

HS2 Phase 2a Planning Context Report

Prepared for Cheshire East Council

April 2021



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1 Introduction

1.1 Purpose

- 1.1.1 This Planning Context Report provides an overview of HS2 works that will take place within the Cheshire East Council area and a programme for making requests for approval under Schedule 17 to the High Speed Rail (West Midlands - Crewe) Act 2021 (“the HS2 Act”).
- 1.1.2 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”.
- 1.1.3 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 (West Midlands - Crewe) 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’.

- 1.1.4 Paragraph 7.5.3 of the Planning Memorandum also requires that every quarter, each planning authority will receive a forward plan of Schedule 17 requests for approval that are anticipated in the next six months. This will update and provide more detail on the programme set out in the Planning Context Report.
- 1.1.5 Paragraph 16(1)(b) of Schedule 17 requires that requests for approval are to be “accompanied by a document explaining how the matters to which the request relates fit into the overall scheme of the works authorised by the Act”. This report can be used to support requests for approval under Schedule 17.
- 1.1.6 Cheshire East Council has become a qualifying planning authority for Schedule 17.

1.2 Status

- 1.2.1 This document is deposited with Cheshire East Council for information and to meet the requirements of the HS2 Act planning regime.

1.3 Structure

- 1.3.1 This document contains four key sections:

The HS2 Planning Regime

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

HS2 Route Description in Cheshire East

Outlines the proposals within Cheshire East and describes the Proposed Scheme and the construction phase.

Schedule 17 Requests for Approval - Programme

Sets out the programme for submission of requests for approval.

Planning Context Report Plans – Construction Phase and Proposed Scheme

Illustrates the location of permanent and temporary works in Cheshire East Council.

1.4 Other Relevant Documents

1.4.1 The Planning Context Report provides a useful overview to the HS2 planning regime. To understand the full background to the HS2 proposals and further details to the planning regime under which requests for approval are to be made, reference should be made to the documents in Annex 1, including the following key documents:

- The HS2 Act;

- The HS2 Environmental Statements, including Volume 2 Community Area report CA5: South Cheshire which covers the Cheshire East Council area;
- The High Speed Rail (West Midlands - Crewe) Environmental Minimum Requirements; and
- Schedule 17 Statutory Guidance.

2 The HS2 Planning Regime

2.1 The HS2 Project

2.1.1 HS2 is the Government's proposal for a new, high speed north-south railway network (see Figure 1). 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.

2.1.2 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.

2.1.3 On 11th February 2021, Royal Assent was granted for Phase 2a of HS2, which authorises the next part of the high speed north-south railway network. This section will connect with Phase One in the West Midlands and run to Crewe in Cheshire.

2.1.4 A flythrough of Phase 2a of the Proposed Scheme is available on the [HS2 website](#).

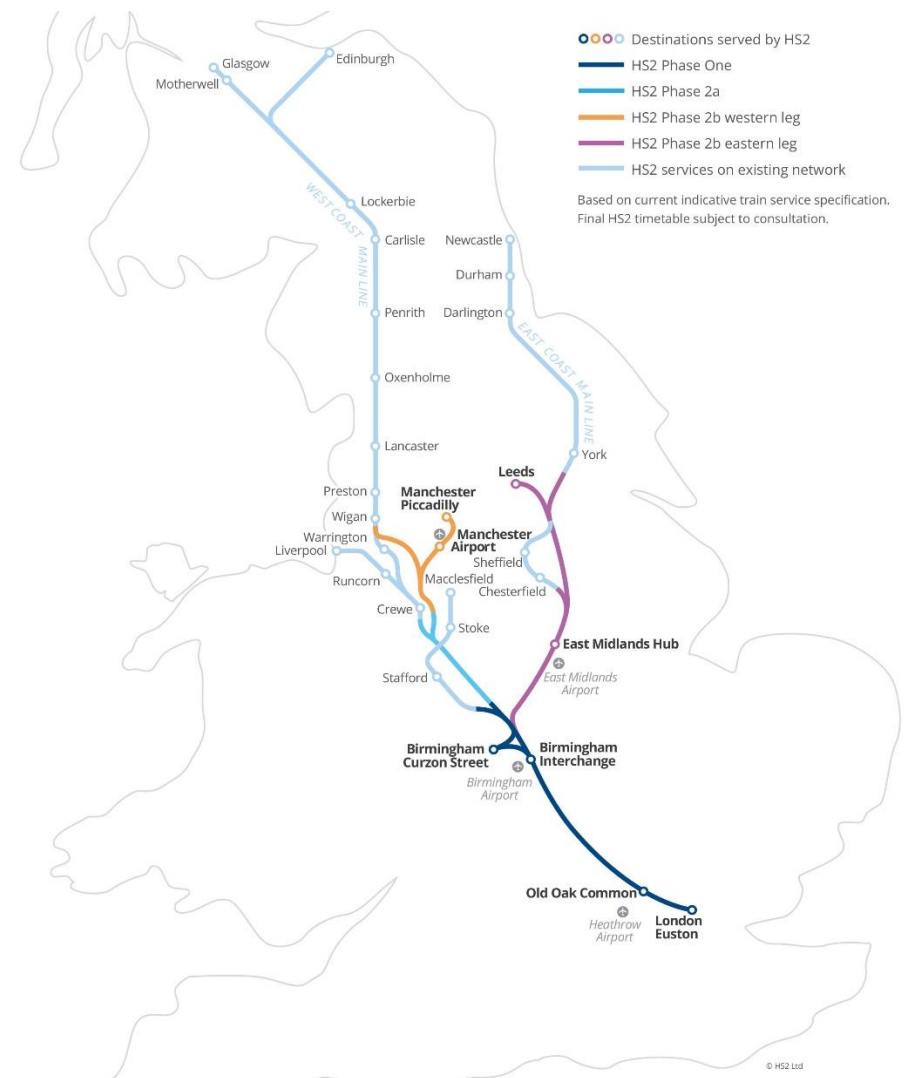


Figure 1: Plan of the HS2 Network

2.2 Approach to Design

2.2.1 A Design Vision has been put in place for HS2 to deliver a transformational rail system that is admired around the world, which acts as a catalyst for growth across Britain. With this, designers must work expertly and collaboratively to realise the full potential of HS2 through the work they carry out. The Vision is underpinned by core design principles of People, Place and Time.

2.2.2 There is also a clear design policy in place for HS2 that seeks to ensure design:

- is safe, efficient, and meets with the requirements of whole life operation and maintenance alongside initial buildability;
- contributes to the Government's pursuit of sustainable development, as set out in the National Planning Policy Framework, which involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life;
- of all visible elements of the built and landscaped environment in both rural and urban areas are sympathetic to their local context, environment and social setting;
- cohesion is achieved through a strong aesthetic ethos and a recognisable architectural language;

- is developed through engagement to seek peoples' views and ideas on the aesthetic design of the visible buildings and permanent structures;
- has a culture of cost awareness to give cost/quality decisions which achieves best value;
- innovation is encouraged to generate best value to funders, users and those affected by the railway; and
- considers the passenger experience.

Safety and Security

2.2.3 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 of the key design principles that will be applied to safety and security:

- 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.

2.2.4 Through the planning regime, a planning authority will be required to approve detailed designs for works such as buildings, terracing, cuttings, embankments and earthworks, fences, walls and other barriers, telecommunication masts. These approvals will also include new proposals on the landscape that surround the new rail line to mitigate the effects of the scheme in line with the Environmental Statements (ES) and Environmental Minimum Requirements (EMRs). This will allow planning authorities to ensure the design of the permanent structures fits into the local environment.

2.3 Control of Environmental Impacts

2.3.1 The environmental impacts of the construction, maintenance, and operation of HS2 will be controlled in three ways:

- controls within the HS2 Act, such as the planning regime covering approvals for detailed designs and construction arrangements;
- policies, commitments, and undertakings entered into outside of the Act, including the EMRs; and
- existing legislation, unless expressly or impliedly disapplied or modified by the Act.

2.3.2 These controls are summarised in this report.

Environmental Statements

2.3.3 The HS2 Phase 2a ES was published in July 2017. It was amended by a number of additional provisions as further information became available, and in light of proposed changes to the project¹.

2.3.4 The ES presents the findings of the environmental impact assessment (“EIA”) for the Proposed Scheme, outlining the assessment scope and methodology, identifying likely significant environmental effects, mitigation measures to avoid, prevent or reduce likely significant environmental effects, and any residual significant environmental effects that remain after all mitigation has been put in place.

2.3.5 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.

¹ A Supplementary Environment Statement and Additional Provision Environmental Statement was published with the Additional Provision tabled by the Promoter in March 2018 (AP1). In addition, a Supplementary Environmental Statement and Additional

Provision Environmental Statement was published and tabled by the Promoter in February 2019 (AP2).

2.4 Controls in the Act

The Planning Regime

2.4.1 Section 17 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.

2.4.2 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.H1 – A railway (1.7 kilometres in length) partly on viaduct commencing at a point 320 metres north of the junction of Wood End Lane with Lichfield Road and terminating by a junction with the West Coast Main Line at a point 220 metres east of the junction of Footpath Armitage with Handsacre 4 and Lichfield Road.

