

High Speed Two is the Government’s planned new, high speed railway. We (HS2 Ltd) are responsible for designing and building the railway, and for making recommendations to the Government.

Between July 2013 and January 2014, we consulted the public on the proposed route and stations for Phase Two of HS2, from the West Midlands to Manchester, Leeds and beyond. The Government wants part of Phase Two – the route between the West Midlands and Crewe – to open in 2027, six years ahead of the rest of Phase Two, so that the North and Scotland will realise more benefits from HS2 as soon as possible.

This factsheet is to update you about the route between the West Midlands and Crewe. It explains:

- where the route goes and how it has changed since the consultation;
- how to find more information about property or construction issues;
- how to get in touch with us.



For questions about HS2, call our Community Relations team on 020 7944 4908

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High Speed Two Phase Two route map

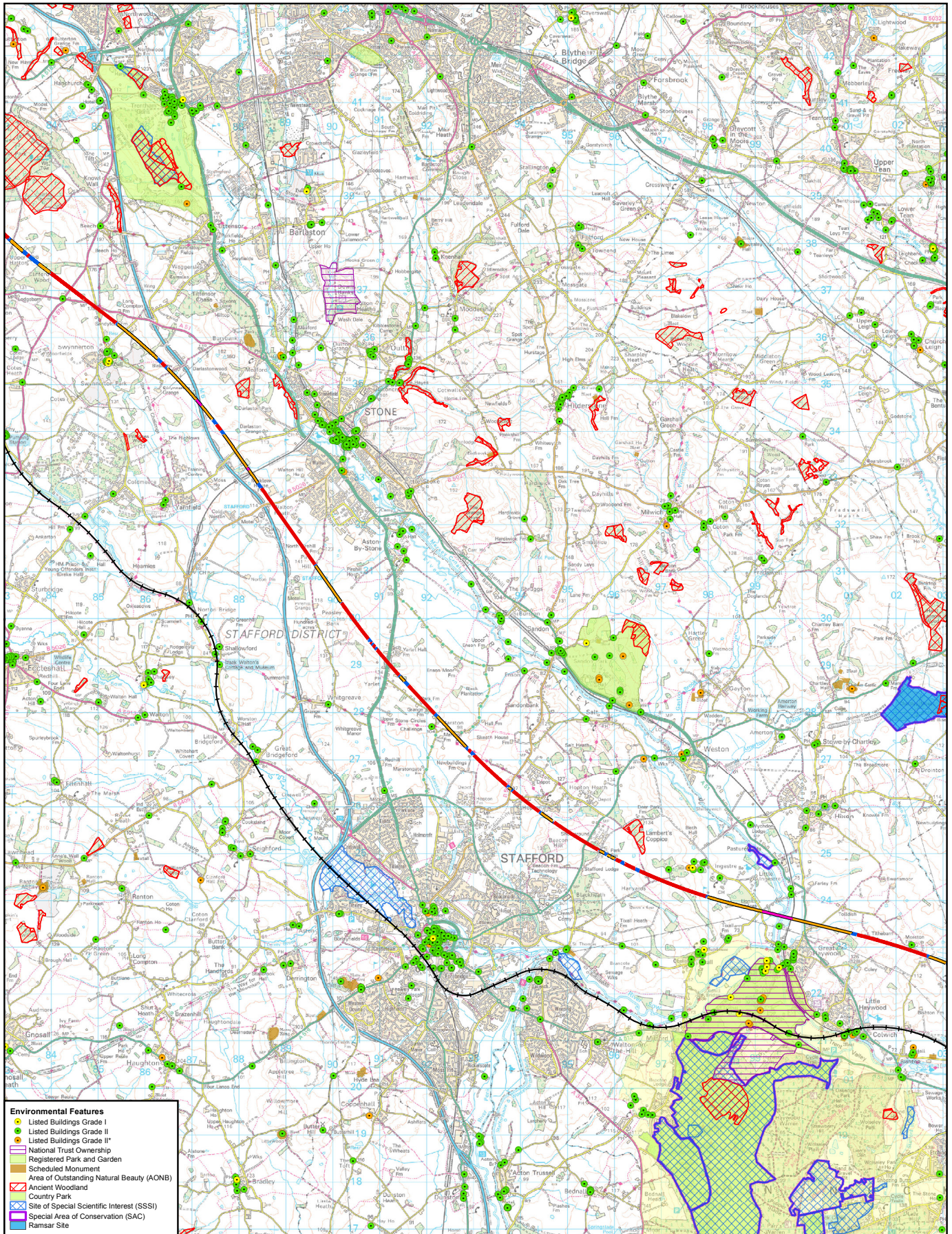
- HS2 station
- HS2 destination served by HS2 classic compatible services
- HS2 connection to existing rail network
- Classic compatible services
- Phase One
- Phase Two – West Midlands to Crewe
- Phase Two

## The route from the West Midlands to Crewe

The route from the West Midlands to Crewe forms the southern 37 miles (60 km) of the Manchester leg on the Phase Two network. The route begins 1.6 miles (2.5 km) north of Lichfield, near Fradley Wood, continuing on from the Phase One route. It finishes at a junction with the existing West Coast Main Line (WCML) to the south of Crewe.

