

HS2 Planning Context Report

Prepared for Warwick District

April 2017

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Preface

Purpose

This Planning Context Report provides an overview of HS2 works that will take place within Warwick District (the District) and a programme for making requests for approval under Schedule 17 to the High Speed Rail (London - West Midlands) Act 2017 ("the HS2 Act").

The report has been prepared in fulfilment of the requirements of paragraph 16 (1) (a) of Schedule 17 to the Act, which states:

A planning authority need not consider a request for approval under Part 1 [of Schedule 17 to the Act] unless:

a) the nominated undertaker has deposited with the authority a document setting out its proposed programme with respect to the making of requests under that Part to the authority,

This document accordingly sets out the proposed programme for making requests under Schedule 17 to the HS2 Act. This document also meets the requirement of paragraph 9.2 of the High Speed Rail (London – West Midlands) Planning Memorandum (the "Planning Memorandum"), which states that the '*...report is to include an indication of the location of the scheduled and non-scheduled works to which requests for approval are expected to relate.*'

Status

This document is deposited for information only. It does not require the approval of the planning authority.

Structure

This document contains three sections:

Section 1: Introduction to HS2

Describes in outline the HS2 project, summarises the planning regime and outlines obligations with respect to mitigation of environmental impacts.

Section 2: HS2 in Warwick District

Outlines the proposals within the District, and describes the permanent, preparatory and temporary works.

Section 3: Landscape and Restoration

Outlines landscape and restoration works proposed after construction.

Section 4: Programme for Requests for Approval under Schedule 17

Sets out the programme for submission of requests for approval.

Section 5: Planning Context Report Plans – Construction and Operation

Illustrates the location of permanent and temporary works in the District.

Other Relevant Documents

To understand the full background to the HS2 proposals and to the planning regime under which requests for approval are to be made, reference should be made to the following documents:

- The HS2 Act;
- The HS2 Environmental Statement ; and
- The High Speed Rail (London – West Midlands) Environmental Minimum Requirements (“the EMRs”).

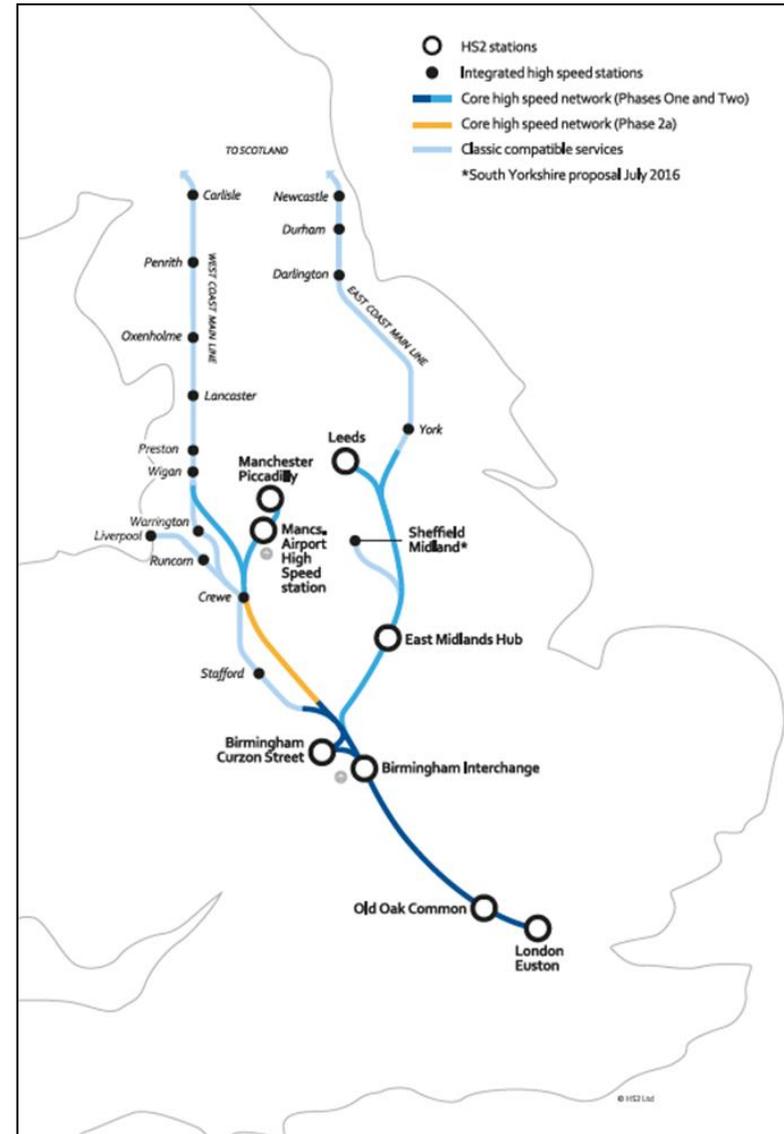
Annex 1 signposts these and other relevant documents.

Introduction to HS2

The HS2 Project

- 1.1 HS2 is the Government's proposal for a new, high speed north-south railway. The proposal is being taken forward in two phases: Phase One will connect London with Birmingham and the West Midlands and Phase Two will extend the route to Manchester, Leeds and beyond.
- 1.2 On 23rd February 2017 Royal Assent was granted for Phase One of HS2, which comprises of a new high speed railway between London and the West Midlands with stations at London Euston, Old Oak Common, Birmingham Interchange, and Birmingham Curzon Street. Figure 1 illustrates the Phase One route between London – West Midlands and Phase Two proposals.

Figure 1: HS2 route map



Control of Environmental Impacts

- 1.3 The environmental impacts of the construction, maintenance and operation of HS2 will be controlled in three ways:
- Controls within the HS2 Act such as approvals for designs and construction arrangements;
 - Policies, commitments and undertakings entered into outside of the Act, including the EMRs; and
 - Existing legislation, unless expressly or impliedly dis-applied or modified by the Act.
- 1.4 These controls are summarised below.

Environmental Statement

- 1.5 The HS2 Phase One Environmental Statement (ES) was published in November 2013. It has been supplemented by a number of additional volumes as further information has become available, and in light of proposed changes to the project¹.

¹ An Environment Statement has been published with the Additional Provision tabled by the Promoter in September 2014. In addition, Supplementary Environmental Statements and Additional Provision

- 1.6 The ES identifies the likely significant effects that will arise from the construction and operation of HS2 and identifies the range of mitigation measures that could be used to reduce or eliminate these effects. The assessment is based on a number of assumptions about design and construction practices.
- 1.7 As the project is taken forward to detailed design and construction there may be changes to assumed construction methods and design, subject to the requirements of the Act, the EMRs, and any approvals required from consent granting bodies, and in response to the requirements of any relevant Undertakings or Assurances.

Environmental Statements were published and tabled by the Promoter in July 2015, September 2015, October 2015 and December 2015.

Controls in the Act

The Planning Regime

- 1.8 Section 20 to the HS2 Act grants deemed planning permission under Part 3 of the Town and Country Planning Act 1990 (“the TCPA”) for the works authorised by the HS2 Act. This permission is subject to the requirement that certain approvals need to be obtained from the relevant planning authorities under the planning regime established by Schedule 17 to the Act. The conditions in Schedule 17 are enforceable by the planning authority in accordance with the TCPA.
- 1.9 The principal works authorised by the HS2 Act are described in Schedule 1 (the “scheduled works”). The descriptions in Schedule 1 to the HS2 Act set out the type of work and their location, for example:

Work No.1/1 – A railway (23.48 kilometres in length) partly in tunnel, commencing at a point 235 metres east of the junction of North Gower Street with Drummond Street passing north-westwards and terminating beneath a point 80 metres north-west of the bridge carrying Ickenham Road over the Marylebone to Aylesbury Railway. Work No. 1/1 includes shafts at Coburg Street, Mornington Street, Granby terrace, Parkway, Adelaide Road, Alexandra Place, Canterbury Works and Greenpark Way,

a station at Old Oak Common and a Crossover Box at Victoria Road.

- 1.10 The scheduled works must be constructed in the locations and to the levels relevant to each scheduled work shown on the deposited plans and sections (the ‘Limits of Deviation’). The scheduled works may deviate vertically downwards from the levels shown to any extent, and may deviate upwards up to 3 metres subject to the upper limits defined for certain works such as stations, depots or shafts.
- 1.11 Section 2 to the HS2 Act authorises, within the Act limits, the construction and maintenance of a wide range of other development for the purposes of or in connection with the scheduled works, or otherwise for Phase One purposes. Section 2 also authorises, within the Act limits, the carrying out and maintenance of landscaping and other works to mitigate adverse effects of the construction, maintenance or operation of the works and to carry out and maintain works for the benefit or protection of land affected by the works.
- 1.13 Such ancillary works may be constructed within Act limits as defined on the deposited plans. The HS2 Act only grants deemed planning permission for the construction of works which are not scheduled works if they are with the scope of the ES that accompanies the HS2 Act.

- 1.14 Schedule 2 to the Act authorises further works, including surveys and investigation of land, support of buildings, works to trees, discharge of water, and temporary works to certain waterways.
- 1.15 Schedule 17 to the Act defines the detailed planning regime which will apply to the planning authority affected by works to construct and operate HS2.
- 1.16 The planning regime under Schedule 17 is different to that of the TCPA. It differs from the TCPA process in how it defines the matters that require approval and the grounds that the planning authorities can have regard to in determining requests for approval. The grounds for the imposition of conditions and/or the refusal of Schedule 17 submissions are limited in comparison to the TCPA process. This is because the works already have deemed planning permission through the Act and there are other complementary controls imposed through the HS2 Act and EMRs.
- 1.17 Schedule 17 requires the nominated undertaker to submit the following details to planning authorities, for approval or agreement:
- Plans and specifications of certain works;
 - Matters ancillary to development (“construction arrangements”);

- Road Transport (lorry routes);
- Bringing into use; and
- Site restoration schemes.

- 1.18 Planning authorities who have given the Secretary of State undertakings, as set out in the Planning Memorandum, with respect to the handling of planning matters under Schedule 17, have become ‘qualifying authorities’. The main provisions of the Planning Memorandum are summarised in Section 1.4 below.
- 1.19 The District has become a qualifying authority.
- 1.20 In relation to qualifying authorities, the operations or works for which plans and specifications will be submitted for approval are identified in Table 1.

Table 1: Operations or works requiring approval of plans and specifications

PLANS AND SPECIFICATIONS	
BUILDING WORKS (paragraph 2 of Schedule 17)	The erection, construction or alteration of any building, other than a temporary building.
OTHER CONSTRUCTION WORKS (paragraph 3 of Schedule 17)	Road vehicle parks; Earthworks; Sight, noise or dust screens;

PLANS AND SPECIFICATIONS	
	Transformers, telecommunication masts or pedestrian accesses to railway lines; Fences or walls, and Lighting equipment.
WASTE AND SPOIL DISPOSAL AND EXCAVATION (Paragraph 7 of Schedule 17)	Disposal of waste or spoil. Excavations of bulk materials from borrow pits.

- 1.21 In relation to qualifying authorities, development must be carried out in accordance with matters ancillary to development (construction arrangements) approved by the relevant planning authority (paragraph 4 of Schedule 17).
- 1.22 Schedule 17 enables the Secretary of State to make a class approval for construction arrangements, except in relation to construction camps (paragraph 5 of Schedule 17). A class approval was made by the Secretary of State on 24th March 2017, following consultation with the planning authorities affected, for the following generic construction arrangement matters: handling of re-usable spoil and topsoil; storage sites; site screening; artificial lighting; suppression of dust; road mud

control measures. The approval of construction camps is not included in the class approval.

- 1.23 Where lorry movements exceed 24 to/from a construction site, the lorry route must be approved (paragraph 6 of Schedule 17) by the relevant qualifying authority.
- 1.24 The relevant qualifying authority approves a bringing into use request for approval (paragraph 9 of Schedule 17), for most scheduled works, apart from any which are below ground, and maintenance depots. The purpose of bringing into use requests is to ensure that appropriate mitigation has been incorporated, and no such work can be brought into use without such approval.
- 1.25 A site restoration scheme will be submitted for agreement with the relevant planning authority in accordance with paragraph 12 of Schedule 17.
- 1.26 The planning authority must have regard to statutory guidance issued by the Secretary of State in accordance with paragraph 26 of Schedule 17 to the HS2 Act.

Other Consents in the Act

- 1.27 In addition to the planning regime described above, Schedules 4 and 33 to the HS2 Act contain provisions setting out the

protections to be provided for various bodies with statutory responsibilities likely to be affected by the works.

Schedule 4 – Accesses to highways affecting traffic

1.28 To control the impact of constructing new or altering existing accesses onto the local road network, local highway authorities have an approval role. For the opening of an access onto, or the alteration of, a road at a place shown on the deposited plans the works must be carried out in accordance with plans and specifications approved by the highway authority. In addition the local highway authority may require the access to be moved elsewhere within the Act limits where that is reasonably capable of being done. If an access is required at a location other than that shown on the deposited plans, the consent of the highway authority is required, subject to its approval of plans and specifications.

Schedule 4 – Stopping up, diversion and interference with the highway

1.29 During construction the temporary closure, diversion or interference with highways will be required. In order to address local impacts the Act provides for highway authority input. Where a highway is specified within the Act, the nominated undertaker must consult the highway authority

about the exercising of the powers before doing so. Where the powers are to be exercised in relation to a highway not specified within the Act the nominated undertaker must obtain the consent of the highway authority.

Schedule 33 – Highways

- 1.30 Part 1 of Schedule 33 requires the nominated undertaker in exercising the powers in the Act in relation to highways to have regard to the potential disruption of traffic and to seek to minimise such disruption so far as reasonably practicable, and gives highway authorities rights of approval over various matters concerning details of the works affecting highways.
- 1.31 Additional controls are contained in Schedule 4. Where the nominated undertaker constructs a new or alters an existing highway, the construction or alteration must be completed to the reasonable satisfaction of the highway authority, who shall certify that fact in writing to the nominated undertaker.
- 1.32 Where the nominated undertaker constructs or realigns a highway that is constituted or comprises a carriageway, it must be carried out in accordance with plans, sections and specifications approved by the highway authority.

Schedule 33 – Water

- 1.33 The construction of HS2 will have impacts on inland waterways and land drainage, flood defences, water resources and fisheries. In order to address these impacts the Act includes a range of controls for the relevant authorities.
- 1.34 The impacts on inland waterways are addressed in Part 4 of Schedule 33, this gives the Canal and River Trust the power to approve plans and specifications for works affecting waterways for which it is responsible.
- 1.35 Part 5 of Schedule 33 states that before beginning to construct any “specified work” (in the main, those affecting drainage, flood storage and flood defence, the flow or purity of water and conservation of water resources), the nominated undertaker will submit plans, including method statements, for the works to the Environment Agency or local drainage authorities (i.e. lead local flood authorities, or internal drainage boards) for approval. Works will be constructed in accordance with the approved plans.
- 1.36 The Environment Agency or local drainage authorities may, amongst other matters, make conditions requiring the nominated undertaker at its own expense to construct such protective works as are reasonably necessary to safeguard any drainage work against damage or to ensure its efficiency for

flood defence purposes is not impaired during the construction of the specified works.

- 1.37 These provisions have effect instead of the normal consenting regime which would apply, for example, under the Land and Drainage Act 1991, or the Environmental Permitting Regulations 2010.

Schedule 33 - Other Controls

- 1.38 Schedule 33 – Protective provisions also include the requirement for consultations and agreements from statutory utilities undertakers.

Schedule 18 – Listed Buildings

- 1.39 The HS2 Act disapplies the normal controls requiring conservation area consent and listed building consent under the Planning (Listed Building and Conservation Areas) Act 1990, for the demolition, alteration or extension of listed buildings and unlisted buildings. The disapplication applies to the extent specified in Schedule 18 to the Act.
- 1.40 In recognition of the removal of the requirement for listed building consent, heritage agreements have been entered into between the nominated undertaker, Historic England and relevant local authorities. These agreements require approvals

to detailed method statements in relation to the works subject to the disapplication of the normal listed building controls.

Environmental Minimum Requirements

- 1.41 There are a variety of control mechanisms and mitigation strategies outside of the HS2 Act. These are captured in the EMRs.
- 1.42 The EMRs are a suite of documents that have been developed in consultation with local authorities and other relevant stakeholders. The nominated undertaker is contractually bound to comply with the controls set out in the EMRs, through the Development Agreement with the Secretary of State.
- 1.43 The controls contained in the EMRs, along with powers contained in the HS2 Act and the Undertakings given by the Secretary of State, will ensure that impacts which have been assessed in the ES will not be exceeded, unless any new impact or impacts in excess of those assessed in the ES:
- results from a change in circumstances which was not likely at the time of the ES² ;

² i.e. a situation that could not reasonably have been anticipated at the time of the ES.

- would not be likely to be environmentally significant³ ;
 - results from a change or extension to the project, where that change or extension does not itself require environmental impact assessment (EIA) under either (i) article 4(1) of and paragraph 24 of Annex 1 to the EIA Directive⁴ ; or (ii) article 4(2) of and paragraph 13 of Annex 2 to the EIA Directive⁵; or
 - would be considered as part of a separate consent process (and therefore further EIA if required).
- 1.44 In addition to general principles, the EMR comprise:
- a number of specific requirements, including that the nominated undertaker will use reasonable endeavours to adopt mitigation measures that will further reduce any adverse environmental impacts caused by HS2, insofar as these mitigation measures do not add unreasonable costs to the project or unreasonable delays to the construction programme;

³ This covers all effects (both positive and adverse) where those effects are simply of no environmental significance.

⁴ 2011 consolidated EIA Directive (2011/92/EU).

⁵ Broadly, this would not allow those changes or extensions to the project which would give rise to adverse environmental effects within the EIA.

- the undertakings and assurances given to Parliament and petitioners by the Secretary of State during the passage of the High Speed Rail (London – West Midlands) Bill (the Bill); and
- the Code of Construction Practice, Planning Memorandum, Heritage Memorandum, and Environmental Memorandum.

Undertakings and Assurances

1.45 During the passage of the Bill through Parliament, the Secretary of State entered into a range of undertakings and assurances. The HS2 Act Register of Undertakings and Assurances contains all the undertakings and assurances given to petitioners and to Parliament before and during the passage of the Bill. The register forms part of the EMRs and as a result the nominated undertaker is contractually bound to deliver them.

Code of Construction Practice

1.46 The Code of Construction Practice (CoCP) is Annex 1 of the EMRs. It sets out specific details and working practices in relation to site preparation (including site investigation and remediation, where appropriate), demolition, material delivery, excavated material disposal, waste removal and all related engineering and construction activities.

- 1.47 The CoCP sets out the measures that nominated undertaker and contractors are required to implement in order to limit disturbance from construction activities, as far as reasonably practicable:
- General requirements related to community relations, hours of work, pollution incident control and security, etc;
 - Agriculture, forestry and soils;
 - Air quality;
 - Cultural heritage;
 - Ecology;
 - Ground settlement;
 - Land quality;
 - Landscape and visual;
 - Noise and vibration;
 - Traffic and transport; and
 - Water resources and flood risk.
- 1.48 Local Environmental Management Plans (LEMPs) will be prepared for each local authority area.

- 1.49 The LEMPs will include a number of specific measures by topic, as relevant to each local authority area. The LEMPs will build on the general environmental requirements contained in the CoCP and will set out how the project will adapt and deliver the required environmental and community protection measures within each relevant local authority area.
- 1.50 The nominated undertaker and/or its contractors will engage with the local communities, local authorities and other stakeholders in order to develop the LEMPs.

Planning Memorandum

- 1.51 The Planning Memorandum is Annex 2 of the EMRs. It sets out in detail the responsibilities and requirements in relation to planning matters for those authorities that choose to become qualifying authorities. It also sets out requirements for the nominated undertaker in the implementation of Schedule 17 of the HS2 Act.

Heritage Memorandum

- 1.52 The Heritage Memorandum is Annex 3 of the EMRs. It provides a framework for the nominated undertaker, Historic England, local authorities and other stakeholders to work together to ensure that the design and construction of Phase One is carried out with proper regard to the historic environment.

Environmental Memorandum

- 1.53 The Environmental Memorandum is Annex 4 of the EMRs. It provides a framework for the nominated undertaker and representatives of the National Environment Forum to work together to ensure that the design and construction of the HS2 Phase One is carried out with due regard for environmental considerations.

Planning Forum

- 1.54 The HS2 Phase One Planning Forum was established to help co-ordinate and secure the expeditious implementation of the planning provisions in the Act. The primary objectives and functions of the Planning Forum are:
- To prepare notes on related matters, which will set out standards and practices to be followed by those implementing the planning regime.
 - To consider common design items for certain structures associated with the railway (such as bridges, acoustic barriers or retaining walls).
- 1.55 The Planning Forum has a number of sub-groups:
- Highways Subgroup.
 - Environmental Health Subgroup;

- Heritage Subgroup; and
- Flood Risk and Drainage Subgroup.

Environmental Management System

- 1.56 As part of the sustainability policy, the nominated undertaker will develop an environmental management system (EMS) in accordance with *BS EN ISO 14001*. The EMS provides the process by which environmental management, both within its organisation and in relation to its operations, is undertaken to ensure the relevant findings of the ES are addressed through the construction phase.
- 1.57 The nominated undertaker will require each of its main contractors to have an EMS certified to *BS EN ISO14001*. Their EMS will include roles and responsibilities, together with appropriate control measures and monitoring systems to be employed during planning and constructing the works for all relevant topic areas. Where the lead contractor is a joint venture, the EMS will be certified to cover the activities of the joint venture.

Management of Construction Traffic

- 1.58 The HS2 Routewide Traffic Management Plan (RTMP) describes the principles and objectives for the management of transport, highways and traffic during the delivery of the works. It codifies the discussions held with the highway

authorities along the HS2 Phase One route via the Highway Subgroup to the Planning Forum and takes into account the best practice used during the delivery of similar large construction projects.

- 1.59 The RTMP document will be supplemented with a series of Local Traffic Management Plans (LTMPs) along the route. LTMPs will set out the full range of local controls, significant works programmes for highways and other appropriate matters.
- 1.60 Regular local Traffic Liaison Group (TLG) meetings have been established with local highway authorities so that matters such as LTMPs and site specific traffic management schemes can be reviewed prior to submission or approval and the implementation of schemes reviewed prior to submission or approval and the implementation of schemes reviewed and other monitoring reported, along with other matters of interest discussed and co-ordinated.

Excavated Material & Waste Management

- 1.61 Measures to reduce potential impacts from waste management are described in section 15 of the CoCP. An integrated design approach has been developed to use excavated material to satisfy the fill material requirements wherever reasonably practicable. This approach will reduce the

need for imported materials and reduce the amount of excavated material requiring off-site disposal. This includes reuse of all topsoil and agricultural subsoil as close to the point of excavation as practicable.

- 1.62 All waste generated from the design, construction and operation will be managed in accordance with the waste hierarchy. This places waste prevention as the preferred option at the top, followed by reuse, recycling and other recovery, with landfill disposal at the bottom as the last resort. Information Paper E3 provides further detail.

Management of Noise and Vibration

- 1.63 The nominated undertaker will obtain consents under Section 61 to the Control of Pollution Act 1974, which will include noise limits and vibration limits where relevant and site specific management and mitigation requirements for noise and vibration, both on and off site.
- 1.64 In relation to the control of construction noise and vibration, Information E23 provides further detail. Information Papers E20, E21 and E22 provide further detail on operational noise from the railway.
- 1.65 Noise and vibration monitoring will be carried out at different times during the lifetime of the railway. Where noise and

vibration performance deviates from expected conditions, actions will be taken as described in Information Paper F4.

Existing Legislation and Other Safeguards

- 1.66 Unless a piece of existing legislation is expressly or impliedly dis-applied or modified by the HS2 Act, it will continue to apply. For example, environmental permits in relation to discharges will still be required and the Control of Pollution Act 1974 (COPA) will continue to apply.

Oversite Development

- 1.67 The HS2 Act does not grant approval for any oversite development. Consent for any such development will be applied for and determined through normal planning processes. However, the HS2 Act does authorise works to enable future oversite development, for example the construction of additional foundations or deck structures.
- 1.68 The HS2 Act also puts in place requirements in respect of the environmental assessment of oversite development. It defines the circumstance where the planning application for such development proposed to replace a building demolished or substantially demolished for HS2 must be accompanied by an environmental impact assessment.

Safety and Security

1.69 HS2 will create a railway designed, built and operated with world-class health, safety and security standards. All HS2 infrastructure will be designed in accordance with appropriate standards and policies for public safety. The following are some key design principles that will be applied:

- Adoption of hostile vehicle mitigation and blast resilient glazing and facades where appropriate;
- Application of Crime Prevention Through Environmental Design principles across all of the HS2 network but with particular emphasis on all publicly accessible spaces;
- Selection of vandal-resistant materials and designs;
- Appropriate use of surveillance systems and lighting;
- Integration of natural way-finding into designs to configure spaces that are easy to navigate and use of signage that is clear and unambiguous.

2 HS2 in Warwick District

Introduction

- 2.1 HS2 will enter Warwick District from Stratford-on-Avon District to the south. HS2 crosses over the Grand Union Canal and extends to Burton Green green tunnel in the north of the District. The route in the District is approximately 17 km in length beginning north-west of Bascote Heath, and runs in a north-westerly direction past Offchurch, Cubbington, through Stoneleigh Business Park, before curving to the west and running through the gap between Kenilworth and Coventry. The route then continues in a north-westerly direction to Burton Green where it leaves the District, running into Solihull Metropolitan Borough. Section 5 of this report illustrates the location of works in the District. This section describes the permanent, preparatory and temporary works in Warwick District.
- 2.2 As the project is taken forward to detailed design and construction there may be changes to assumed construction methods and design, subject to the requirements of the Act, the EMRs, and any approvals required from consent granting bodies, and in response to the requirements of any relevant Undertakings or Assurances.

Permanent Works

Grand Union Canal to Offchurch

- 2.3 At the southerly end of the District, the route will commence at the Longhole Viaduct which will take the route across the Grand Union Canal. The viaduct will be approximately 140m in length, followed by an embankment which will run for approximately 825m up to Welsh Road to the north-west. The embankment will be a maximum of 9.5m in height. Ridgeway Lane will be diverted under the viaduct to allow for the viaduct and embankment construction. The road itself will provide access to agricultural land and a public right of way.
- 2.4 To the north, Welsh Road will be realigned over a length of around 750m to pass under the railway line to the south of its current alignment. A drainage balancing pond will be constructed to the east of the route off Ridgeway Lane.
- 2.5 The route will follow the line of Welsh Road and move into a cutting which will continue north-west for 2.1km running past Offchurch. The maximum depth of the cutting will be 20m as it passes under the Fosse Way (B4455) and the road will be realigned over a distance of 1.4km to the west of its current route. The road will cross the cutting on a new bridge, with a roundabout also added on the junction with the existing and realigned parts of Welsh Road and Long Itchington Road. A

section of Long Itchington Road will be closed permanently where it crosses the route and the western section will form an access to a number of properties between the line and the Offchurch Greenway.

- 2.6 The route will cross the Offchurch Greenway a short distance from the Fosse Way crossing and feature a new bridge over the cutting and a footpath will be diverted to the south to use the same bridge. A new cycleway and pedestrian bridge will also be constructed over the Fosse Way to the north-east of the route, where the existing Greenway route is currently severed by the road. At the end of the cutting the route will meet Hunningham Road which will be realigned to the south of its current route, over a distance of approximately 550m. A new bridge will cross the line as the route moves onto an embankment on the northern side of the bridge. Planting will feature on both sides of the line to provide visual screening, landscape integration and habitat connectivity.
- 2.7 North of Hunningham Road the route design includes a railway drainage pond and an auto-transformer station (ATS) on the western side of the line, with an access road from the realigned Hunningham Road. A 950m long embankment will then take the route up to the River Leam, increasing in height towards the floodplain. A diversion of footpath W129Y will be incorporated and feature a new bridge integrated into the earthworks. On the approach to the river another drainage

pond will be constructed on the eastern side of the line just south of the river crossing. A floodplain compensation area will also be developed to the east of the crossing to provide additional flood storage.

River Leam to Stoneleigh Road (B4113)

- 2.8 The route will cross the River Leam on a viaduct approximately 110m in length, following which a second drainage pond will be constructed on the western side of the line, with an access from Lower Grange further to the west. The route will continue on a 700m long embankment reducing in height towards South Cubbington Wood and include raised earthworks and planting on both sides to provide visual screening, landscape integration and habitat connectivity.
- 2.9 Just south of South Cubbington Wood, the route will enter a short cutting before entering a retained cutting through the wood (a distance of 900m) where walls will be used to reduce the loss of ancient woodland. At the southern end of the wood a new bridge will carry the diverted Mill Lane and footpath W129d over the retained cutting, and further north in the wood itself a new bridge will carry the diverted Shakespeare's Avon Way (footpath W130) over the line.
- 2.10 The route will cross Rugby Road, requiring the road's realignment over a distance of 750m, north of its current location. A new bridge will carry the road over the open cutting

and the line will continue in the cutting for approximately 1.6km before reaching Coventry Road. Footpath W130b, which crosses the line of route in this location, will be diverted onto Rugby Road and then onto a new path running along the western edge of North Cubbington Wood.

- 2.11 Coventry Road will be realigned over a length of approximately 850m and 50m south of its current location. The road will be raised up onto a bridge in order to cross the railway line. The line of route will continue in the shallow Cubbington cutting with raised earthworks on both sides to provide visual screening. It will then approach the A445 Leicester Lane which will be realigned approximately 80m south-east of its current location to pass over the route on a raised alignment, approximately 9m above existing ground level.
- 2.12 Sections of the old Leicester Lane will be retained to provide access from the new route to existing properties on both sides of the line, the site of an ATS on the eastern side of the line, and a drainage pond. The route will continue north-west on the Cubbington embankment, followed by the Stonehouse cutting which will extend for 570m with increasing depth on the approach towards Stoneleigh Park.
- 2.13 Where the route crosses Stoneleigh Road a number of highways alterations will be made and two drainage balancing

ponds constructed. The road will be realigned approximately 40m south-east of its current location with associated diversions to minor roads and tracks to retain access into Stoneleigh Business Park and other properties. A new roundabout will feature and a new overbridge will take Stoneleigh Road over the line. Extensive areas of new planting will be incorporated on both sides of the route and the realigned roads.

Stoneleigh Business Park to Dalehouse Lane

- 2.14 After Stoneleigh Road the route will immediately enter Stoneleigh Business Park where it will continue through in a retained cutting 1.8km in length. The route will run along the north-eastern edge of the business park, where the retaining wall will reduce the amount of land required for construction, provide noise screening and prevent groundwater flooding.
- 2.15 The route through the park will require the reconfiguration of the internal estate road to run parallel to the line and new accommodation overbridges will be constructed over the line allow access to the north-eastern corner of the business park.
- 2.16 The route will then come out of cutting at the northern end of the park, proceeding for approximately 122m on an embankment before crossing the River Avon on a 75m long viaduct. To the east of the viaduct an ecological mitigation

area will be established along with a replacement floodplain storage area to offset any impacts from the scheme.

- 2.17 After crossing the River Avon the route will pass a new balancing pond on its western side before passing underneath the B4115 Ashow Road, which will be realigned and cross the line on a new bridge. A 1.3km cutting will then take the route in a north-westerly direction crossing the A46 Kenilworth Bypass before reaching Dalehouse Lane. The A46 will cross the route on its current alignment with a new bridge, and temporary diversions put in place to allow its construction.
- 2.18 Footpath K29 (Coventry Way/Centenary Way) will be realigned at New Kingswood Farm, which will be demolished. The footpath will cross the line on a new footbridge.
- 2.19 The route will pass adjacent to the north-east of Kenilworth Golf Club and at the end of the cutting it will reach Dalehouse Lane. The road will be realigned to the north-west with a raised level and bridge over the railway line approximately 10m above the existing ground level. A reconfigured access will be provided to Dalehouse Farm.

Finham Brook to Kenilworth Road (A429)

- 2.20 Immediately after crossing Dalehouse Lane the route will then cross Finham Brook on a viaduct approximately 50m in length. It will pass Dalehouse Farm and enter the Kenilworth cutting

for 430m before running within a retaining wall section of the cutting across the Coventry to Leamington Spa railway line, the A429 Kenilworth Road and up to Canley Brook. The retaining wall within the cutting will prevent groundwater flooding within the cutting.

- 2.21 The route will pass Milburn Grange to the south and then cross underneath the Coventry to Leamington Spa line which will cross the route on a new overbridge. The line will then cross underneath the A429 Kenilworth Road, again incorporating a new overbridge for the road, which will be realigned approximately 50m south-east of its current location. To the south a new access road will be provided for Milburn Grange.

