access)	SB	78	9	78	9	0	0	0%	0%
	NB	45	12	61	12	16	0	36%	0%
B7076 (between Annandale depot site access and A74(M) junction 21 south-facing slip roads)	SB	118	14	179	15	61	1	52%	7%
	NB	83	22	83	22	0	0	0%	0%
B7076 (between A74(M) junction 21 south-facing slip roads and B6357)	SB	118	14	139	14	21	0	18%	0%
	NB	83	22	83	22	0	0	0%	0%

Table 22-23: Proposed scheme impacted links. 2046 AM peak

Location	Direction	2046 baseline flows		2046 Proposed Scheme flows		Proposed Scheme actual flow change from 2046 baseline		With Proposed Scheme % change from 2046 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
B7076 (between Gretna Loaning and Quintinshill sidings satellite compound site access)	SB	100	16	100	16	0	0	0%	0%
	NB	50	11	66	11	16	0	32%	0%
B7076 (between Quintinshill sidings satellite compound site access and Gretna service station access)	SB	100	16	100	16	0	0	0%	0%
	NB	50	11	66	11	16	0	32%	0%
B7076 (between Gretna Green service station access and Annandale depot site access)	SB	80	10	80	10	0	0	0%	0%
	NB	46	12	62	12	16	0	35%	0%
B7076 (between Annandale depot site access and A74(M) junction 21 south-facing slip roads)	SB	122	14	182	15	60	1	49%	7%
	NB	86	22	86	22	0	0	0%	0%
B7076 (between A74(M) junction 21 south-facing slip roads and B6357)	SB	122	14	143	14	21	0	17%	0%
	NB	86	22	86	22	0	0	0%	0%

Table 21-24: Proposed scheme impacted links. 2038 PM peak

Location	Direction	2038 baseline flows		2038 Proposed Scheme flows		Proposed Scheme actual flow change from 2038 baseline		With Proposed Scheme % change from 2038 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
B7076 (between Gretna Loaning and Quintinshill sidings satellite compound site access)	SB	94	14	110	14	16	0	17%	0%
	NB	45	4	45	4	0	0	0%	0%
B7076 (between Quintinshill sidings satellite compound site access and Gretna service station access)	SB	94	14	110	14	16	0	17%	0%
	NB	45	4	45	4	0	0	0%	0%
B7076 (between Gretna Green service station access and Annandale depot site access)	SB	58	5	74	5	16	0	28%	0%
	NB	42	5	42	5	0	0	0%	0%
B7076 (between Annandale depot site access and A74(M) junction 21 south-facing slip roads)	SB	72	9	73	10	1	1	1%	11%
	NB	94	12	115	12	21	0	22%	0%
B7076 (between A74(M) junction 21 south-facing slip roads and B6357)	SB	72	9	72	9	0	0	0%	0%
	NB	94	12	115	12	21	0	22%	0%

Table 21-25: Proposed scheme impacted links. 2046 PM peak

Location	Direction	2046 baseline flows		2046 Proposed Scheme flows		Proposed Scheme actual flow change from 2046 baseline		With Proposed Scheme % change from 2046 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
B7076 (between Gretna Loaning and Quintinshill sidings satellite compound site access)	SB	96	14	112	14	16	0	17%	0%
	NB	46	4	46	4	0	0	0%	0%
B7076 (between Quintinshill sidings satellite compound site access and Gretna service station access)	SB	96	14	112	14	16	0	17%	0%
	NB	46	4	46	4	0	0	0%	0%
B7076 (between Gretna Green service station access and Annandale depot site access)	SB	60	6	76	6	16	0	27%	0%
	NB	43	5	43	5	0	0	0%	0%
B7076 (between Annandale depot site access and A74(M) junction 21 south-facing slip roads)	SB	73	9	73	10	0	1	0%	11%
	NB	97	12	118	12	21	0	22%	0%
B7076 (between A74(M) junction 21 south-facing slip roads and B6357)	SB	73	9	73	9	0	0	0%	0%
	NB	97	12	118	12	21	0	22%	0%

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