High Speed Two: Western Leg Design Refinement Consultation Map Book

Visualisations and Plans

Moving Britain Ahead
High Speed Two: Western Leg Design Refinement Consultation Map Book

Presented to Parliament by the Minister of State for Transport by Command of Her Majesty

October 2020

CP 288 Volume 2
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1. Introduction

Background
1.1 This mapbook accompanies Volume 1 of HS2 Phase 2b Western Leg Design Refinement Consultation which describes proposed changes.
1.2 The HS2 Phase 2b Western Leg Design Refinement Consultation will run until 11.45pm on 11 December 2020.
1.3 Details of how to respond to this consultation are provided on page 57 of this document.
1.4 The information contained in this document can also be found online at: https://www.gov.uk/government/consultations/hs2-phase-2b-western-leg-design-refinement-consultation. Hard copies of this consultation document and the associated response form can also be obtained via the HS2 Helpdesk, the details of which are on page 57 of this map book.

Ordnance Survey data
1.5 All maps produced as part of this consultation update contain Ordnance Survey (OS) data. HS2 Ltd uses the most up to date mapping available, where possible, supplied by the OS and as such, cannot be held responsible for any inaccuracies within this data. As part of the licence conditions, all digital maps carry a watermark.

Chainage
1.6 Most of the maps presented have a chainage value shown on the proposed railway alignment. Chainage is presented in the form of XX+YYY, e.g. 192+000 or 239+500. Chainage (known as reference chainage) is referenced from Euston Station, which is 0+000, and the value presented is in metres, e.g. 192+000 refers to the point, 192,000m, or 192km, from Euston Station. Chainage values increase in intervals dependant on the map scale. For maps at 1:50,000 scale chainage is shown at 5km intervals. For maps at 1:25,000 scale chainage is shown at 2km intervals. For maps at 1:20,000, 1:10,000, 1:5,000 and 1:2,500 scales, chainage is shown at 1km intervals. Chainage has been included on the maps as a useful tool for comparing different map sets.

Arrangement and orientation
1.7 The majority of the maps presented in this map book show the railway alignment running horizontally across the page with the direction of travel to London to the left of the page, and Edinburgh and Glasgow to the right.
1.8 Visualisations have been included for each of the proposed changes. Each visualisation includes two images, arranged one of top of the other. In each case the top image displays a "Current Baseline" view (i.e. pre-railway) and the bottom image displays a view of the "Proposed Scheme" (i.e. once the railway has been built). Illustrations of the proposed Manchester Piccadilly Station have also been included.
Summary of proposed refinements

1.9 The table below provides details of the proposed changes that the Minister of State is minded to include in the design that is submitted to Parliament as part of the Phase 2b Western Leg hybrid Bill. Each proposed change is described in further detail in Volume 1 of the WLDRC.

<table>
<thead>
<tr>
<th>Proposed Design Refinement</th>
<th>The Minister of State is minded to</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1</strong> Crewe Northern Connection &amp; changes to the design of Crewe North Rolling Stock Depot</td>
<td>Make two changes to the design north of Crewe to:</td>
</tr>
<tr>
<td></td>
<td>● Include Crewe Northern Connection in the design for HS2 to enable the benefits of NPR and the Crewe Hub to be realised in future with more and quicker services to the north; and</td>
</tr>
<tr>
<td></td>
<td>● modify the design of the Crewe North Rolling Stock Depot to provide the required stabling and maintenance facilities for HS2 rolling stock and support the efficient operation of the HS2 network.</td>
</tr>
<tr>
<td><strong>2</strong> Changes to the design around Manchester Airport High Speed station</td>
<td>Make changes to the design at Manchester Airport High Speed station to:</td>
</tr>
<tr>
<td></td>
<td>● provide two additional platforms (giving a total of four platforms) to accommodate future service growth and the use of HS2 infrastructure as part of Northern Powerhouse Rail; and</td>
</tr>
<tr>
<td></td>
<td>● update the designs for provision of a future Metrolink stop at the HS2 station; and</td>
</tr>
<tr>
<td></td>
<td>● improve the future road network around the station.</td>
</tr>
<tr>
<td><strong>3</strong> Changes to the design around Manchester Piccadilly High Speed station</td>
<td>Make changes to the design around the proposed Manchester Piccadilly High Speed station to:</td>
</tr>
<tr>
<td></td>
<td>● provide an additional two platforms (giving a total of six platforms) to allow future use of HS2 infrastructure as part of Northern Powerhouse Rail (NPR); and</td>
</tr>
<tr>
<td></td>
<td>● relocate the Piccadilly Metrolink station beneath the HS2/NPR station and make provision for a second Metrolink stop in the event of future expansion of the Metrolink system to the east of the city; and</td>
</tr>
<tr>
<td></td>
<td>● make passive provision for the junction required for a future connection to Leeds as part of NPR; and</td>
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<td></td>
<td>● change the horizontal alignment of the approach to the station to reduce impacts on the Ardwick train care facility; and</td>
</tr>
<tr>
<td></td>
<td>● improve the intended road network around the station to avoid disruption to road users and re-provide highways around HS2 works.</td>
</tr>
<tr>
<td><strong>4</strong> The introduction of a new train stabling facility at Annandale, in Dumfries and Galloway</td>
<td>Include a train stabling facility in Dumfries and Galloway (between the A74(M) and West Coast Main Line), to stable and carry out light maintenance on High Speed trains serving the north west of England and Scotland.</td>
</tr>
</tbody>
</table>
Freedom of Information 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.
2. Locations of the proposed refinements
3. Design refinements

