

**High Speed Two is the Government's planned new, high speed railway. HS2 Ltd is the company responsible for designing and building the railway, and for making recommendations to the Government.**

This factsheet is to update you about the route between Crewe and Pickmere on the western leg. It explains:

- where the route would go in this area, and how it has changed since the consultation in 2013;
- sections of the route that we are consulting on;
- how to find more information about the route and the project; and
- how to get in touch with us.

### **The route north of Crewe**

The route north of Crewe would form the northern 51 miles (82 km) of the Manchester leg on the Phase Two network. It would begin 600m to the south of the existing Crewe station, near the A500, continuing on from the Phase 2a route. The route would divide into two lines to the north-west of Knutsford. One line (the HS2 mainline) would continue north-west and finish at a junction with the existing West Coast Main Line (WCML) to the south of Wigan. The other line (the Manchester spur) would terminate at Manchester Piccadilly via a station near Manchester Airport.

### **Between July 2013 and January 2014**

HS2 Ltd consulted the public on the proposed route and stations for Phase Two of HS2, from the West Midlands to Manchester, Leeds and beyond.

### **In November 2015**

The Government announced its intention to bring forward the delivery of the Phase Two route between the West Midlands and Crewe, known as Phase 2a.

### **In November 2016**

The Government announced proposals for the remainder of the Phase Two route, known as Phase 2b.

Out of date as of 17 July 2017

## In your area

From the connection with Phase 2a, the route would run in tunnel under Crewe for 2.1 miles (3.6km), emerging out of tunnel on the northern outskirts of the town, south of Parkers Road bridge. One ventilation shaft would be positioned approximately at the mid-point of the tunnel to provide ventilation, maintenance, pressure relief and emergency intervention. The location of this ventilation shaft will be subject to further development as part of the hybrid Bill process.

The route would run to the east of the WCML for 1.8 miles (3km) before bearing north between Winsford and Middlewich. A rolling stock depot is proposed to the south of Winsford. This depot is required for cleaning, light maintenance and overnight stabling of trains. For trains to access the depot, a grade-separated junction\* would be required in the area between Winsford and Middlewich. The junction would pass over the mainline to allow trains to access the depot from the north.

The route would bear north between Winsford and Middlewich across a 0.7 mile (1.16km) long viaduct over the River Dane floodplain and the Trent and Mersey Canal. Bearing north-east, the route would continue on embankment following the existing A556 corridor between Lostock Garam and Lostock Green. The route would pass over the A556 and A559 and continue north on embankment, crossing over the M6.