Work No. H1 includes a bridge over Work No. H4;

2.4.3 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.

2.4.4 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 2a 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.

2.4.5 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 within the scope of the ES that accompanies the HS2 Act.

2.4.6 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.

2.4.7 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. The planning authority must have regard to statutory guidance issued by the Secretary of State in accordance with paragraph 27 of Schedule 17 to the HS2 Act. This provides further information for planning authorities on this regime.

2.4.8 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 more 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 Act and EMRs. Further information is included in the statutory guidance.

2.4.9 Schedule 17 requires the nominated undertaker to submit the following details to planning authorities, for approval or agreement:

- plans and specifications of certain works;
- construction arrangements (including matters ancillary to development and lorry routes);

- bringing into use; and
- site restoration schemes.

2.4.10 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 range of matters subject to approval under Schedule 17 are more limited for 'non-qualifying' authorities). The Planning Context Report describes the planning regime only in relation to qualifying authorities. The main provisions of the Planning Memorandum are summarised in section 2.5.11.

2.4.11 The qualifying planning authority for applications under Schedule 17 is summarised in the Table 1.

Table 1: Determining Qualifying Planning Authorities

Type of Submission	Determining Qualifying Authority
Unitary Areas	
All planning matters for approval under Schedule 17	Unitary Councils
Non-Unitary Areas	
Waste and spoil disposal and excavation and Road Transport approval under Schedule 17	County Councils
All other planning matters for approval under Schedule 17	District Councils

Plans and Specifications

2.4.12 In relation to qualifying authorities, the operations or works for which plans and specifications will be submitted for approval are identified in Table 2.

Table 2: 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; Transformers, telecommunication masts or pedestrian accesses to railway lines; Fences or walls, and Lighting equipment.
Waste and Spoil Disposal and Excavation (Paragraph 7 and 8 of Schedule 17)	Disposal of waste or spoil Excavations of bulk materials from borrow pits.

Construction Arrangements

2.4.13 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).

2.4.14 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). Where a class approval is in effect, the nominated undertaker does not need to seek specific approval from the planning authority for certain construction matters provided they comply with the environmental control measures in the Code of Construction Practice.

2.4.15 Following consultation with the planning authorities affected, a class approval was made by the Secretary of State on 15th March 2021 for the following construction arrangement matters: handling of re-usable spoil and topsoil; storage sites for construction materials, spoil or topsoil; works screening; artificial lighting; dust suppression; and road mud control measures.

2.4.16 Where lorry movements on any day exceed 24 to/from a construction site, the lorry route must be approved (paragraph 6 of Schedule 17) by the relevant qualifying authority.

Bringing Into Use

2.4.17 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.

Site Restoration Schemes

2.4.18 A site restoration scheme will be submitted for agreement with the relevant planning authority in accordance with paragraph 8 and 12 of Schedule 17.

2.4.19 At this stage of the design of the project, the assumption is that land would be restored to its previous use. This will include reinstatement of field boundaries and hedgerows where possible. Hedgerows will be used to replace existing ones that are 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 maintained.

Other Consents in the Act

2.4.20 In addition to the planning regime, other Sections and Schedules to the HS2 Act contain provisions relating to the works to construct and operate the railway, with normal controls disapplied by the HS2 Act in various ways. An overview is provided in Table 3. These approvals are coordinated where they interact with the planning regime depending on if the works constitute development.

Table 3: Other Consents in the Act Relevant to the Planning Regime

Schedule	Overview	Information Papers / Other
Section 25 Trees	Disapplies normal controls requiring consent for removing, topping or lopping a tree protected by a tree preservation order or in a conservation area.	E2
Schedule 4 and 32 (Part 1) Highways and Traffic	Approval of new accesses; stopping up, diversion and interference with the highway; and minimise traffic disruption.	E3, E4, E5, E6
Schedule 18 and 19 Listed Buildings and Ancient Monuments	In removing the requirement for listed building and ancient monuments consent, heritage agreements have been entered into between the nominated undertaker, Historic England and relevant local authorities.	Heritage Memorandum
Schedule 31 Permitted Development	Allows some statutory undertakers (such as railway, sewerage and electricity undertakers) to rely on certain additional permitted	E1

	development rights where they are covered by the ES	
Schedule 32 Water (Part 4 and 5)	Various controls for the relevant authorities are included on inland waterways, land drainage, flood defences, water resources and fisheries.	E15, E16, E21

2.5 Controls Outside of the Act

2.5.1 There are a variety of control mechanisms and mitigation strategies outside of the HS2 Act. These are captured in the EMRs.

Environmental Minimum Requirements

2.5.2 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.

2.5.3 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;
- 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 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).

2.5.4 Different landscape types will be incorporated into HS2 works at various stages of the project. Some early landscape works are proposed, including new ecology measures to compensate prior to the loss of 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 ecological habitat connectivity.

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

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

2.5.5 New areas of woodland will also be created, this includes planting of new trees to compensate for the loss of habitat and to help integrate HS2 into the surrounding landscape.

2.5.6 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;
- the undertakings and assurances given to Parliament and petitioners by the Secretary of State during the passage of the High Speed Rail (West Midlands – Crewe) Bill (“the Bill”); and
- the Code of Construction Practice, Planning Memorandum, Heritage Memorandum, and Environmental Memorandum.

Undertakings and Assurances

2.5.7 Before and during the passage of the Bill through Parliament, the Secretary of State entered into a range of undertakings and assurances with petitioners. These are captured in the Phase 2a Register of Undertakings and Assurances. The register forms part of the EMRs and as a

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.

result the nominated undertaker is contractually bound to deliver them.

Code of Construction Practice

2.5.8 The Code of Construction Practice (CoCP) is Annex 1 of the EMRs. It sets out the measures that the nominated undertaker and contractors are required to implement in order to limit disturbance from construction activities, as far as reasonably practicable, in relation to the following topics:

- 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;
- waste and materials; and

- water resources and flood risk.

2.5.9 Local Environmental Management Plans (“LEMPs”) will be prepared for each local authority area. They will build on the general environmental requirements contained in the CoCP and the ES. They will set out how the project will adapt and deliver the required environmental and community protection measures within that local authority area.

2.5.10 The nominated undertaker and/or its contractors will engage with the local communities, local authorities and other stakeholders in order to develop and deliver the LEMPs.

Planning Memorandum

2.5.11 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. A key requirement on an authority signing the Planning Memorandum is the expeditious handling of requests for approval within eight weeks (or such other time as has been agreed in writing).

2.5.12 It also sets out requirements for the nominated undertaker in the implementation of Schedule 17 of the HS2 Act. This includes undertaking proportionate pre-

submission discussions with planning authorities (and other statutory consultees as required).

Heritage Memorandum

2.5.13 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 2a is carried out with proper regard to the historic environment, including listed buildings, ancient monuments, conservations areas, and archaeology.

2.5.14 In accordance with these requirements and the Code of Construction Practice, the nominated undertaker will develop an integrated historic environment investigation programme to deliver all archaeology and heritage works identified in the ES and as developed during the detailed design process. The programme will be reviewed and updated, as necessary. Further information on Archaeology is also available in Information Paper E24.

Environmental Memorandum

2.5.15 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 2a is carried out with due regard for environmental considerations.

Planning Forum

2.5.16 The HS2 Phase 2a Planning Forum was established to help co-ordinate and secure the expeditious implementation of the planning provisions in the Act. The main aims of the Planning Forum are to:

- assist planning officers' understanding of the HS2 Act planning regime;
- provide input into key documents such as the Planning Memorandum, and the other EMRs;
- discuss route-wide planning matters such as the nature and form of submissions and supporting information, and standard conditions;
- prepare Planning Forum Notes, which set out standards and practices to be followed by those implementing the planning regime; and
- consider common designs for certain structures associated with the railway (such as bridges, acoustic barriers and retaining walls).

2.5.17 The Planning Forum has established sub-groups, as follows, to focus on specific topic based cross boundary and route wide issues as required:

- Highways Subgroup;

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

Management of Construction Traffic

- 2.5.18 The HS2 Route-wide 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 2a 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.
- 2.5.19 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.
- 2.5.20 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 (including Schedule 17 lorry route approvals), the implementation of schemes reviewed, and other monitoring reported. Other matters of interest are also discussed and co-ordinated.

- 2.5.21 Information Papers E3, E4, E5 and E6 provide further detail.

Excavated Material & Waste Management

- 2.5.22 Measures to reduce potential impacts from waste management are described in section 15 of the CoCP. 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.
- 2.5.23 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.
- 2.5.24 Information Paper E17 provides further detail.

Borrow Pits

- 2.5.25 At some locations, there is anticipated to be a need to extract high quality aggregates from borrow pits along the route to address an anticipated shortfall in the quantity of materials necessary for construction. Following their use,

the borrow pits will be backfilled with materials generated from constructing the Proposed Scheme. This presents a more sustainable option, reducing the need to move the material off-site, further helping to limit impacts on the environment, local road network and communities.

2.5.26 Information Paper D12 provides further detail.

2.6 Existing Legislation

2.6.1 Unless a piece of existing legislation is expressly or impliedly disapplied or modified by the HS2 Act, it will continue to apply. There are a number that will interact with the Schedule 17 requests for approval, including.