3.1 Crewe Northern Connection and changes to design of Crewe North rolling stock depot

3.1.1 Construction phase plans

Proposed refinement (2020): North Crewe/Warmingham Moss South
Proposed refinement (2020): Crewe Northern Connection (Parkfield Farm)
Proposed refinement (2020): Crewe North Rolling Stock Depot (Wimboldsley Hall)
Proposed refinement (2020): Wimboldsley Wood WCML
Proposed refinement (2020): HS2 Shropshire Union Canal Crossing, Wimboldsley
Proposed refinement (2020): River Dane Viaduct
3.1.2 Operational phase plans: North Crewe town/Warmingham Moss South
Proposed refinement (2020)
Proposed refinement (2020): Crewe Northern Connection (Parkfield Farm)
Proposed refinement (2020): Crewe North Rolling Stock Depot (Wimboldsley Hall)
Proposed refinement (2020): Wimboldsley Wood WCML
Proposed refinement (2020): Crewe Rolling Stock Depot Satellite Compound (Wimboldsley Community Primary School)
Proposed refinement (2020): HS2 Shropshire Union Canal Crossing, Wimboldsley
Proposed refinement (2020): River Dane Viaduct
3.1.3 Visuations

View East from Moss Lane/Leighton Footpath
View east from Wimboldsley Footpath 1 and Stanthorne Footpath 3
View east from Wimboldsley Footpath 5 adjacent to the Verdin Arms
View east from Wimboldsley Footpath 9 close to Rookery Wood
View west from A530, Nantwich Road north of Wimboldsley village

Technical Information

Key Plan

Current Baseline

School College

Maintenance Shed Rolling Stock Depot (RS&D)

Residential housing

Rolling Stock Shed

Bottled hedgerow

Woodland

A530 Nantwich Road

Proposed Scheme

School College

Maintenance Shed Rolling Stock Depot (RS&D)

Residential housing

Rolling Stock Shed

Bottled hedgerow

Woodland

A530 Nantwich Road

Auxiliary Maintenance Shed RS&D

Main Railway

Woodland

A530 Nantwich Road
View west from Parkers Road, Crewe
View west from Stanthorne Footpath 3 along the Shropshire Union Canal

Current Baseline

Proposed Scheme

Technical Information

Key Plan

View west from Stanthorne Footpath 3 along the Shropshire Union Canal width.

Consultation is provided for Octagon development on the Shropshire Union Canal: Key Plan shows the proposed changes and how they were consulted for. The layout and design of the proposed changes were developed in consultation with the Environment Agency and Natural England. The proposed changes were also subject to consultation through the Preliminary Design Process. The proposed changes were also subject to consultation with the Environment Agency and Natural England. The proposed changes were also subject to consultation through the Preliminary Design Process. The proposed changes were also subject to consultation with the Environment Agency and Natural England. The proposed changes were also subject to consultation through the Preliminary Design Process.
View West from Warmingham Footpath 16
3.2 Changes to the design of Manchester Airport High Speed station

3.2.1 Construction Plans

Proposed refinement (2020): M56 Junction 6
Proposed refinement (2020): Manchester Airport High Speed Station
3.2.2 Operational Plans
Proposed refinement (2020): M56 Junction 6
Proposed refinement (2020): Manchester Airport High Speed Station
3.2.3 Visualisations
View east from A538 Hale Road
View south and east from Hale Footpath 16 off Brooks Drive

Technical Information

Description
View south and east from Hale Footpath 16 off Brooks Drive.

Key Plan

Proposed Scheme

Current Baseline

34
3.3 Changes to the design around Manchester Piccadilly High Speed station

3.3.1 Construction Plans
Proposed refinement (2020): Ardwick – West Gorton
3.3.2 Operational Plans
Proposed refinement (2020): Ardwick - West Gorton
Proposed refinement (2020): Manchester Piccadilly Station
3.3.3 Visualisations
View south from A635 Ashton Old Road
View south and west from Chapeltown Street

Current Baseline

Proposed Scheme

Technical Information

Key Plan

View south and west from Chapeltown Street
Illustration: View south and west from Chapeltown Street
View south from Ducie Street
Illustration: View south from Ducie Street
View south from Store Street
Illustration: View south from Store Street
View west from Baird Street/Portugal Street East

Current Baseline

Proposed Scheme

Technical Information

Key Plan
Illustration: View west from Baird Street/Portugal Street East
3.4 Train stabling facility at the proposed Annandale Depot, Dumfries and Galloway

3.4.1 Construction Plans

Proposed refinement (2020): Blackside Bridge
Proposed refinement (2020): Cranberry Farm
Proposed refinement (2020): Train stabling facility at the proposed Annandale depot
Proposed refinement (2020): Kirkpatrick-Fleming
3.4.2 Operational Plans
Proposed refinement (2020): Blacksike Bridge
Proposed refinement (2020): Cranberry Farm
Proposed refinement (2020): Train stabling facility at the proposed Annandale depot
Proposed refinement (2020): Kirkpatrick-Fleming
3.4.3 Overview Plan
Plan showing the proposed train stabling facility at Annandale.
4. How to respond and next steps

Deadline for feedback
The deadline for responding to the Western Leg Design Refinement Consultation is 11:45pm on 11 December 2020. 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: https://www.gov.uk/government/consultations/hs2-phase-2b-western-leg-design-refinement-consultation.

How to respond
You can respond to the 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 FREEPOST HS2 PHASE 2B DESIGN REFINEMENT. Please note that you do not need to 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, by Minicom on 08081 456 472, or via hs2enquiries@hs2.org.uk.

You can also request a copy of this consultation document in large print, braille or audio from the Helpdesk.

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