Canley Brook to Burton Green

- 2.22 After crossing the realigned Kenilworth Road the route reaches Canley Brook where extensive diversion works will take place as part of the proposed scheme. A cutting with a retaining wall will carry the route through the area with an ATS and balancing pond located to the north of the line with access from Kenilworth Road.
- 2.23 The Canley Brook diversion will create approximately 1km of new meandering channel which will cross beneath the railway approximately 600m north-west of its current route, and re-join its route next to the Kenilworth Road to the south of the railway line. Approximately 200m of the existing channel will

- be regraded and used as an outflow channel from the balancing pond, thus reversing the existing flow direction. The route of the railway line will cross the new Canley Brook channel on a 61m long viaduct.
- 2.24 To the north-west of the new channel, a new bridge will carry bridleway W164 across the railway line and on either side of the bridge, the route will be diverted around the new Canley Brook channel to re-join its existing route. Planting will take place on the new river valley slopes, outer slopes of the raised earthworks and along both sides of the cuttings, and an additional balancing pond will be located adjacent to the north-west of the new Canley Brook channel.
- 2.25 The final section of the route within the District, between the Canley Brook viaduct and Burton Green, is approximately 2.9km continuing in a north-west direction. The route will alternate between embankment and cutting as it passes between Crackley Wood and Roughknowles Wood. Crackley Lane will be realigned to cross over the line on a new overbridge, along with the realignment of a section of Cryfield Grange Road. The Roughknowles Wood cutting will extend for 830m up to South Hurst Farm, followed by the Broadwells Wood embankment for a further 1.1km. In this area footpath W167 will be realigned to join footpath W168 and a new underpass underneath the route.
- 2.26 The route will then proceed through the Bockendon cutting over distance of 440m, followed by the Black Waste Wood embankment before it reaches the south portal of the Burton Green green tunnel adjacent to the village.
- 2.27 A balancing pond will be constructed to the south of the cutting, along with an ecological mitigation area. Where the route converges with the Kenilworth Greenway, just before the tunnel south portal, the Greenway and footpath W169 will be realigned to pass to the south-west of the tunnel portal, over the green tunnel and then climb up to Cromwell Lane in Burton Green, close to the boundary between Warwick District and Solihull Metropolitan Borough. A tunnel services area will be developed adjacent to the south portal, to include a building, emergency assembly area and an access road from Bockendon Road.
- 2.26 The Burton Green green tunnel will be a 621m tunnel crossing the boundary between Warwick District and Solihull Metropolitan Borough as it follows the line of the Greenway. The tunnel will begin with a porous portal at the southern end. Cromwell Lane in Burton Green will be replaced on its current alignment over the green tunnel and footpath W182 will be reinstated to pass over the tunnel on completion.
- 2.29 The Kenilworth Greenway will be realigned to pass along the top of the green tunnel and then along the south-west of the

line of route, as it moves into Solihull Borough. New planting will be provided and the Greenway will cross underneath Cromwell Lane.

- 2.30 The scheme will involve the demolition of Burton Green village hall on Hodgett's Lane, which is within Warwick District. A new village hall will be constructed on a replacement site located to the south of the tunnel south portal on Red Lane.

Preparatory and Temporary Works

2.31 Construction activities will begin in 2017 and take place for approximately five years, after which several years of systems commissioning will take place up to and during 2025. A number of large civils work main compounds and smaller satellite compounds will be on site for around 3-5 years (for example Fosse Way and Kenilworth Bypass main compounds) some of which will be used for advance works, main civils works and then rail systems/installation works. The auto-transformer stations at Offchurch (Hunningham Road), Leicester Lane, and Canley Brook/Kenilworth Road will be some of the last major works to be completed. In general, building and preparing the railway for operation will comprise the following stages:

- advance works, including site investigations, preliminary mitigation works, and preliminary enabling works including utility diversions, temporary and permanent highway diversions and the establishment of associated works compounds;
- civil engineering works, including site preparation, main earthworks, structure works and the establishment of construction compounds and accommodation camps;

- railway installation works, including infrastructure installation and connections to utilities;
- site restoration; and
- system testing and commissioning.

2.32 Further information and updates on construction works and timeframes will take place throughout the life of the construction project.

Primary Utility Works

2.33 The following principal utilities will need to be diverted as part of the works in Warwick District:

- High pressure gas main near the A445 Leicester Lane;
- High pressure gas main beneath the A46 Kenilworth Bypass, south of Kingswood Farmhouse;
- High pressure gas main at Welsh Road near Long Itchington Wood;
- High pressure gas main at Hunningham Road;
- Severn Trent water main adjacent to the A46 Kenilworth Bypass;
- Severn Trent water main crossing the route to the north-east of Red Lane;

- Overhead Western Power Distribution electricity lines in the vicinity of Burton Green;
- Fuel pipeline running adjacent to the works and along the Kenilworth Greenway.

Work sites and compounds

- 2.34 Construction will require engineering works along the entire length of the route, and within land adjacent to the route. This will comprise two broad types of engineering work:
- civil engineering works, such as earthworks and erection of bridges, viaducts, roads and other structures; and/or
 - railway installation works, such as laying ballast or slabs and tracks, and/or installing power supply and communications features.
- 2.35 Construction work will be subdivided into sections, each of which will be managed from dedicated compounds. The compounds will act as the main interface between the construction work sites and the public highway, as well as performing certain other functions. A number will require new access roads/tracks from the highway to their location on the line of the route. Compounds will either be large main compounds or smaller satellite compounds distributed along the route to serve specific construction elements/assets. Some

compounds used for civil engineering works will later change function to serve railway installation works (rail systems).

- 2.36 A small number of work sites will also feature adjacent accommodation camps to house construction workers 'on-site'.
- 2.37 A full list of proposed work sites within Warwick District is listed in Table 2, along with their associated principal construction activities over the course of the construction period.

Table 2: Compound name and construction activity

Compound name and location	Principal construction activities
Longhole Viaduct (north)	Satellite compound for Longhole Viaduct, enabling works, ecology, and gas diversion.
Welsh Road underbridge	Satellite compound for Welsh Road underbridge, enabling works, ecology and utilities.
Fosse Way	Main compound for civils works including accommodation camp.
Hunnigham Road Overbridge	Satellite compound for overbridge, enabling works, gas diversion and rail systems.
River Leam Viaduct	Satellite compound for construction

Compound name and location	Principal construction activities
	of the River Leam viaduct.
Cubbington Retaining Wall	Satellite compound for construction of the Cubbington retaining wall, Rugby Road overbridge, and enabling environmental works.
Coventry Road Overbridge	Satellite compound for construction of Coventry Road overbridge.
A445 Leicester Lane Overbridge	Satellite compound for construction of the Leicester Lane overbridge and gas diversion.
Furzon Hill Auto-transformer Substation	Satellite compound for rail systems.
Stoneleigh Park Retaining Wall	Satellite compound for construction of retaining wall and enabling works at Stoneleigh Road.
River Avon Viaduct (south)	Satellite compound for construction of River Avon viaduct.
River Avon Viaduct (north)	Satellite compound for construction of River Avon viaduct.
A46 Kenilworth Bypass Overbridge	Main construction compound for construction of overbridge, enabling works, potential road works, including temporary accommodation camp.

Compound name and location	Principal construction activities
A46 Kenilworth Bypass Overbridge	Satellite compound for construction of overbridge and enabling works temporary road diversion.
Footpath K29 Overbridge	Satellite compound for construction of overbridge and enabling works demolitions.
Finham Brook Viaduct	Satellite compound for construction of viaduct and enabling works ecology works.
Coventry Leamington Spa Line Overbridge (south-east)	Satellite compound for construction of railway line overbridge.
Coventry Leamington Spa Line Overbridge (south-west)	Satellite compound for construction of railway line overbridge.
Coventry Leamington Spa Line Overbridge – Compound 1	Satellite compound for rail systems.
Coventry Leamington Spa Line Overbridge – Compound 2	Satellite compound for rail systems.
Canley Brook Viaduct	Satellite compound for construction of viaduct and enabling works ecological mitigation.
Crackley Lane Overbridge	Satellite compound for construction of overbridge and enabling works ecological mitigation.
Burton Green Green Tunnel South	Satellite compound for construction

Compound name and location	Principal construction activities
Portal	of south portal, fuel pipeline diversion, enabling works ecology, Kenilworth Greenway works and rail systems.
Cromwell Lane, Burton Green	Satellite compound for Cromwell Lane and Kenilworth Greenway diversion.

2.38 Further details of each of the above compounds, any changes to the list, or any proposed new compounds, will be confirmed by the enabling works and main works civils contractors, for the section of the route within Warwick District.

Roadheads and Material Transfer Stockpile Areas

2.39 Roadheads will be used for the storage, loading and unloading of bulk earthworks material which is moved to and from the site on public highways. Roadheads will be operational for the duration of the civil engineering works. In Warwick District the following roadheads will be utilised:

- Fosse Way, northbound
- Kenilworth Bypass, southbound
- Kenilworth Road, northbound

2.40 Additional temporary stockpile sites may be required during work on particular elements at locations along the route. These sites will be adjacent to the works within the existing area of land required for construction.

Demolition Works

2.41 The buildings that will need to be demolished within Warwick District are listed below:

- 21 structures at Stoneleigh Business Park
- Five structures at New Kingswood Farm, Kenilworth
- 301 Cromwell Lane, Burton Green (outbuilding)
- 303, 305 and 404 Cromwell Lane, Burton Green (4 structures)

Archaeology

2.42 HS2 Ltd has sought to design the railway and to approach the task of construction in ways that reduce the impact on archaeological remains, as far as is reasonably practicable.

2.43 In accordance with the requirements of Heritage Memorandum and Code of Construction Practice, the nominated undertaker will develop an integrated investigation programme to deliver all archaeological works identified in the ES and as developed during the detailed design process. The

programme will set out the key stages of investigation, for example:

- detailed desk-based assessment (where appropriate to inform location specific mitigation);
- field evaluation (where appropriate to inform location specific mitigation); and
- location specific mitigation (for example preservation in situ or archaeological excavation).

2.44 The investigation programme will be developed in light of, and in conjunction with, the overall construction programme and will be reviewed and updated, as necessary. The programme will aim to undertake as much of the work as possible in advance of any construction activities.

Geotechnical Investigations

2.45 Geological investigations and intrusive site investigations (involving boreholes and trial pits) will be undertaken where necessary, to inform the detailed design.

3 Landscape and Restoration

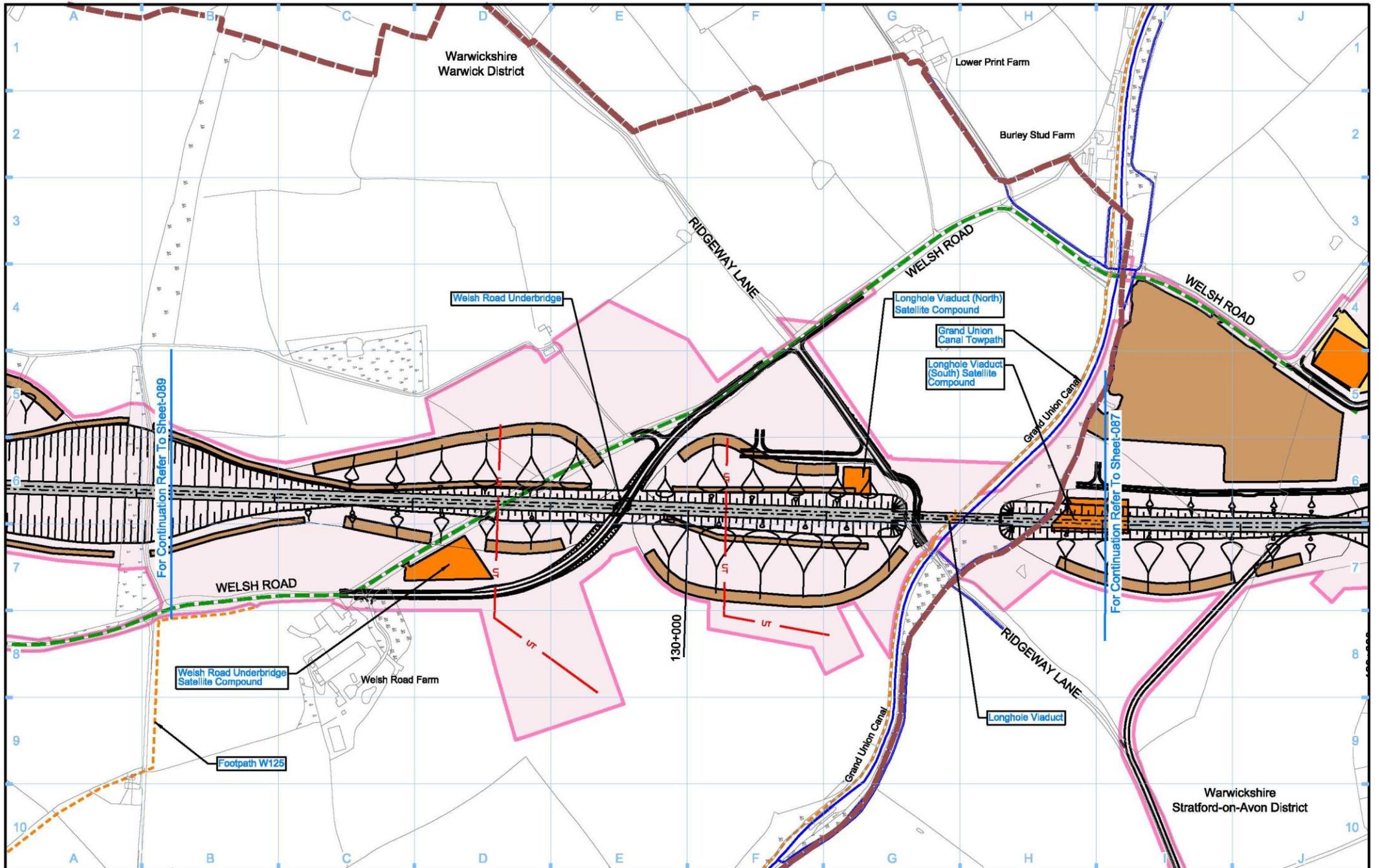
- 3.1 Different landscape types will be incorporated into HS2 works at various stages of the project. Some early landscape works may be proposed – for example new planting to compensate for the loss of prior habitat or to help integrate HS2 into the surrounding landscape. Planting and landscape techniques will be used for different purposes – for example to visually screen the railway, new structures or to reduce railway noise. Where possible, screen planting will be incorporated into the design along new embankments or cuttings in order to provide a combination of landscape integration, visual screening, and or ecological habitat connectivity.
- 3.2 New areas of woodland will be created, this includes woodland to compensate for the loss of habitat and new planting to help integrate HS2 into the surrounding landscape. Certain areas of grassland will be created specifically to compensate for habitat loss resulting from the scheme.

- 3.3 Upon completion of construction works, land that is not required for operation of the railway will be restored. At this early stage of the design of the project, the presumption is that land would be restored to its pre-existing condition. This will include reinstatement of field boundaries and hedgerows where possible. Hedgerows will be used to replace existing hedgerows removed during construction, to mitigate the impacts on wildlife or to create new visual screens. Any new planting, grassland and habitat creation will be maintained to ensure they become established and are properly maintained.

4 Schedule 17 Requests for Approval – Programme

Request for Approval	2017 quarters				2018 quarters				2019 quarters				2020 quarters				2021 quarters				2022 quarters				2023 quarters				2024 quarters				2025 quarters				2026 quarters			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Longhole viaduct																																								
Grand Union embankment																																								
Offchurch cutting																																								
Ash Beds embankment																																								
River Leam embankment																																								
River Leam viaduct																																								
Lower Grange embankment																																								
Lower Grange cutting																																								
Rugby Road realignment																																								
Cubbington cutting																																								

5 Planning Context Report Plans – Construction and Operation



Legend	
	Depot, station, headhouse or portal building
	Tunnel portal
	Main construction compound
	Satellite construction compound
	Temporary material stockpile
	Rail alignment formation
	Landscape earthworks
	Engineering earthworks
	County boundary
	Borough / District boundary
	Land potentially required during construction
	Temporary replacement community facility
	Planning authority boundary
	Existing watercourse
	Tunnels external extent
	Construction traffic route
	Existing public right of way (PRoW)
	Stopped-up PRoW
	Temporary PRoW diversion / realignment
	Temporary highway diversion / realignment
	UT - Main utility works
	Chainage (e.g. 10+000)
	Rail alignment

Map Number: **S17-CP-088a**

Map Name: **Construction Phase Sch17 Planning Context Report Plan**

Planning Authority Area: **Warwick District / Stratford on Avon District**

hs2

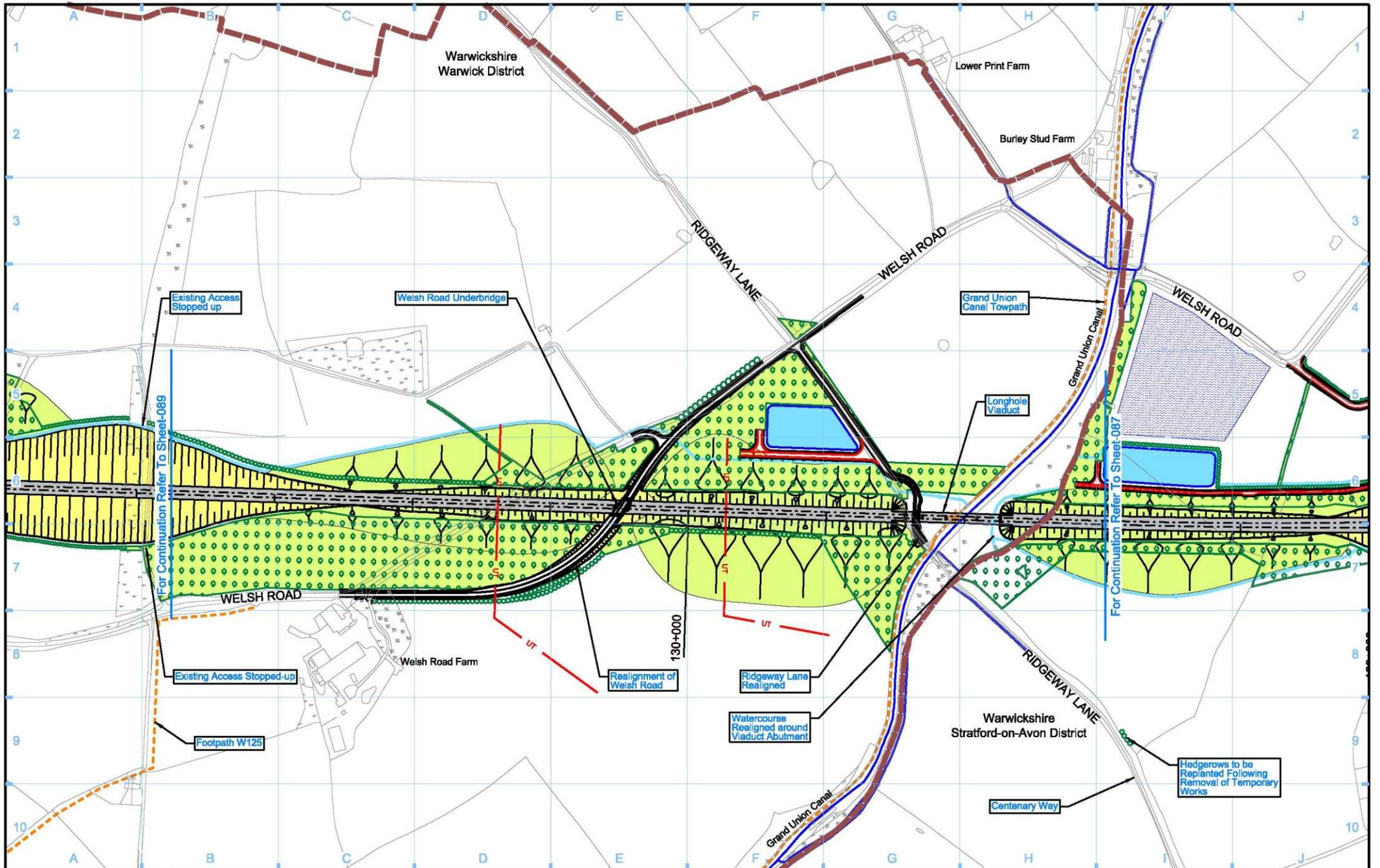
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Legend	
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	Tunnel portal
	Electricity substation
	Land drainage area
	Ecological mitigation pond
	Balancing pond
	Woodland habitat creation
	Wetland habitat creation
	Grassland habitat creation
	Landscape mitigation planting (scrub / woodland)
	Grassed areas
	Sustainable placement
	Public realm/Replacement community facility
	Engineering earthworks
	Landscape earthworks
	Rail alignment formation
	Returned to suitable development use
	County boundary
	Borough / District boundary
	Planning authority boundary
	Watercourse diversion
	Existing watercourse
	Ditches - new
	Hedgerow habitat creation
	Main utility works
	Existing public right of way (PRoW)
	New, diverted or realigned PRoW
	Stopped-up PRoW
	Tunnels external extent
	Rail alignment
	HS2 Access road
	Noise fence barrier
	Chainage (e.g. 10+000)

Map Number: **S17-OP-088a**

Map Name: **Operational Phase Sch 17 Planning Context Report Plan**

Planning Authority Area: **Warwick District / Stratford on Avon District**

hs2

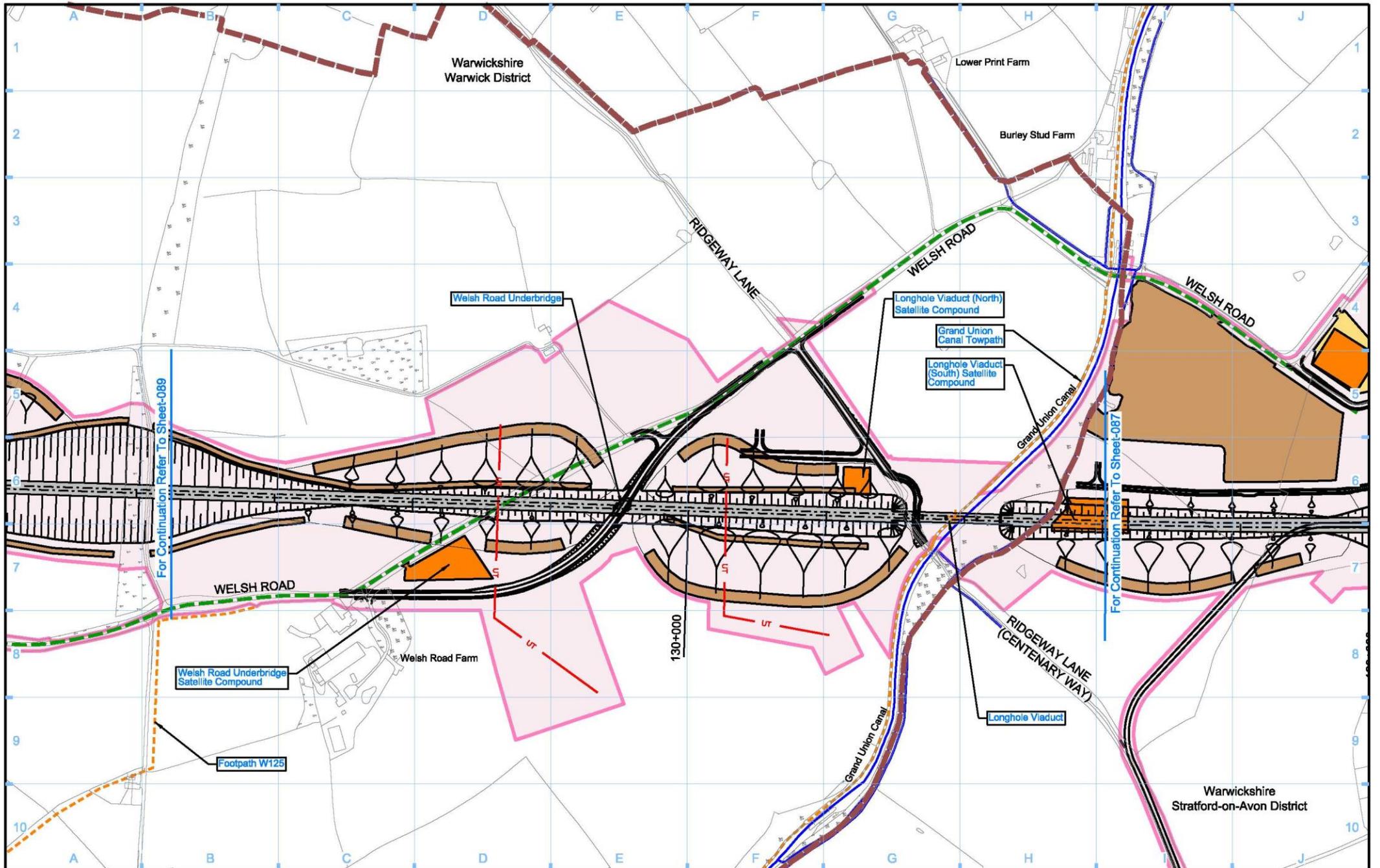
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Legend	
	Depot, station, headhouse or portal building
	Tunnel portal
	Main construction compound
	Satellite construction compound
	Temporary material stockpile
	Rail alignment formation
	Landscape earthworks
	Engineering earthworks
	County boundary
	Borough / District boundary
	Land potentially required during construction
	Temporary replacement community facility
	Planning authority boundary
	Existing watercourse
	Tunnels external extent
	Construction traffic route
	Existing public right of way (PRoW)
	New, diverted or realigned PRoW
	Stopped-up PRoW
	Temporary PRoW diversion / realignment
	Temporary highway diversion / realignment
	UT - Main utility works
	Chainage (e.g. 10+000)
	Rail alignment

Map Number
S17-CP-088b

Map Name
**Construction Phase
Sch 17 Planning Context Report Plan**

Community Forum Area
Warwick District / Stratford-on-Avon District

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Registered office: One Canons Square,
London, E14 6AS

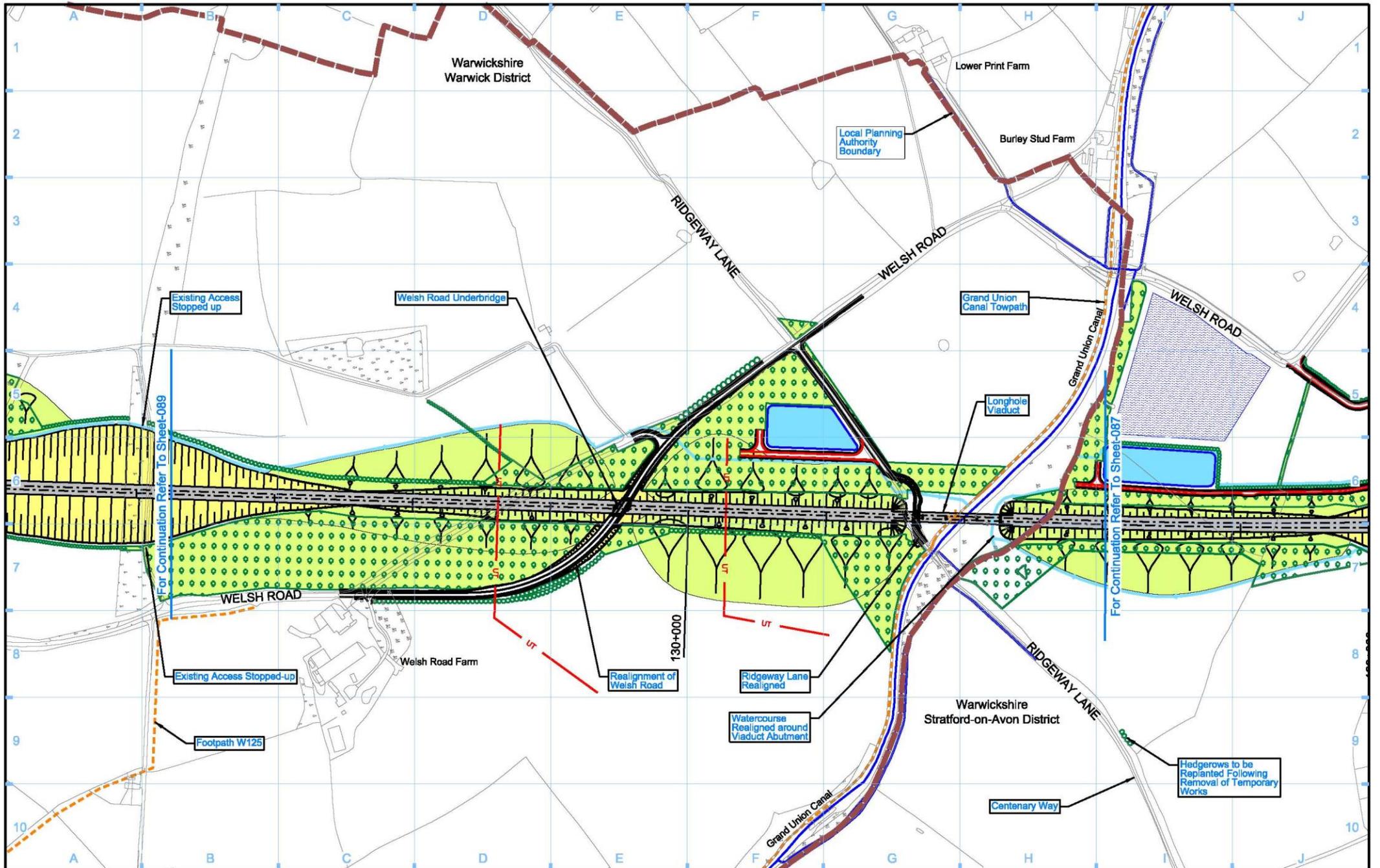
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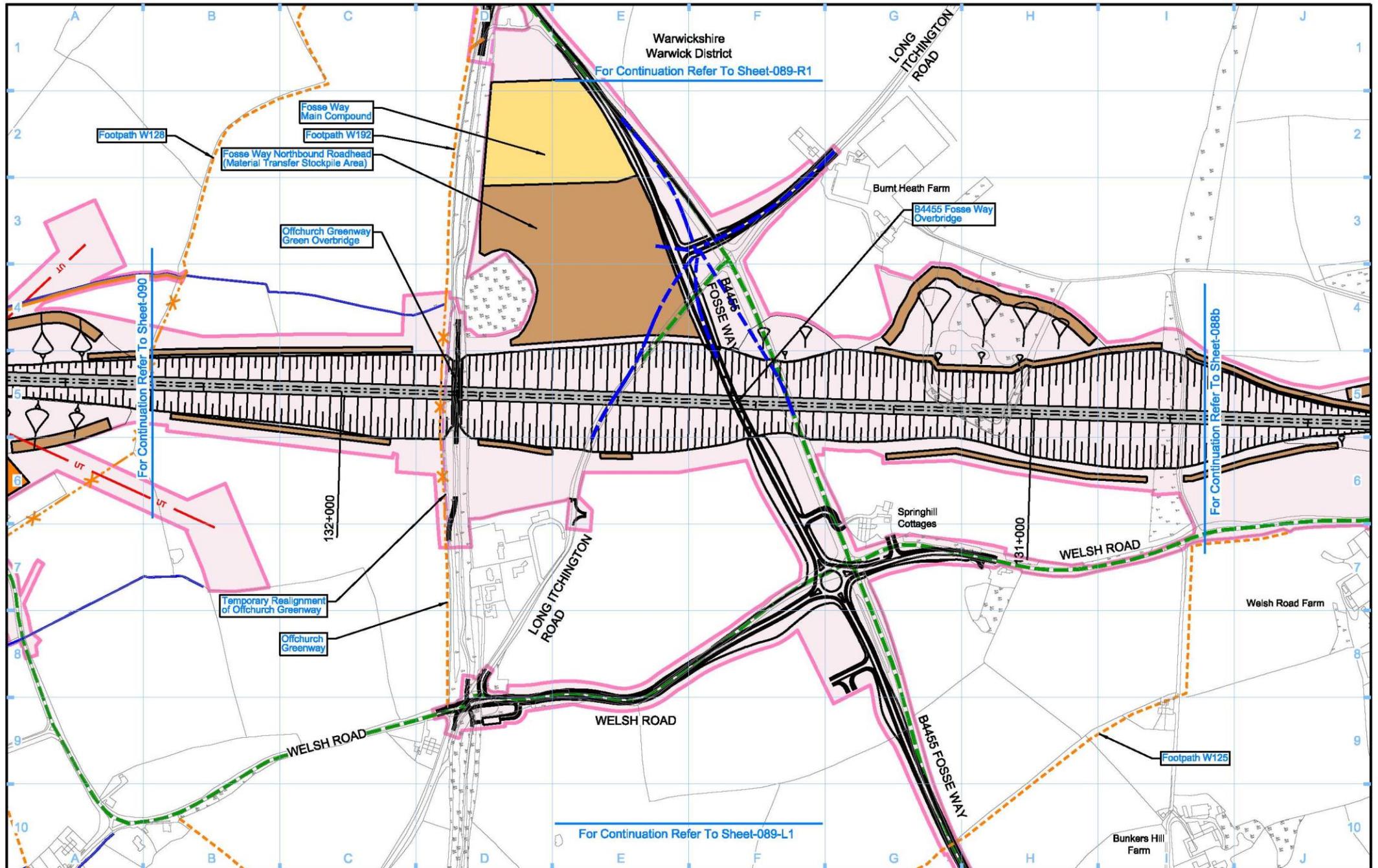
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P00.1 Date:



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Legend	
	Depot, station, headhouse or portal building
	Tunnel portal
	Main construction compound
	Satellite construction compound
	Temporary material stockpile
	Rail alignment formation
	Landscape earthworks
	Engineering earthworks
	County boundary
	Borough / District boundary
	Land potentially required during construction
	Temporary replacement community facility
	Planning authority boundary
	Existing watercourse
	Tunnels external extent
	Construction traffic route
	Temporary highway diversion / realignment
	Existing public right of way (PRoW)
	New, diverted or realigned PRoW
	Stopped-up PRoW
	Temporary PRoW diversion / realignment
	Temporary highway diversion / realignment
	UT - Main utility works
	Chainage (e.g. 10+000)
	Rail alignment