- planning enforcement under the TCPA;
- noise and vibration under Section 61 of the Control of Pollution Act;
- environmental permitting for waste activities; and
- licences for protected species.

Planning Enforcement

2.6.2 Overseeing compliance with approvals and planning conditions falls to planning authorities as an integral part of their planning responsibilities. Approvals under the planning regime in the HS2 Act will be enforceable under the TCPA. It will be for the individual planning authority to decide whether and to what extent it is expedient to take action to enforce planning control in relation to a breach of

condition or approval which it considers to have taken place.

2.6.3 Compliance with the planning regime will be achieved through supervision of the construction and operation of the Proposed Scheme by the nominated undertaker, monitoring by the local planning authority and observation by the public.

Management of Noise and Vibration

2.6.4 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.

2.6.5 In relation to the control of construction noise and vibration, Information Paper E13 provides further detail. Information Papers E9, E10 and E11 provide further detail on operational noise from the railway and control measures, such as noise fence barriers and landscape earthworks.

2.6.6 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 E12.

3 HS2 Route Description in Cheshire East

3.1 Overview

- 3.1.1 The South Cheshire Community Area (CA5) covers the Proposed Scheme for approximately 6.6km section of the HS2 main line and two spurs approximately 6km in length, within the local authority area of Cheshire East Council. HS2 will enter Cheshire East from Newcastle – under – Lyme to the east of Checkley and heads northwards to the fringes of Crewe. There will be associated works to the WCML to facilitate the new connection to HS2 and works at Crewe Station to allow for additional services. As part of Phase 2b of HS2, the HS2 main line will continue north and provide for the future extension of the route to Manchester.
- 3.1.2 Overall there are five viaducts, five embankments and six cuttings in this area, set out in Table 4 and referenced in section 3.2
- 3.1.3 The southern extent of the South Cheshire area is predominantly rural in character, with agriculture being the main land use, interspersed with small villages and scattered dwellings and farmsteads. The main residential areas are Wrinehill, Chorlton, Hough, Basford and Weston.

Table 4: Key engineering works

Viaducts	Embankments	Cuttings
Checkley Brook	Checkley North	Crewe South
Den Lane West	Blakenhall Northbound	Crewe South Portal
Den Lane East	Spur	Blakenhall
Blakenhall	Blakenhall Southbound	Northbound Spur
Chorlton	Spur	Blakenhall
	Chorlton South	Chorlton
	Chorlton North	Basford

- 3.1.4 Section 3 provides an overview of the Proposed Scheme and construction phase works to take place in Cheshire East (including a general description of the route-wide approach to works). Section 5 of this report then illustrates the location of key works within Cheshire East (note that not all maps are to scale). Maps generally follow on from the previous one in a linear manner, with standalone maps (such as off-route works) including references so its location can be identified. Further details are in the ES Volume 2 Community Area report CA5 South Cheshire and Volume 4: Off-route effects.
- 3.1.5 All dimensions provided in this report are approximate.
- 3.1.6 The descriptions, plans and programme included in this report reflect those included in the HS2 Act and Environmental Statements. They are subject to ongoing

design refinement and amendments to address the EMRs, approvals required from the consenting authorities, Undertakings and Assurances offered during the preparation of the HS2 Act, and contributions from the contractors.

3.1.7 The nominated undertaker is expected to award the following contracts to deliver the Proposed Scheme, including securing Schedule 17 consents:

- Early Environmental Works;
- Enabling Civils Works;
- Advanced Civils Works;
- Mains Civils Works;
- Utilities; and
- Railway Systems.

3.2 Proposed Scheme

3.2.1 To provide a summary of the key route features in Cheshire East, the route is described in the following three areas;

- Checkley Brook to near Swill Brook – Area 1
- Near Swill Brook to the end of HS2 Phase 2a near Basford – Area 2
- Crewe Station – Area 3

Checkley Brook to near Swill Brook – Area 1

3.2.2 The Proposed Scheme enters Cheshire East for 50m on the Checkley Brook viaduct. The mainline then proceeds onto the Checkley North Embankment for 400m and into a section of Crewe South cutting for 3.5km.

3.2.3 Spurs will diverge off the mainline to the north-east of Grange Farm to start the connection to the WCML. Both spurs are on the Checkley North Embankment for 0.6km.

3.2.4 Northbound the spur is to the west of the HS2 mainline, and goes along the Blakenhall Northbound Spur Cutting for 1.3km, and then the Blakenhall Northbound Spur Embankment for 1.1km (including the Den Lane West Viaduct for 67m in length and up to 4m in height). It then crosses over the mainline on the Blakenhall Viaduct for 0.3km where it continues onto the Chorlton South Embankment for 0.7km to converge with the southbound spur.

3.2.5 From the Checkley North Embankment, the southbound spur runs along the east side of the HS2 mainline on the Blakenhall Southbound Spur Embankment for 2.4km (including the Den Lane East Viaduct for 67m in length and up to 9m in height). It then converges with the northbound spur on the Chorlton South Embankment.

- 3.2.6 Landscape earthworks and bunds with mitigation planting will be present to integrate the Proposed Scheme into the landscape. In addition, ecological mitigation areas will be created on both sides of the route including areas of grassland habitat, ecological mitigation ponds, woodland habitat and hedgerow planting.
- 3.2.7 Within this section of the Proposed Scheme there is provision for a number of culverts, balancing ponds and a pump station. The Wrinehill package substation and South Crewe auto-transformer station (ATS) will also be in this area.
- 3.2.8 Major changes to highways include the realignment of Checkley Lane and Den Lane, and the provision of maintenance access points. There will also be a number of public rights of way diversions.

Near Swill Brook to the end of HS2 Phase 2a near Basford – Area 2

- 3.2.9 The HS2 main line will continue northwards in the Crewe South cutting for about 2.2km before entering the Crewe South portal retained cutting for about 520m. Upon entering the Crewe South portal retained cutting, the HS2 main line will pass underneath the realigned Newcastle Road before terminating at the portal headwall (the tunnel is proposed to be constructed as part of the works for Phase 2b).

- 3.2.10 The HS2 Spurs continue for 0.2km along the Chorlton South Embankment when they cross over a new section of the West Coast Main Line (WCML) via the Chorlton Viaduct and then run on the Chorlton North Embankment for about 1.5km until they connect into the WCML.
- 3.2.11 To facilitate the connection of the Proposed Scheme to the WCML, modifications will be also required to the existing conventional rail infrastructure in Cheshire East.
- 3.2.12 These modifications include the realignment of one WCML track and an extension of two tracks that are currently used regularly by freight trains.
- 3.2.13 In addition, three new tracks will run between the HS2 main line to the west and HS2 spurs to the east before continuing into the Blakenhall cutting and then Chorlton cutting. One of the new tracks will realign back into the WCML corridor, north of the realigned Newcastle Road, heading north towards Crewe.
- 3.2.14 The two other tracks will continue into the Basford cutting before connecting into the existing freight facilities at Basford Hall.
- 3.2.15 Within this section, there will be landscape bunds, landscape mitigation planting and balancing ponds. In addition, there will be diversions of public rights of way,

diversions to part of the regional cycle network route and the closure of two footpaths.

3.2.16 Also in this section will be the closure of a section of Chorlton Lane and the realignment of Newcastle Road.

Crewe Station – Area 3

3.2.17 In order to accommodate HS2 services at Crewe Station, the existing Cardiff to Manchester Piccadilly services will be diverted via the Manchester Independent Lines tunnel at Crewe. A single-sided platform will be constructed at Crewe Station to accommodate this service. Minor works within the existing Crewe Station will include provision of new signage and information systems.

3.3 Construction Phase

3.3.1 Construction activities for the Proposed Scheme will begin in 2021 and, after which, systems commissioning will take place. Operation of services is expected between 2029 and 2033.

3.3.2 In general, building and preparing the Proposed Scheme for operation will comprise the following stages:

- preliminary works including: site investigations (such as bore holes and trial pits) further to those already undertaken and preliminary mitigation works;

- civil engineering works including: extraction of sand and gravel from borrow pits; establishment of construction compounds; site haul routes, site preparation and enabling works; main earthworks and structure works; removal of construction compounds where the compound is not required for railway installation works; site restoration; and associated utility diversions;
- railway installation works including: establishment of construction compounds; infrastructure installation; connections to utilities; changes to the existing rail network; and removal of construction compounds and site restoration;
- site finalisation works; and
- systems testing and commissioning.

Compounds

3.3.3 Compounds are distributed along the route to manage and deliver the construction phase. The compounds will act as the main interface between the work sites and the public roads, as well as performing other functions. Some compounds will also have construction camps (indicated in Table 5). Compounds will be main compounds or smaller satellite compounds, and used for civil engineering works, for railway installation works, or for both. In addition, there are specific compounds for some major utility works, with minor utility works managed from the other compounds.

3.3.4 A list of the compounds within Cheshire East are listed in Table 5, along with associated key works over the course of the construction period.