### Who are HS2 Ltd?

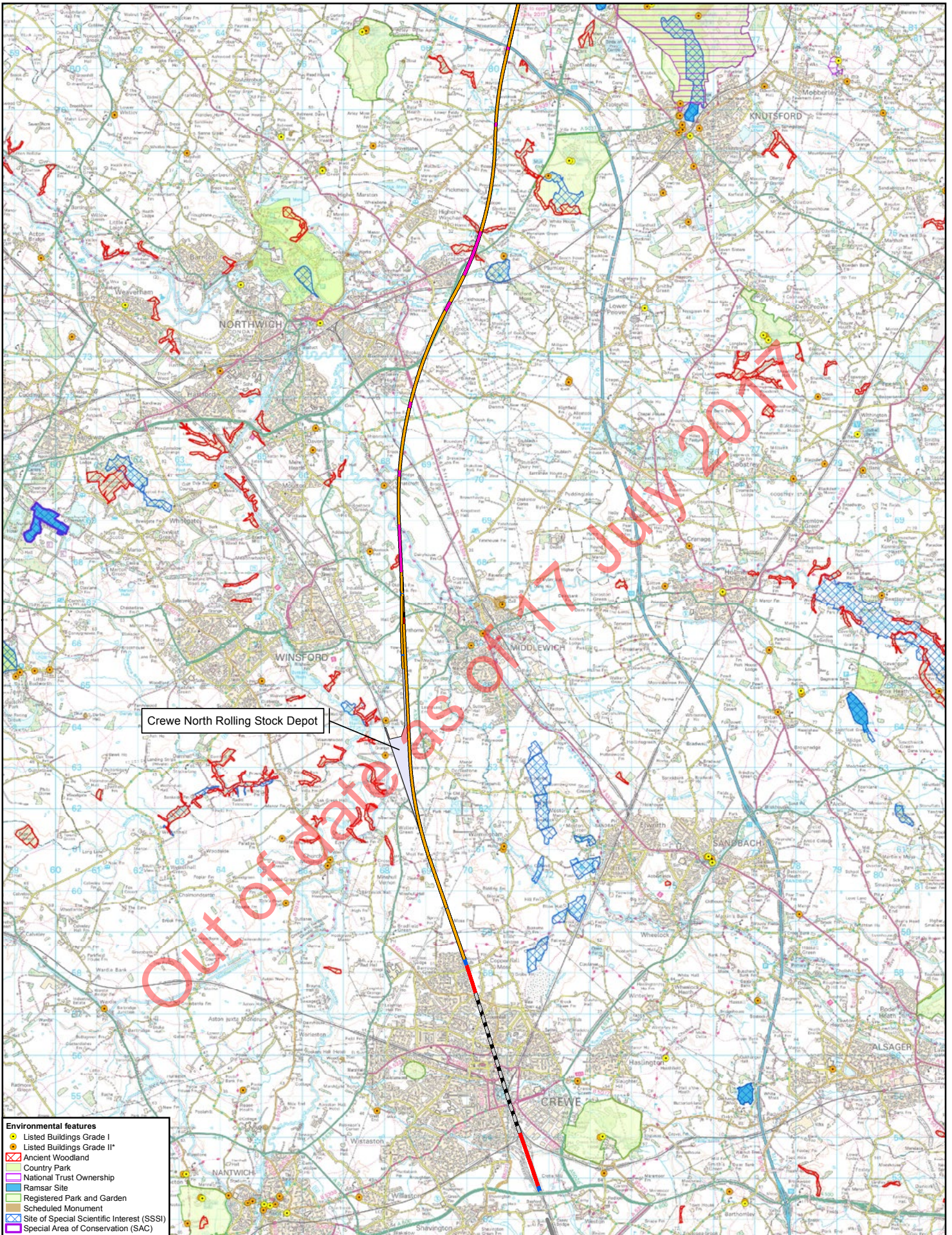
We are the company set up by the Government to deal with the design, engineering and technical requirements of building the railway.

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.

Out of date as of 17 July 2011

\*A grade separated junction is a vertical separation of a rail junction. For example, a bridge to carry one railway line over another railway line.





Crewe North Rolling Stock Depot

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

- Legend**
- Preferred Route**
- At Grade
  - Bored Tunnel
  - Cut And Cover Tunnel
  - Cutting
  - Embankment
  - Viaduct
  - Depot/Station Operational Boundary
  - Phase One/2a Route

**High Speed Two**  
Phase 2b  
Crewe to Pickmere

Published



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## Changes to the route since 2013

Since the 2013 consultation we have refined the route based on consultation responses, updates to design standards, lessons learnt from Phase One and ongoing strategic review of the Phase 2b proposals.

### Connection with Phase 2a

Phase 2b would connect to the end of Phase 2a south of Crewe and continue under the town in twin tunnels. At the time of writing, the Phase 2a scheme is subject to design refinement as part of the hybrid Bill process following recent consultation, which includes consideration of how the Phase 2a scheme will join up with Phase 2b. As part of this work, the Phase 2a project is considering whether the portal for the tunnel under Crewe should move further to the south. The Phase 2b design would be updated as required following the outcome of this design refinement, to ensure that it continues to join up with the proposals for the Phase 2a scheme.