Map Number: **S17-CP-089**

Map Name: **Construction Phase Sch 17 Planning Context Report Plan**

Planning Authority Area: Warwick District

hs2

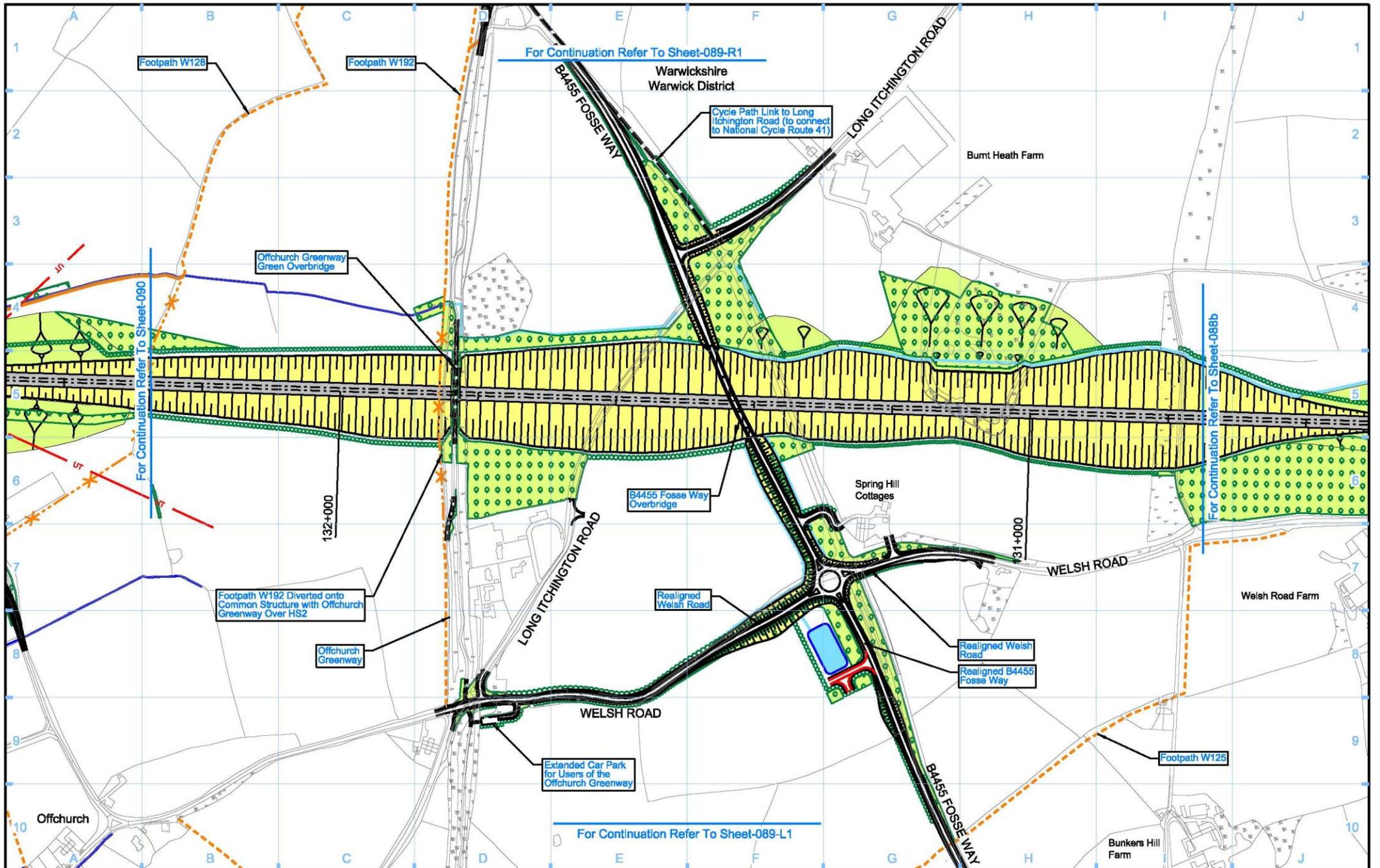
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Legend	
Depot, station, headhouse or portal building	Public realm/Replacement community facility
Tunnel portal	Woodland habitat creation
Electricity substation	Wetland habitat creation
Land drainage area	Grassland habitat creation
Ecological mitigation pond	Landscape mitigation planting (scrub / woodland)
Balancing pond	Grassed areas
Replacement floodplain storage	Sustainable placement
Engineering earthworks	Rail alignment formation
Landscape earthworks	County boundary
Rail alignment	Borough / District boundary
Existing watercourse	Stopped-up PRoW
Ditches - new	Tunnels external extent
Hedgerow habitat creation	Rail alignment
Main utility works	HS2 Access road
Existing public right of way (PRoW)	Noise fence barrier
New, diverted or realigned PRoW	Chainage (e.g. 10+000)

Map Number: **S17-OP-089**

Map Name: **Operational Phase Sch 17 Planning Context Report Plan**

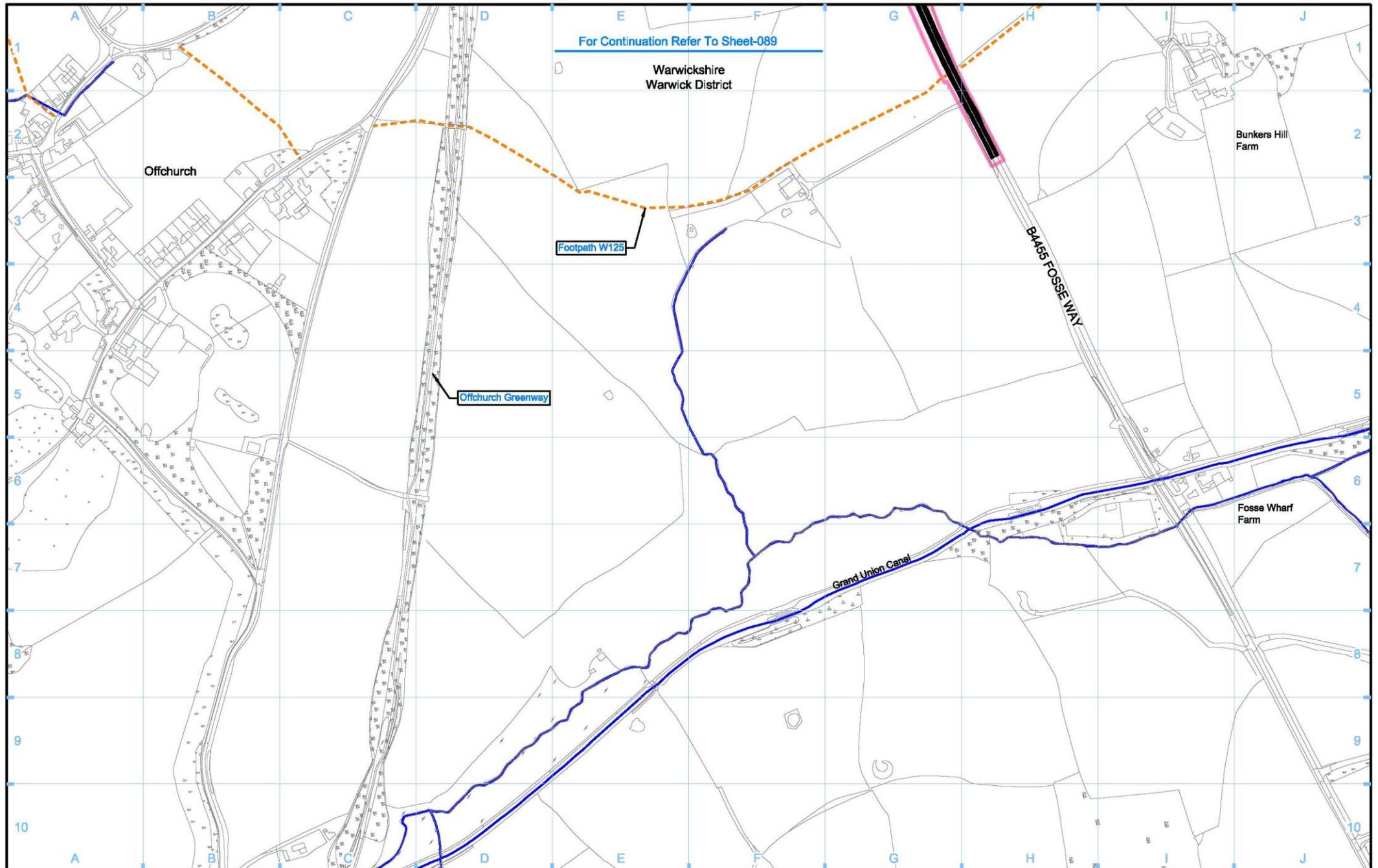
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For Continuation Refer To Sheet-089

Warwickshire
Warwick District

Bunkers Hill
Farm

Offchurch

Footpath W125

Offchurch Greenway

B4455 FOSSE WAY

Grand Union Canal

Fosse Wharf
Farm

- Legend**
- Depot, station, headhouse or portal building
 - Tunnel portal
 - Main construction compound
 - Satellite construction compound
 - Temporary material stockpile

- Rail alignment formation
- Landscape earthworks
- Engineering earthworks
- County boundary
- Borough / District boundary
- Land potentially required during construction

- Temporary replacement community facility
- Planning authority boundary
- Existing watercourse
- Tunnels external extent
- Construction traffic route
- Existing public right of way (PRoW)

- New, diverted or realigned PRoW
- Stopped-up PRoW
- Temporary PRoW diversion / realignment
- Temporary highway diversion / realignment
- UT - Main utility works

- Chainage (e.g. 10+000)
- Rail alignment

Map Number
S17-CP-089-L1

Map Name
**Construction Phase
Sch17 Planning Context Report Plan**

Planning Authority Area
Warwick District

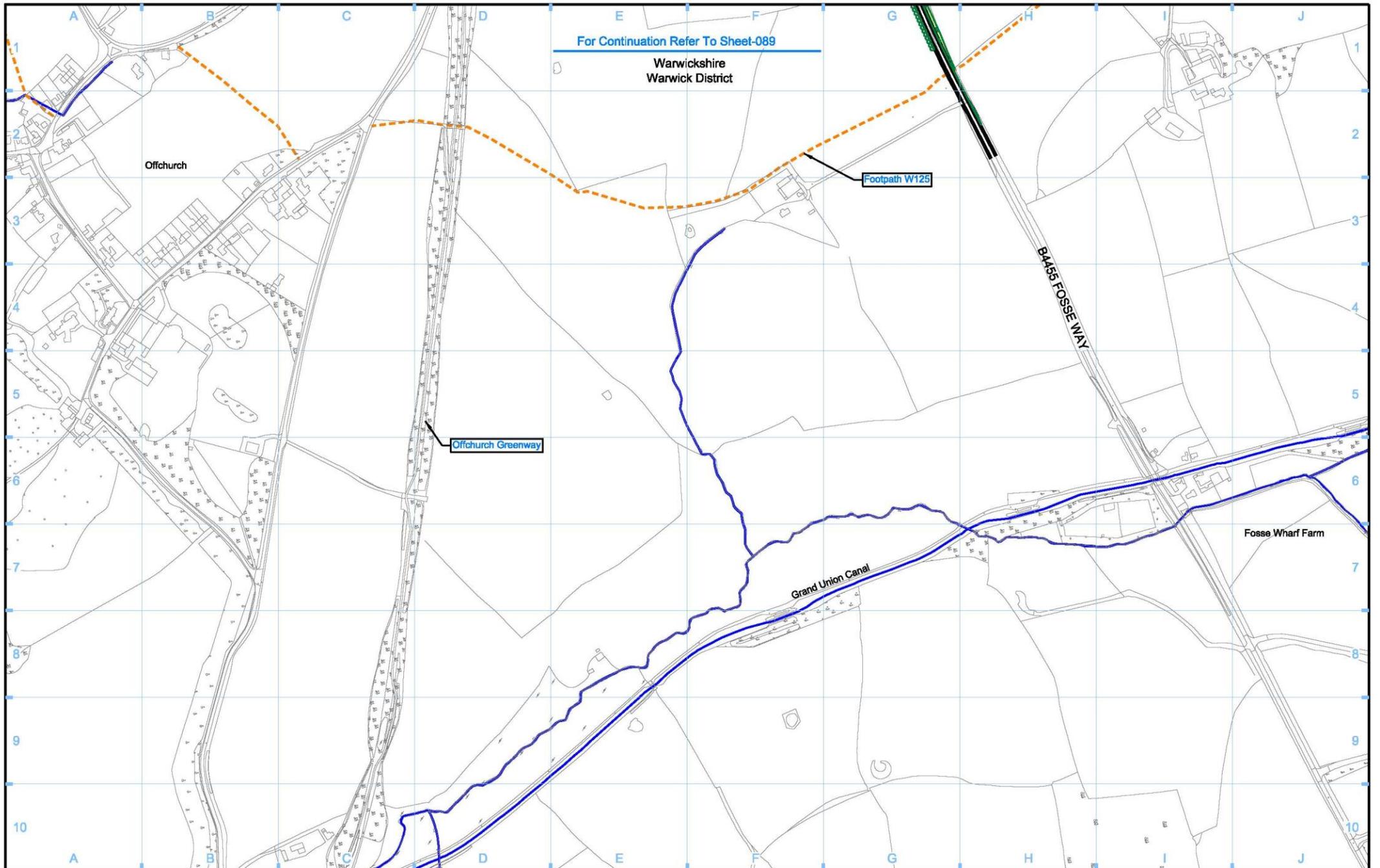
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Legend	
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	Tunnel portal
	Electricity substation
	Land drainage area
	Ecological mitigation pond
	Balancing pond
	Replacement floodplain storage
	Woodland habitat creation
	Wetland habitat creation
	Grassland habitat creation
	Landscape mitigation planting (scrub / woodland)
	Grassed areas
	Sustainable placement
	Public realm/Replacement community facility
	Engineering earthworks
	Landscape earthworks
	Rail alignment formation
	Returned to suitable development use
	County boundary
	Borough / District boundary
	Planning authority boundary
	Watercourse diversion
	Existing watercourse
	Ditches - new
	Hedgerow habitat creation
	Main utility works
	Existing public right of way (PRoW)
	New, diverted or realigned PRoW
	Stopped-up PRoW
	Tunnels external extent
	Rail alignment
	HS2 Access road
	Noise fence barrier
	Chainage (e.g. 10+000)

Map Number: **S17-OP-089-L1**

Map Name: **Operational Phase Sch 17 Planning Context Report Plan**

Planning Authority Area: **Warwick District**

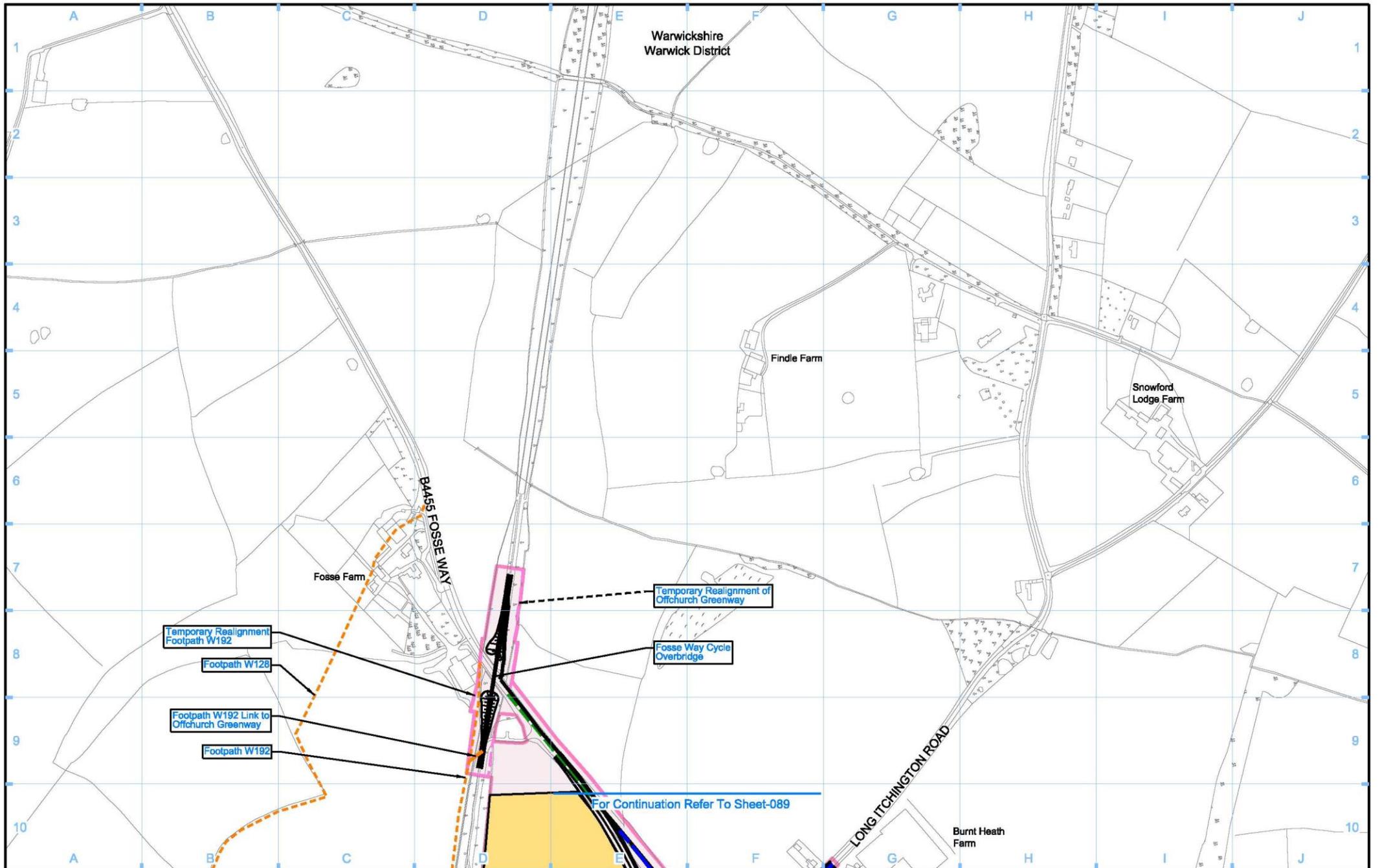
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Legend	
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	Tunnel portal
	Main construction compound
	Satellite construction compound
	Temporary material stockpile
	Rail alignment formation
	Landscape earthworks
	Engineering earthworks
	County boundary
	Borough / District boundary
	Land potentially required during construction
	Temporary replacement community facility
	Planning authority boundary
	Existing watercourse
	Tunnels external extent
	Construction traffic route
	Existing public right of way (PRoW)
	New, diverted or realigned PRoW
	Stopped-up PRoW
	Temporary PRoW diversion / realignment
	Temporary highway diversion / realignment
	UT - Main utility works
	Chainage (e.g. 10+000)
	Rail alignment

Map Number: **S17-CP-089-R1**

Map Name: **Construction Phase Sch 17 Planning Context Report Plan**

Planning Authority Area: Warwick District

hs2

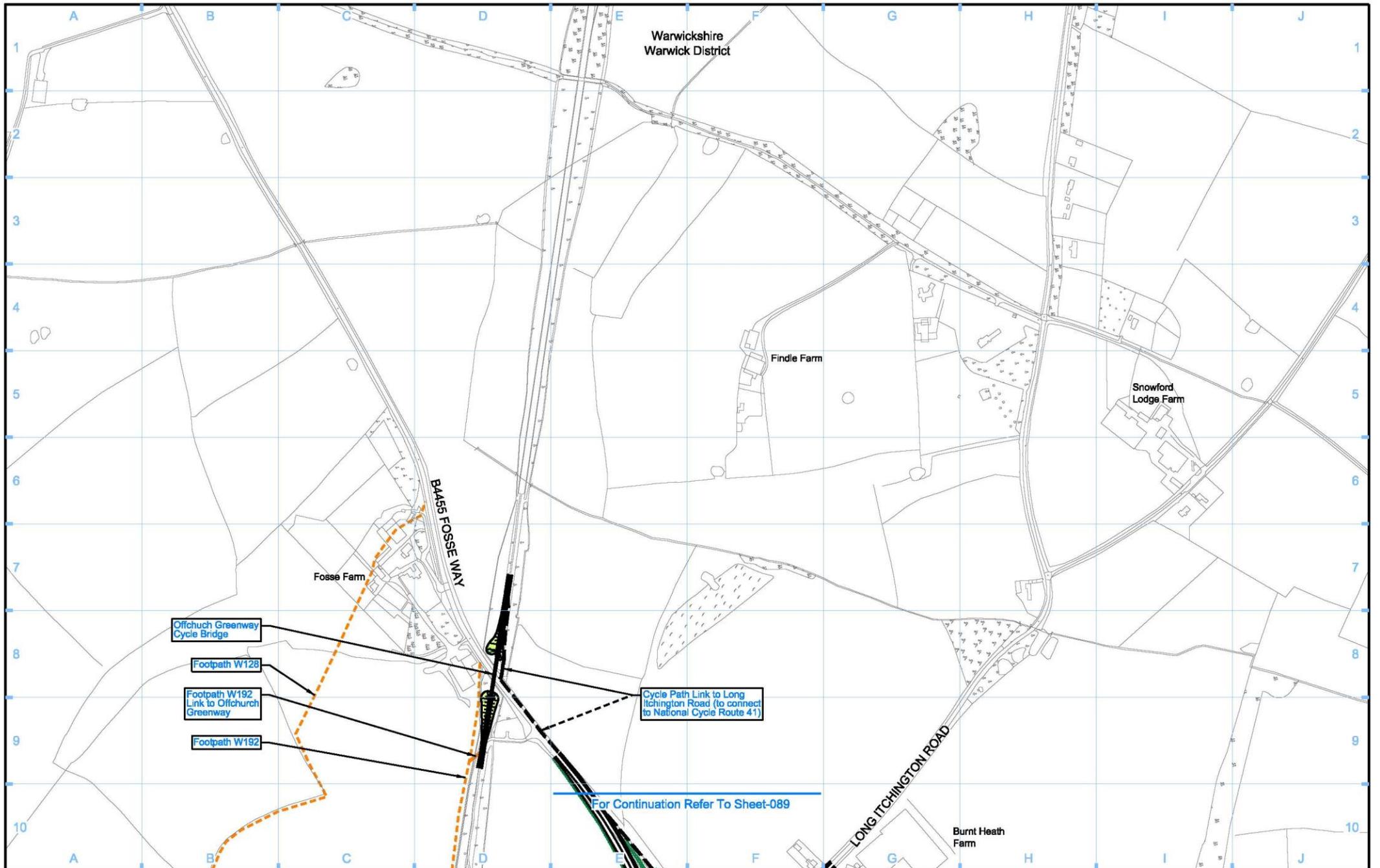
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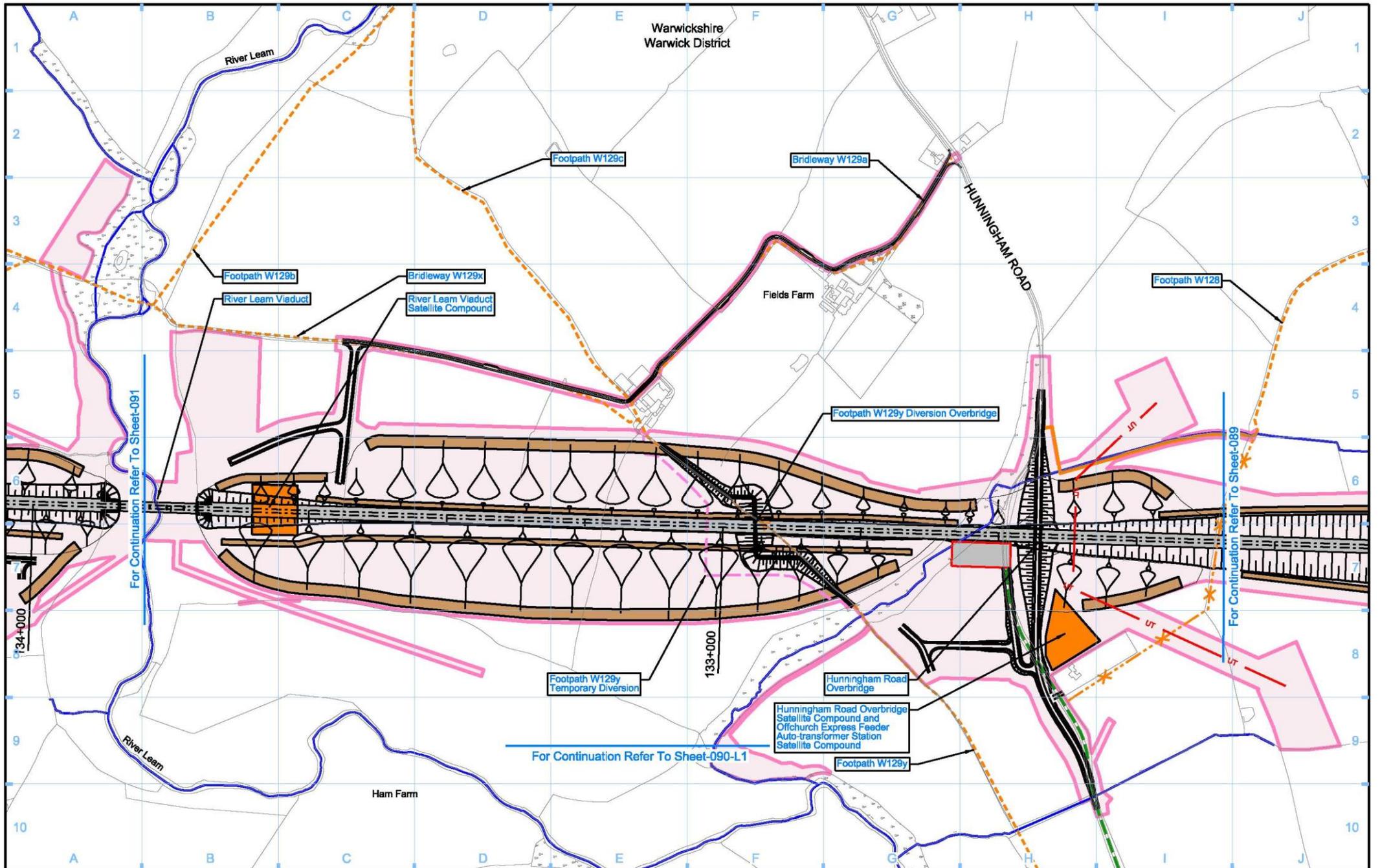
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Legend	
	Depot, station, headhouse or portal building
	Tunnel portal
	Main construction compound
	Satellite construction compound
	Temporary material stockpile
	Rail alignment formation
	Landscape earthworks
	Engineering earthworks
	County boundary
	Borough / District boundary
	Land potentially required during construction
	Temporary replacement community facility
	Planning authority boundary
	Existing watercourse
	Tunnels external extent
	Construction traffic route
	Existing public right of way (PRoW)
	New, diverted or realigned PRoW
	Stopped-up PRoW
	Temporary PRoW diversion / realignment
	Temporary highway diversion / realignment
	UT - Main utility works
	Chainage (e.g. 10+000)
	Rail alignment

Map Number
S17-CP-090

Map Name
**Construction Phase
Sch 17 Planning Context Report Plan**

Planning Authority Area
Warwick District

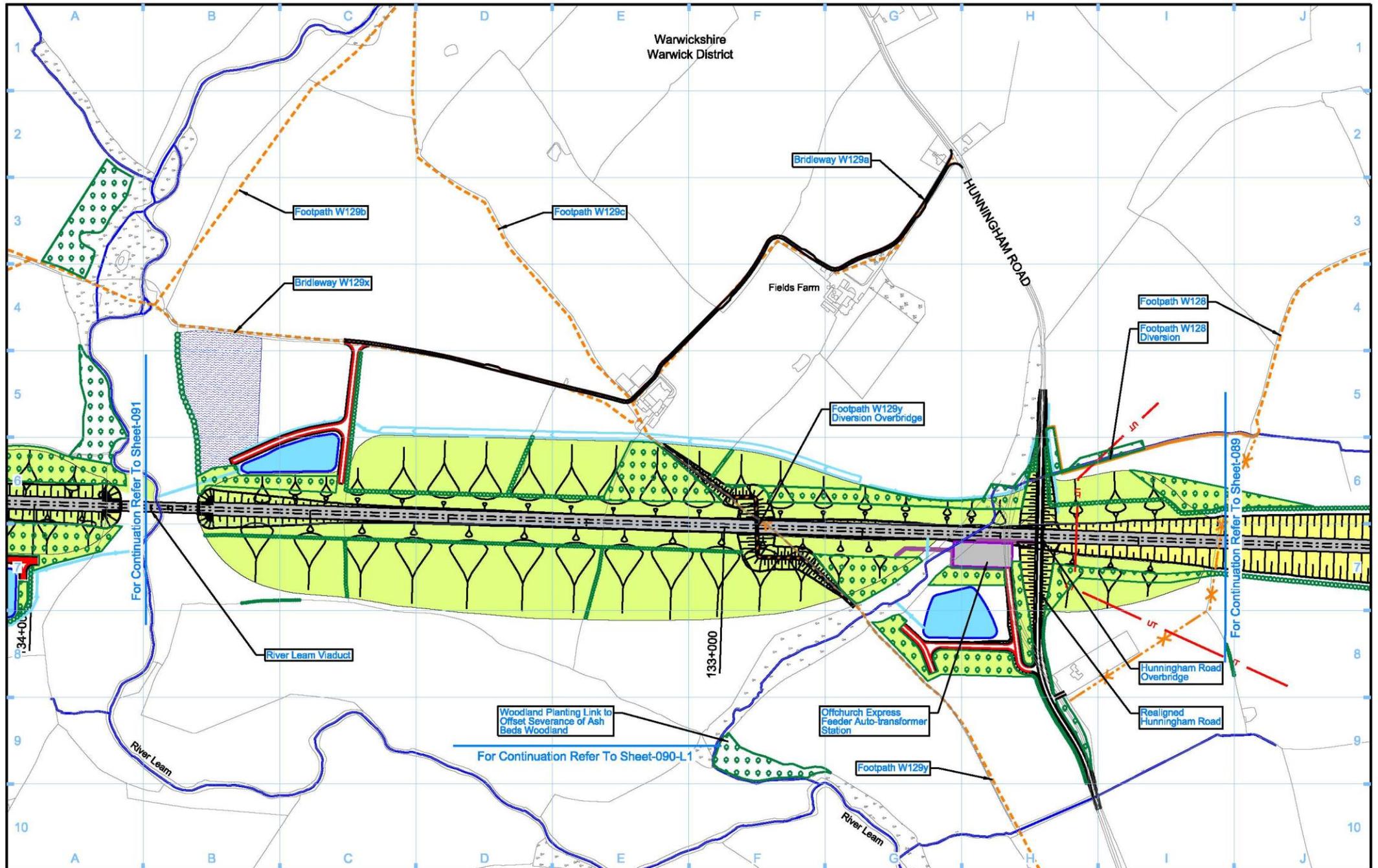
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Registered office: 2 Snow Hill, Queensway,
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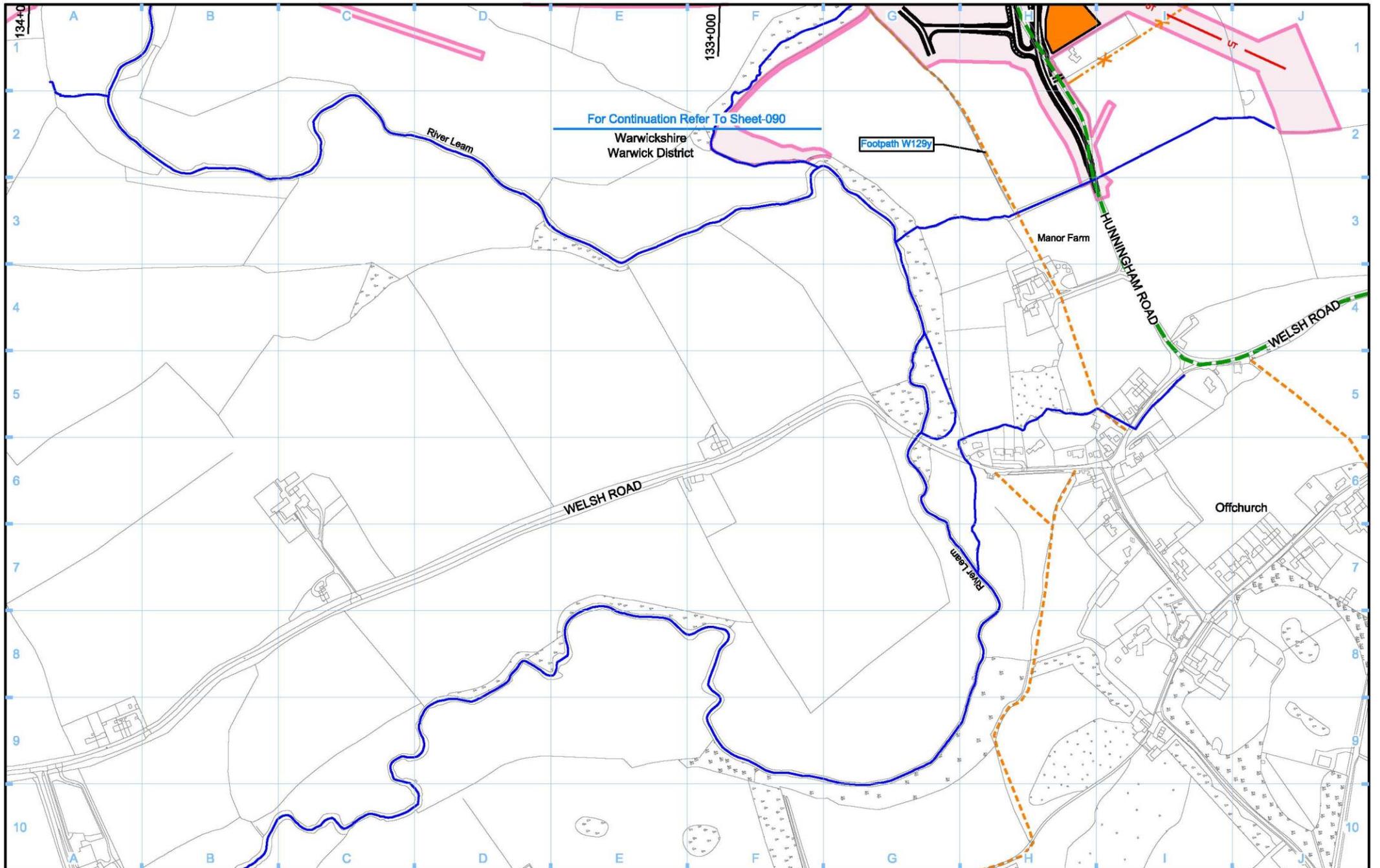
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Doc Number: C223-HS2-TP-DPL-030-518100 P00.1 Date:



Legend 		Map Number S17-OP-090 Operational Phase Sch 17 Planning Context Report Plan Planning Authority Area: Warwick District	 <small>Registered in England. Registration number 06791895 Registered office: 2 Snow Hill, Queensway, Birmingham, B4 6QA</small> <small>© Crown copyright and database rights 2017 Ordnance Survey. License Number 100049160</small> Scale at A3: 1:5,000 <small>0 50 100 150 200 250 Metres</small> Doc Number: C223-HS2-TP-DPL-030-616100 P00.1 Date:
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Legend	
	Depot, station, headhouse or portal building
	Tunnel portal
	Main construction compound
	Satellite construction compound
	Temporary material stockpile
	Rail alignment formation
	Landscape earthworks
	Engineering earthworks
	County boundary
	Borough / District boundary
	Temporary replacement community facility
	Planning authority boundary
	Existing watercourse
	Tunnels external extent
	Construction traffic route
	Existing public right of way (PRoW)
	Temporary PRoW diversion / realignment
	Temporary highway diversion / realignment
	UT - Main utility works
	New, diverted or realigned PRoW
	Stopped-up PRoW
	Rail alignment
	Chainage (e.g. 10+000)

Map Number: **S17-CP-090-L1**

Map Name: **Construction Phase Sch 17 Planning Context Report Plan**

Planning Authority Area: **Warwick District**

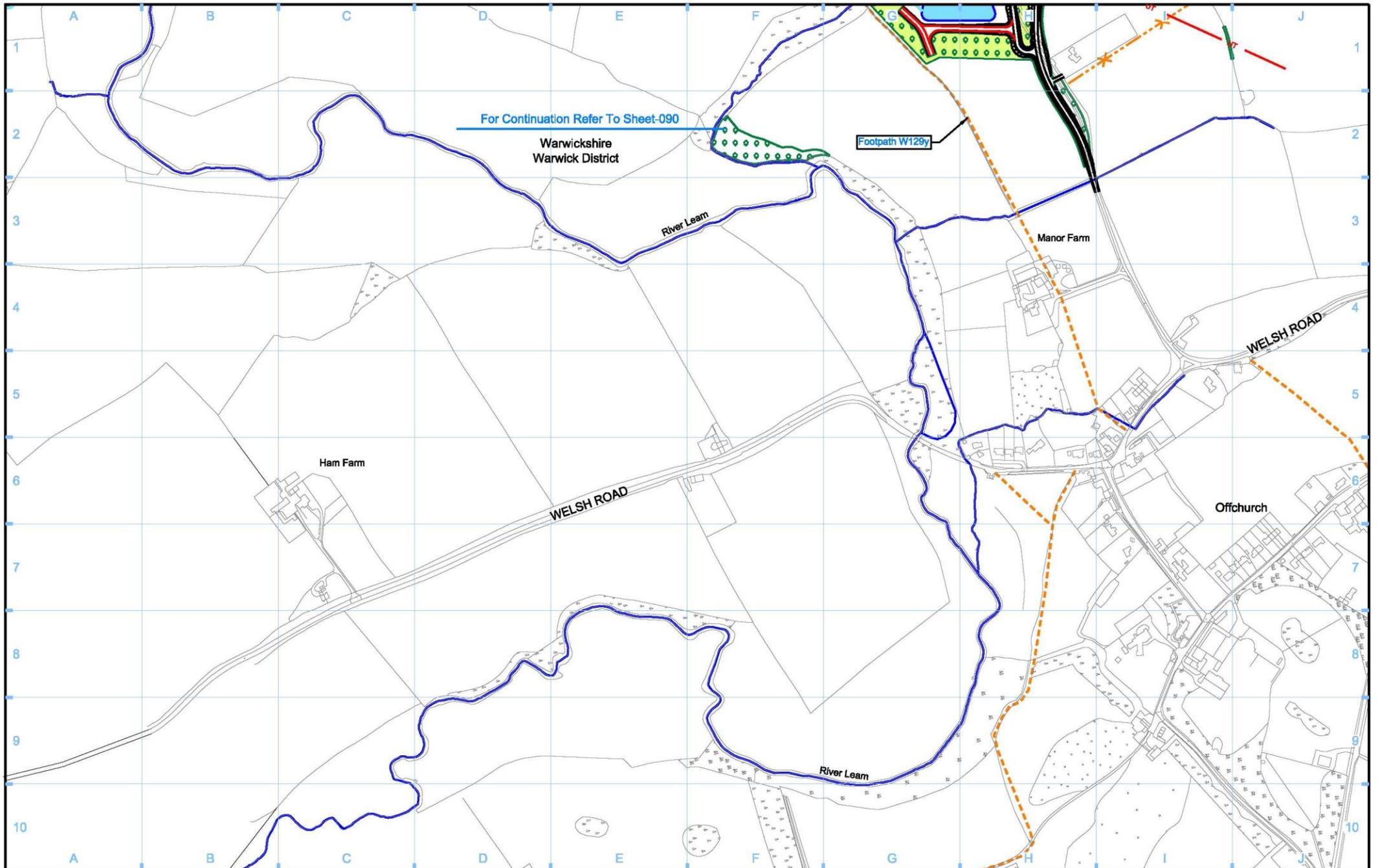
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Legend

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	Tunnel portal
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	Land drainage area
	Ecological mitigation pond
	Balancing pond

	Replacement floodplain storage
	Woodland habitat creation
	Wetland habitat creation
	Grassland habitat creation
	Landscape mitigation planting (scrub / woodland)
	Grassed areas
	Sustainable placement

	Public realm/Replacement community facility
	Engineering earthworks
	Landscape earthworks
	Rail alignment formation
	Returned to suitable development use
	County boundary
	Borough / District boundary

	Planning authority boundary
	Watercourse diversion
	Existing watercourse
	Ditches - new
	Hedgerow habitat creation
	Main utility works
	Existing public right of way (PRoW)
	New, diverted or realigned PRoW

	Stopped-up PRoW
	Tunnels external extent
	Rail alignment
	HS2 Access road
	Noise fence barrier
	Chainage (e.g. 10+000)

Map Number: **S17-OP-090-L1**

Map Name: **Operational Phase Sch 17 Planning Context Report Plan**

Planning Authority Area: Warwick District

hs2

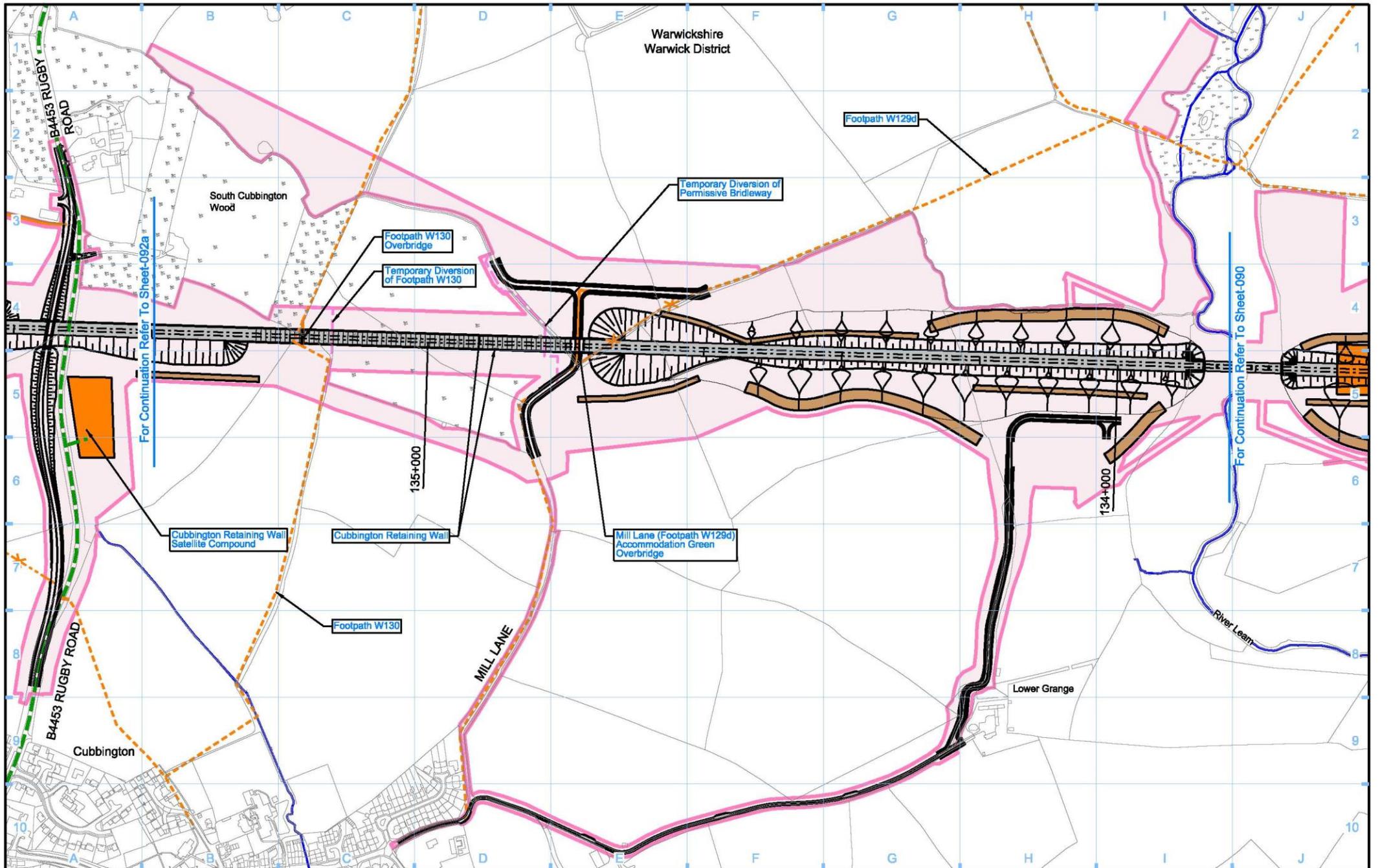
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Legend	
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	Tunnel portal
	Main construction compound
	Satellite construction compound
	Temporary material stockpile
	Rail alignment formation
	Landscape earthworks
	Engineering earthworks
	County boundary
	Borough / District boundary
	Land potentially required during construction
	Temporary replacement community facility
	Planning authority boundary
	Existing watercourse
	Tunnels external extent
	Construction traffic route
	Existing public right of way (PRoW)
	New, diverted or realigned PRoW
	Stopped-up PRoW
	Temporary PRoW diversion / realignment
	Temporary highway diversion / realignment
	UT
	Main utility works
	Chainage (e.g. 10+000)
	Rail alignment

Map Number: **S17-CP-091**

Map Name: **Construction Phase Sch 17 Planning Context Report Plan**

Planning Authority Area: Warwick District

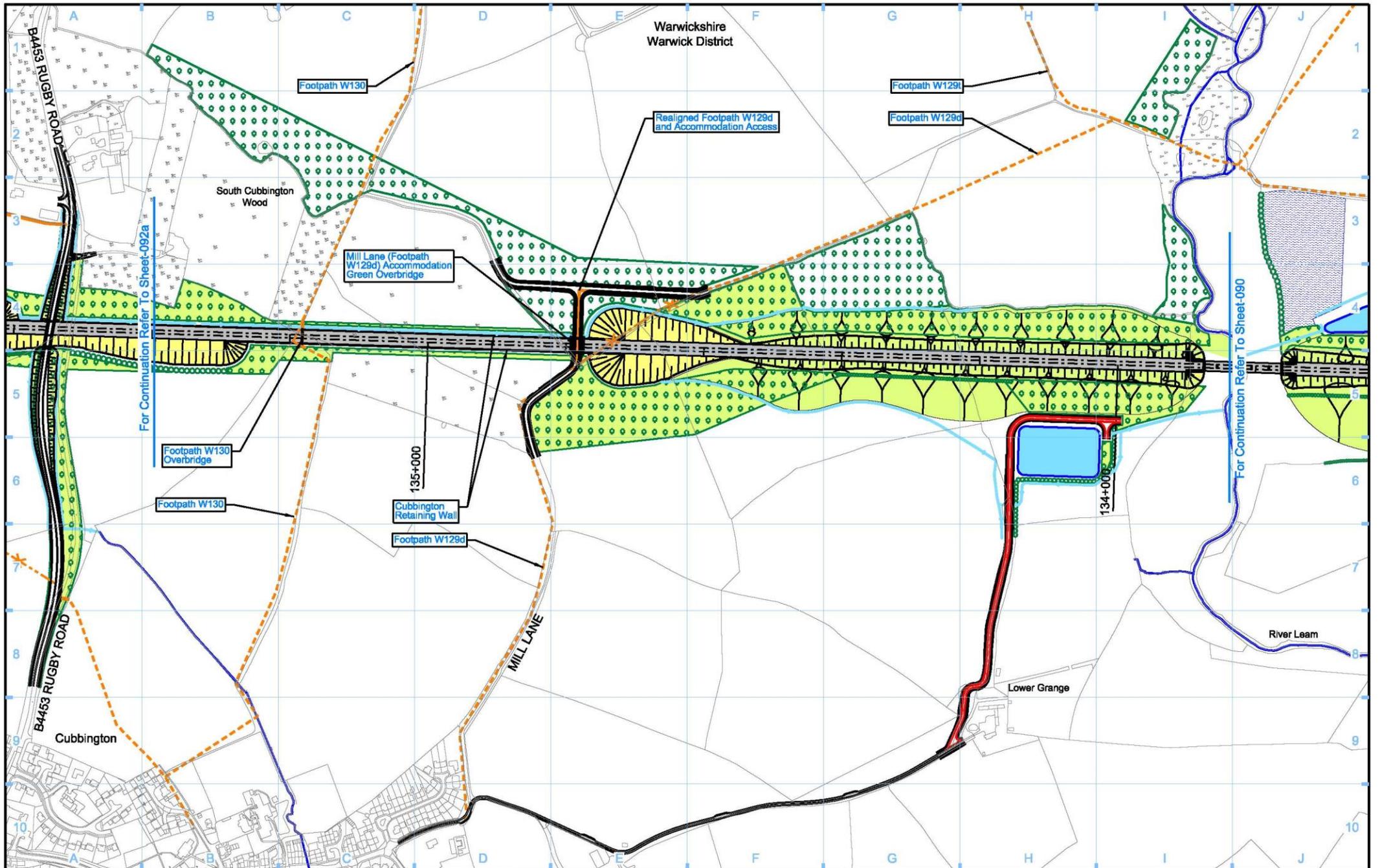
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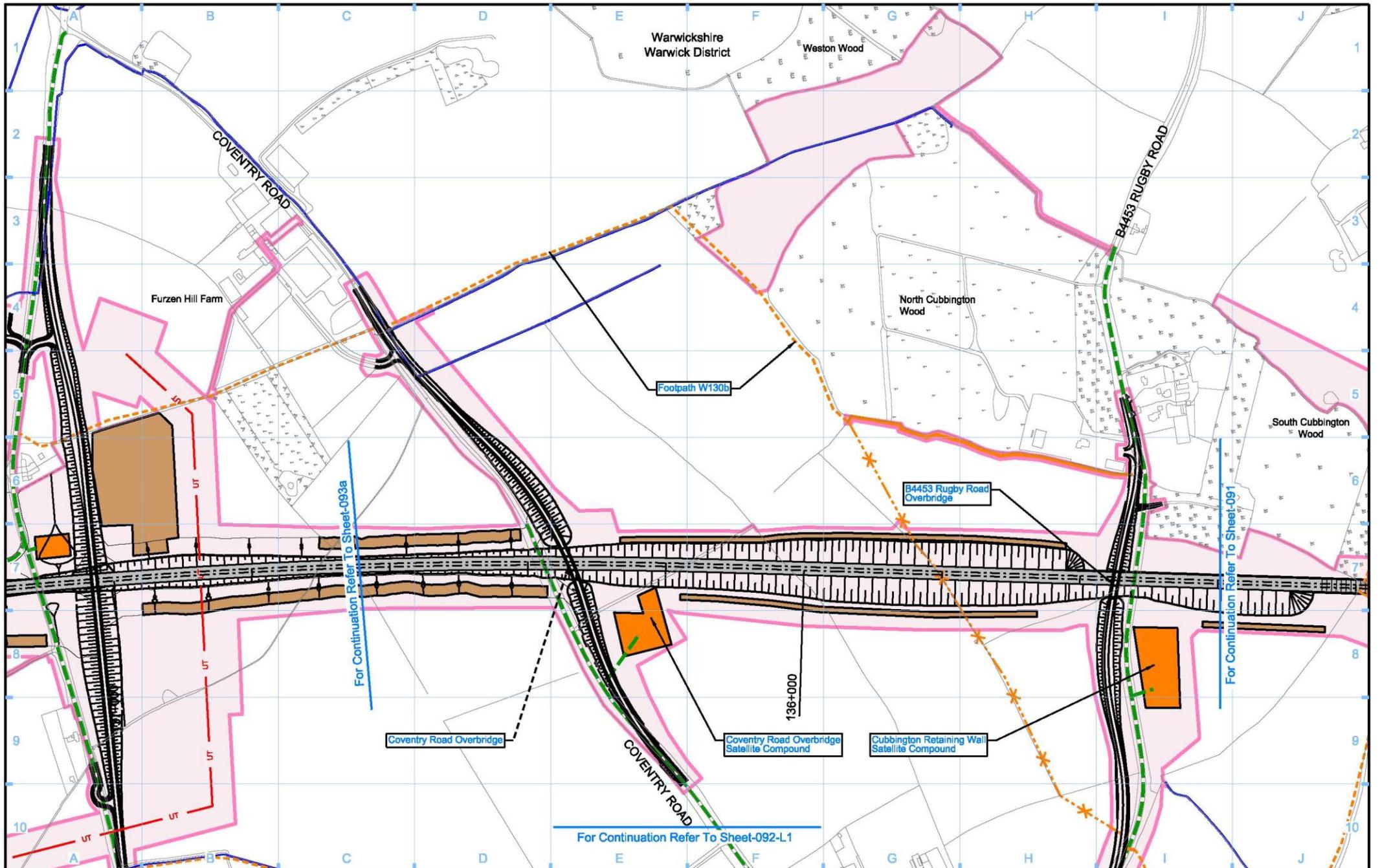
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Doc Number: C223-HS2-TP-DPL-030-518300 P00.1 Date:



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Legend	
	Depot, station, headhouse or portal building
	Tunnel portal
	Main construction compound
	Satellite construction compound
	Temporary material stockpile
	Rail alignment formation
	Landscape earthworks
	Engineering earthworks
	County boundary
	Borough / District boundary
	Land potentially required during construction
	Temporary replacement community facility
	Planning authority boundary
	Existing watercourse
	Tunnels external extent
	Construction traffic route
	Existing public right of way (PRoW)
	New, diverted or realigned PRoW
	Stopped-up PRoW
	Temporary PRoW diversion / realignment
	Temporary highway diversion
	UT - Main utility works
	Chainage (e.g. 10+000)
	Rail alignment

Map Number: **S17-CP-092a**

Map Name: **Construction Phase Sch 17 Planning Context Report Plan**

Planning Authority Area: Warwick District

hs2

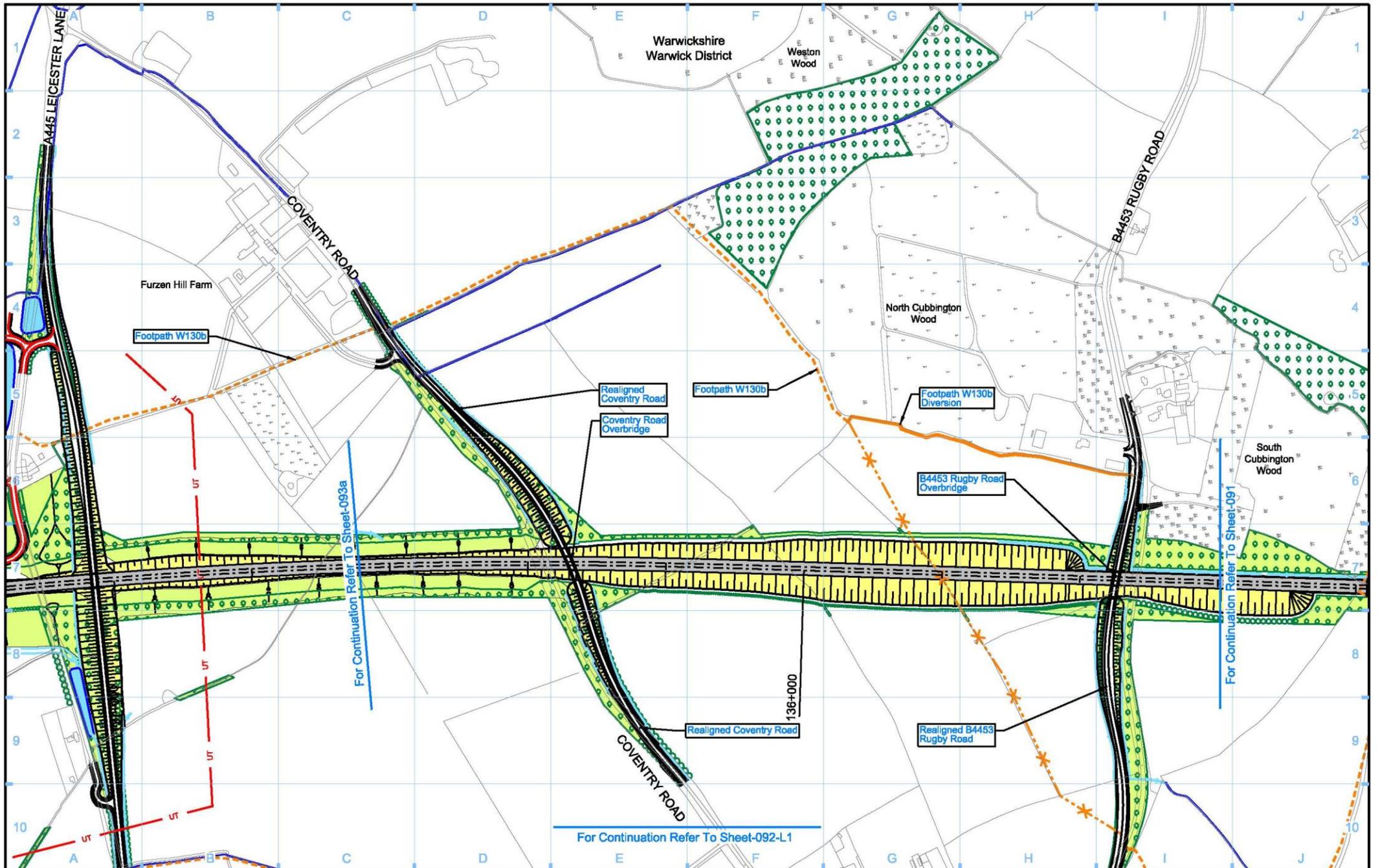
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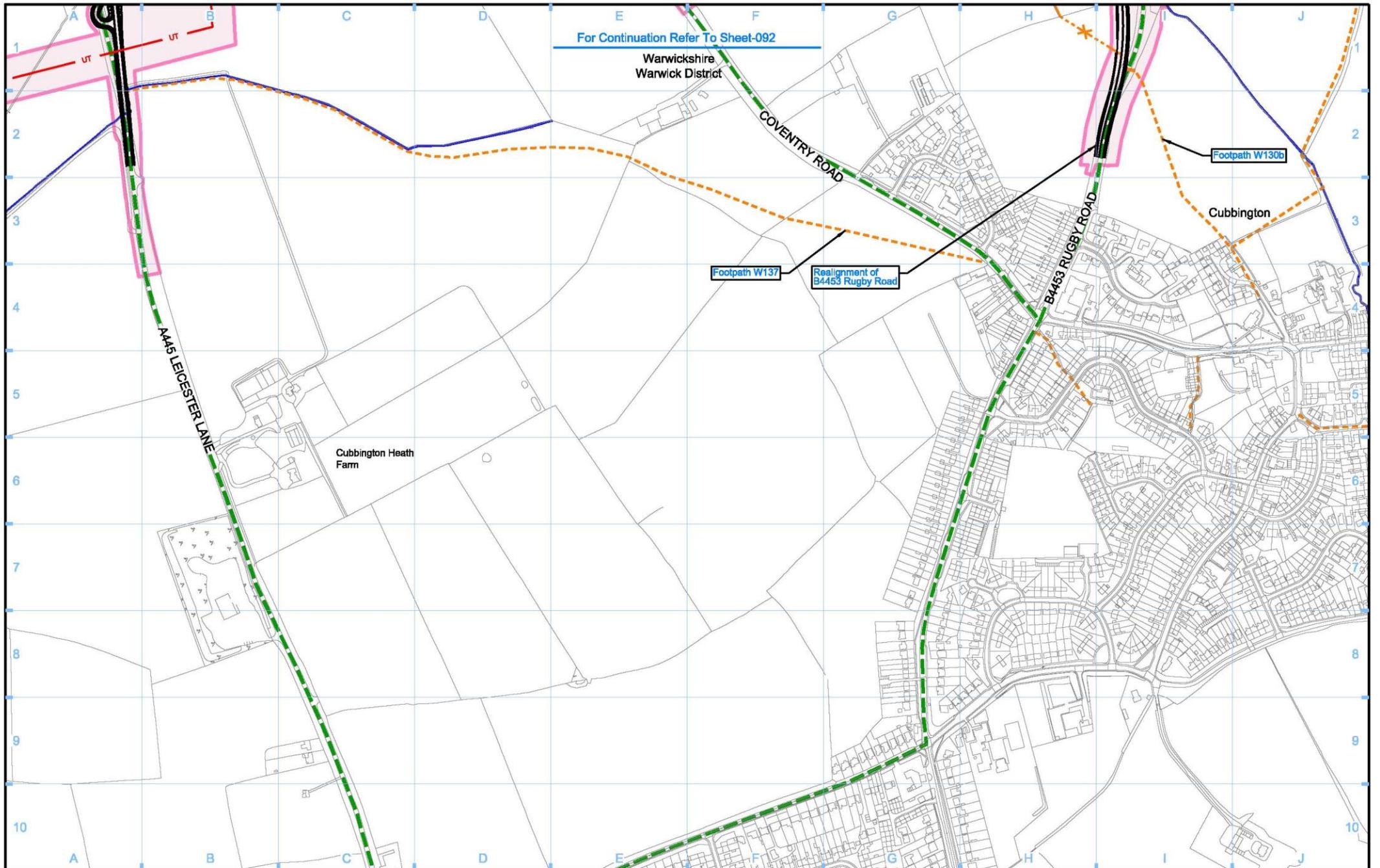
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Doc Number: C223-HS2-TP-DPL-030-518500

P00.1 Date:



Legend <ul style="list-style-type: none"> Depot, station, headhouse or portal building Tunnel portal Electricity substation Land drainage area Ecological mitigation pond Balancing pond Replacement floodplain storage Woodland habitat creation Wetland habitat creation Grassland habitat creation Landscape mitigation planting (scrub / woodland) Grassed areas Sustainable placement Public realm/Replacement community facility Engineering earthworks Landscape earthworks Rail alignment formation Returned to suitable development use County boundary Borough / District boundary Planning authority boundary Watercourse diversion Existing watercourse Ditches - new Hedgerow habitat creation Main utility works Existing public right of way (PRoW) New, diverted or realigned PRoW Stopped-up PRoW Tunnels external extent Rail alignment HS2 Access road Noise fence barrier Chainage (e.g. 10+000) 		<p>Map Number: S17-OP-092a</p> <p>Map Name: Operational Phase Sch 17 Planning Context Report Plan</p> <p>Planning Authority Area: Warwick District</p>	<p>hs2</p> <p>Registered in England, Registration number 06791886 Registered office: 2 Snow Hill, Queensway, Birmingham, B4 6QA</p> <p>Scale at A3: 1:5,000</p> <p>0 50 100 150 200 250 Metres</p> <p>© Crown copyright and database rights 2017 Ordnance Survey, Licence Number 100049160</p> <p>Doc Number: C223-HS2-TP-DPL-030-616500 P00.1 Date:</p>
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Legend	
	Depot, station, headhouse or portal building
	Tunnel portal
	Main construction compound
	Satellite construction compound
	Temporary material stockpile
	Rail alignment formation
	Landscape earthworks
	Engineering earthworks
	County boundary
	Borough / District boundary
	Land potentially required during construction
	Temporary replacement community facility
	Planning authority boundary
	Existing watercourse
	Tunnels external extent
	Construction traffic route
	Existing public right of way (PRoW)
	New, diverted or realigned PRoW
	Stopped-up PRoW
	Temporary PRoW diversion / realignment
	Temporary highway diversion / realignment
	UT - Main utility works
	Chainage (e.g. 10+000)
	Rail alignment

Map Number: **S17-CP-092-L1**

Map Name: **Construction Phase Sch 17 Planning Context Report Plan**

Planning Authority Area: Warwick District

hs2

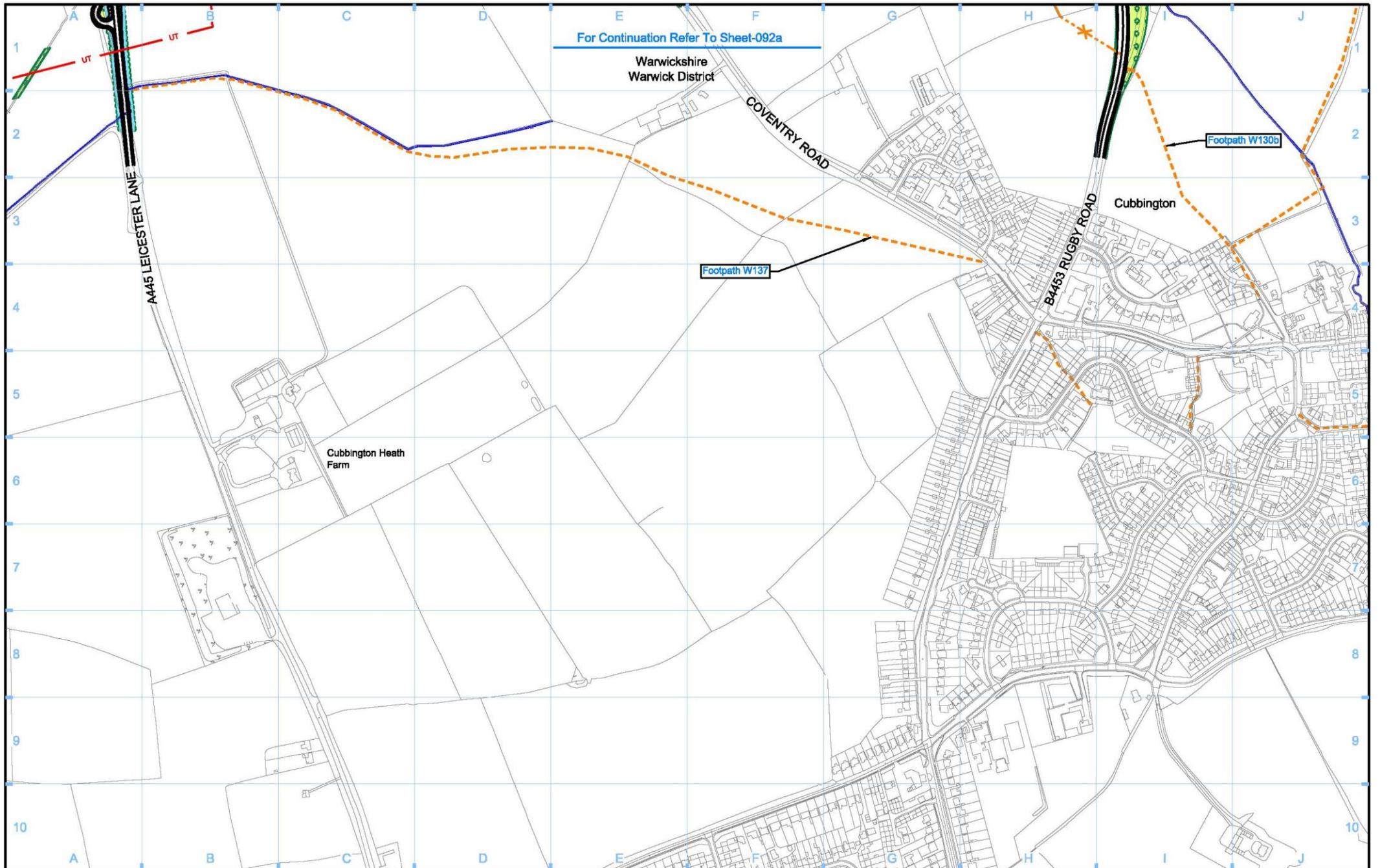
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P00.1 Date:



- Legend**
- Depot, station, headhouse or portal building
 - Tunnel portal
 - Electricity substation
 - Land drainage area
 - Ecological mitigation pond
 - Balancing pond

- Replacement floodplain storage
- Woodland habitat creation
- Wetland habitat creation
- Grassland habitat creation
- Landscape mitigation planting (scrub / woodland)
- Grassed areas
- Sustainable placement

- Public realm/Replacement community facility
- Engineering earthworks
- Landscape earthworks
- Rail alignment formation
- Returned to suitable development use
- County boundary
- Borough / District boundary

- Planning authority boundary
- Watercourse diversion
- Existing watercourse
- Ditches - new
- Hedgerow habitat creation
- Main utility works
- Existing public right of way (PRoW)
- New, diverted or realigned PRoW

- Stopped-up PRoW
- Tunnels external extent
- Rail alignment
- HS2 Access road
- Noise fence barrier
- Chainage (e.g. 10+000)

Map Number: **S17-OP-092-L1**

Map Name: **Operational Phase Sch 17 Planning Context Report Plan**

Planning Authority Area: Warwick District

h2

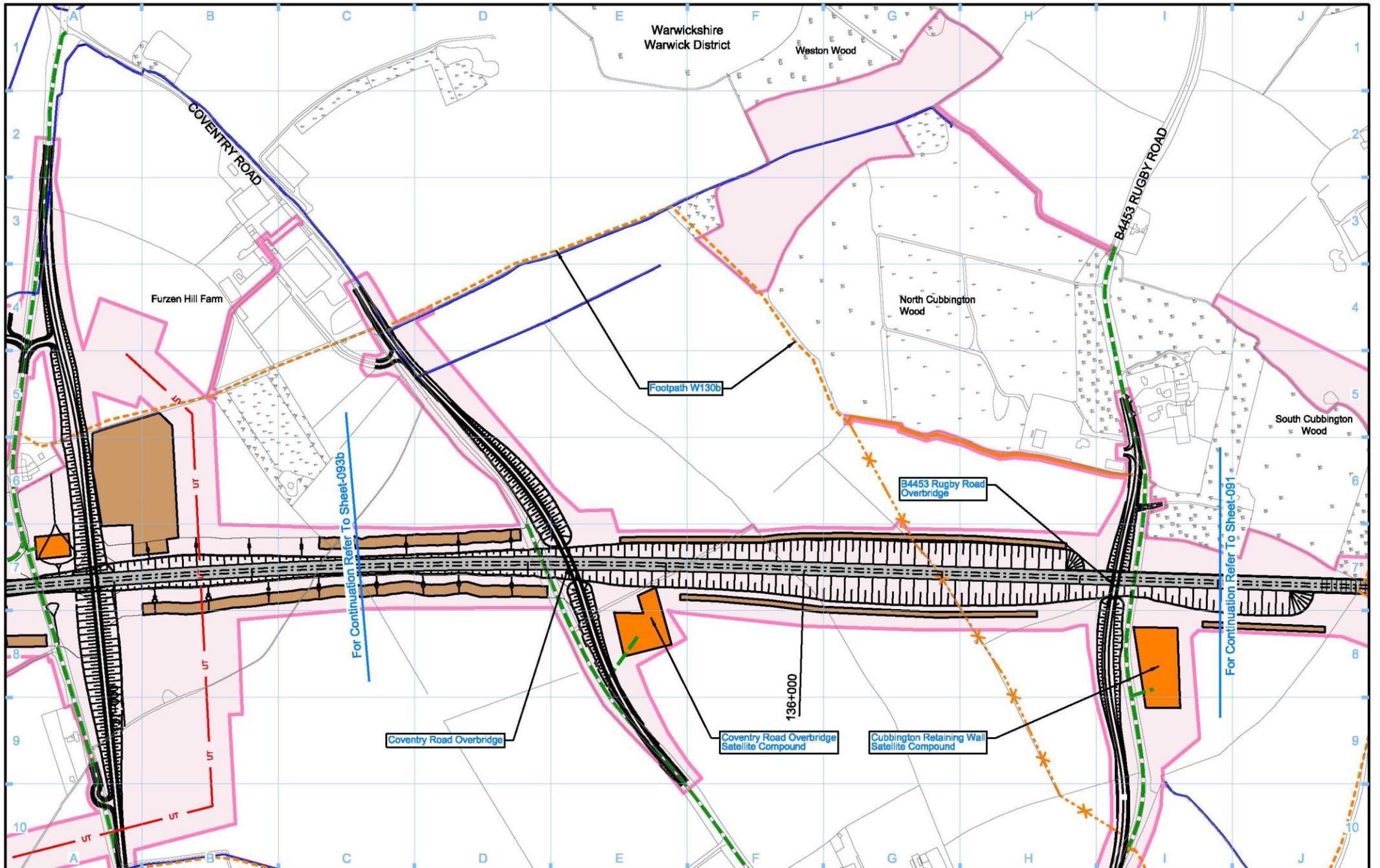
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Legend	
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	Tunnel portal
	Main construction compound
	Satellite construction compound
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	Rail alignment formation
	Landscape earthworks
	Engineering earthworks
	County boundary
	Borough / District boundary
	Land potentially required during construction
	Temporary replacement community facility
	Planning authority boundary
	Existing watercourse
	Tunnels external extent
	Construction traffic route
	Existing public right of way (PRoW)
	New, diverted or realigned PRoW
	Stopped-up PRoW
	Temporary PRoW diversion / realignment
	Temporary highway diversion
	UT - Main utility works
	Chainage (e.g. 10+000)
	Rail alignment

Map Number: **S17-CP-092b**

Map Name: **Construction Phase Sch17 Planning Context Report Plan**

Planning Authority Area: **Warwick District**

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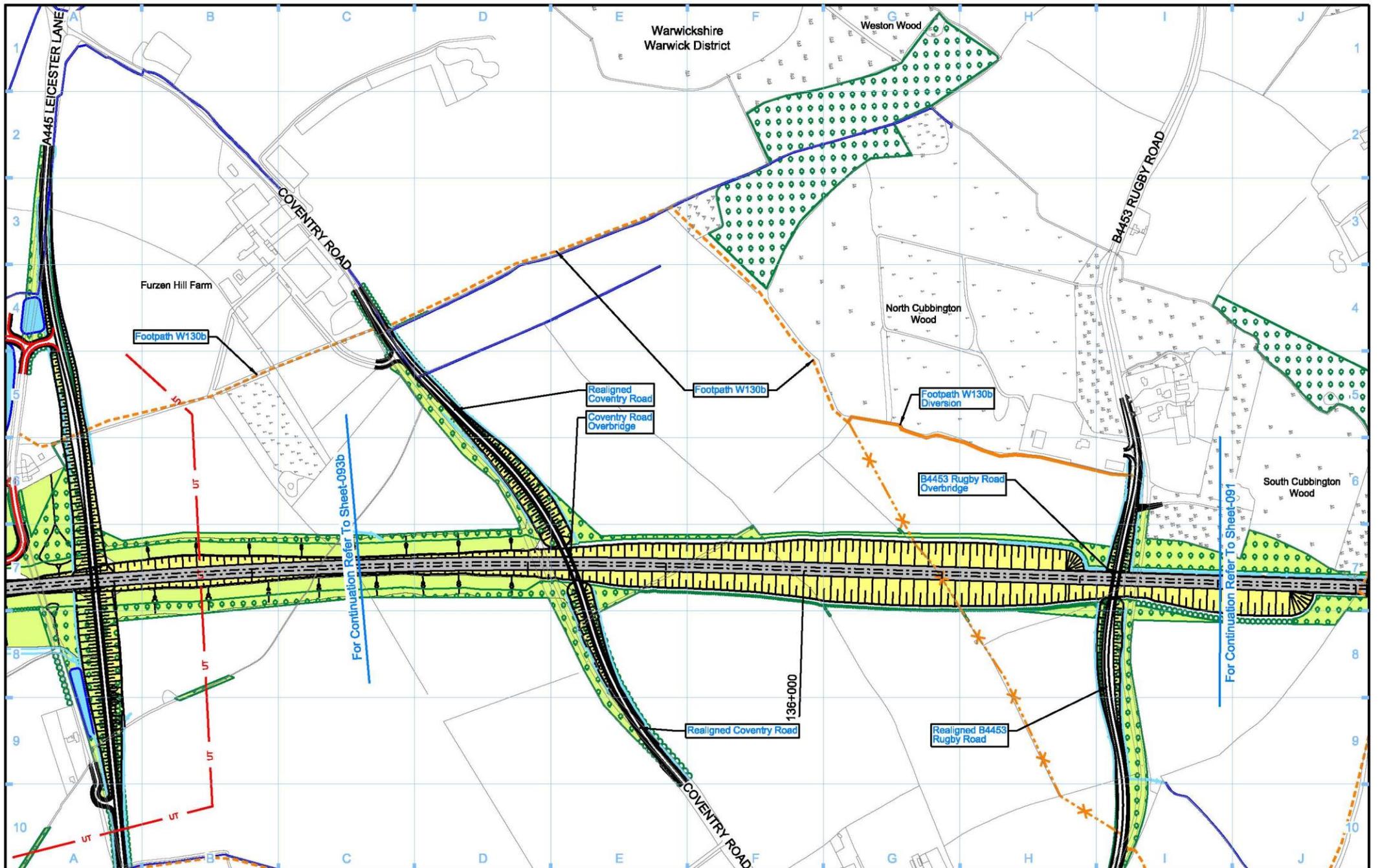
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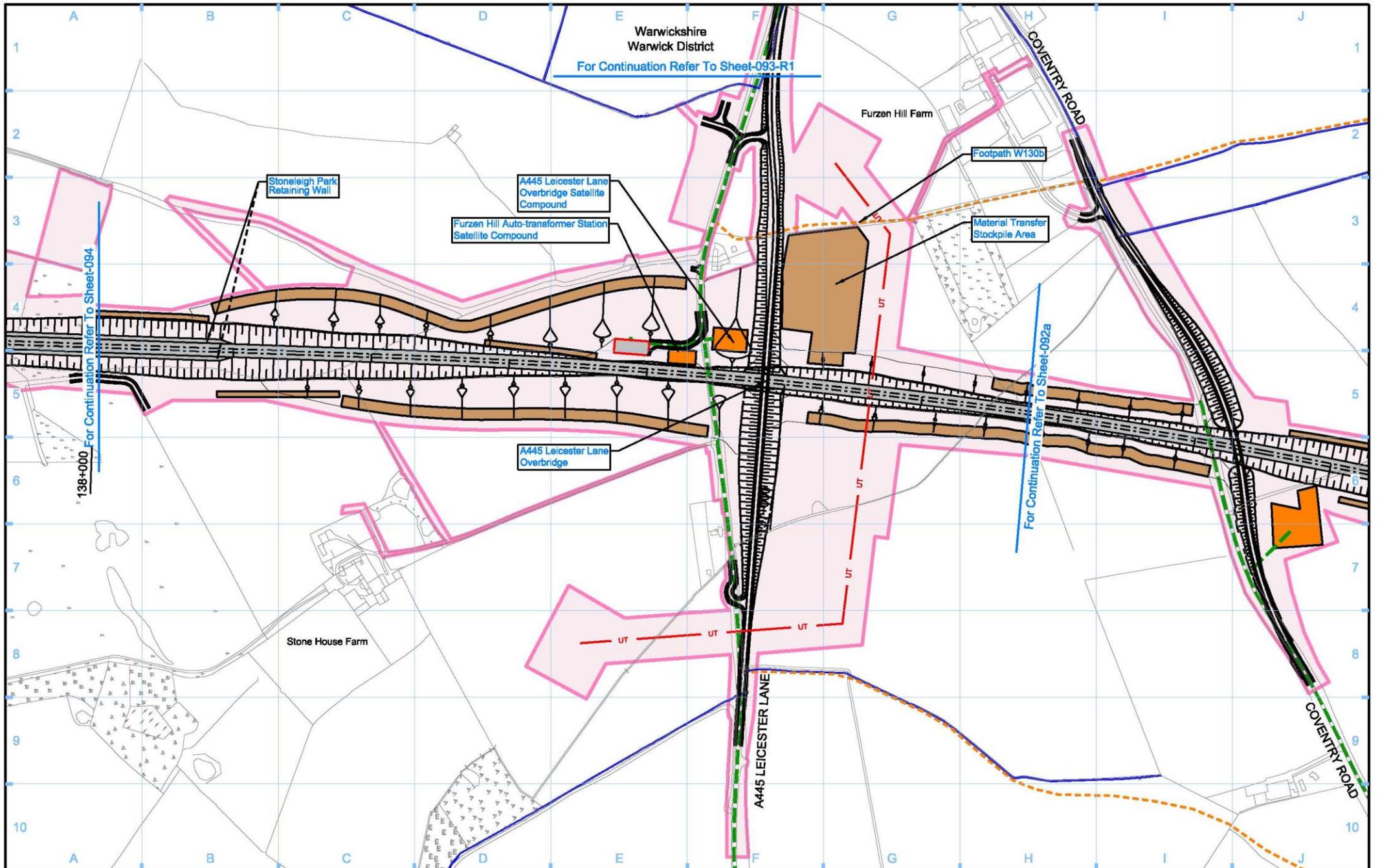
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Legend	
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	Tunnel portal
	Main construction compound
	Satellite construction compound
	Temporary material stockpile
	Rail alignment formation
	Landscape earthworks
	Engineering earthworks
	County boundary
	Borough / District boundary
	Land potentially required during construction
	Temporary replacement community facility
	Planning authority boundary
	Existing watercourse
	Tunnels external extent
	Construction traffic route
	Existing public right of way (PRoW)
	New, diverted or realigned PRoW
	Stopped-up PRoW
	Temporary PRoW diversion / realignment
	Temporary highway diversion / realignment
	UT - Main utility works
	Rail alignment

Map Number: **S17-CP-093a**

Map Name: **Construction Phase Sch 17 Planning Context Report Plan**

Planning Authority Area: Warwick District

hs2

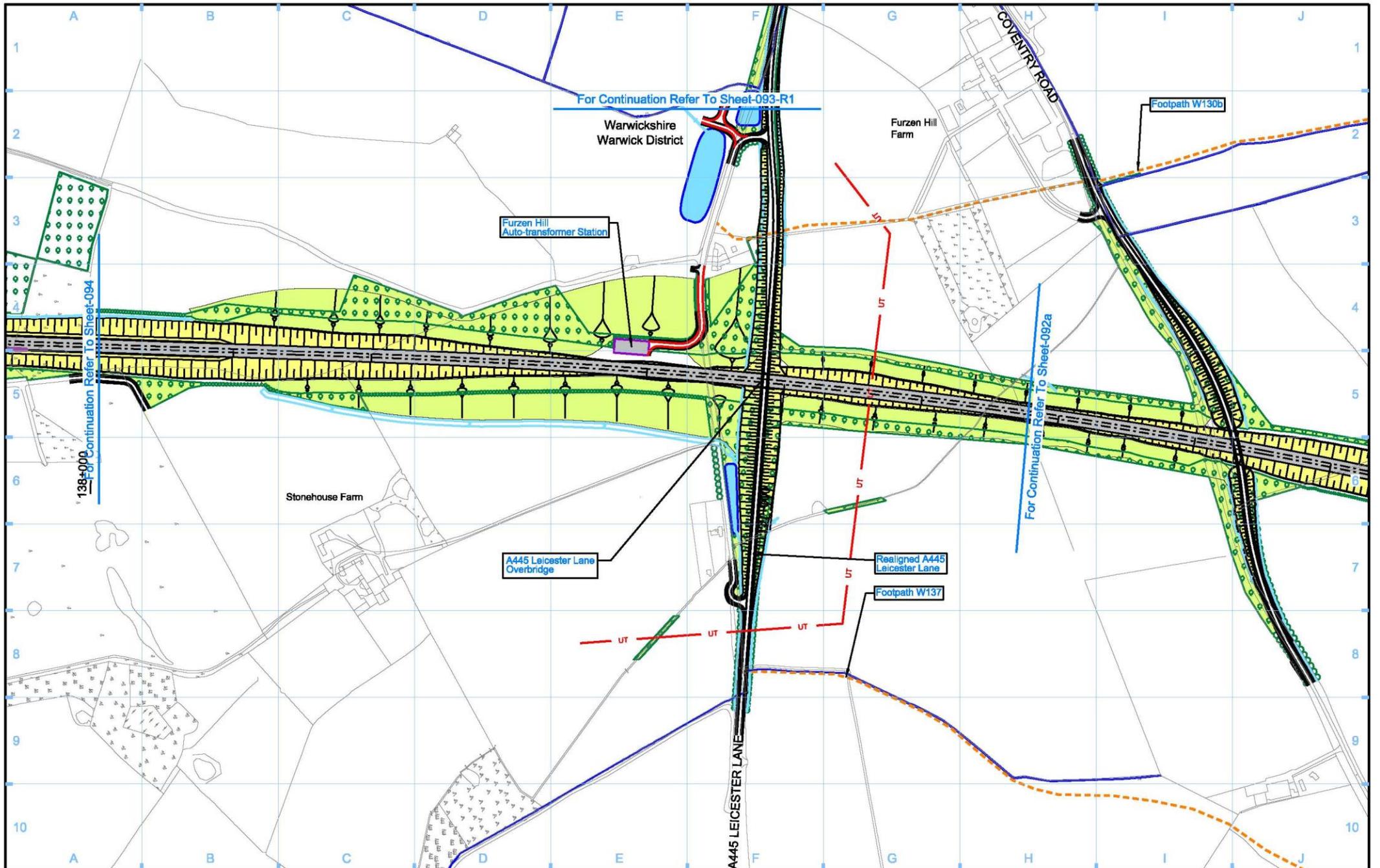
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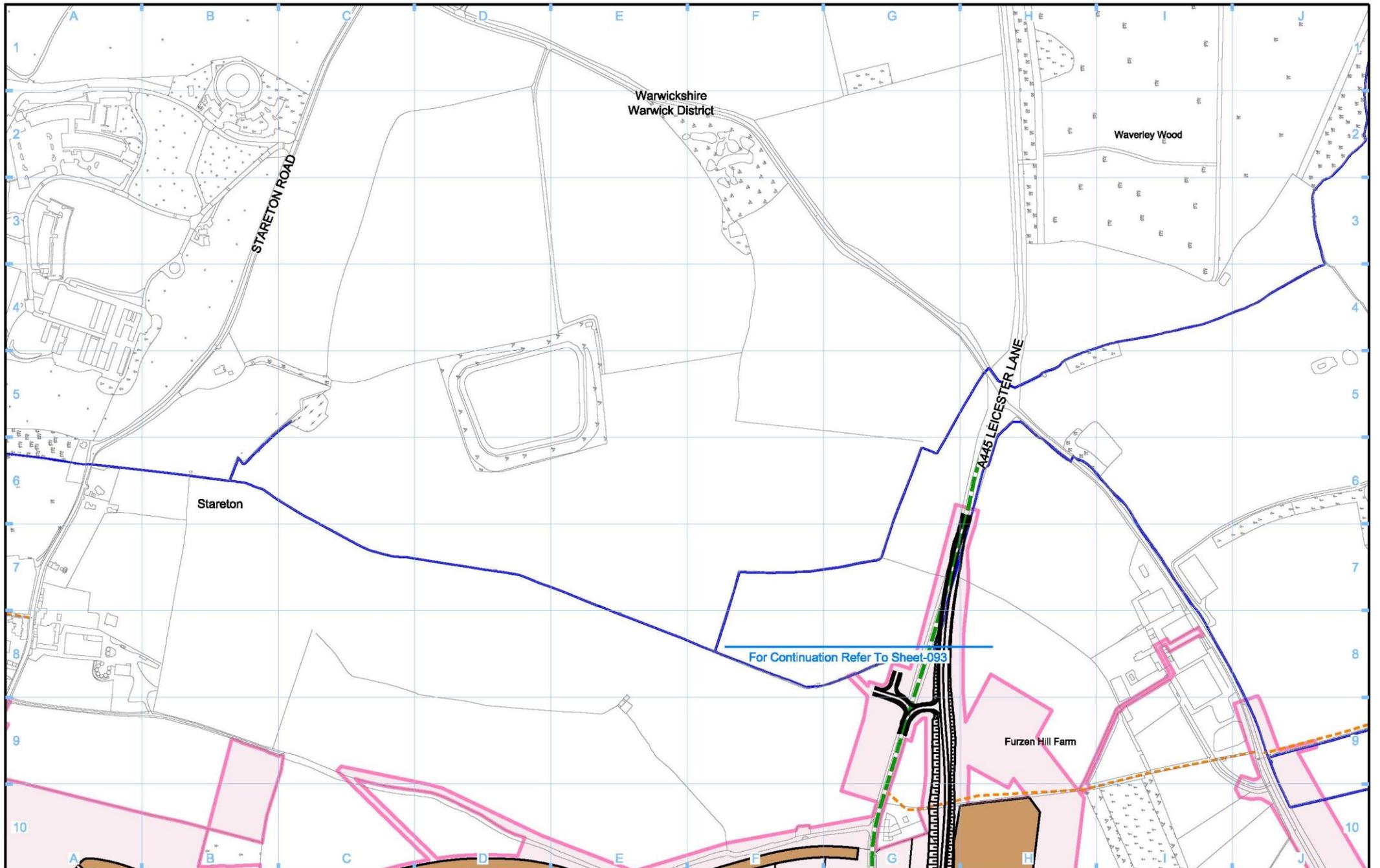
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Legend <ul style="list-style-type: none"> Depot, station, headhouse or portal building Tunnel portal Electricity substation Land drainage area Ecological mitigation pond Balancing pond Replacement floodplain storage Woodland habitat creation Wetland habitat creation Grassland habitat creation Landscape mitigation planting (scrub / woodland) Grassed areas Sustainable placement Public realm/Replacement community facility Engineering earthworks Landscape earthworks Rail alignment formation Returned to suitable development use County boundary Borough / District boundary Planning authority boundary Watercourse diversion Existing watercourse Ditches - new Hedgerow habitat creation Main utility works Existing public right of way (PRoW) New, diverted or realigned PRoW Stopped-up PRoW Tunnels external extent Rail alignment HS2 Access road Noise fence barrier Chainage (e.g. 10+000) 		Map Number S17-OP-093a Operational Phase Sch 17 Planning Context Report Plan Map Name Warwick District Planning Authority Area Warwick District	 Registered in England. Registration number 06791895 Registered office: 2 Snow Hill, Queensway, Birmingham, B4 6QA © Crown copyright and database rights 2017 Ordnance Survey Licence Number 100049160 Scale at A3: 1:5,000 0 50 100 150 200 250 Metres Doc Number: C223-HS2-TP-DPL-030-616700 P00.1 Date:
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Legend	
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	Tunnel portal
	Main construction compound
	Satellite construction compound
	Temporary material stockpile
	Rail alignment formation
	Landscape earthworks
	Engineering earthworks
	County boundary
	Borough / District boundary
	Land potentially required during construction
	Temporary replacement community facility
	Planning authority boundary
	Existing watercourse
	Tunnels external extent
	Construction traffic route
	Existing public right of way (PRoW)
	New, diverted or realigned PRoW
	Stopped-up PRoW
	Temporary PRoW diversion / realignment
	Temporary highway diversion / realignment
	UT
	Main utility works
	Chainage (e.g. 10+000)
	Rail alignment

Map Number: **S17-CP-093-R1**

Map Name: **Construction Phase Sch 17 Planning Context Report Plan**

Planning Authority Area: Warwick District

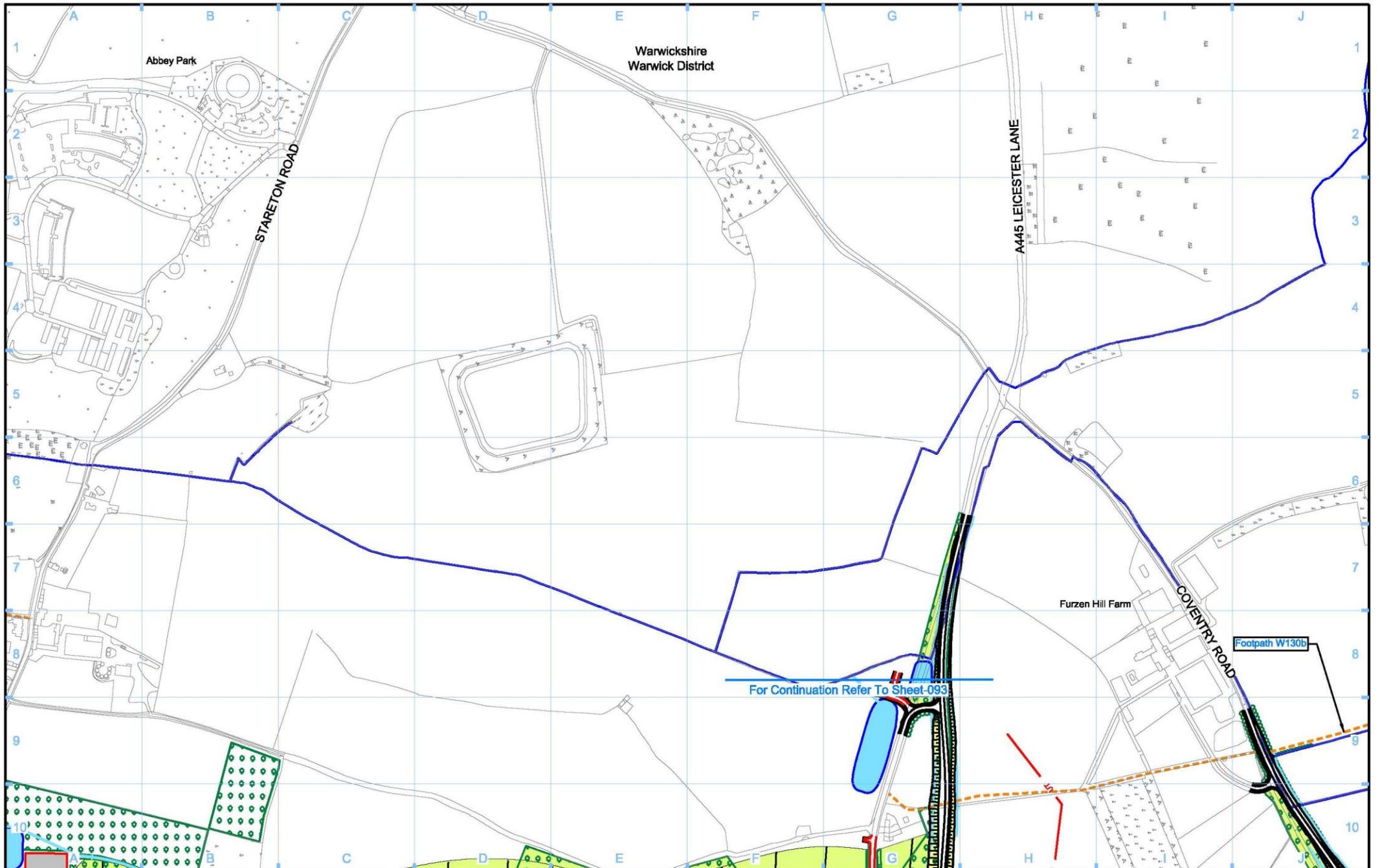
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Doc Number: C223-HS2-TP-DPL-030-516701 P00.1 Date:



Legend	
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	Tunnel portal
	Electricity substation
	Land drainage area
	Ecological mitigation pond
	Balancing pond
	Replacement floodplain storage
	Woodland habitat creation
	Wetland habitat creation
	Grassland habitat creation
	Landscape mitigation planting (scrub / woodland)
	Grassed areas
	Sustainable placement
	Public realm/Replacement community facility
	Engineering earthworks
	Landscape earthworks
	Rail alignment formation
	Returned to suitable development use
	County boundary
	Borough / District boundary
	Planning authority boundary
	Watercourse diversion
	Existing watercourse
	Ditches - new
	Hedgerow habitat creation
	Main utility works
	Existing public right of way (PRoW)
	New, diverted or realigned PRoW
	Stopped-up PRoW
	Tunnels external extent
	Rail alignment
	HS2 Access road
	Noise fence barrier
	Chainage (e.g. 10+000)

Map Number: **S17-OP-093-R1**

Map Name: **Operational Phase Sch 17 Planning Context Report Plan**

Planning Authority Area: Warwick District

hs2

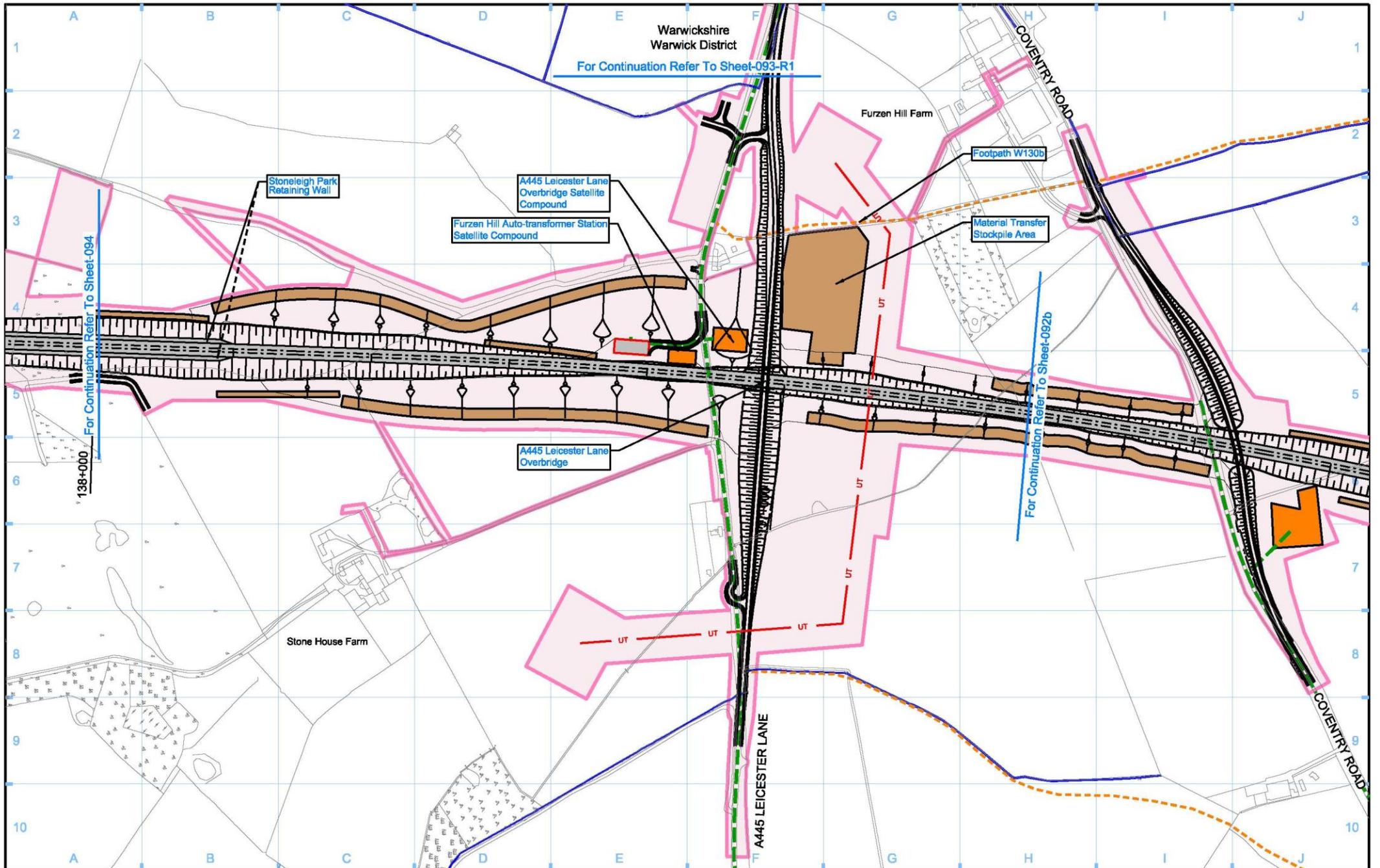
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Metres

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Legend	
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	Tunnel portal
	Main construction compound
	Satellite construction compound
	Temporary material stockpile
	Rail alignment formation
	Landscape earthworks
	Engineering earthworks
	County boundary
	Borough / District boundary
	Land potentially required during construction
	Temporary replacement community facility
	Planning authority boundary
	Existing watercourse
	Tunnels external extent
	Construction traffic route
	Existing public right of way (PRoW)
	New, diverted or realigned PRoW
	Stopped-up PRoW
	Temporary PRoW diversion / realignment
	Temporary highway diversion / realignment
	Main utility works
	Chainage (e.g. 10+000)
	Rail alignment