Table 5: Compound name and principal activities

Compound Name	Principal Activities	Area
Main Compounds		
Checkley Lane East	Railway installation works	1
Basford cutting	Basford cutting Diversion of Scottish Power Energy Networks 33kV overhead line Other works - demolition, construction camp, works for Network Rail	2
Motorail Terminal	Crewe Station works and railway modifications	3
Satellite Compounds		
Checkley North embankment	Checkley Brook viaduct; Checkley North embankment; Crewe South cutting; Wrinehill package substation Other works - Checkley Lane overbridge and realignment	1

Compound Name	Principal Activities	Area
Checkley Lane West	Railway installations works	1
Den Lane West	Modifications to WCML	1
Den Lane East	Modifications to WCML	1
Den Lane Welfare	Modifications to WCML	1
Blakenhall Northbound Spur embankment	Crewe South cutting Blakenhall Northbound Spur cutting Blakenhall Northbound Spur embankment Blakenhall Southbound Spur embankment Blakenhall viaduct North of Checkley Lane Borrow pit National Grid Gas Transmission 900mm Diameter High Pressure gas pipeline diversion Other works - Den Lane Viaduct realignment, demolition	1
Blakenhall cutting (including Betley Crossover Satellite Compound)	Blakenhall cutting Other works - demolition	1
Delta Junction	Railway installation works	1

Compound Name	Principal Activities	Area
Crewe South cutting	Crewe South cutting; Chorlton South embankment; Chorlton viaduct; Chorlton North embankment; Railway systems Other works - Road diversions and closures, demolitions, utilities	1
South Crewe ATS	South Crewe ATS	1
Waybutt Lane	Railway installation works	1
Swill Brook	Railway installation works	2
Chorlton Track Sectioning Location (TSL)	Railway systems	2
Heath Farm	Railway installation works	2
Creamery Bridge	Connection of HS2 spur (southbound) to WCML; Connection to WCML Basford Sidings	2
Chorlton cutting	Other works - road closure, road realignment, demolition	2
Crewe South portal (including Casey Lane West)	Crewe South portal retained cutting Chorlton cutting Connection of HS2 spur (southbound) to WCML;	2

Compound Name	Principal Activities	Area
Satellite Compound)	Scottish Power 11kV power supply; Connection to WCML Basford Sidings Other works - Road realignment, demolitions	
Casey Lane East	Connection of HS2 spur (northbound) to WCML; Connection to WCML Basford Sidings	2
Basford Hall Southbound	Connection of HS2 spur (northbound) to WCML; Connection to WCML Basford Sidings	2
Crewe South Crossovers	Railway installation works; Modifications to WCML; Connection to WCML Basford Sidings	2
Crewe Retail Park	Railway systems	3
Tommys Lane Road Rail Access Point (RRAP)	Railway systems	3
Rookery Bridge RRAP	Railway systems	Off-route

Compound Name	Principal Activities	Area
Utility Compounds		
Checkley Lane	Management of fuel pipeline diversion works; Diversion of a 132kV overhead line	1
Den Lane - A	Diversion of a section of 132kV overhead line	1
Den Lane - B	High Pressure gas pipeline realignment	1
Chorlton Lane	Management of diversion of high pressure gas pipeline	2
Newcastle Road	Management of diversion of high pressure gas pipeline	2

Material areas and stockpiles

- 3.3.5 Space will be provided for storage, manufacture and / or laydown of materials as part of construction works, including the prefabrication of concrete elements, such as viaduct beams. These areas will be close to the line of route and next to compounds and / or to the related engineering works to facilitate construction.
- 3.3.6 The storage of soil, stripped as part of the works prior to it being re-used when the land is reinstated, requires land for the duration of construction as temporary material stockpiles. The location of these areas will generally be

within and adjacent to compounds and areas of construction activity.

- 3.3.7 Areas of land for transfer nodes are also required for the storage, loading and unloading of bulk earthworks materials that are moved to and from the site on public roads. These will allow transfer of material between road vehicles and site vehicles during construction to balance traffic movements on the road network.
- 3.3.8 In some instances, there will be permanent local placement of surplus excavated materials on land already required for the construction of the Proposed Scheme. This material will be graded so that the land can be returned to its previous use.

Construction traffic routes

- 3.3.9 The movement of construction vehicles will take place within the compounds, on public roads and between the compounds and working areas. Where reasonably practicable, movements between the construction compounds and the working areas will be on designated haul routes within the site, often along the line of the route of the Proposed Scheme or running parallel to it.
- 3.3.10 The proposed railhead near Stone in Stafford will connect with the existing railway network for the delivery of major materials required for the construction of the railway

systems. The railhead will become the Stone Infrastructure Maintenance Base - Rail during the operation of HS2.

works and details are within Volume 4 of the ES and Volume 2 of Additional Provisions to the ES as relevant.

3.3.11 The Proposed Scheme includes temporary and permanent changes to public roads, accesses (including to compounds) and public rights of way. In addition to these major changes, it may be necessary to undertake minor works, including minor highways and junction improvements along public roads that will be used as construction traffic routes. These can be at a distance from the route of Proposed Scheme.

3.3.12 The construction traffic routes shown on the maps in section 5 are the routes by which traffic associated with any HS2 works is proposed to travel. Please note that they do not represent all of the routes which would require approval pursuant to Paragraph 6 of Schedule 17 to the Act. Where approvals are required for lorry routes under Schedule 17, these are to be sought from the relevant qualifying authority in which the work-site is located. Further details will be available in the RTMP and LTMP for Cheshire East.

3.4 Off-Route Works

3.4.1 Off-route works are those aspects of the construction and operation of the Proposed Scheme in locations outside the HS2 route corridor. The works are principally related to implications for other transport infrastructure. Further

4 Schedule 17 Requests for Approval – Programme

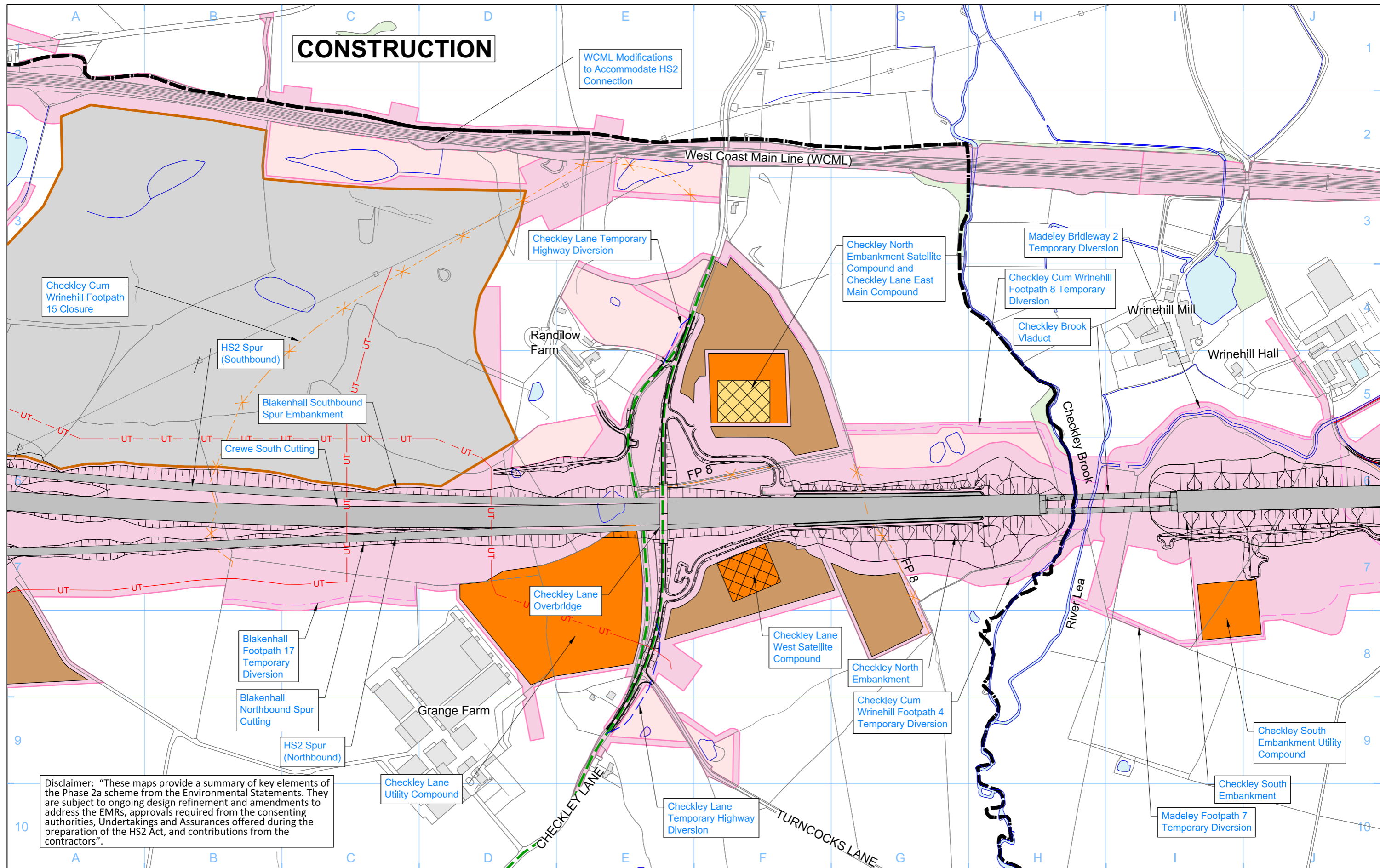
Request for Approval	2021				2022				2023				2024				2025			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Pre-application period								Determination period												
Early Environmental Works																				
Lorry Routes																				
Early Civils Works Package 2																				
Advance Civils Works																				
Den Lane East Viaduct																				
Den Lane West Viaduct																				
Checkley Brook Viaduct																				
Checkley North Embankment																				
Crewe South Cutting																				
Wrinehall Package Substation																				
Checkley Lane Overbridge																				
North of Checkley Lane Borrow Pit																				
Den Lane Underbridge																				
Blakenhall Viaduct																				
Crewe South Portal																				
Newcastle Road Overbridge																				
Blakenhall Bridleway 8																				
Accommodation Overbridge																				
Blakenhall Northbound Spur Cutting																				
Blakenhall Southbound Spur Embankment																				