## In your area

At Great Haywood, the route crosses the A51 and the Stone to Rugeley railway line. It would cross the River Trent and Trent and Mersey Canal, running to the south of the Pasturefields Salt Marsh Special Area of Conservation and then to the south of the village of Hopton. The route would then head north-west, following the M6 corridor to the west of Stone before crossing the motorway and passing to the east of Swynnerton.



- Environmental Features**
- Listed Buildings Grade I
  - Listed Buildings Grade II
  - Listed Buildings Grade II\*
  - ▭ National Trust Ownership
  - ▭ Registered Park and Garden
  - ▭ Scheduled Monument
  - ▭ Area of Outstanding Natural Beauty (AONB)
  - ▭ Ancient Woodland
  - ▭ Country Park
  - ▭ Site of Special Scientific Interest (SSSI)
  - ▭ Special Area of Conservation (SAC)
  - ▭ Ramsar Site

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- Engineering Features**
- Phase 2A Route**
- All Grade
  - Cutting
  - Embankment
  - Viaduct
- West Coast Main Line

High Speed Two  
 Phase 2A

Great Haywood to Swynerton

Proposed Route 2015  
 Key Environmental Features

**hs2** Scale at A3: 1:70,000

Registered in England. Registration number 06791486.  
 Registered office: One Canada Square, London E14 5AB.

0 1 2  
 Kilometres

Doc Number: PH2-HS2-CN-MAP-200-000002 Date: Autumn 2015

# Changes to the route since consultation

## VIADUCT OVER TRENT AND MERSEY CANAL AND RIVER TRENT FLOOD PLAIN

We have extended the length of the viaduct over the River Trent and Trent and Mersey Canal at Great Haywood by approximately 100 metres. It now starts to the east of the existing railway and replaces the embankment proposed in the consultation scheme. This would reduce the land required for the railway adjacent to Great Haywood Marina and would improve public access to the east side of the canal.

## INGESTRE TO HOPTON

We have updated our standards for track design. This will mean changes to the height of the railway along the route, including to the south of Ingestre Park where the depth of the cutting has increased from a maximum of 12 metres to 17 metres.

## HOPTON

We looked at a number of places along the route where the railway would cross a watercourse, such as a river or stream. This was in order to help reduce the risk of flooding to the railway and the surrounding area, and also to avoid the railway having a negative effect on the watercourse.

As a result, we have raised the height of the route past Hopton by approximately four metres to ensure clearance over the Kingston Brook. The cutting immediately west of Hopton would be approximately four metres shallower than at consultation, at a maximum depth of 16 metres, and the cutting to the north of B5066 Sandon Road would be approximately five metres shallower than at consultation, at up to 15 metres deep.

We originally recommended a green tunnel south of Hopton village. A green tunnel is where earth is built up around and over a section of the rail line to reduce its environmental impacts. Due to clearance issues over the Kingston Brook and natural topography of Hopton, we now propose to replace the green tunnel with a 'false cutting': a retaining wall on the north side of the route. It would be designed to integrate with the landscape, and so help reduce potential noise and visual impacts for Hopton. Compared to the green tunnel, the proposed false cutting would require much less land area to construct and operate HS2, as well as reducing the height of the structure. Building a tunnel would require more land both for landscaping and for associated tunnel infrastructure, including portals and access routes and space for parking.

## M6 CROSSING NEAR SWYNNERTON

We have raised the height of the viaduct over the M6 near Swynnerton by up to four metres, to a maximum height of 15 metres, to achieve better clearance of the motorway. This would result in an embankment three metres higher (up to an overall height of 17 metres) to the west of the M6 and an embankment six metres higher to the east of Swynnerton (up to nine metres high).

Since the close of consultation we have made a number of changes to the route. These are due to:

- feedback from the public consultation;
- updated design requirements from the development of Phase One.



Proposed changes to this section of the route reflect our further design work in this area

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## Who are HS2 Ltd?

We are the company set up by the Government to deal with the design, engineering and technical requirements of building the railway.

