High Speed Two: Phase 2b Design Refinement Consultation

Visualisations & Plan and Profile Maps

Moving Britain Ahead
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1. Introduction

Background
1.1 This booklet accompanies the Volume 1 of HS2 Phase 2b Design Refinement Consultation (DRC) and contains plan and profile maps and visualisations of some of the proposed changes within the DRC. The table below describes all of the proposed changes that form the DRC.

Plan and profile maps
1.2 There are plan and profile maps for proposed changes. These show the horizontal and vertical alignment of the change in the context of local features.

Visualisations
1.3 HS2 Ltd have produced visualisations for locations where changes are being consulted on in the Design Refinement Consultation (DRC). They have been produced to assist in making an informed response to the consultation.

1.4 The purpose of the visualisations within this booklet is to provide an understanding of the scale and dimensions of the permanent structures from publicly accessible viewpoints. They will therefore help to provide an indicative visual representation of the potential impacts of the proposed changes.

1.5 It is important to understand that these images will differ from the images that will be included in the formal Environmental Statement (fES). This is explained further below, along with the methodologies used to create the visualisations for the DRC.

- **Locations** – the DRC visualisations are taken from the nearest public right of way (PRoW) on a public highway. This is not necessarily the nearest viewpoint available to the public but reflects access available at this time. This differs from the images that will be included in the fES that, for example, may use a PRoW over private land to gain a better vantage point;

- **Rendering focus of structures** – the DRC visualisations depict the rendered surfaces and materials that the changes could be finished with. This is not necessarily what they will look like as such finishes are determined via local planning applications. The images that will be included in the fES that will focus more on details, such as light and shade on the structures and the tone of different concrete structures. This level of detail has not been included for these visualisations;

- **Year one and year 15 images** – the DRC visualisations show an indicative image of what each change could look like in year one of operations. This means that the potential mitigations that are shown, such as trees that have been planted next to the line, reveal more of the line itself than what the scheme will likely appear in year 15, as the planting matures. Images in the fES will show year one and year 15 of operations therefore showing more mature vegetation.

- **Standardised features** – security fencing (where included), HS2 rolling stock, HS2 train being in motion, spacing of the overhead lines for electrification, and noise barriers (where included) have been standardised across all of the visualisations.

- **Nonappearances** – proposed utility diversions, including pylon diversions, are not shown in any of the visualisations.
Summary of each of the proposed refinements