Map Number: **S17-CP-093b**

Map Name: **Construction Phase Sch 17 Planning Context Report Plan**

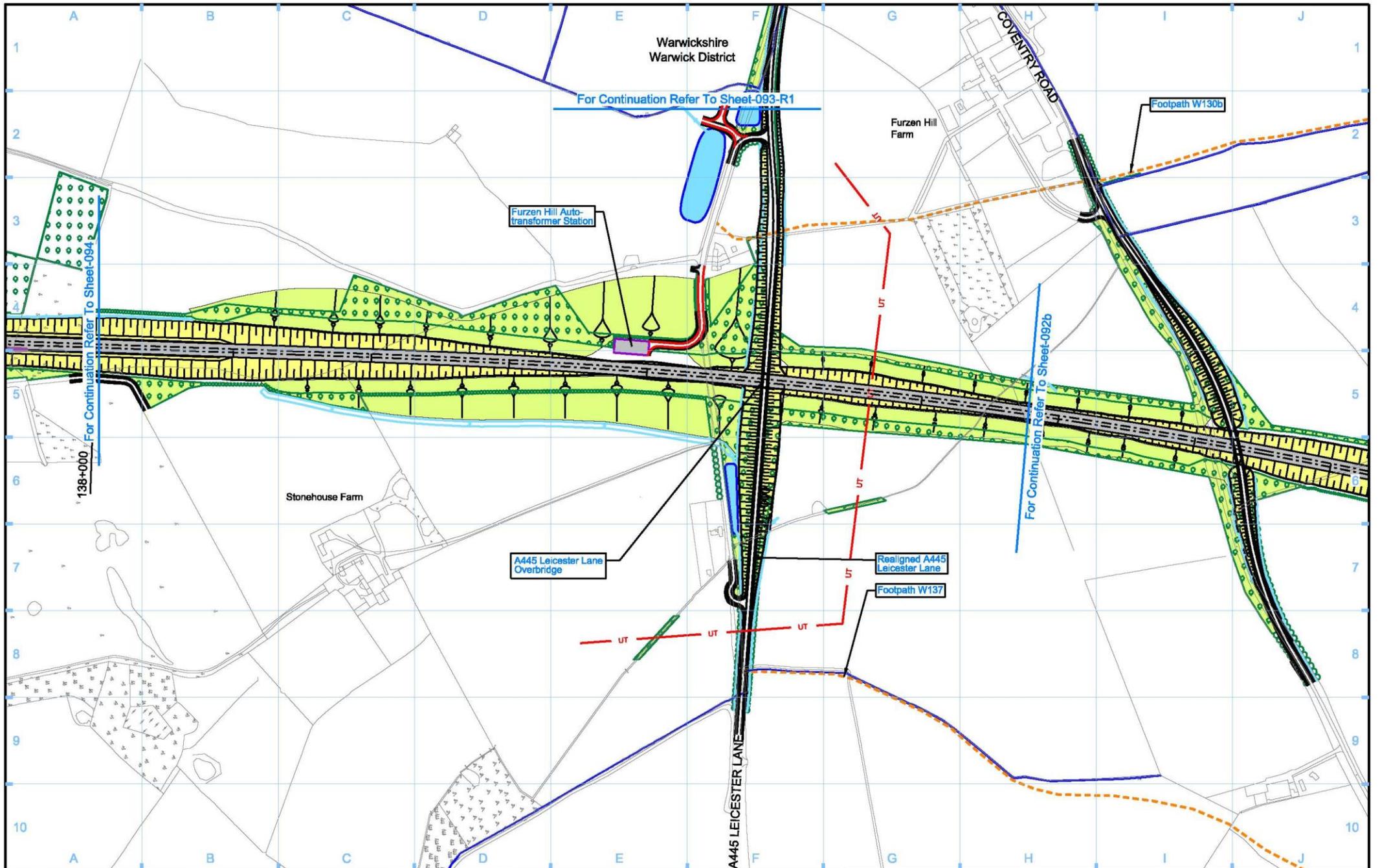
Planning Authority Area: Warwick District

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Registered office: 2 Snow Hill, Queensway, Birmingham, B4 6QA

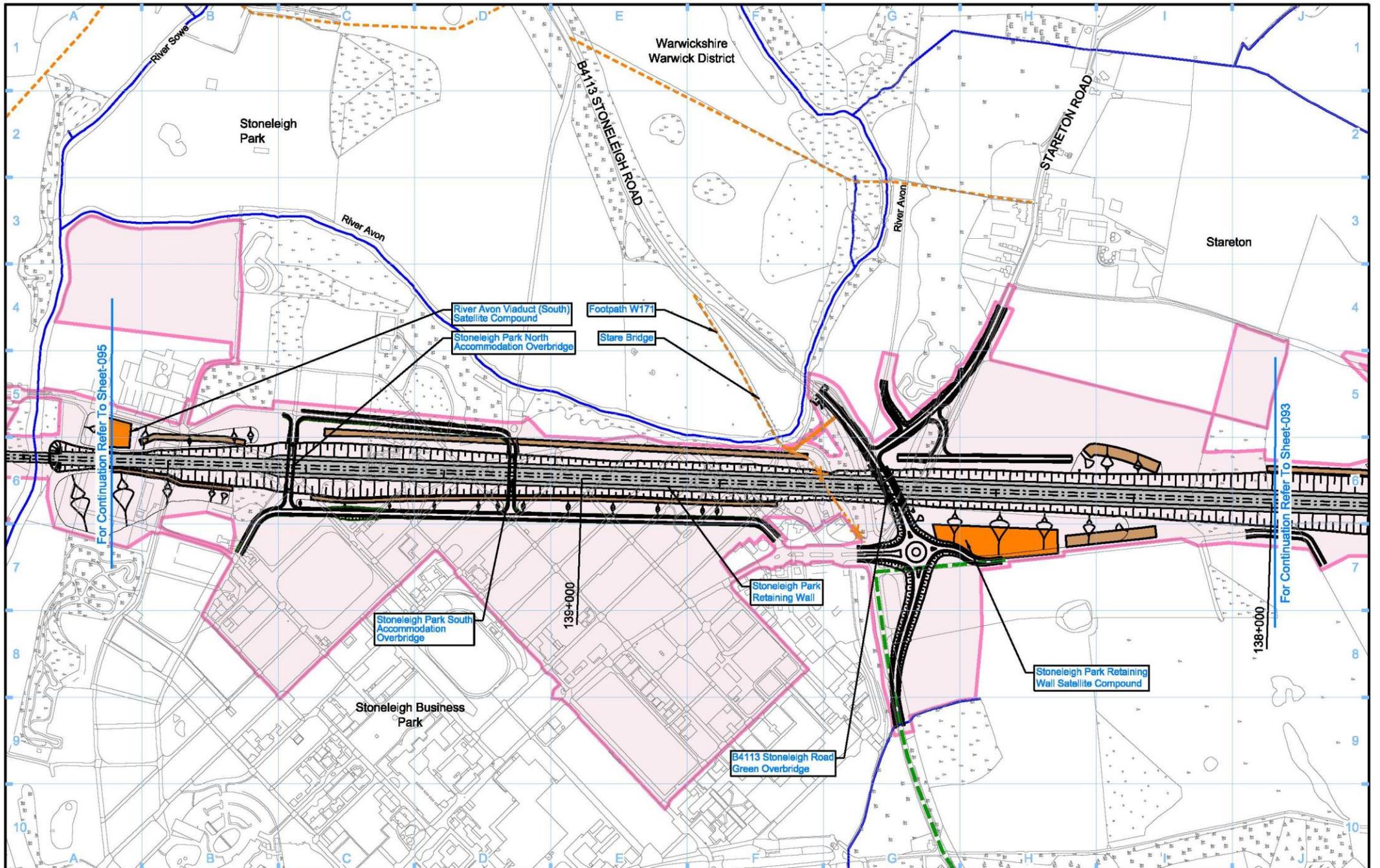
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Legend <ul style="list-style-type: none"> Depot, station, headhouse or portal building Tunnel portal Electricity substation Land drainage area Ecological mitigation pond Balancing pond 		<ul style="list-style-type: none"> Replacement floodplain storage Woodland habitat creation Wetland habitat creation Grassland habitat creation Landscape mitigation planting (scrub / woodland) Grassed areas Sustainable placement 		<ul style="list-style-type: none"> Public realm/Replacement community facility Engineering earthworks Landscape earthworks Rail alignment formation Returned to suitable development use County boundary Borough / District boundary 		<ul style="list-style-type: none"> Planning authority boundary Watercourse diversion Existing watercourse Ditches - new Hedgerow habitat creation Main utility works Existing public right of way (PRoW) New, diverted or realigned PRoW 		<ul style="list-style-type: none"> Stopped-up PRoW Tunnels external extent Rail alignment HS2 Access road Noise fence barrier Chainage (e.g. 10+000) 		Map Number S17-OP-093b Operational Phase Sch 17 Planning Context Report Plan Map Name Planning Authority Area Warwick District		<p>HS2 Ltd accept no responsibility for any circumstances, which arise from the reproduction of this map after alteration, amendment or abbreviation of it as issued in part or issued incomplete in any way.</p> <p>Registered in England. Registration number 06791866 Registered office: 2 Snow Hill, Queensway, Birmingham, B4 6QA</p> <p>Scale at A3: 1:5,000</p> <p>0 50 100 150 200 250 Metres</p> <p>© Crown copyright and database rights 2017 Ordnance Survey Licence Number 100049160</p> <p>Doc Number: C223-HS2-TP-DPL-030-616710 P00.1 Date:</p>	
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Legend	
	Depot, station, headhouse or portal building
	Tunnel portal
	Main construction compound
	Satellite construction compound
	Temporary material stockpile
	Rail alignment formation
	Landscape earthworks
	Engineering earthworks
	County boundary
	Borough / District boundary
	Temporary replacement community facility
	Planning authority boundary
	Existing watercourse
	Tunnels external extent
	Construction traffic route
	Existing public right of way (PRoW)
	New, diverted or realigned PRoW
	Stopped-up PRoW
	Temporary PRoW diversion / realignment
	Temporary highway diversion / realignment
	UT - Main utility works
	Chainage (e.g. 10+000)
	Rail alignment

Map Number: **S17-CP-094**

Map Name: **Construction Phase Sch 17 Planning Context Report Plan**

Planning Authority Area: Warwick District

hs2

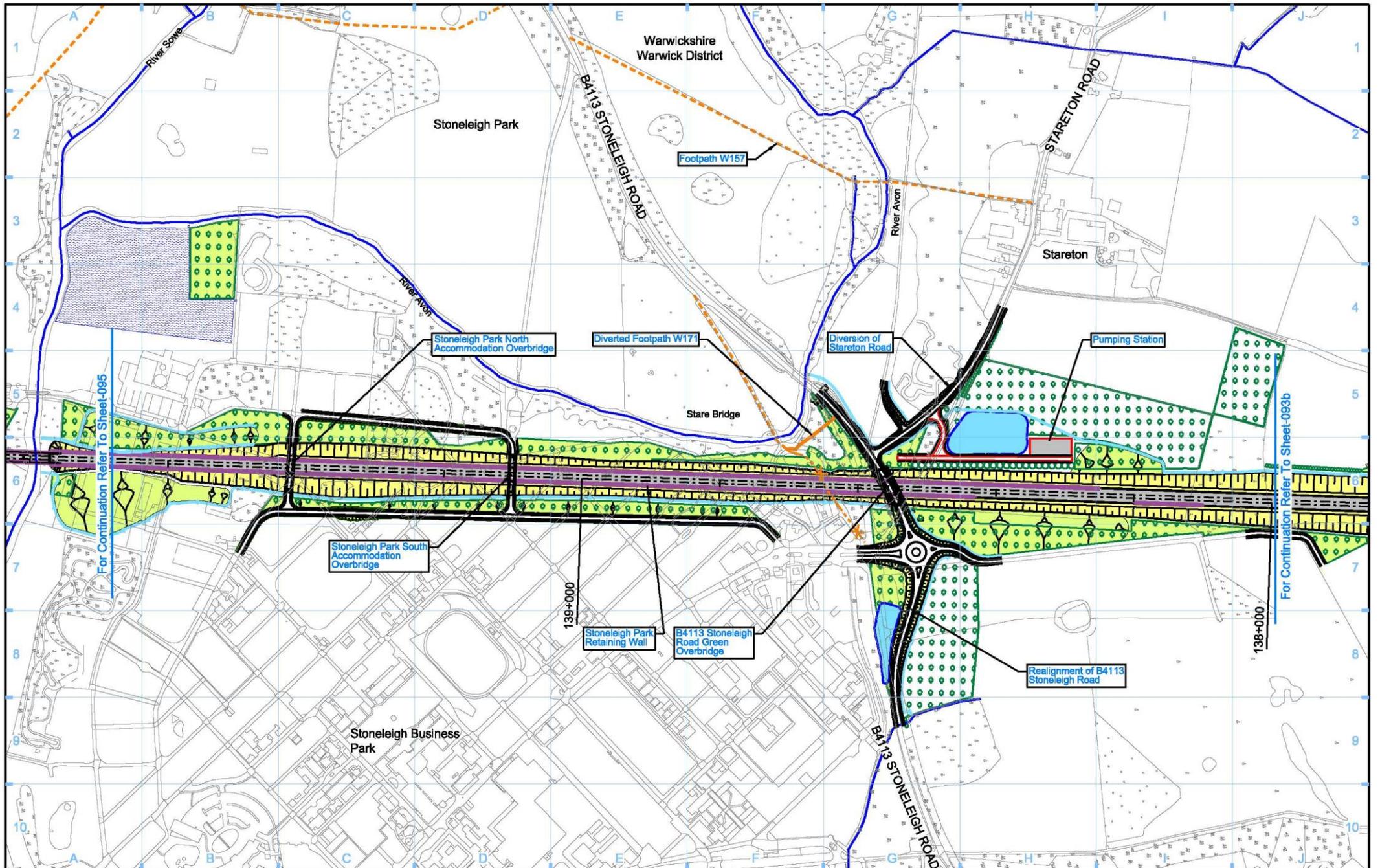
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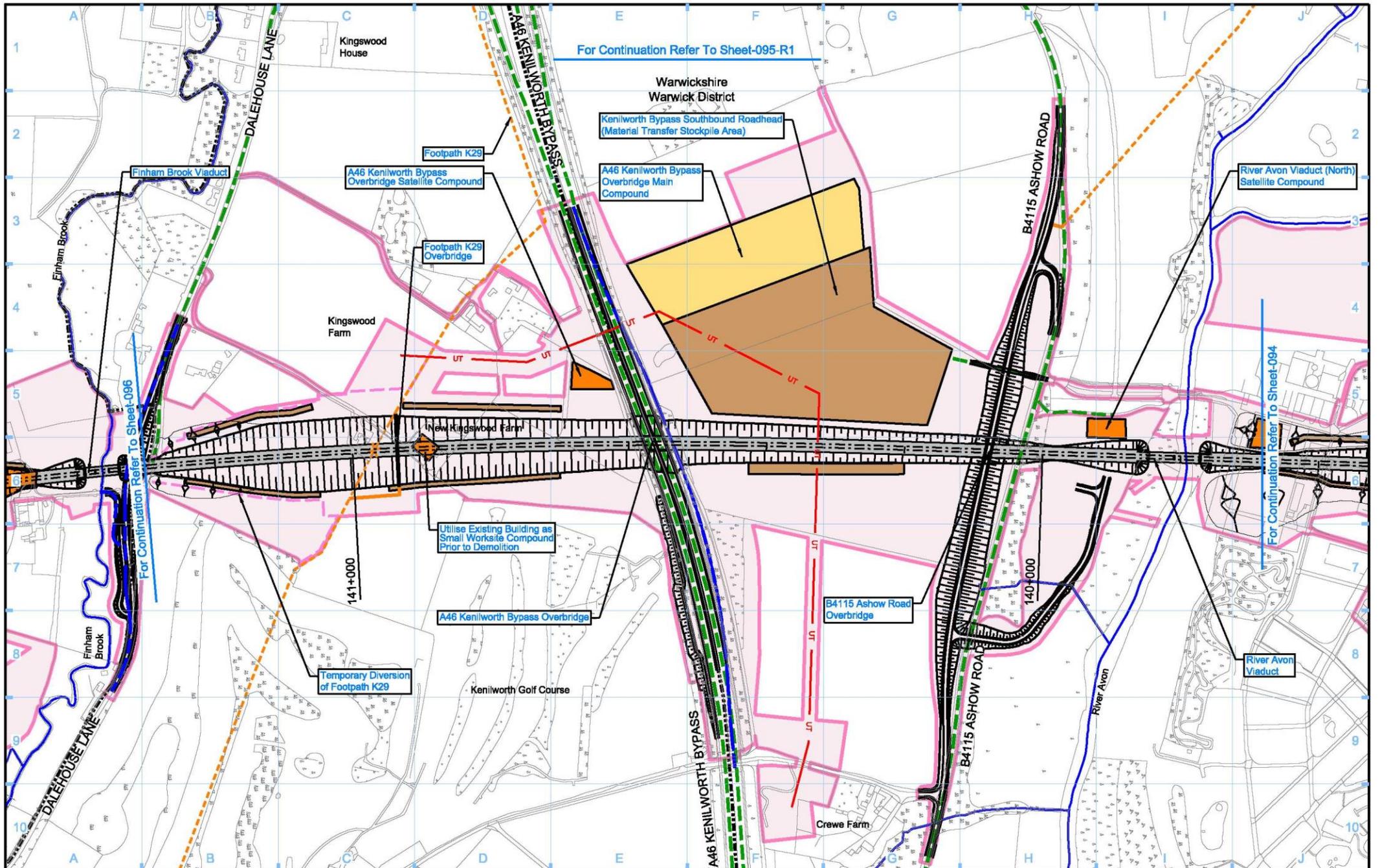
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P00.1 Date:



Legend 		Map Number S17-OP-094 Map Name Operational Phase Sch 17 Planning Context Report Plan Planning Authority Area Warwick District	 <small>HS2 Ltd accept no responsibility for any circumstances, which arise from the reproduction of this map after alteration, amendment or abbreviation of it as issued in part or issued incomplete in any way.</small> <small>Registered in England. Registration number 06791866 Registered office: 2 Snow Hill, Queensway, Birmingham, B4 6QA</small> Scale at A3: 1:5,000 <small>© Crown copyright and database rights 2017 Ordnance Survey Licence Number 100049160</small> Doc Number: C223-HS2-TP-DPL-030-616900 P00.1 Date:
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Legend	
	Depot, station, headhouse or portal building
	Tunnel portal
	Main construction compound
	Satellite construction compound
	Temporary material stockpile
	Rail alignment formation
	Landscape earthworks
	Engineering earthworks
	County boundary
	Borough / District boundary
	Land potentially required during construction
	Temporary replacement community facility
	Planning authority boundary
	Existing watercourse
	Tunnels external extent
	Construction traffic route
	Existing public right of way (PRoW)
	New, diverted or realigned PRoW
	Stopped-up PRoW
	Temporary PRoW diversion / realignment
	Temporary highway diversion / realignment
	Main utility works
	Chainage (e.g. 10+000)
	Rail alignment

Map Number
S17-CP-095

Map Name
**Construction Phase
Sch 17 Planning Context Report Plan**

Planning Authority Area
Warwick District

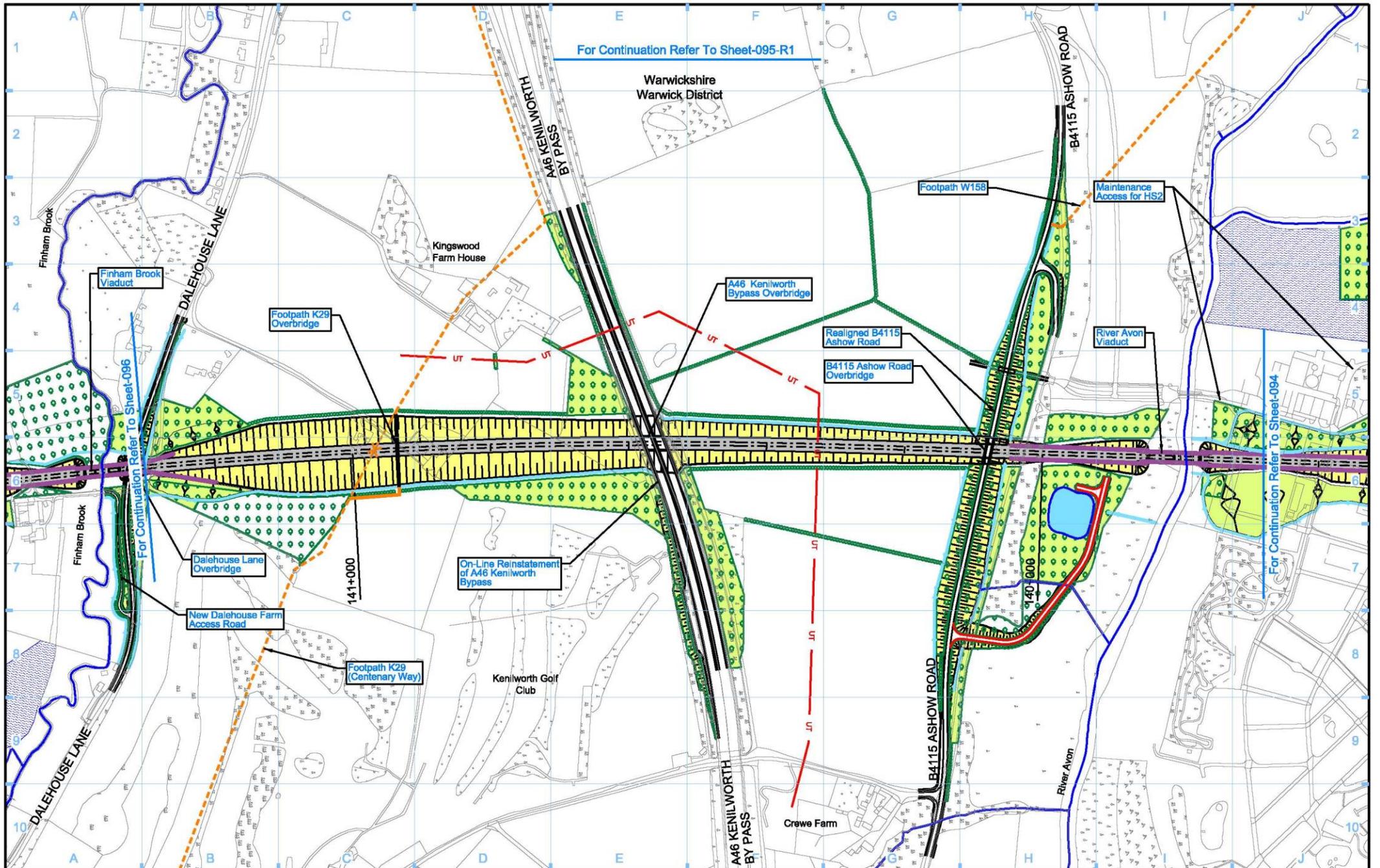
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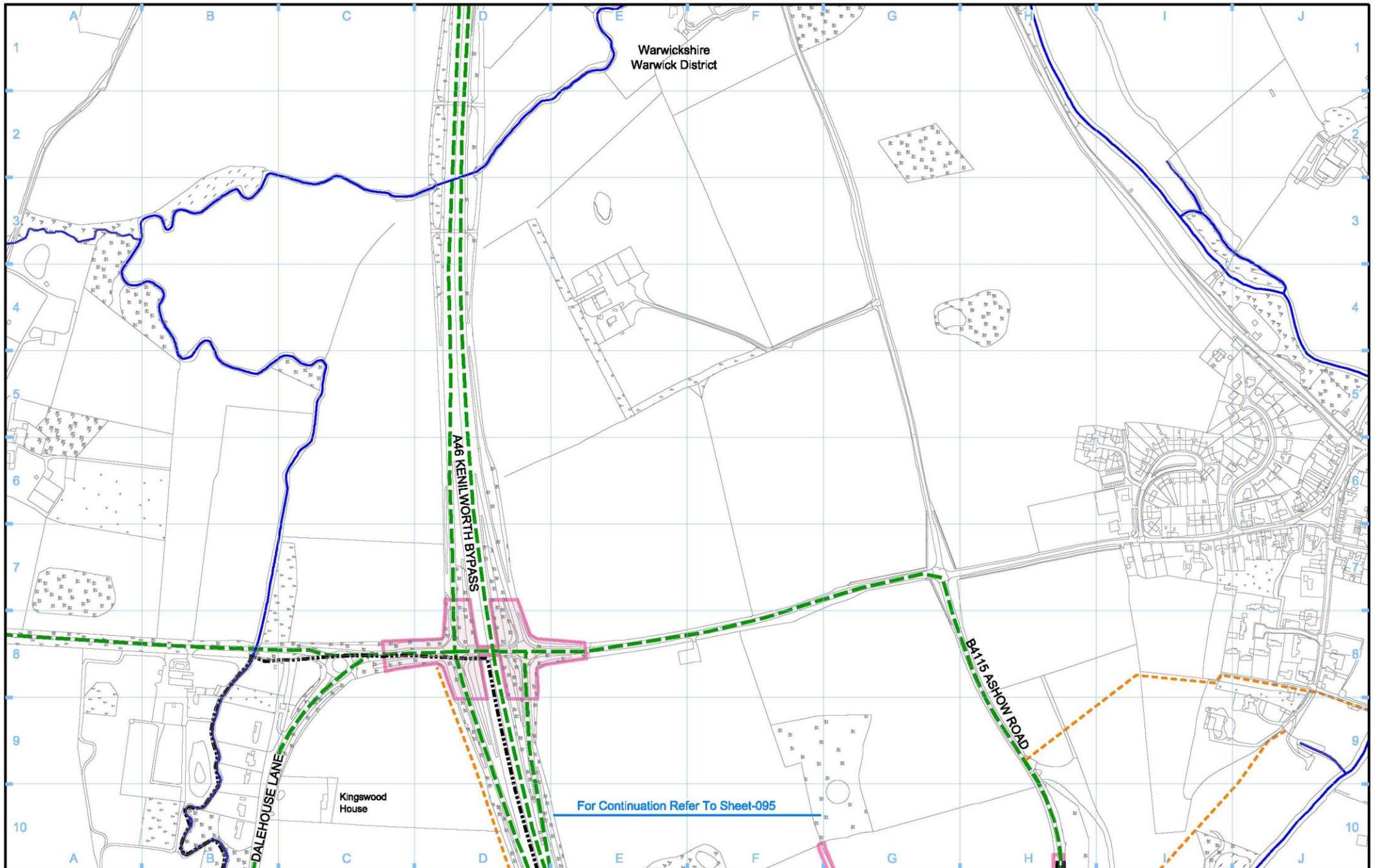
For Continuation Refer To Sheet-095-R1

Warwickshire
Warwick District

For Continuation Refer To Sheet-096

For Continuation Refer To Sheet-094

Legend <ul style="list-style-type: none"> Depot, station, headhouse or portal building Tunnel portal Electricity substation Land drainage area Ecological mitigation pond Balancing pond Replacement floodplain storage Woodland habitat creation Wetland habitat creation Grassland habitat creation Landscape mitigation planting (scrub / woodland) Grassed areas Sustainable placement Public realm/Replacement community facility Engineering earthworks Landscape earthworks Rail alignment formation Returned to suitable development use County boundary Borough / District boundary Planning authority boundary Watercourse diversion Existing watercourse Ditches - new Hedgerow habitat creation Main utility works Existing public right of way (PRoW) New, diverted or realigned PRoW Stopped-up PRoW Tunnels external extent Rail alignment HS2 Access road Noise fence barrier Chainage (e.g. 10+000) 		<p>Map Number S17-OP-095</p> <p>Map Name Operational Phase Sch 17 Planning Context Report Plan</p> <p>Planning Authority Area Warwick District</p>	<p>hs2</p> <p>Registered in England. Registration number 06791885 Registered office: 2 Snow Hill, Queensway, Birmingham, B4 6QA</p> <p>Scale at A3: 1:5,000</p> <p>0 50 100 150 200 250 Metres</p> <p>© Crown copyright and database rights 2017 Ordnance Survey. Licence Number 100049160</p> <p>Doc Number: C223-HS2-TP-DPL-030-619100 P00.1 Date:</p>
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Legend	
	Depot, station, headhouse or portal building
	Tunnel portal
	Main construction compound
	Satellite construction compound
	Temporary material stockpile
	Rail alignment formation
	Landscape earthworks
	Engineering earthworks
	County boundary
	Borough / District boundary
	Land potentially required during construction
	Temporary replacement community facility
	Planning authority boundary
	Existing watercourse
	Tunnels external extent
	Construction traffic route
	Existing public right of way (PRoW)
	New, diverted or realigned PRoW
	Stopped-up PRoW
	Temporary PRoW diversion / realignment
	Temporary highway diversion / realignment
	UT - Main utility works
	Chainage (e.g. 10+000)
	Rail alignment

Map Number: **S17-CP-095-R1**

Map Name: **Construction Phase Sch17 Planning Context Report Plan**

Planning Authority Area: **Warwick District**

hs2

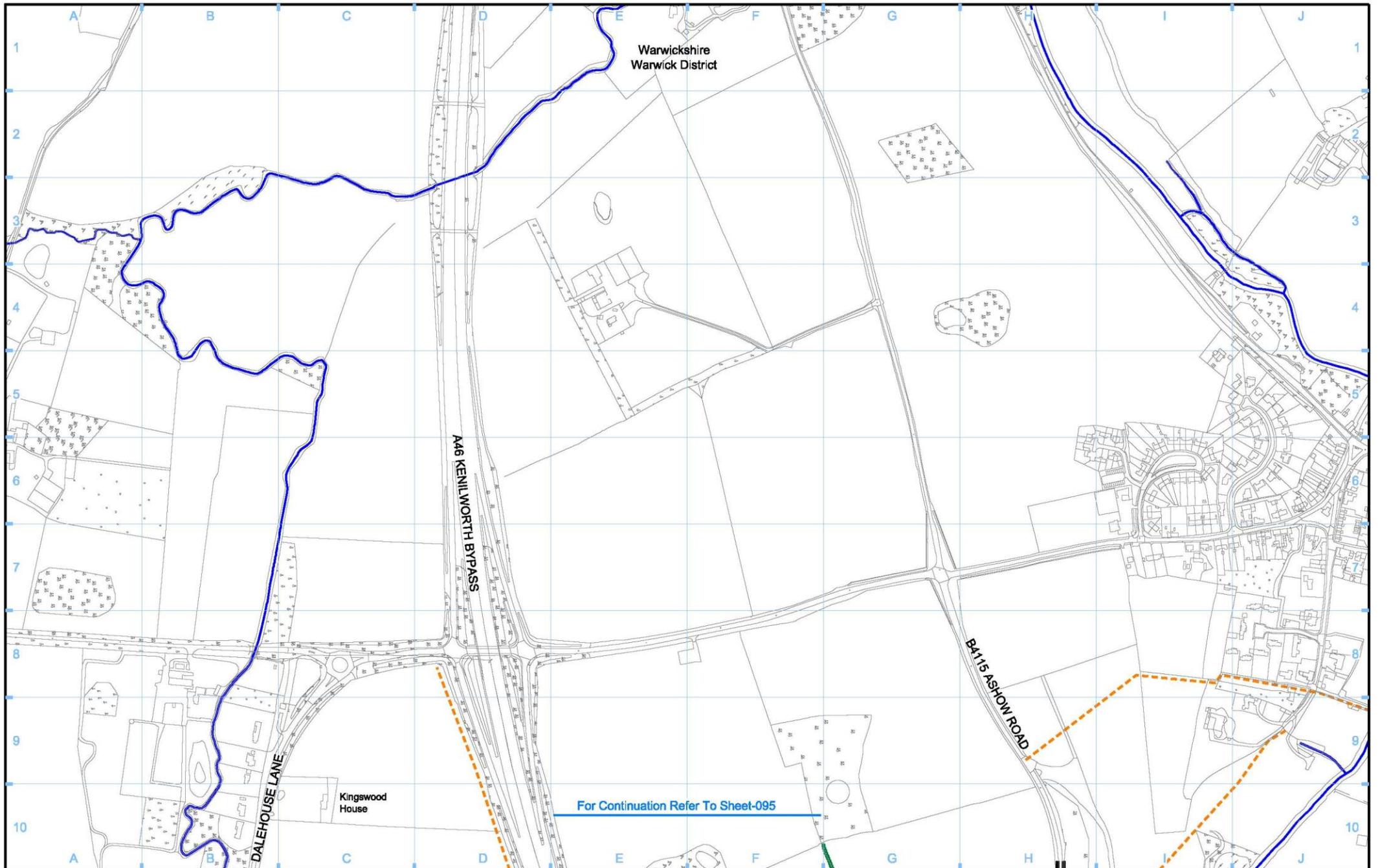
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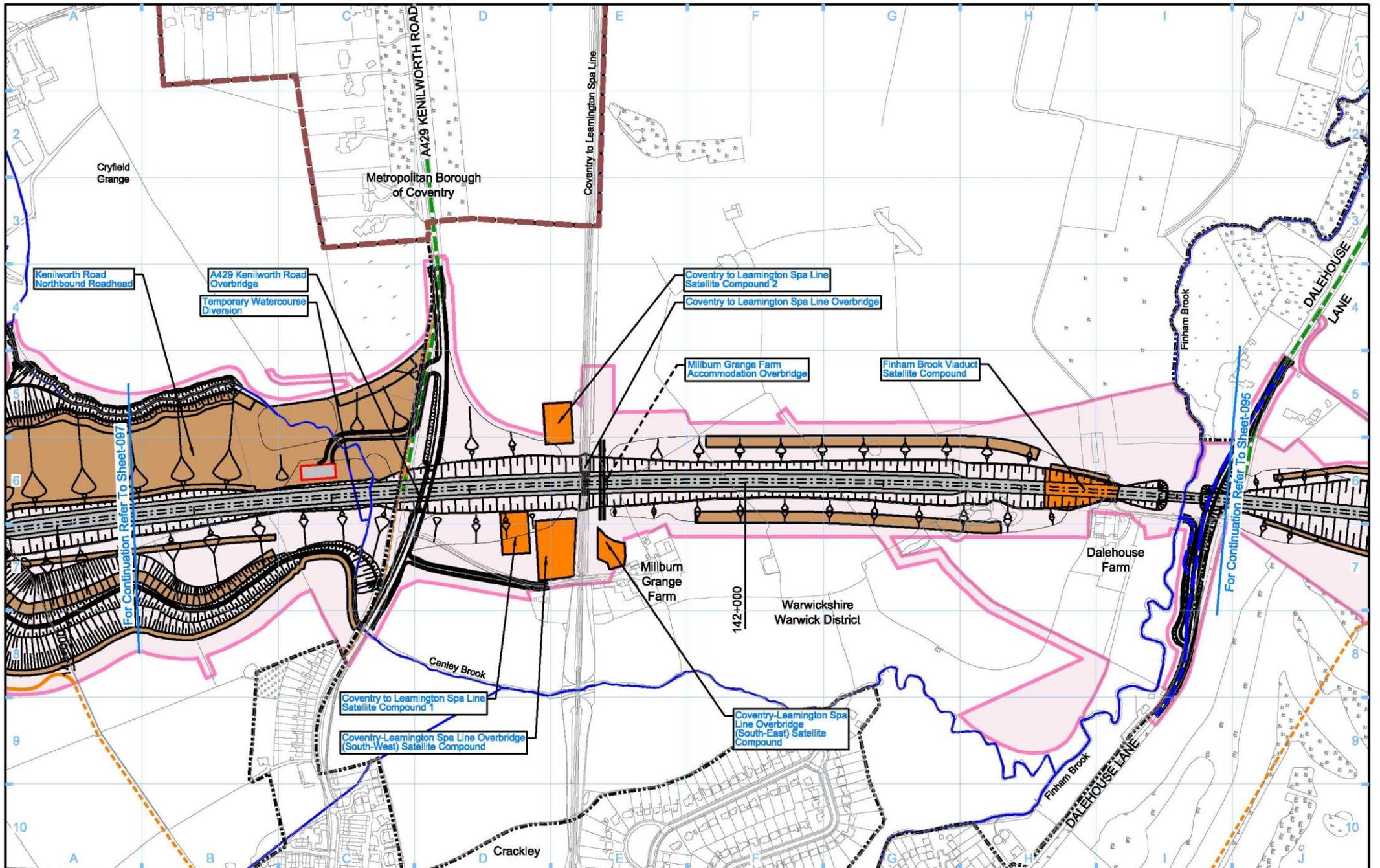
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Legend 		Map Number S17-OP-095-R1 Map Name Operational Phase Sch 17 Planning Context Report Plan Planning Authority Area Warwick District	 Registered in England. Registration number 06791895 Registered office: 2 Snow Hill, Queensway, Birmingham, B4 6QA Scale at A3: 1:5,000 0 50 100 150 200 250 Metres © Crown copyright and database rights 2017 Ordnance Survey. License Number 100049160 Doc Number: C223-HS2-TP-DPL-030-619102 P00.0 Date:
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	Tunnel portal
	Main construction compound
	Satellite construction compound
	Temporary material stockpile
	Rail alignment formation
	Landscape earthworks
	Engineering earthworks
	County boundary
	Borough / District boundary
	Land potentially required during construction
	Temporary replacement community facility
	Planning authority boundary
	Existing watercourse
	Tunnels external extent
	Construction traffic route
	Existing public right of way (PRoW)
	New, diverted or realigned PRoW
	Stopped-up PRoW
	Temporary PRoW diversion / realignment
	Temporary highway diversion / realignment
	UT - Main utility works
	Chainage (e.g. 10+000)
	Rail alignment