Request for Approval	2021				2022				2023				2024				2025			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Blakenhall Northbound Spur Embankment																				
Chorlton South Embankment																				
Blakenhall Bridleway 12 Central Accommodation Underbridge																				
Chorlton Viaduct																				
Chorlton North Embankment																				
Chorlton Footpath 7 Overbridge																				
South Crewe ATS																				
Blakenhall Cutting																				
Blakenhall Bridleway 8 Accommodation Overbridge																				
Blakenhall Bridleway 12 East Accommodation Overbridge																				
Chorlton Cutting																				
Basford Cutting																				

Notes (1) Once construction contracts are awarded by the nominated undertaker, the delivery programme will be updated to reflect their town planning consenting approach. Some of the contracts will only deliver works in certain areas (2) Every quarter each planning authority will receive a forward plan of Schedule 17 requests for approval anticipated in the next six months. This will update and provide more detail on the above programme. (3) This programme covers Schedule 17 requests for approvals for major works and work packages, with the detailed programme to be within the forward plans including landscape mitigation, minor utilities, lorry route approvals, public rights of way, bringing into use, railway systems and minor highway changes. (4) In non-unitary areas, lorry routes, waste and spoil disposal and borrow pit Schedule 17 requests for approval will be made to the relevant County Council.

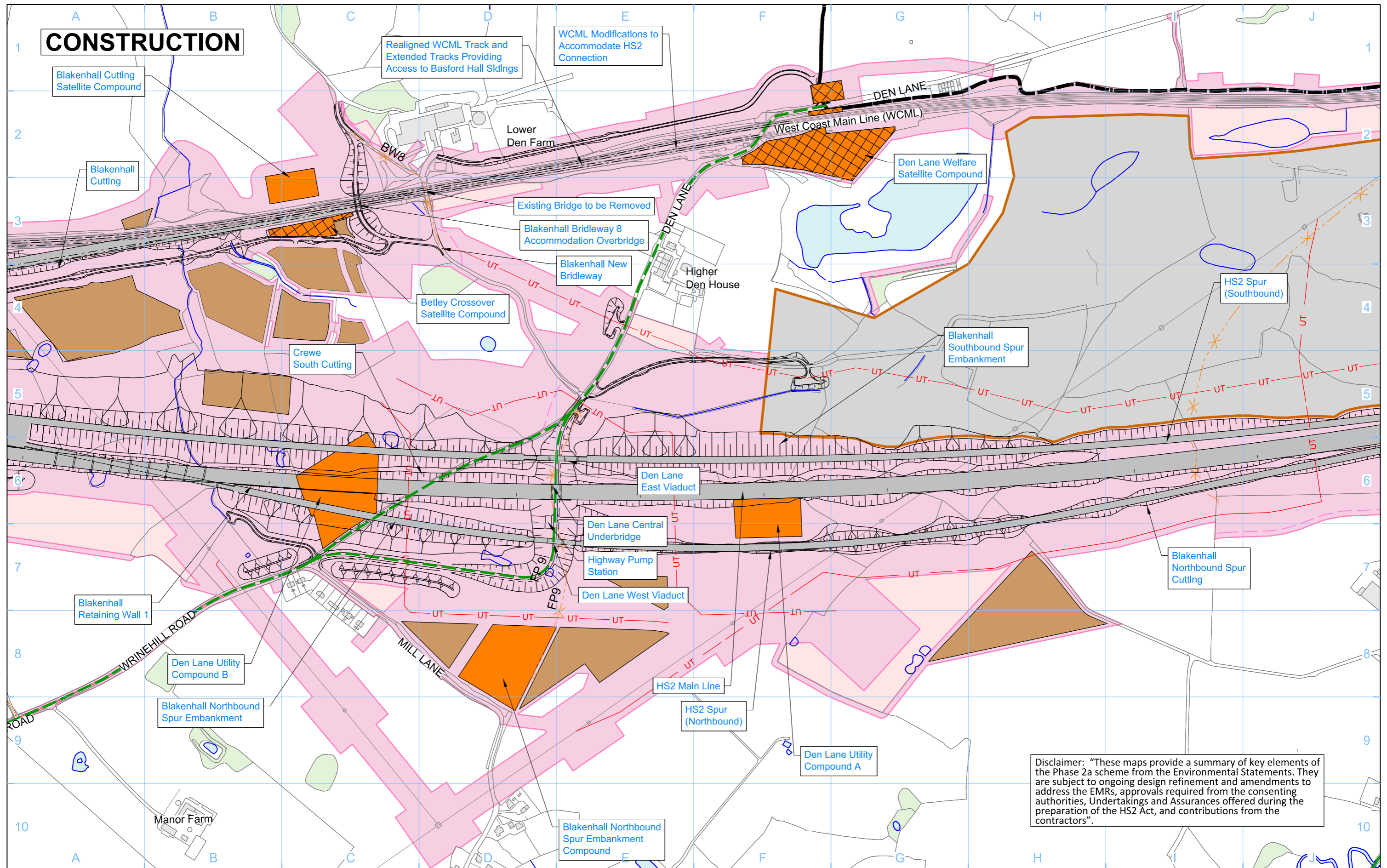
5 Planning Context Report Plans – Construction Phase and Proposed Scheme

CONSTRUCTION



Disclaimer: "These maps provide a summary of key elements of the Phase 2a scheme from the Environmental Statements. They are subject to ongoing design refinement and amendments to address the EMRs, approvals required from the consenting authorities, Undertakings and Assurances offered during the preparation of the HS2 Act, and contributions from the contractors".

Legend <ul style="list-style-type: none"> Depot, station, headhouse or portal building Tunnel portal Main compound Satellite compound Railway systems compound Temporary material stockpile 		<ul style="list-style-type: none"> Borrow Pit Storage / prefabrication / laydown areas Land potentially required during construction Land potentially required during construction for mitigation planting Construction camps - temporary workers accommodation 		<ul style="list-style-type: none"> — UT — Main utility works - - - Tunnels external extent — Construction traffic route — Stopped-up Public Right of Way — Temporary Public Right of Way diversion / realignment — Temporary highway diversion / realignment 		<ul style="list-style-type: none"> Landscape earthworks Engineering earthworks Rail alignment formation County boundary Unitary / Borough / District boundary 		<ul style="list-style-type: none"> Existing inland water Existing watercourse Existing woodland Existing buildings 	
Map Number Based on CT-05-235		Map Name Checkley Brook to near Swill Brook 1 of 3		Community Area CA5 South Cheshire		HS2 Registered in England Registration No. 06791686 Registered office: 2 Snow Hill, Queensway, Birmingham, B4 6GA		Scale at A3: 1:5,000 0 50 100 150 200 250 Metres	
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- Legend**
- Depot, station, headhouse or portal building
 - Tunnel portal
 - Main compound
 - Satellite compound
 - Railway systems compound
 - Temporary material stockpile
 - Borrow Pit
 - Storage / prefabrication / laydown areas
 - Land potentially required during construction
 - Land potentially required during construction for mitigation planting
 - Construction camps - temporary workers accommodation

- Main utility works
- Tunnels external extent
- Construction traffic route
- Stopped-up Public Right of Way
- Temporary Public Right of Way diversion / realignment
- Temporary highway diversion / realignment

- Landscape earthworks
- Engineering earthworks
- Rail alignment formation
- County boundary
- Unitary / Borough / District boundary

- Existing inland water
- Existing watercourse
- Existing woodland
- Existing buildings