<table>
<thead>
<tr>
<th>Proposed design refinement</th>
<th>Description of proposed change</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Relocations and Realignments</strong></td>
<td></td>
</tr>
<tr>
<td>1 Relocation of the Palatine Road vent shaft, West Didsbury, Manchester</td>
<td>The Secretary of State is minded to relocate the vent shaft for the Manchester tunnel to an alternative site within Withington golf course to reduce the impact on flood storage capacity in the area.</td>
</tr>
<tr>
<td>2 Relocation of the Lytham Road vent shaft to Birchfields Road, Fallowfield, Manchester</td>
<td>The Secretary of State is minded to relocate the vent shaft for the Manchester tunnel from the playing fields of Manchester Enterprise Academy on Lytham Road, to the car park of Fallowfield Retail Park on Birchfields Road.</td>
</tr>
<tr>
<td>3 Realignment of the route at junction 10 of the M42, North Warwickshire</td>
<td>The Secretary of State is minded to replace the currently proposed cut and cover tunnel under junction 10 of the M42 with a bored tunnel to reduce impacts on the junction. This change requires a minor realignment of the route through Kingsbury Water Park.</td>
</tr>
<tr>
<td>4 Realignment of the route between Ashby-de-la-Zouch and Diseworth, Leicestershire</td>
<td>The Secretary of State is minded to realign approximately 13km of the current route by a maximum of 170m to the east between Ashby-de-la-Zouch and Diseworth. This is to reduce impacts associated with crossing former open-cast mines and historic landfills in the area between Ashby-de-la-Zouch and Diseworth.</td>
</tr>
<tr>
<td>5 Realignment of the route at Trowell in Nottinghamshire to avoid the M1</td>
<td>The Secretary of State is minded to realign the proposed route as it passes Trowell to avoid the need to permanently realign the M1.</td>
</tr>
<tr>
<td>6 Leeds corridor, Woodlesford to Leeds station</td>
<td>The Secretary of State is minded to change the height of the route for 8km on the approach into Leeds station so the line runs predominantly on a viaduct, rather than a combination of at ground level cutting and embankment.</td>
</tr>
<tr>
<td><strong>New Infrastructure</strong></td>
<td></td>
</tr>
<tr>
<td>7 Temporary construction railhead and permanent maintenance facility at Ashley, Cheshire</td>
<td>The Secretary of State is minded to introduce two pieces of new infrastructure near Ashley. One is a temporary railhead south of the route to support construction of the new railway. The second is a permanent infrastructure maintenance base – rail (IMB-R), for storage of overnight maintenance trains, at a separate site north of the route and to the west of Ashley.</td>
</tr>
<tr>
<td>8 Permanent maintenance facility at Austrey, North Warwickshire</td>
<td>The Secretary of State is minded to introduce a permanent infrastructure maintenance base for rail – (IMB-R) near Austrey in North Warwickshire.</td>
</tr>
<tr>
<td>9 Temporary construction railhead at Ashby-de-la-Zouch, Leicestershire</td>
<td>The Secretary of State is minded to introduce a temporary construction railhead near junction 13 of the A42 and the existing Leicester to Burton upon Trent rail line, to support the construction of the HS2 new railway.</td>
</tr>
<tr>
<td>10 Permanent train stabling facility at Heaton, Newcastle upon Tyne</td>
<td>The Secretary of State is minded to include a stabling facility at Heaton, near Newcastle, to store high speed trains serving the north.</td>
</tr>
<tr>
<td><strong>New Scope</strong></td>
<td></td>
</tr>
<tr>
<td>11 Passive provision for two junctions at High Legh, Cheshire</td>
<td>The Secretary of State is minded to include passive provision for two junctions to enable future use of the HS2 line into Manchester for NPR services between Manchester, Warrington and Liverpool; and a second to also allow HS2 services between London and Liverpool to use future NPR infrastructure.</td>
</tr>
</tbody>
</table>
2. Locations of the proposed refinements

Locations of the proposed refinements

- 1. Relocation of the Palatine Road vent shaft
- 2. Relocation of the Lytham Road vent shaft to Birchfields Road
- 3. Realignment of the route at Junction 10 of the M42
- 4. Realignment of the route between Ashby-de-la-Zouch and Diseworth
- 5. Realignment of the route at Trowell to avoid the M1
- 6. Leeds approach, Woodford to Leeds station
- 7. Construction railhead and maintenance facility at Ashley
- 8. Maintenance facility at Austrey
- 9. Construction railhead at Ashby-de-la-Zouch
- 10. Train stabling facility at Heaton
- 11. Passive provision for two junctions at High Legh

Manchester Piccadilly
West Coast Main line

Manchester Airport

Chesterfield

Crewe

East Midlands Airport

Birmingham Curzon Street
HS2 PHASE ONE

Birmingham Interchange
HS2 PHASE ONE

Leeds
HS2 PHASE 2b

East Coast Main line

Birmingham
HS2 PHASE 2b

Sheffield

Manchester Airport

East Midlands Airport

Leeds
HS2 PHASE 2b

East Coast Main line

Birmingham Interchange
HS2 PHASE ONE

Birmingham Airport

Manchester Piccadilly
West Coast Main line
1. Relocation of the Palatine Road vent shaft, West Didsbury, Manchester

Community area: MA07 | Davenport Green to Ardwick
Relocation of the Palatine Road vent shaft, West Didsbury, Manchester
Relocation of the Palatine Road vent shaft, West Didsbury, Manchester

Current Baseline

Proposed Scheme

Technical Information

Key Plan

HS2

Manchester Lay-While

C16A Area 1 (C16A)

Design Phase

Environmental

Draft 6.0 - Code Initial Preliminary Design

Wildlife Study Produced for Design Proposal Consultation - Palatine Road Ventilation Shaft 2 and 3