We also have an important role in making sure that if you're affected by the Government's plans, you understand what to expect (and when), and how we can help.

Check our website ([www.gov.uk/hs2](http://www.gov.uk/hs2)) and the local press for details of information events near you

## Next steps

The graphic alongside shows what will happen between now and the first train services starting in your area.

Presenting a Bill to Parliament is how the Government gets permission to build the railway, and ensures everyone's comments are heard. No construction can begin without Parliament's approval.

We will also carry out an environmental impact assessment to understand how the project would affect the environment and local communities, and what we can do about it. Further work will be done to mitigate the impact of the railway as the design develops.

- 1 Announce West Midlands to Crewe route
- 2 Carry out environmental impact assessment and produce Environmental Statement
- 3 Deposit hybrid Bill for the West Midlands to Crewe route
- 4 Royal Assent for West Midlands to Crewe route hybrid Bill
- 5 Commence construction
- 6 Commence train services on the West Midlands to Crewe route



As part of our proposed route, the HS2 line would cross the River Trent on a viaduct

## Visuals

Our verifiable photomontages provide an illustration of how the proposed scheme may look. The proposed scheme reflects the current Phase Two level of design and may be subject to change in response to consultation. The railway displayed does not include local mitigation measures. These will be defined and developed as part of the next stages of design and environmental impact assessment.

## Construction

We are extremely aware of the issues that building a new railway presents to those who live nearby. We take our responsibilities very seriously. We are committed to reducing disruption to communities, business and the environment.

Phase One is at a later stage of development and so it has a draft Code of Construction Practice which covers everything from reducing site traffic and noise, to keeping residents informed of work plans, right down to keeping work sites tidy and litter-free.

No construction will start in your area unless Parliament approves it first.

Information papers on construction for Phase One can be found at the following link:

[www.gov.uk/government/publications/hs2-information-papers-construction](http://www.gov.uk/government/publications/hs2-information-papers-construction)

## Property

Find the latest information about property by visiting:

[www.gov.uk/government/collections/hs2-property](http://www.gov.uk/government/collections/hs2-property)

If your property is affected by the plans, we will write to you to let you know and to help you understand your options.

## Residents' Charter

The Residents' Charter is our promise to communicate as clearly as we possibly can with people who live along or near the HS2 route. You can read it by visiting:

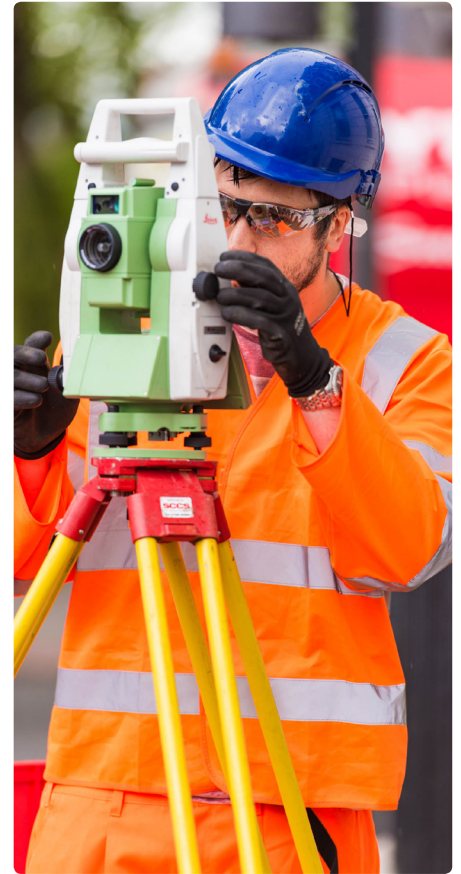
[www.gov.uk/government/publications/hs2-residents-charter](http://www.gov.uk/government/publications/hs2-residents-charter)

We also have an independent Residents' Commissioner whose job is to make sure we keep to the promises we make in the charter and to keep it under constant review. The first of the Residents' Commissioner's reports is published at:

[www.gov.uk/government/publications/hs2-residents-commissioner-report-1-may-2015](http://www.gov.uk/government/publications/hs2-residents-commissioner-report-1-may-2015)

You can contact the commissioner at:

[residentscommissioner@hs2.org.uk](mailto:residentscommissioner@hs2.org.uk)



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### CONTACT US AT HS2

If you have any questions about this leaflet, please get in touch. You can contact our community relations helpdesk on

Tel:  
020 7944 4908

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[hs2enquiries@hs2.org.uk](mailto:hs2enquiries@hs2.org.uk)

For the latest documents including route plans and profile maps visit:  
[www.gov.uk/hs2](http://www.gov.uk/hs2)

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