Map Number: **Based on CT-05-236**

Map Name: **Checkley Brook to near Swill Brook 2 of 3**

Community Area: CA5 South Cheshire

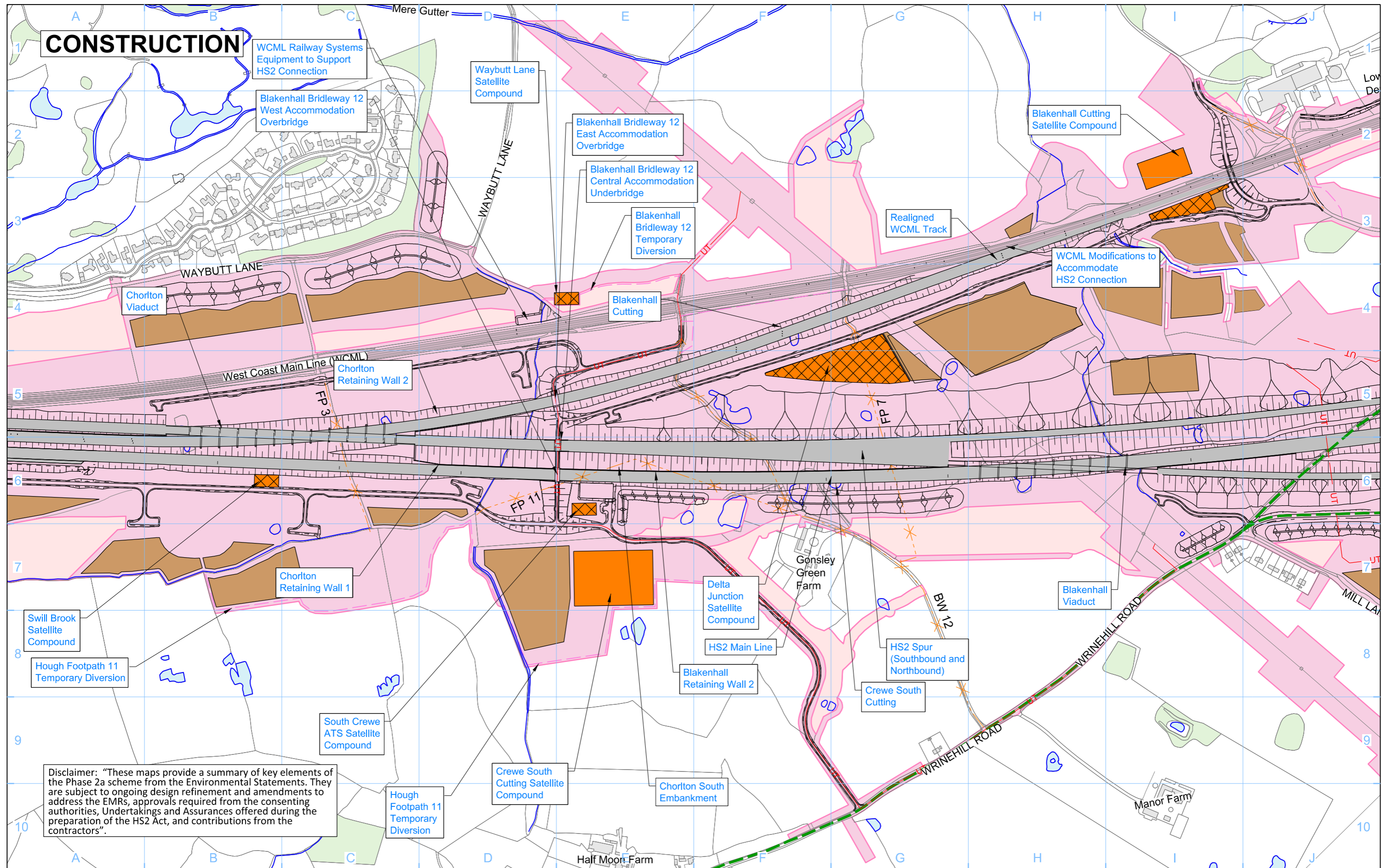
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Legend	
	Depot, station, headhouse or portal building
	Tunnel portal
	Main compound
	Satellite compound
	Railway systems compound
	Temporary material stockpile
	Borrow Pit
	Storage / prefabrication / laydown areas
	Land potentially required during construction
	Land potentially required during construction for mitigation planting
	Construction camps - temporary workers accommodation
	UT - Main utility works
	Tunnels external extent
	Construction traffic route
	Stopped-up Public Right of Way
	Temporary Public Right of Way diversion / realignment
	Temporary highway diversion / realignment
	Landscape earthworks
	Engineering earthworks
	Rail alignment formation
	County boundary
	Unitary / Borough / District boundary
	Existing inland water
	Existing watercourse
	Existing woodland
	Existing buildings

Map Number: **Based on CT-05-237**

Map Name: **Checkley Brook to near Swill Brook 3 of 3**

Community Area: CA5 South Cheshire

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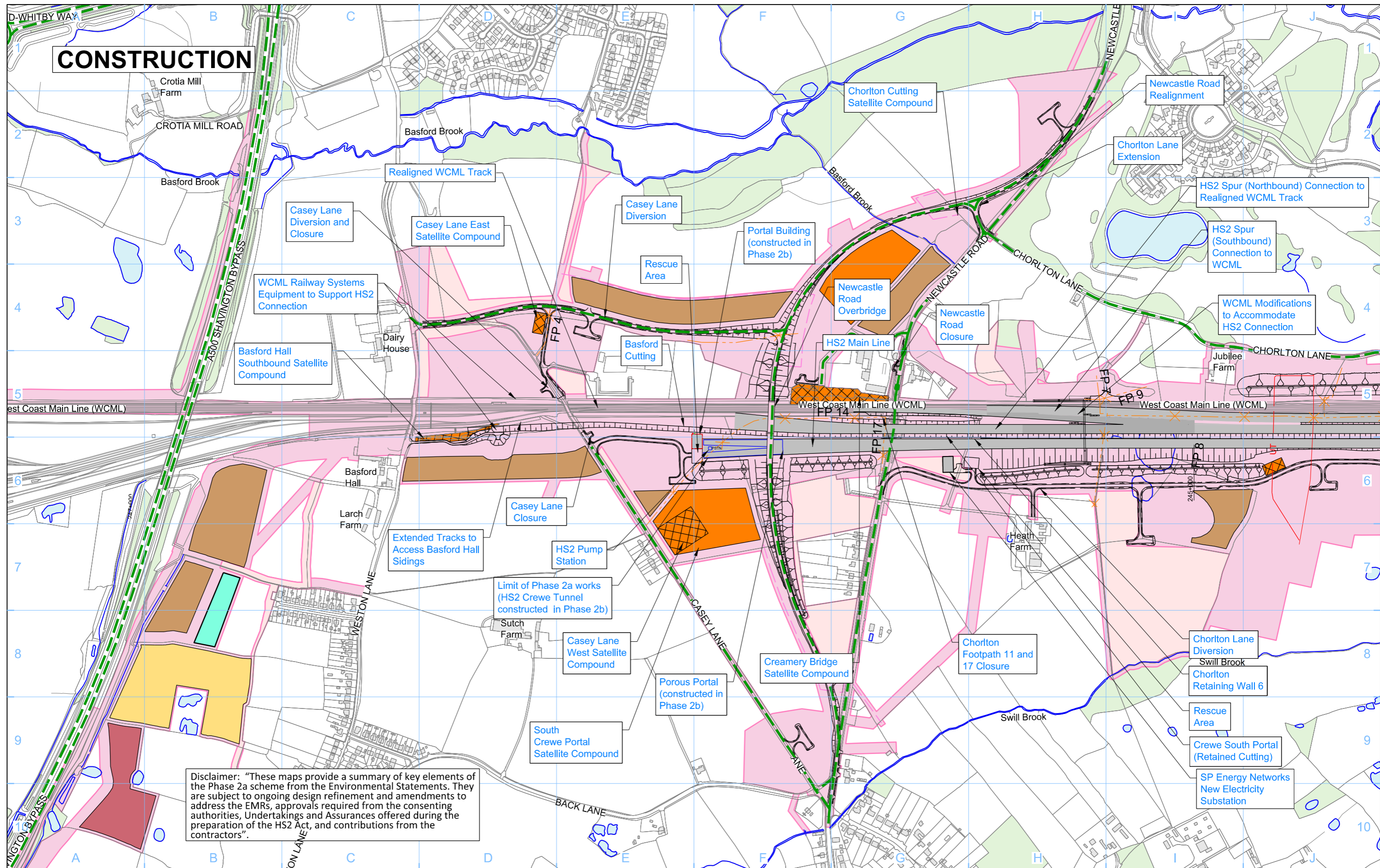
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- Legend**
- Depot, station, headhouse or portal building
 - Tunnel portal
 - Main compound
 - Satellite compound
 - Railway systems compound
 - Temporary material stockpile
 - Borrow Pit
 - Storage / prefabrication / laydown areas
 - Land potentially required during construction
 - Land potentially required during construction for mitigation planting
 - Construction camps - temporary workers accommodation

- UT — Main utility works
- - - Tunnels external extent
- Construction traffic route
- - - Stopped-up Public Right of Way
- - - Temporary Public Right of Way diversion / realignment
- - - Temporary highway diversion / realignment

- Landscape earthworks
- Engineering earthworks
- Rail alignment formation
- County boundary
- Unitary / Borough / District boundary

- Existing inland water
- Existing watercourse
- Existing woodland
- Existing buildings