### Crewe tunnel

The northern end of the Crewe tunnel has been moved approximately 270m southwards in the current proposals. Design lessons from Phase One enabled the diameter of the tunnel to be reduced, thus reducing the depth at which the tunnel can emerge from the ground. This has led to improved clearance over a watercourse.

### Embankments north of Crewe

For approximately 5km north of Crewe, the route has been elevated onto an embankment 2m to 7m high due to ground conditions and in response to consultation feedback. The use of embankments would enable the careful management of drainage and geological risk in this area.

### Rolling stock depot

During the 2013 consultation, concerns were raised about the sustainability impacts of the proposed rolling stock depot (RSD) at Golborne (near Wigan). Having considered a range of alternative locations across the western leg, it is proposed that the RSD is relocated to a site just south of Winsford, between the A530 and the existing WCML. This provides a large, flat site with opportunities for a connection into the existing rail network. In order to access the RSD, a grade-separated junction\* is proposed in the area between Winsford and Middlewich. This junction would require a viaduct up to 16m high in order to allow one track to cross over the HS2 mainline to enable trains to access the depot.

### Cheshire area

HS2 Ltd proposes to move the alignment and raise the route as it passes through the Cheshire salt plains, in response to concerns raised during the 2013 consultation about ground conditions. The route has been elevated across the area between Crewe and the Manchester junction to allow for careful management of drainage and geological risk. From the River Dane northwards, the route has been raised up onto a series of embankments and viaducts. When on embankment, the route is generally 3–15m high, interspersed with viaducts over floodplains, with a maximum height of 26m over the River Dane and 23m over Peover Eye.

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\*A grade separated junction is a vertical separation of a rail junction. For example, a bridge to carry one railway line over another railway line.

The viaduct over the M6 has been raised by approximately 3.5m to a maximum height of 12m, in order to achieve better clearance of the motorway.

Between Winsford and Northwich the route has moved westwards by up to 800m, in order to avoid constructing directly over existing underground cavities used for brine extraction. As a result, the viaduct over the River Dane has been lengthened by over 400m, and the route follows the existing A556 corridor for approximately 1km. This change would require the realignment of the A556 along this section to the north-west of the existing alignment. The route to the north of Lostock Gralam has also been moved eastwards by up to 400m.

For more information about changes to the Phase 2b route since 2013, please review the [Summary of Route Refinements](#).

## Sections of the route we are consulting on in your area

We are undertaking further consultation on two sections of the route in this area. The first concerns moving the proposed western leg Rolling Stock Depot (RSD) to a site north of Crewe, whilst the second is the route between Middlewich and Pickmere as it would pass through the Cheshire salt plains. This is to make sure we have considered stakeholders' views before the Secretary of State takes a decision on this section of the route. For more information about the consultation, please see the route refinement consultation document or factsheet, both of which are available at [www.gov.uk/hs2](http://www.gov.uk/hs2), or contact HS2 using the information on this factsheet.

## Key impacts

This section highlights the key impacts of the preferred route. For further information about these impacts, please review the [Sustainability Statement](#).

### Landscape

To the north of Crewe, it is expected that impacts would be generally limited, as the route runs along the existing WCML. Where it diverges from the WCML the route would introduce new landscape elements into historical field patterns, and fragment a narrow belt of open countryside in the area. There would be impacts to residents in Lostock Green and Lostock Gralam, where the route is raised. Where feasible and appropriate, we would apply a high-quality landscape design that fits into the character of the surrounding landscape. Examples of this may include the planting of trees, hedgerows and shrubs and the creation of landscape earthworks, to reduce any potential adverse impacts.

### Water

The preferred route would cross a number of rivers and streams and their floodplains, as well as canals. Any impacts would be kept to a practicable minimum and we will continue to work closely with the Environment Agency and other stakeholders in order to determine how best to do this. Watercourse crossings are designed to reduce the effect on the watercourse, its wildlife and associated wetland habitats. The design is also engineered to take account of future flood risks.