Map Number
S17-CP-096

Map Name
**Construction Phase
Sch 17 Planning Context Report Plan**

Planning Authority Area
Warwick District / Metropolitan Borough of Coventry

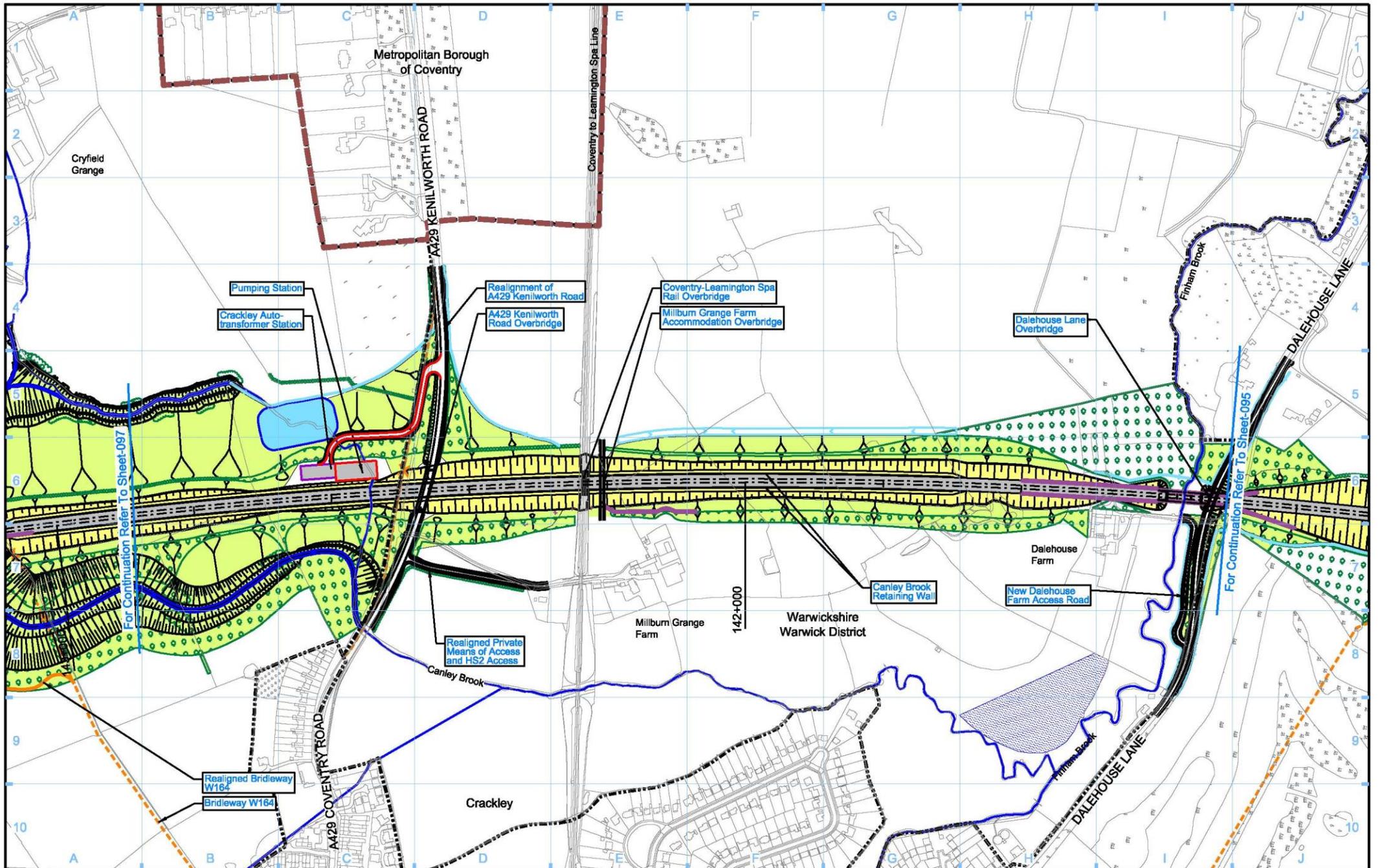
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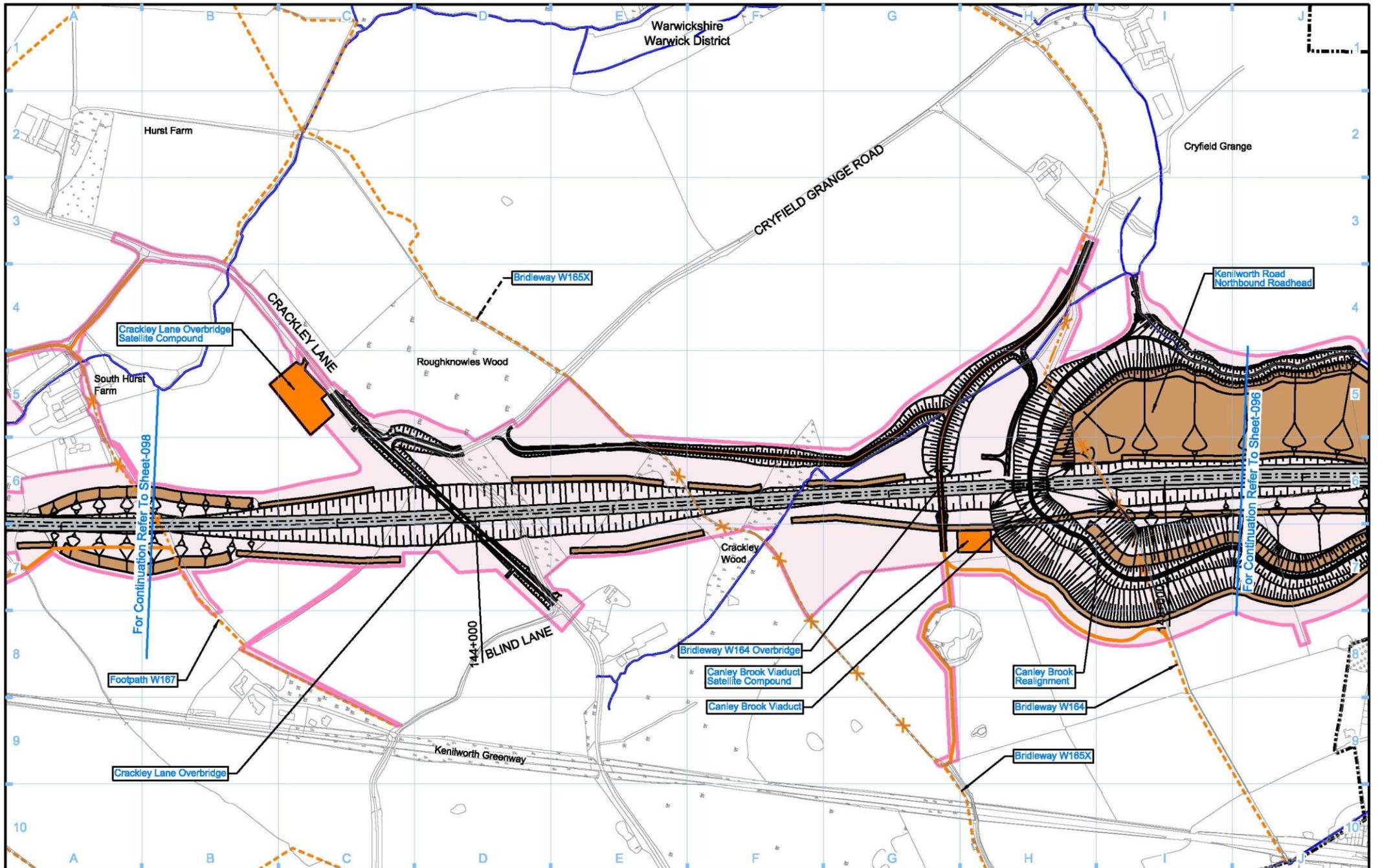
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P00.1 Date:



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Legend	
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	Tunnel portal
	Main construction compound
	Satellite construction compound
	Temporary material stockpile
	Rail alignment formation
	Landscape earthworks
	Engineering earthworks
	County boundary
	Borough / District boundary
	Land potentially required during construction
	Temporary replacement community facility
	Planning authority boundary
	Existing watercourse
	Tunnels external extent
	Construction traffic route
	Existing public right of way (PRoW)
	New, diverted or realigned PRoW
	Stopped-up PRoW
	Temporary PRoW diversion / realignment
	Temporary highway diversion / realignment
	UT - Main utility works
	Chainage (e.g. 10+000)
	Rail alignment

Map Number
S17-CP-097

Map Name
**Construction Phase
Sch 17 Planning Context Report Plan**

Planning Authority Area
Warwick District

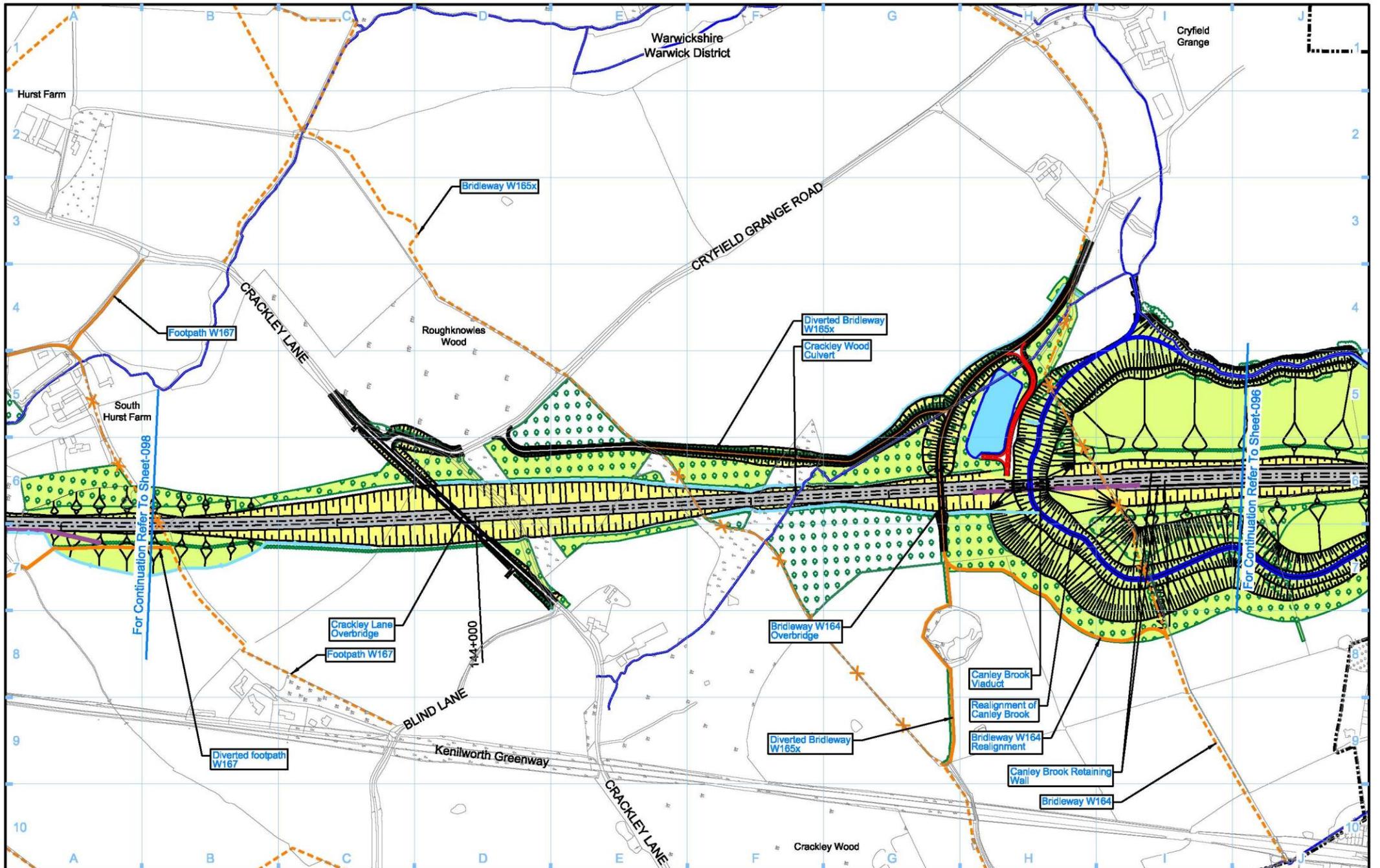
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Legend	
	Depot, station, headhouse or portal building
	Tunnel portal
	Electricity substation
	Land drainage area
	Ecological mitigation pond
	Balancing pond
	Replacement floodplain storage
	Woodland habitat creation
	Wetland habitat creation
	Grassland habitat creation
	Landscape mitigation planting (scrub / woodland)
	Grassed areas
	Sustainable placement
	Public realm/Replacement community facility
	Engineering earthworks
	Landscape earthworks
	Rail alignment formation
	Returned to suitable development use
	County boundary
	Borough / District boundary
	Planning authority boundary
	Watercourse diversion
	Existing watercourse
	Ditches - new
	Hedgerow habitat creation
	Main utility works
	Existing public right of way (PRoW)
	New, diverted or realigned PRoW
	Stopped-up PRoW
	Tunnels external extent
	Rail alignment
	HS2 Access road
	Noise fence barrier
	Chainage (e.g. 10+000)

Map Number
S17-OP-097

Map Name
**Operational Phase
Sch 17 Planning Context Report Plan**

Planning Authority Area
Warwick District

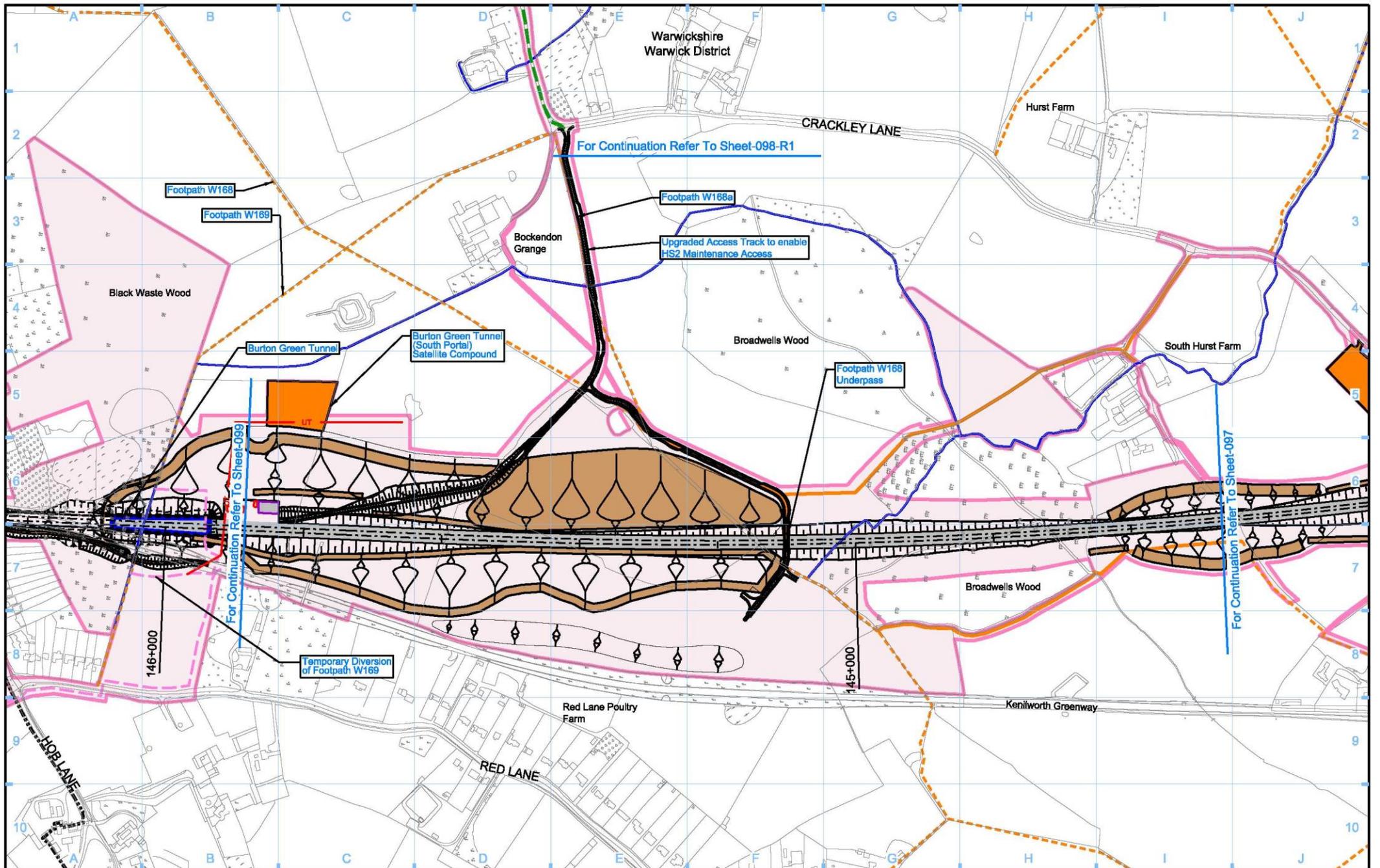
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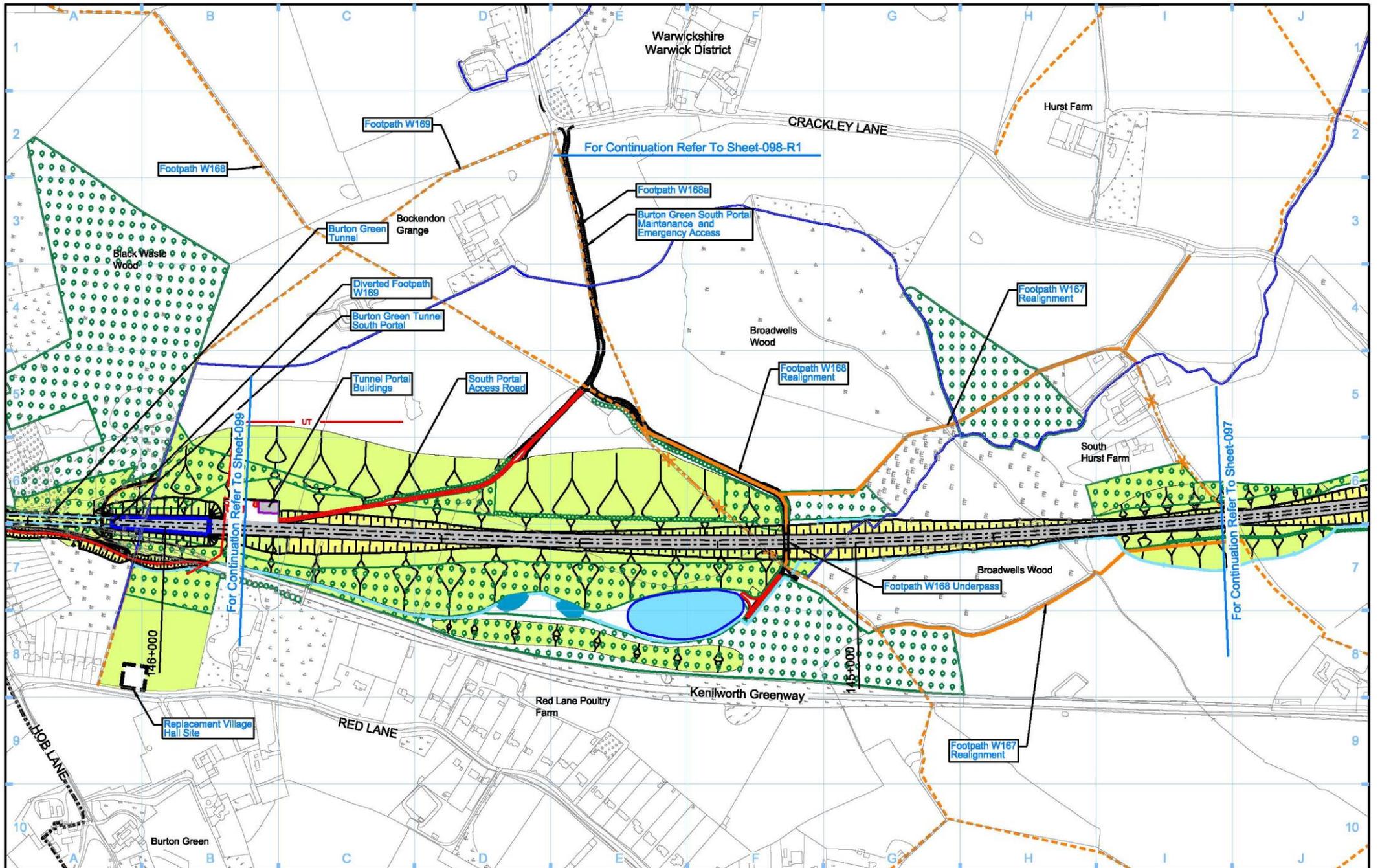
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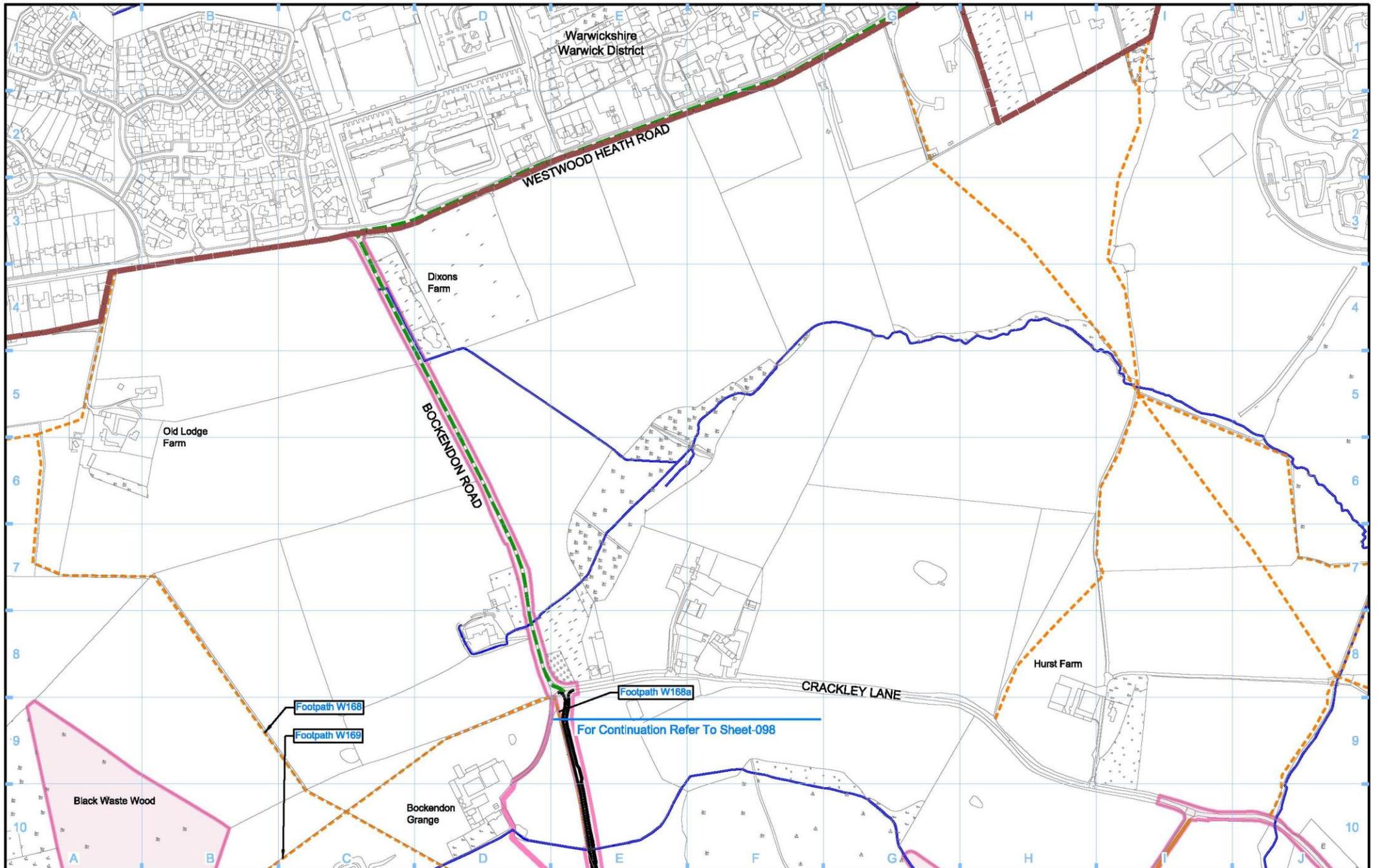
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Legend <ul style="list-style-type: none"> Depot, station, headhouse or portal building Tunnel portal Main construction compound Satellite construction compound Temporary material stockpile Rail alignment formation Landscape earthworks Engineering earthworks County boundary Borough / District boundary Land potentially required during construction Temporary replacement community facility Planning authority boundary Existing watercourse Tunnels external extent Construction traffic route Existing public right of way (PRoW) New, diverted or realigned PRoW Stopped-up PRoW Temporary PRoW diversion / realignment Temporary highway diversion / realignment UT - Main utility works 		<ul style="list-style-type: none"> Chainage (e.g. 10+000) Rail alignment 	<p>Map Number S17-CP-098</p> <p>Map Name Construction Phase Sch 17 Planning Context Report Plan</p> <p>Planning Authority Area Warwick District</p>	<p>hs2</p> <p>Registered in England. Registration number 06791885 Registered office: 2 Snow Hill, Queensway, Birmingham, B4 6QA</p> <p>© Crown copyright and database rights 2017 Ordnance Survey Licence Number 100049160</p> <p>Doc Number: C223-HS2-TP-DPL-030-519700 P00.1 Date:</p> <p>Scale at A3: 1:5,000</p> <p>0 50 100 150 200 250 Metres</p>
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Legend <ul style="list-style-type: none"> Depot, station, headhouse or portal building Tunnel portal Electricity substation Land drainage area Ecological mitigation pond Balancing pond Replacement floodplain storage Woodland habitat creation Wetland habitat creation Grassland habitat creation Landscape mitigation planting (scrub / woodland) Grassed areas Sustainable placement Public realm/Replacement community facility Engineering earthworks Landscape earthworks Rail alignment formation Returned to suitable development use County boundary Borough / District boundary Planning authority boundary Watercourse diversion Existing watercourse Ditches - new Hedgerow habitat creation Main utility works Existing public right of way (PRoW) New, diverted or realigned PRoW Stopped-up PRoW Tunnels external extent Rail alignment HS2 Access road Noise fence barrier Chainage (e.g. 10+000) 		<p>Map Number: S17-OP-098</p> <p>Map Name: Operational Phase Sch 17 Planning Context Report Plan</p> <p>Planning Authority Area: Warwick District</p>	<p>hs2</p> <p>Registered in England. Registration number 06791866 Registered office: 2 Snow Hill, Queensway, Birmingham, B4 6QA</p> <p>Scale at A3: 1:5,000</p> <p>0 50 100 150 200 250 Metres</p> <p>© Crown copyright and database rights 2017 Ordnance Survey Licence Number 100049160</p> <p>Doc Number: C223-HS2-TP-DPL-030-619700 P00.1 Date:</p>
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Legend	
	Depot, station, headhouse or portal building
	Tunnel portal
	Main construction compound
	Satellite construction compound
	Temporary material stockpile
	Rail alignment formation
	Landscape earthworks
	Engineering earthworks
	County boundary
	Borough / District boundary
	Land potentially required during construction
	Temporary replacement community facility
	Planning authority boundary
	Existing watercourse
	Tunnels external extent
	Construction traffic route
	Existing public right of way (PRoW)
	New, diverted or realigned PRoW
	Stopped-up PRoW
	Temporary PRoW diversion / realignment
	Temporary highway diversion / realignment
	UT
	Main utility works
	Chainage (e.g. 10+000)
	Rail alignment