Survey No. 2495239

Survey Co-Ordinates

OS100K Sheet 10

Scale 1:500

Redrawn and Issued by

P11
2. Relocation of the Lytham Road tunnel vent shaft to Birchfields Road, Fallowfield, Manchester

Community area: MA07 | Davenport Green to Ardwick
Relocation of the Lytham Road vent shaft to Birchfields Road, Fallowfield, Manchester

Technical Information

Description:

[Insert description text]

Key Plan:

[Insert key plan image]

HS2

[Insert HS2 logo]

Environmental

Conditions

[Insert conditions table]

Reported at
24/05/2019

A1

P1

Referee:
M.J. (Mod) and R.P. (PwC)
3. Realignment of the route at junction 10 of the M42, North Warwickshire

Community area: LA01 | Lea Marston to Tamworth
Realigniment of the route at junction 10 of the M42, North Warwickshire
Realignment of the route at junction 10 of the M42, North Warwickshire.
Realignment of the route at junction 10 of the M42, North Warwickshire

Technical Information

Current Baseline

Proposed Scheme

Key Plan

The realignment involves changing the course of the M42 at junction 10 to reduce the risk of flooding and improve safety.

Key Points:
- **Reduction of Flooding Risk**: The realignment is designed to prevent water from overflowing onto the road, improving safety for drivers and pedestrians.
- **Enhanced Safety**: The proposed scheme includes improved road markings and signage to enhance visibility and reduce the risk of accidents.

The project is expected to be completed in the next fiscal year, with a focus on minimizing disruption to local traffic and ensuring the safety of all road users.
4. Realignment of the route between Ashby-de-la-Zouch and Diseworth, Leicestershire

Community area: LA04 | Coleorton to Kegworth
Realignment of the route between Ashby-de-la-Zouch and Diseworth, Leicestershire
Realignement of the route between Ashby-de-la-Zouch and Diseworth, Leicestershire
Realignment of the route between Ashby-de-la-Zouch and Diseworth, Leicestershire
Realignement of the route between Ashby-de-la-Zouch and Diseworth, Leicestershire
5. Realignment of the route at Trowell in Nottinghamshire to avoid the M1

Community area: LA06 | Stapleford to Nuthall
Realignment of the route at Trowell in Nottinghamshire to avoid the M1
6. Leeds corridor, Woodlesford to Leeds Station

Community area: LA17 | Stourton to Hunslet and LA18 | Leeds Station
Leeds corridor, Woodlesford to Leeds station

Technical Information

Key Plan

HS2

Leeds City

Proposition

<table>
<thead>
<tr>
<th>Date</th>
<th>Leeds City</th>
<th>Proposition</th>
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</tbody>
</table>

Environmental

VistaMedica Produced for this Design

Refers to Consultation – Paris River

Key Plan

Current Baseline

Proposed Scheme
7. Temporary construction railhead and permanent maintenance facility near Ashley, Cheshire

Community area MA06 | Hulseheath to Manchester Airport
Temporary construction railhead and permanent maintenance facility near Ashley, Cheshire
8. Permanent maintenance facility near Austrey, North Warwickshire

Community Area: LA02 | Birchmoor to Austrey
Permanent maintenance facility at Austrey, North Warwickshire
Permanent maintenance facility at Austrey, North Warwickshire
9. Temporary construction railhead near Ashby-de-la-Zouch, Leicestershire

Community Area: LA03 | Appleby Parva to Ashby-de-la-Zouch
Temporary construction railhead at Ashby-de-la-Zouch, Leicestershire
10. Permanent HS2 train stabling facility at Heaton, Newcastle-upon-Tyne
11. Provision for two junctions at High Legh, Cheshire

Community areas: MA03 | Pickmere to Agden and Hulseheath and MA06 | Hulseheath to Manchester Airport
Provision for two junctions at High Legh, Cheshire.
Passive provision for two junctions at High Legh, Cheshire
Passive provision for two junctions at High Legh, Cheshire

Technical information

Key Plan

Environmental

Figure Title

Design

24/05/2018

1.1

A1

1.4.2
Passive provision for two junctions at High Legh, Cheshire
Passive provision for two junctions at High Legh, Cheshire
3. How to respond and next steps

How to respond
The deadline for responding to the 2019 Design Refinement Consultation is 11:45pm on 6 September 2019. Please ensure that you send your response before that date to ensure that it is included in our analysis and consideration.