## Heritage

The preferred route crosses the Trent and Mersey Canal at three locations east of Bostock Green. The 19th-century canal is designated a Conservation Area for its whole length, and these three crossings would have an adverse effect on its character and appearance. The RSD extends to within 65m of Park Farmhouse, which would change the setting of this Grade II Listed building. There are also changes to the setting of the Grade II Listed Bridge Cottage and Canal Cottage, north of the Trent and Mersey Canal, where the viaduct is within 25m of the property. We will work closely with stakeholders, including the Canal & River Trust and English Heritage, to reduce the impacts as far as possible.

## Noise

Our initial airborne noise appraisal for this early stage of the design process has predicted levels of railway noise on groups of dwellings during an 18-hour daytime period.\*

Residual noise impacts are predicted for properties near the tunnel portal, north of Crewe, and in Lostock Green and Lostock Gralam, near Northwich. The sustainability mapping included within the Sustainability Statement highlights areas likely to be affected by noise based on this early appraisal. It also indicates locations at which we would explore further opportunities to mitigate airborne noise, such as the use of noise barriers and earth mounds, as well as looking at ways to reduce noise entering properties. Please see the Noise factsheet, which provides further general detail on noise impacts.

## Property

A number of dwellings would need to be demolished, including two groups immediately to the south and north of Lostock Green and within the footprint of the RSD located north of Crewe. Please note that at this stage of design we have not developed the construction methodology for the route or determined the resulting impacts.

## Transport networks and access

Along the preferred route it is likely that several roads would require permanent or temporary realignment, such as Parkers Road, Clive Green Lane, the A530, the A54, the A533, the A556 and additional minor roads. At this stage we have not designed or appraised road realignments. We are already working with Highways England and, in due course, would work with local authorities to reduce any traffic disruption that might arise.

Where the preferred route or its construction would potentially sever rights of way such as footpaths, bridleways and cycleways, new crossings or temporary access would be provided where practicable, subject to discussions with the relevant authorities.

## Contact us at HS2

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

T: 020 7944 4908

E: [hszenquiries@hs2.org.uk](mailto:hszenquiries@hs2.org.uk)

For the latest documents including route plans and profile maps visit:

[www.gov.uk/hs2](http://www.gov.uk/hs2)

\*Noise is conventionally measured using the equivalent continuous sound level (LAeq) indicator. This level is defined as the constant level of sound that, over a period of time, has the same total sound energy as the actual varying sound over the same period.

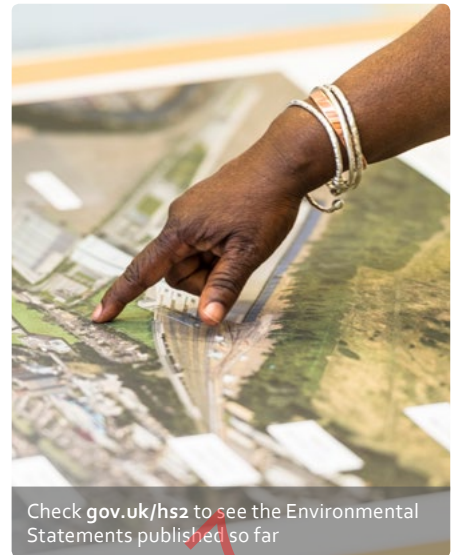
## Construction

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.

As part of the hybrid Bill process, a number of mechanisms will be introduced to control the environmental impacts of Phase 2b. For example, on Phase One, Environmental Minimum Requirements are a key element of the Government's overall strategy for ensuring that impacts which have been assessed in the Phase One Environmental Statement are not exceeded unless under certain circumstances.