Map Number
S17-CP-098-R1

Map Name
**Construction Phase
Sch17 Planning Context Report Plan**

Planning Authority Area
**Warwick District /
Metropolitan Borough of Coventry**

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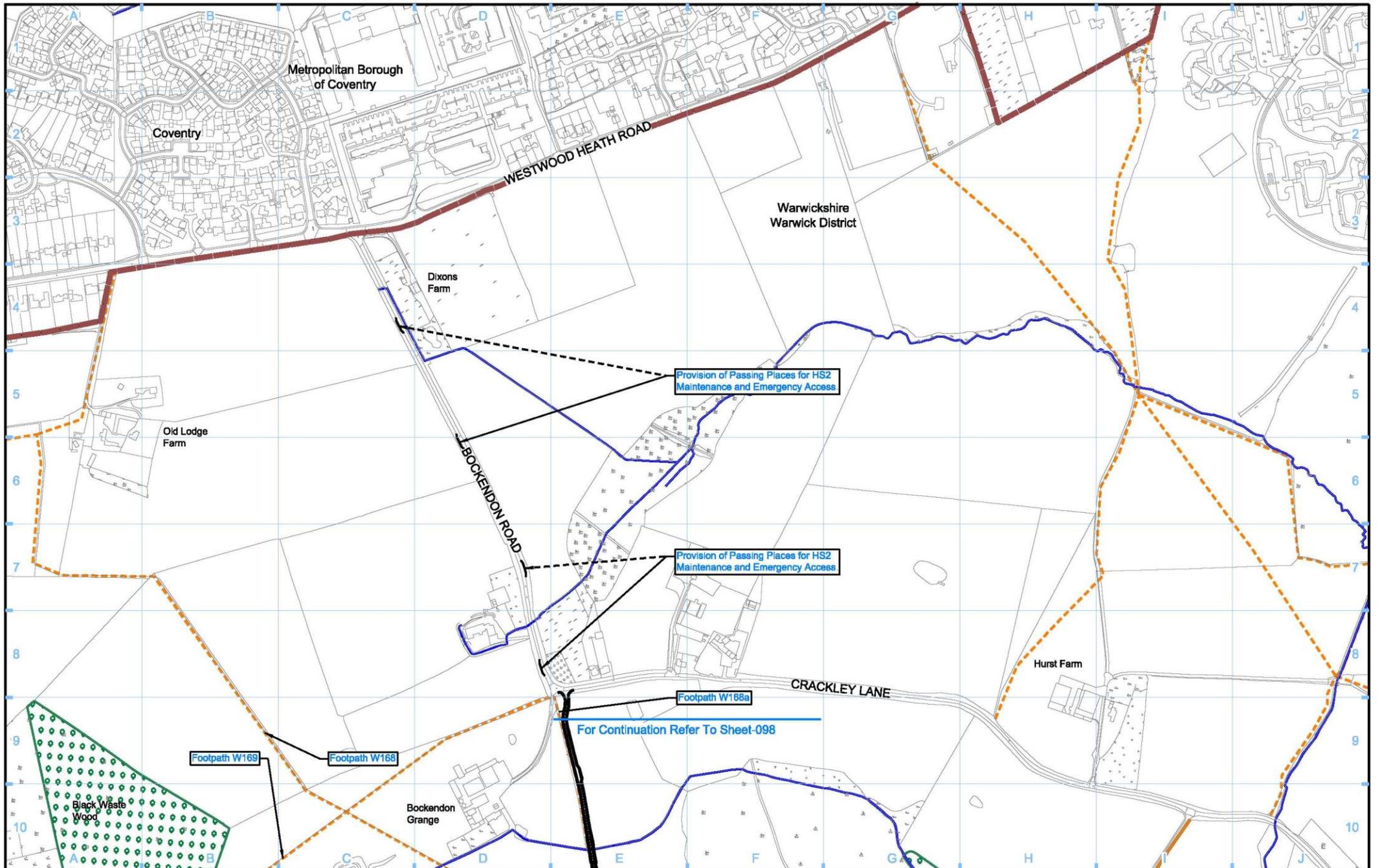
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Doc Number: C223-HS2-TP-DPL-030-519702

P00 0 Date:



Legend	
Depot, station, headhouse or portal building	Replacement floodplain storage
Tunnel portal	Woodland habitat creation
Electricity substation	Wetland habitat creation
Land drainage area	Grassland habitat creation
Ecological mitigation pond	Landscape mitigation planting (scrub / woodland)
Balancing pond	Grassed areas
Sustainable placement	Public realm/Replacement community facility
Replacement floodplain storage	Engineering earthworks
Woodland habitat creation	Landscape earthworks
Wetland habitat creation	Rail alignment formation
Grassland habitat creation	Returned to suitable development use
Landscape mitigation planting (scrub / woodland)	County boundary
Grassed areas	Borough / District boundary
Sustainable placement	Planning authority boundary
Public realm/Replacement community facility	Watercourse diversion
Engineering earthworks	Existing watercourse
Landscape earthworks	Ditches - new
Rail alignment formation	Hedgerow habitat creation
Returned to suitable development use	Main utility works
County boundary	Existing public right of way (PRoW)
Borough / District boundary	New, diverted or realigned PRoW
Planning authority boundary	Stopped-up PRoW
Watercourse diversion	Tunnels external extent
Existing watercourse	Rail alignment
Ditches - new	HS2 Access road
Hedgerow habitat creation	Noise fence barrier
Main utility works	Chainage (e.g. 10+000)
Existing public right of way (PRoW)	
New, diverted or realigned PRoW	

Map Number: **S17-OP-098-R1**

Map Name: **Operational Phase Sch 17 Planning Context Report Plan**

Planning Authority Area: **Warwick District / Metropolitan Borough of Coventry**

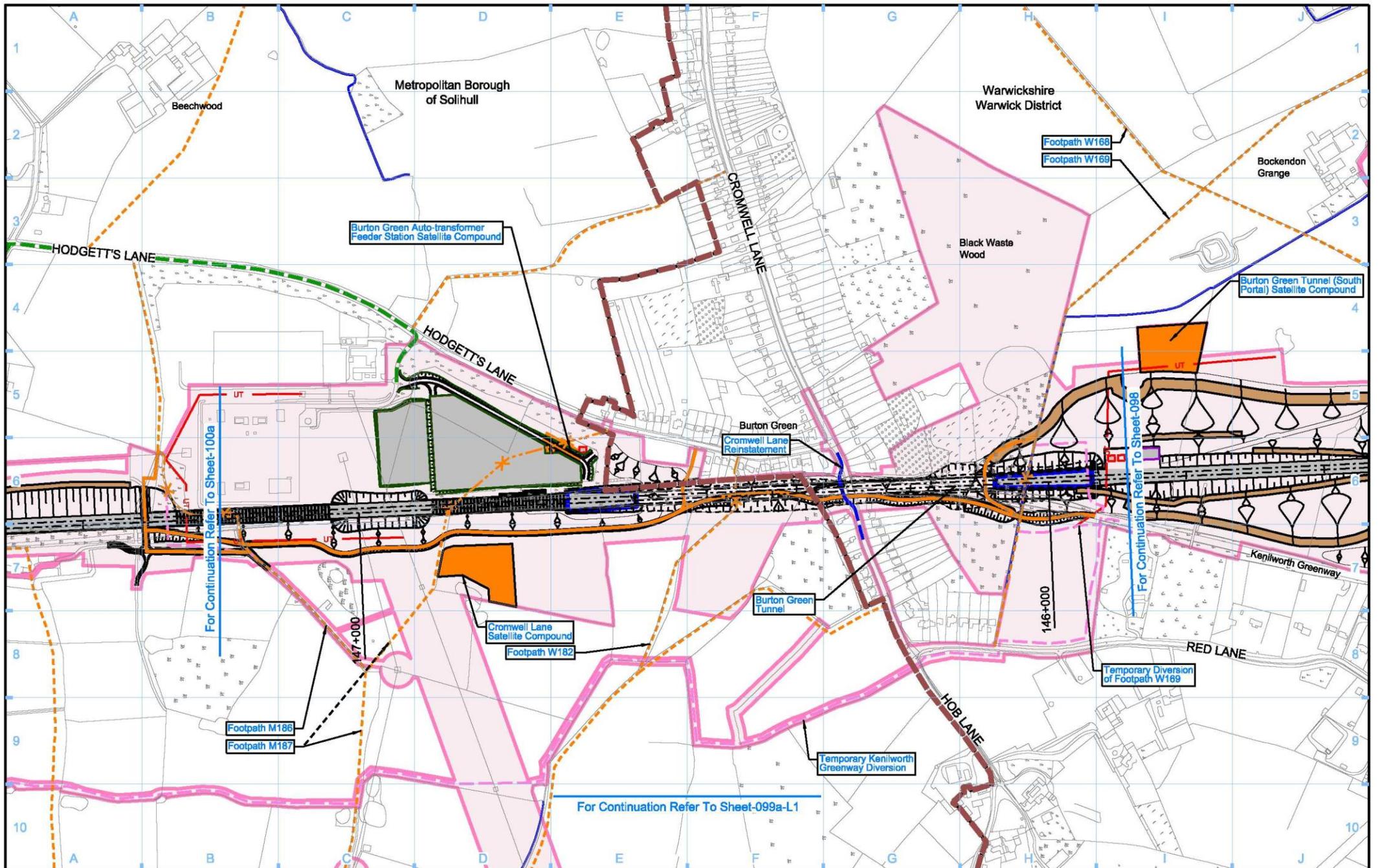
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Legend	
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	Depot, station, headhouse or portal building
	Tunnel portal
	Main construction compound
	Satellite construction compound
	Temporary material stockpile
	Temporary replacement community facility
	Planning authority boundary
	Existing watercourse
	Tunnels external extent
	County boundary
	Borough / District boundary
	Land potentially required during construction
	Landscape earthworks
	Engineering earthworks
	Construction traffic route
	Existing public right of way (PRoW)
	New, diverted or realigned PRoW
	Stopped-up PRoW
	Temporary PRoW diversion / realignment
	Temporary highway diversion / realignment
	UT - Main utility works
	Chainage (e.g. 10+000)
	Rail alignment

Map Number: **S17-CP-099**

Map Name: **Construction Phase Sch 17 Planning Context Report Plan**

Planning Authority Area: **Warwick District / Metropolitan Borough of Solihull**

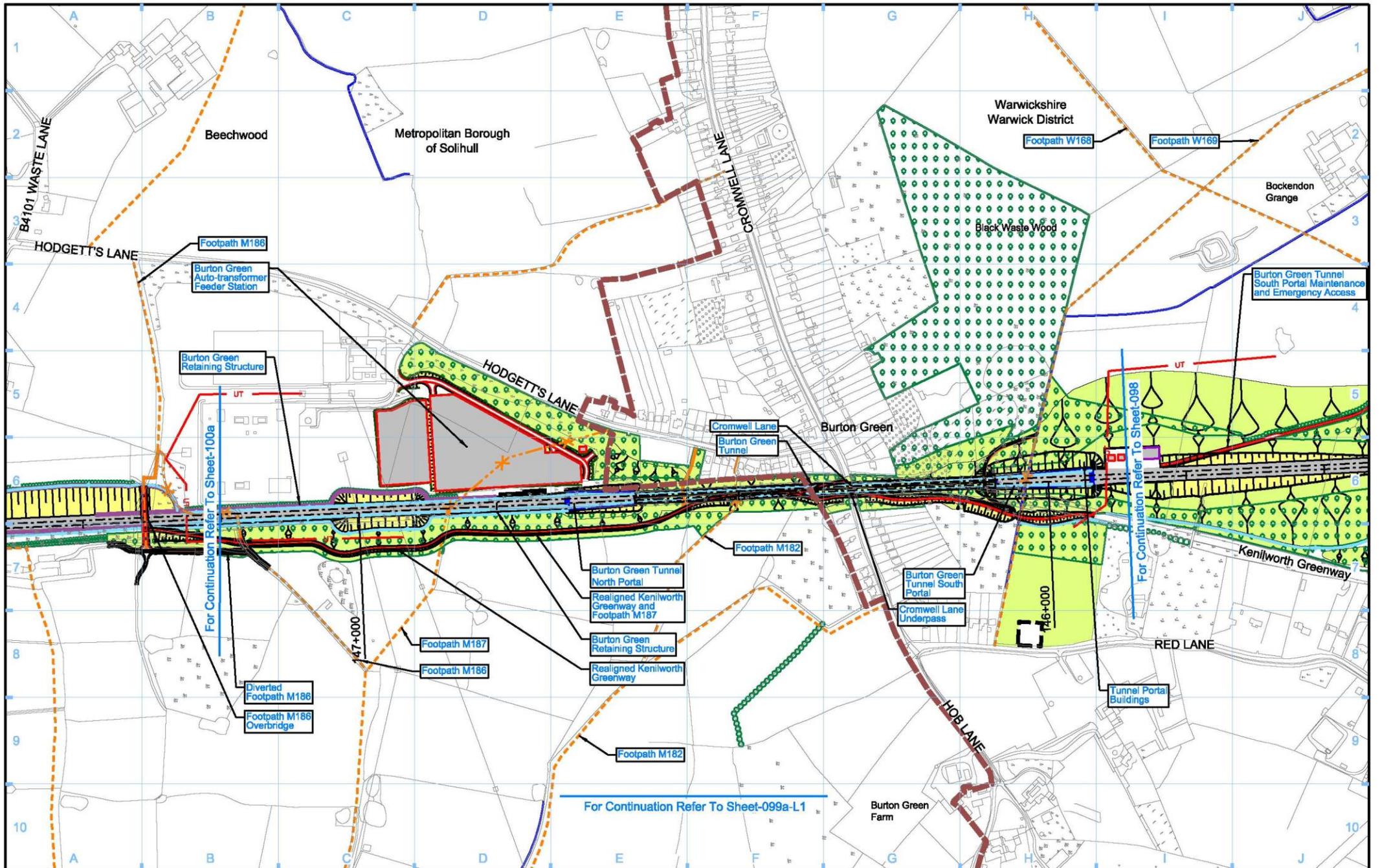
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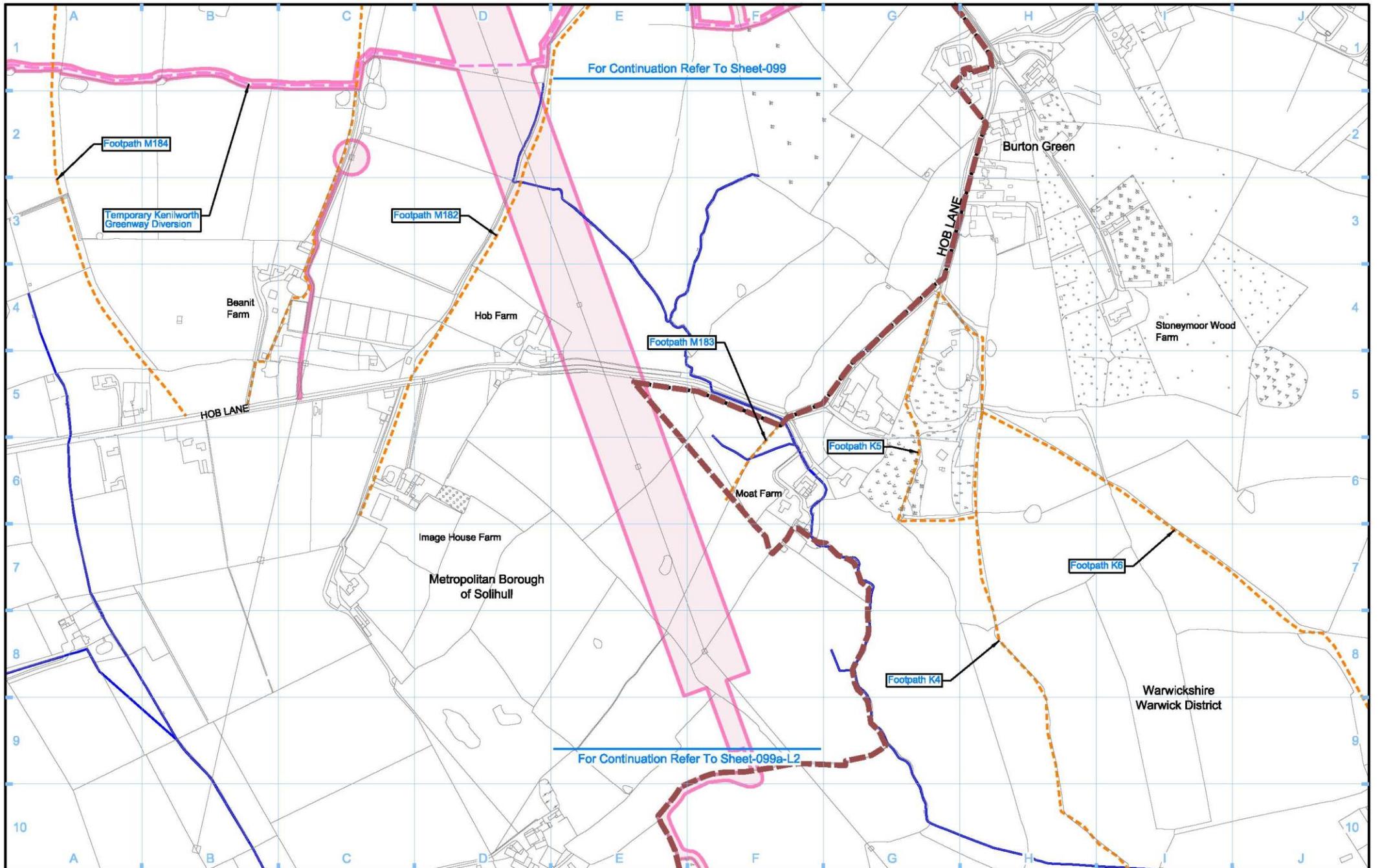
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Legend	
	Depot, station, headhouse or portal building
	Tunnel portal
	Main construction compound
	Satellite construction compound
	Temporary material stockpile
	Rail alignment formation
	Landscape earthworks
	Engineering earthworks
	County boundary
	Borough / District boundary
	Land potentially required during construction
	Temporary replacement community facility
	Planning authority boundary
	Existing watercourse
	Tunnels external extent
	Construction traffic route
	Existing public right of way (PRoW)
	New, diverted or realigned PRoW
	Stopped-up PRoW
	Temporary PRoW diversion / realignment
	Temporary highway diversion / realignment
	UT - Main utility works
	Chainage (e.g. 10+000)
	Rail alignment

Map Number
S17-CP-099a-L1

Map Name
**Construction Phase
Sch17 Planning Context Report Plan**

Planning Authority Area
**Warwick District /
Metropolitan Borough of Solihull**

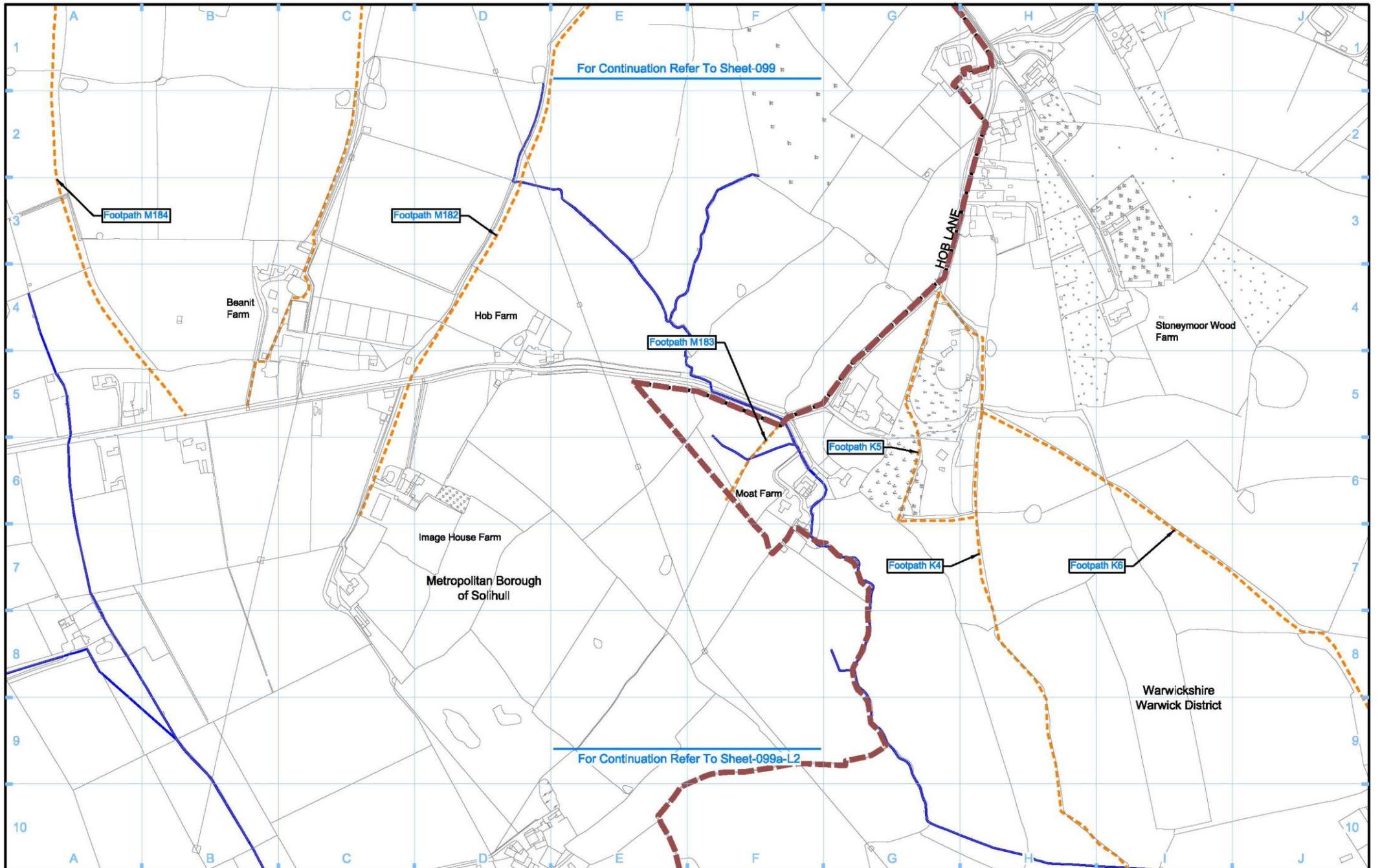
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Doe Number: C223-HS2-TP-DPL-030-519902 P00.0 Date:



Legend	
	Depot, station, headhouse or portal building
	Tunnel portal
	Electricity substation
	Land drainage area
	Ecological mitigation pond
	Balancing pond
	Replacement floodplain storage
	Woodland habitat creation
	Wetland habitat creation
	Grassland habitat creation
	Landscape mitigation planting (scrub / woodland)
	Grassed areas
	Sustainable placement
	Public realm/Replacement community facility
	Engineering earthworks
	Landscape earthworks
	Rail alignment formation
	Returned to suitable development use
	County boundary
	Borough / District boundary
	Planning authority boundary
	Watercourse diversion
	Existing watercourse
	Ditches - new
	Hedgerow habitat creation
	Main utility works
	Existing public right of way (PRoW)
	New, diverted or realigned PRoW
	Stopped-up PRoW
	Tunnels external extent
	Rail alignment
	HS2 Access road
	Noise fence barrier
	Chainage (e.g. 10+000)

Map Number: **S17-OP-099a-L1**

Map Name: **Operational Phase Sch 17 Planning Context Report Plan**

Planning Authority Area: **Warwick District / Metropolitan Borough of Solihull**

hs2

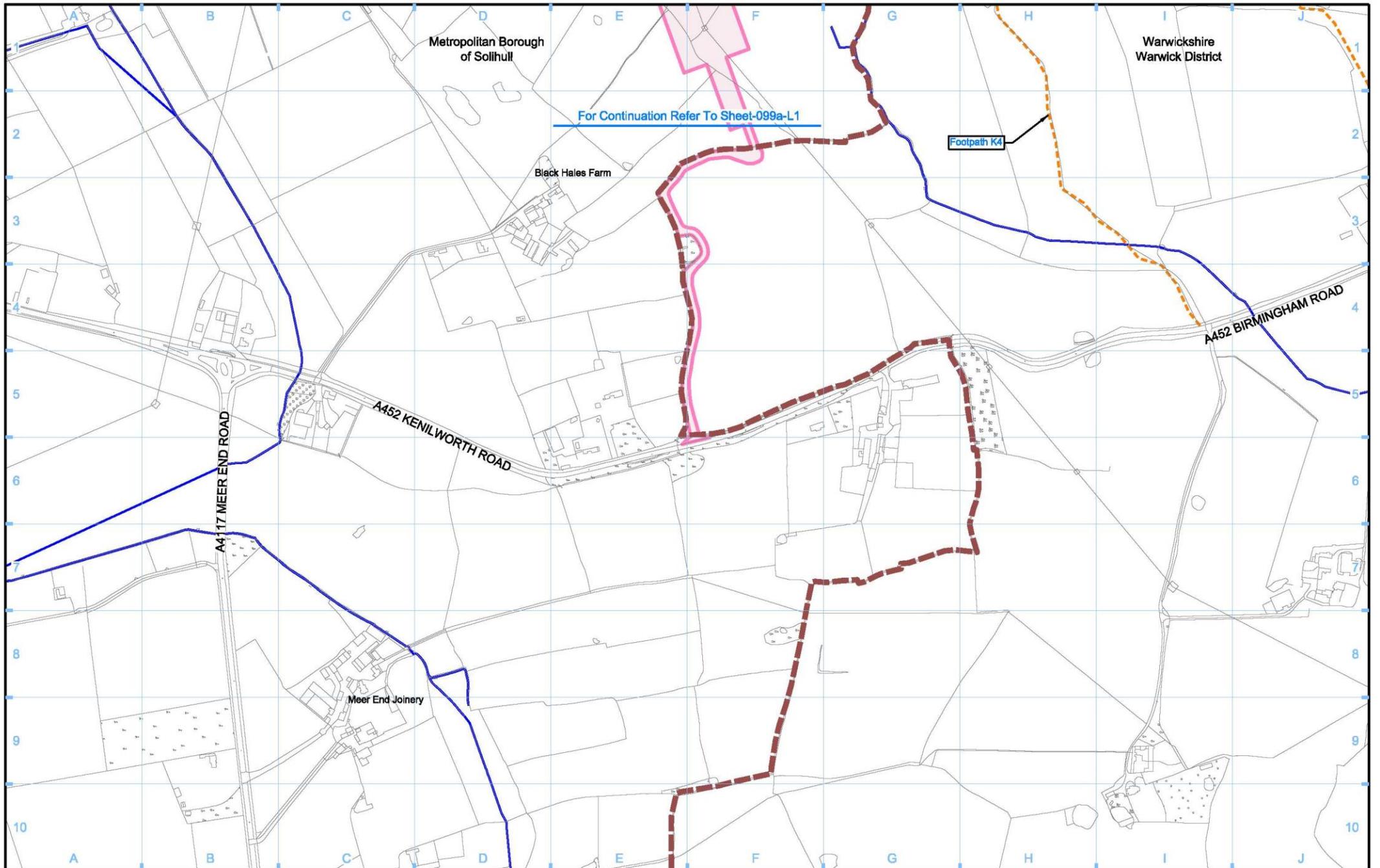
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Legend	
	Depot, station, headhouse or portal building
	Tunnel portal
	Main construction compound
	Satellite construction compound
	Temporary material stockpile
	Rail alignment formation
	Landscape earthworks
	Engineering earthworks
	County boundary
	Borough / District boundary
	Land potentially required during construction
	Temporary replacement community facility
	Planning authority boundary
	Existing watercourse
	Tunnels external extent
	Construction traffic route
	Existing public right of way (PRoW)
	New, diverted or realigned PRoW
	Stopped-up PRoW
	Temporary PRoW diversion / realignment
	Temporary highway diversion / realignment
	UT
	Main utility works
	Chainage (e.g. 10+000)
	Rail alignment

Map Number: **S17-CP-099a-L2**

Map Name: **Construction Phase Sch17 Planning Context Report Plan**

Planning Authority Area: **Warwick District / Metropolitan Borough of Solihull**

hs2

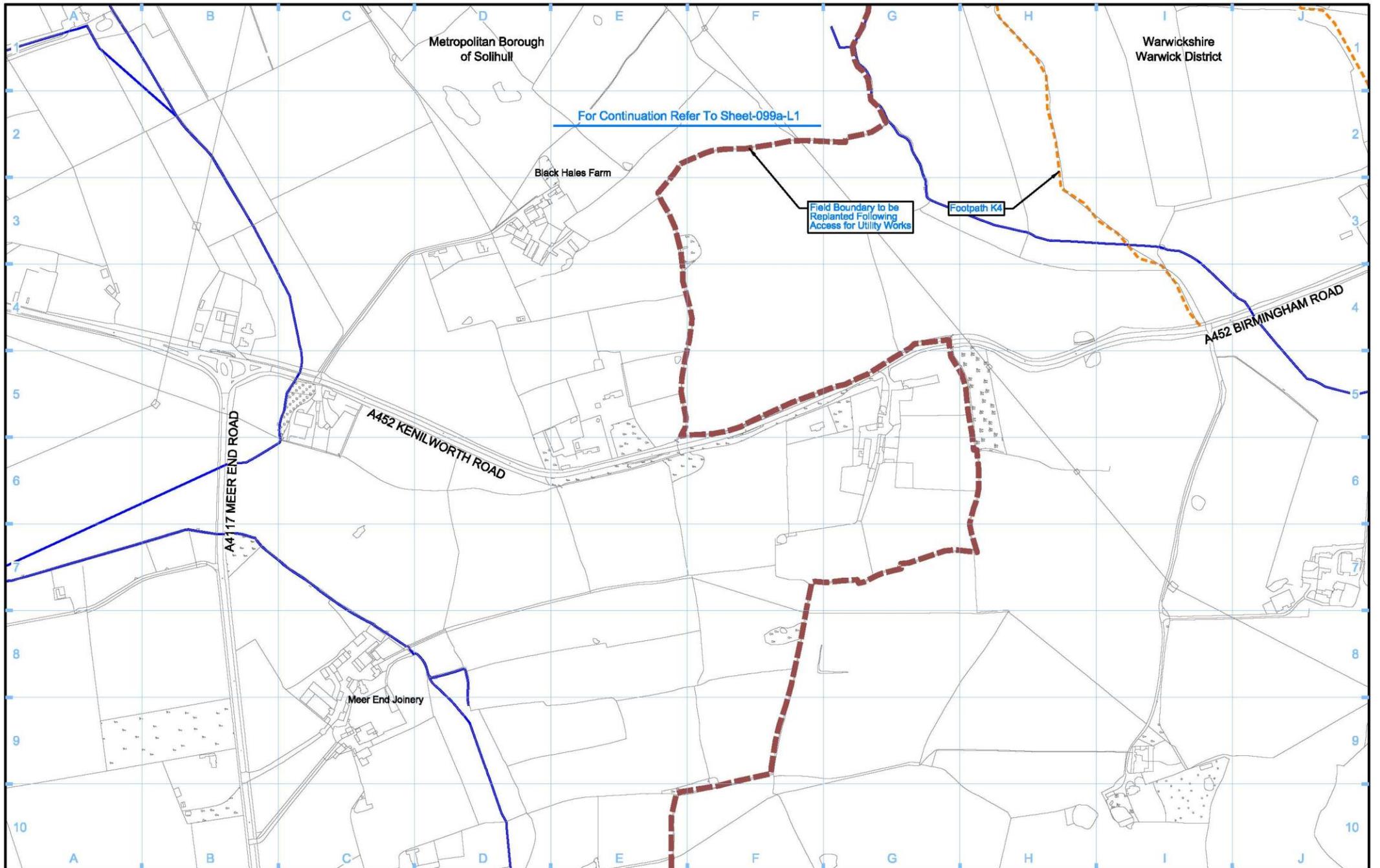
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For Continuation Refer To Sheet-099a-L1

Field Boundary to be Replanted Following Access for Utility Works

Footpath K4

Legend	
	Depot, station, headhouse or portal building
	Tunnel portal
	Electricity substation
	Land drainage area
	Ecological mitigation pond
	Balancing pond
	Replacement floodplain storage
	Woodland habitat creation
	Wetland habitat creation
	Grassland habitat creation
	Landscape mitigation planting (scrub / woodland)
	Grassed areas
	Sustainable placement

	Public realm/Replacement community facility
	Engineering earthworks
	Landscape earthworks
	Rail alignment formation
	Returned to suitable development use
	County boundary
	Borough / District boundary

	Planning authority boundary
	Watercourse diversion
	Existing watercourse
	Ditches - new
	Hedgerow habitat creation
	Main utility works
	Existing public right of way (PRoW)
	New, diverted or realigned PRoW

	Stopped-up PRoW
	Tunnels external extent
	Rail alignment
	HS2 Access road
	Noise fence barrier
	Chainage (e.g. 10+000)

Map Number: **S17-OP-099a-L2**

Map Name: **Operational Phase Sch 17 Planning Context Report Plan**

Planning Authority Area: **Warwick District / Metropolitan Borough of Solihull**

hs2

Registered in England. Registration number 06791885
Registered office: 2 Snow Hill, Queensway, Birmingham, B4 6QA

Scale at A3: 1:5,000

0 50 100 150 200 250
Metres

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Annex 1 – Signposting

Document	Link
High Speed Rail (London – West Midlands) Act 2017	http://www.legislation.gov.uk/ukpga/2017/7/contents/enacted
Schedule 17 Fee Regulations	http://www.legislation.gov.uk/uksi/2017/223/contents/made
Schedule 17 Appeal Regulations	http://www.legislation.gov.uk/uksi/2017/227/contents/made
High Speed Rail (London – West Midlands) Environmental Minimum Requirements	https://www.gov.uk/government/publications/environmental-minimum-requirements
	https://www.gov.uk/government/publications/high-speed-rail-london-west-midlands-bill-register-of-undertakings-and-assurances
Schedule 17 Statutory Guidance	https://www.gov.uk/government/publications/high-speed-rail-london-to-west-midlands-act-2017-schedule-17-statutory-guidance
Phase One Information Papers	https://www.gov.uk/government/collections/high-speed-rail-london-west-midlands-bill#information-papers
Phase One – Planning Forum Notes	https://www.gov.uk/government/publications/planning-forum-notes
Phase One Environmental Statement	https://www.gov.uk/government/collections/hs2-phase-one-environmental-statement-documents
	https://www.gov.uk/government/collections/additional-provision-september-2014
	https://www.gov.uk/government/collections/supplementary-environmental-statement-and-additional-provision-2-july-2015
	https://www.gov.uk/government/collections/supplementary-environmental-statement-2-and-additional-

Document	Link
	provision-3-september-2015
	https://www.gov.uk/government/collections/supplementary-environmental-statement-3-and-additional-provision-4-october-2015
	https://www.gov.uk/government/collections/supplementary-environmental-statement-4-and-additional-provision-5-december-2015