Map Number: **Based on CT-05-239**

Map Name: **Near Swill Brook to the end of HS2 Phase 2a near Basford 2 of 3**

Community Area: CA5 South Cheshire

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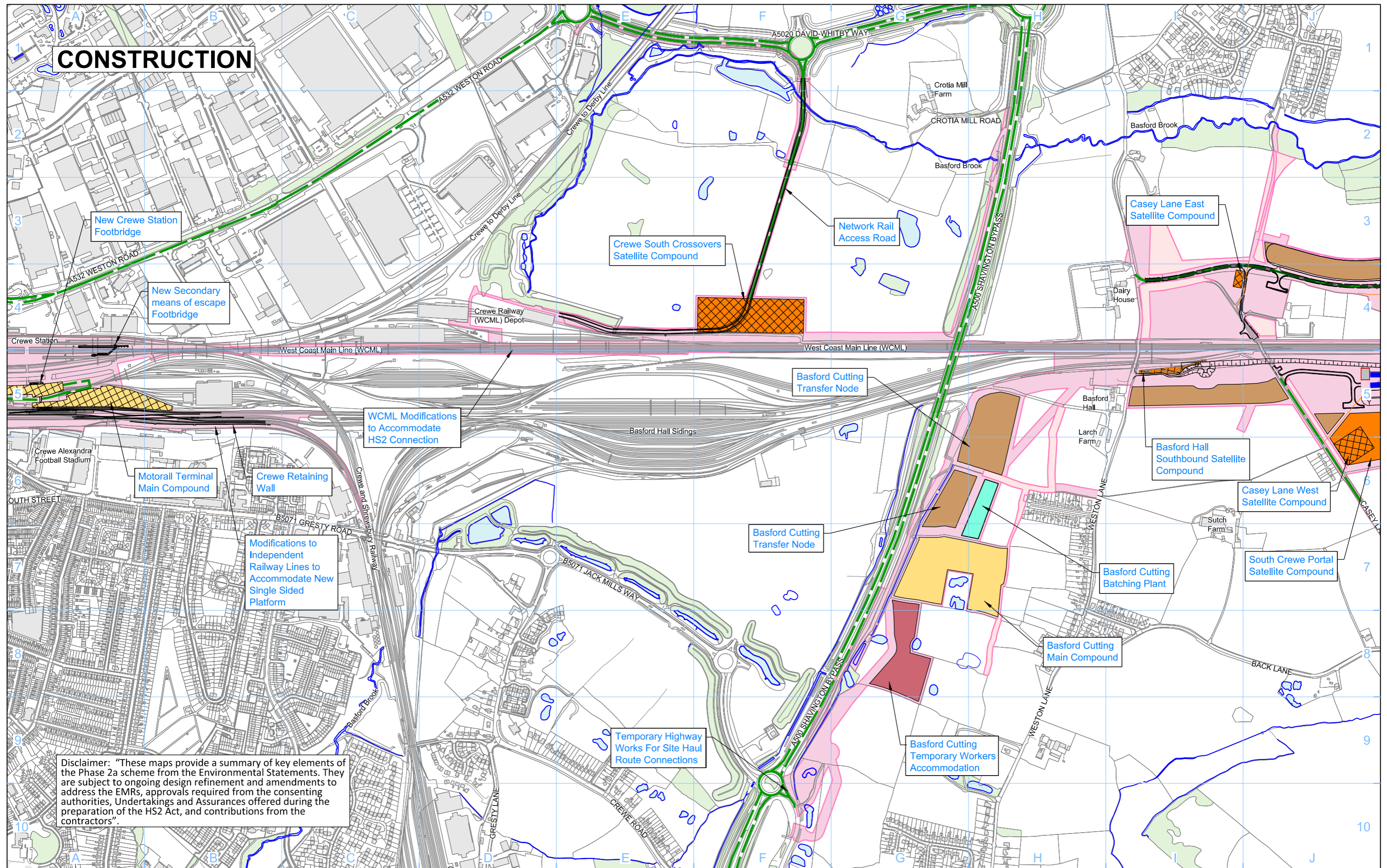
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Legend	
	Depot, station, headhouse or portal building
	Tunnel portal
	Main compound
	Satellite compound
	Railway systems compound
	Temporary material stockpile
	Borrow Pit
	Storage / prefabrication / laydown areas
	Land potentially required during construction
	Land potentially required during construction for mitigation planting
	Construction camps - temporary workers accommodation
	UT - Main utility works
	Tunnels external extent
	Construction traffic route
	Stopped-up Public Right of Way
	Temporary Public Right of Way diversion / realignment
	Temporary highway diversion / realignment
	Landscape earthworks
	Engineering earthworks
	Rail alignment formation
	County boundary
	Unitary / Borough / District boundary
	Existing inland water
	Existing watercourse
	Existing woodland
	Existing buildings

Map Number: **Based on CT-05-240**

Map Name: **Near Swill Brook to the end of HS2 Phase 2a near Basford 3 of 3**

Community Area: CA5 South Cheshire

HS2

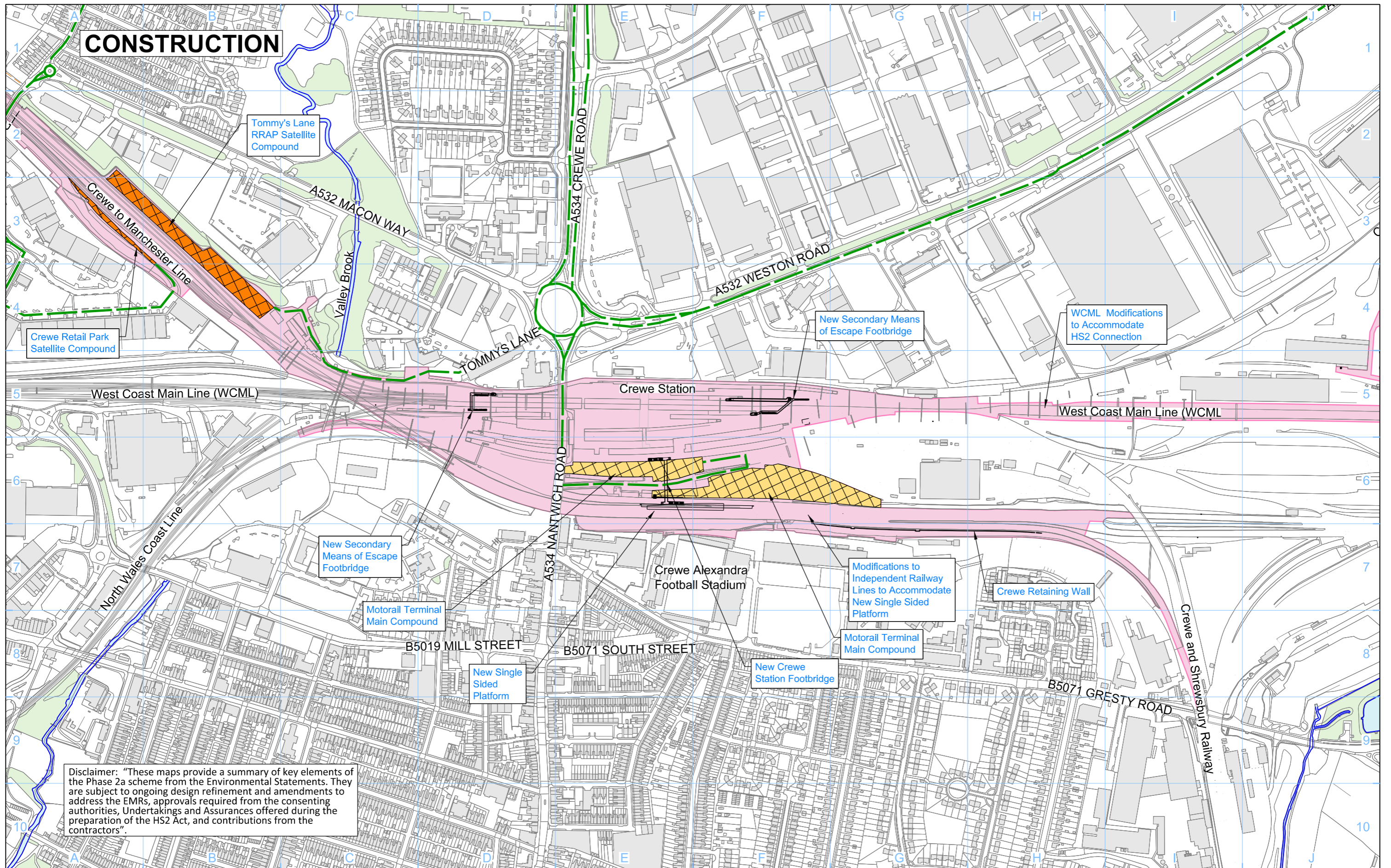
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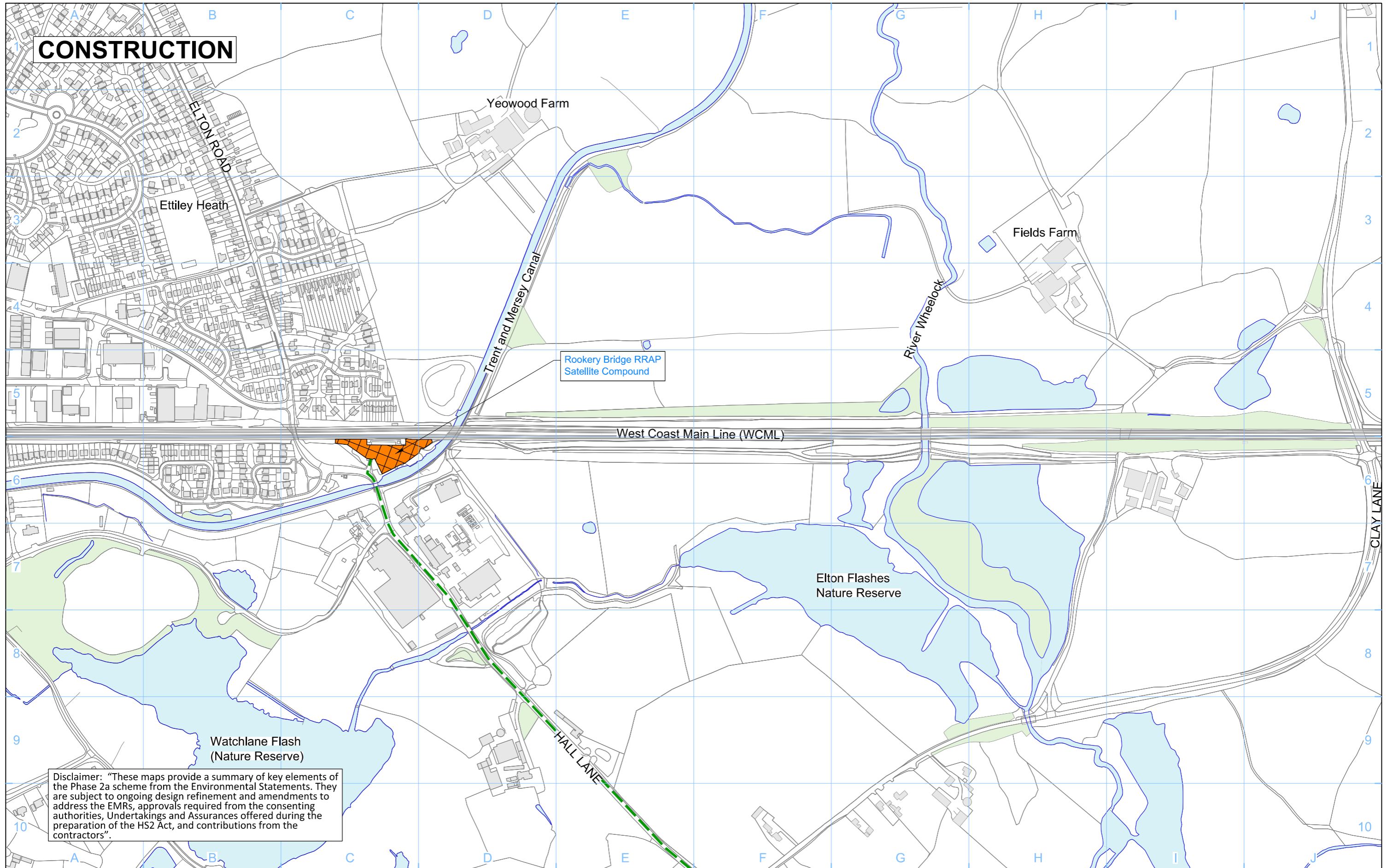
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Legend 		Map Number Based on CT-05-241 Map Name Crewe Station Community Area CA5 South Cheshire		 Registered in England Registration No. 06791686 Registered office: 2 Snow Hill, Queensway, Birmingham, B4 6GA Scale at A3: 1:5,000 © Crown copyright and database rights 2018, Ordnance Survey Licence Number 100049190. Doc Number: 2PT10-ARP-EV-DPL-000-050507 P03 Date: 15/03/21	
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CONSTRUCTION