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)

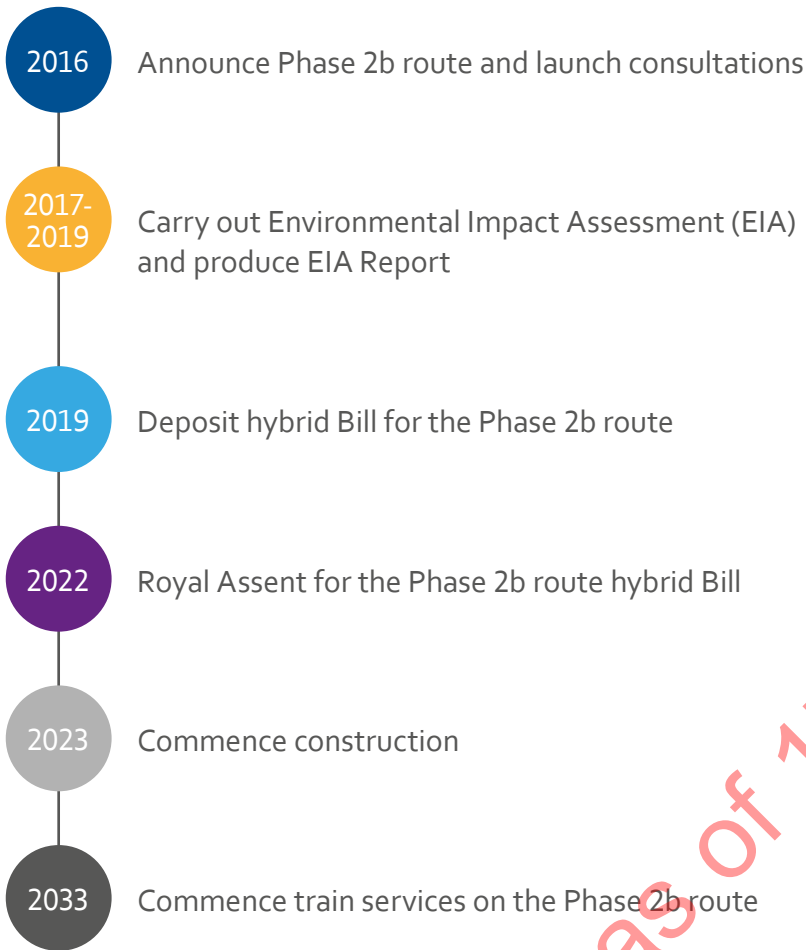


Check [gov.uk/hs2](http://gov.uk/hs2) to see the Environmental Statements published so far

Out of date as of 17 July 2017

## Next steps

This graphic shows what would happen between now and when trains start running on Phase Two.



Presenting a hybrid Bill to Parliament is how the Government gets permission to build the railway, and provides the opportunity for everyone's comments to be heard. Construction can only begin with Parliament's approval.

We will also carry out an Environmental Impact Assessment (EIA) 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.

To find out more about the documents mentioned in this factsheet, visit [www.gov.uk/hs2](http://www.gov.uk/hs2)



## Keeping you informed

We are committed to keeping you informed via various channels



### Residents' Charter and Commissioner

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)

### Project updates

For more information about Phase Two, visit

[www.gov.uk/government/collections/hs2-phase-two-from-the-west-midlands-to-leeds-and-manchester](http://www.gov.uk/government/collections/hs2-phase-two-from-the-west-midlands-to-leeds-and-manchester)

And for details of events in your area, visit

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

#### Contact us

HS2 Helpdesk

Tel: 020 7944 4908

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

### Property and compensation

You can find out all about HS2 and properties along the line of route by visiting:

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

You can also find out if you're eligible for compensation at:

[www.gov.uk/claim-compensation-if-affected-by-hs2](http://www.gov.uk/claim-compensation-if-affected-by-hs2)

### Jobs and skills

To see what jobs are available on HS2 at the moment, check our careers page:

<http://careers.hs2.org.uk>

If you're a student wondering what careers in STEM subjects are like, check out articles and have a look around our Plotr World:

[www.plotr.co.uk/careers/worlds/hs2](http://www.plotr.co.uk/careers/worlds/hs2)

And if you're a business wondering how to get involved with HS2, have a look at our guides and updates on:

[www.gov.uk/hs2](http://www.gov.uk/hs2) – search for *HS2 business*

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