Email and online responses can be submitted until 11:45pm on the final day of the consultation. Postal responses must be posted on or before the final day of the consultation.

Please only use the channels listed below when responding to this consultation. We cannot guarantee that responses sent to any other addresses will be considered as part of this consultation.

You can access the consultation documents and the online response form at: www.gov.uk/government/consultations/hs2-phase-2b-design-refinement-consultation

You can respond to this consultation in the following ways:

- Online: You can respond to the consultation at https://ipsos.uk/designrefinement2b
- Email: You can email your response to designrefinement2b@ipsos-mori.com
- Post: You can post your response to us using FREEPOST HS2 PHASE 2B DESIGN REFINEMENT. Please note that you do not need include any more information on the envelope than the full FREEPOST address on a single line. No stamp is required.

Helpdesk
If you have any questions about the information in this document or about the consultation, please get in touch via the HS2 Helpdesk on 08081 434 434 or via hs2enquiries@hs2.org.uk. You can also request a copy of this consultation document in large print, braille or audio from the HS2 Helpdesk.

Please do not send your consultation to Helpdesk. Instead use the channels set out above.

Events
We are holding a series of information events in June and July 2019 to support the consultation. Members of the HS2 team will be available at these events to help answer questions about the proposed changes to the scheme and Phase 2b in general.

A full schedule of events can be found at www.hs2.org.uk/phase2b.

What will happen next?
Following the close of consultation on 6 September 2019, the feedback received will be analysed by Ipsos MORI who will produce an independent report on the findings of the consultation.

On the basis of this report, we will provide advice to the Secretary of State who will then make a decision about whether to include each proposal in Phase 2b. This decision will be made with consideration to both HS2's advice and the Ipsos MORI report.

Subject to the Secretary of State's decision to include each change in the scheme submitted as part of the hybrid Bill, we will use feedback to the consultation to inform the evolving design of each element. This will include how we assess the potential impact of the design and what mitigation we can provide.
There may be additional changes to the scheme that Secretary of State decides to consult on before the submission of the hybrid Bill. Such a consultation would be carried out and promoted in a similar manner to this consultation.

In addition, before the submission of the hybrid Bill in 2020, we will update stakeholders and communities about the design included in the Bill. The submission of the hybrid Bill to Parliament will start a further stage of consultation, carried out by Parliament, on the Environmental Statement for Phase 2b.

Confidentiality and data protection
Information provided in response to this consultation, including personal information, may be subject to publication or disclosure in accordance with the access to information regimes. These are primarily the Freedom of Information Act 2000 (FOIA), the Environmental Information Regulations (EIR) 2004, the Data Protection Act (DPA) 2018, and the General Data Protection Regulation (GDPR).

Please be aware that, under the FOIA and the EIR, there is a statutory Code of Practice with which public authorities must comply and which deals with, amongst other things, obligations of confidence.

In view of this, if you wish your response to be considered in confidence, it would be helpful if you could explain to us why you regard the information you have provided as confidential. Space is provided on the response form for this consultation to do this.

If we receive a request for disclosure of the information we will take full account of your explanation, but we cannot give an assurance that confidentiality can be maintained in all circumstances. An automatic confidentiality disclaimer generated by your IT system will not, in itself, be regarded as binding on the Department for Transport or HS2 Ltd.

The Department for Transport, HS2 Ltd and Ipsos MORI will process your personal data in accordance with the DPA 2018 and GDPR. We may share your personal information with our partner agencies and government, when doing so enables us to fully consider your response. If you change your mind about us using your personal information you have a right to have the relevant information deleted. If this is the case please email hs2dataprotection@hs2.org.uk.

To view our full privacy notice please visit www.hs2.org.uk/privacy-notice.