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Legend	
	Depot, station, headhouse or portal building
	Tunnel portal
	Main compound
	Satellite compound
	Railway systems compound
	Temporary material stockpile
	Borrow Pit
	Storage / prefabrication / laydown areas
	Land potentially required during construction
	Land potentially required during construction for mitigation planting
	Construction camps - temporary workers accommodation
	— UT — Main utility works
	- - - Tunnels external extent
	- - - Construction traffic route
	✱ Stopped-up Public Right of Way
	- - - Temporary Public Right of Way diversion / realignment
	- - - Temporary highway diversion / realignment
	Landscape earthworks
	Engineering earthworks
	Rail alignment formation
	County boundary
	Unitary / Borough / District boundary
	Existing inland water
	Existing watercourse
	Existing woodland
	Existing buildings

Map Number: **Based on CT-05-244**

Map Name: **Off Route Works along West Coast Main Line (Rookery Bridge RRAP Satellite Compound)**

Community Area: Off-route Modifications to WCML between Crewe and Sandbach

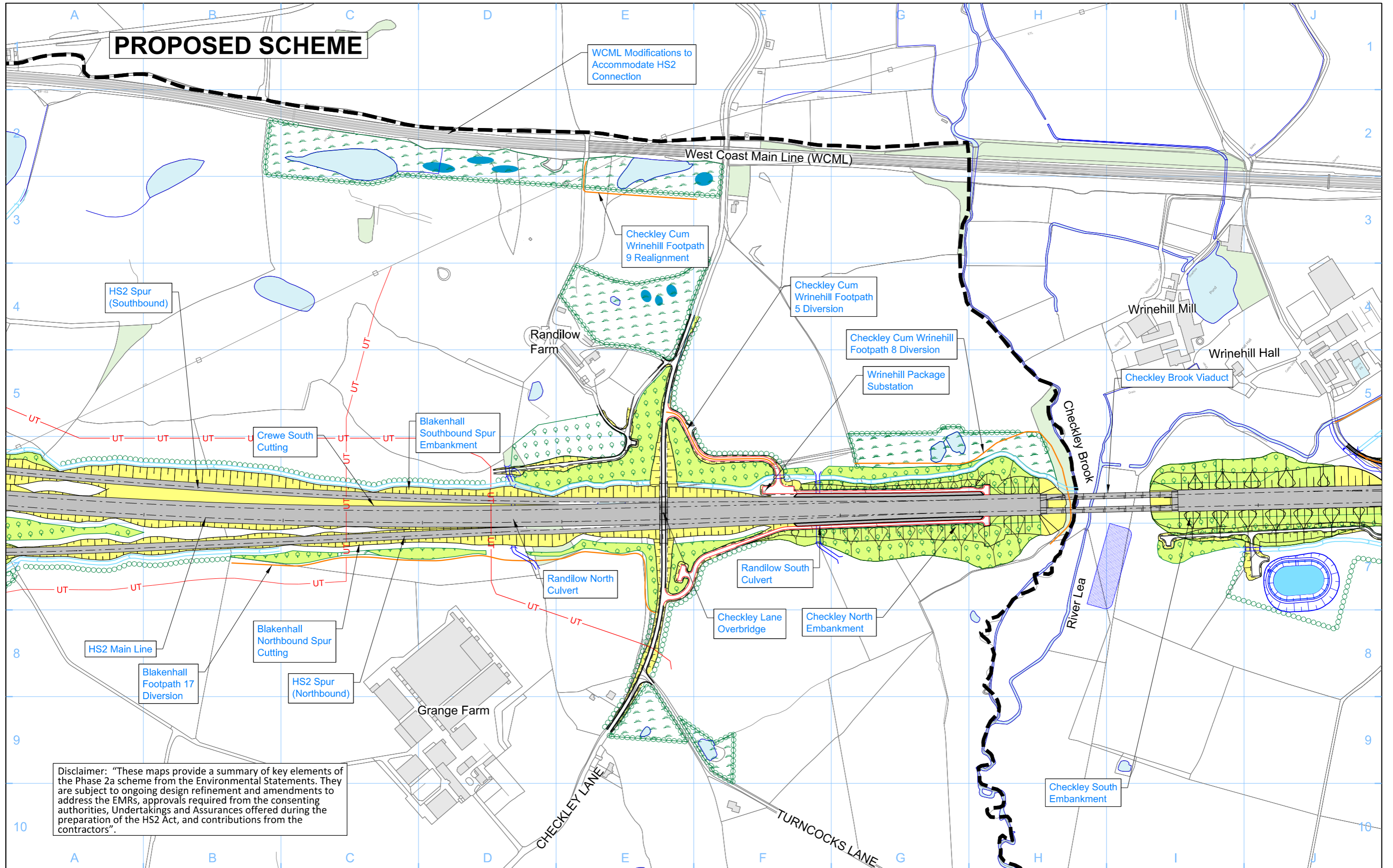
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Legend		Legend		Legend	
	Depot, station, headhouse or portal building		Woodland habitat		Engineering earthworks
	Tunnel portal		Wetland habitat		Landscape earthworks
	Electricity substation		Grassland habitat		Rail alignment formation
	Land drainage area		Landscape mitigation planting (scrub / woodland)		County boundary
	Ecological mitigation pond		Grassed areas		Unitary / Borough / District boundary
	Balancing pond		Local placement		HS2 access road
			Ditches		New, diverted or realigned Public Right of Way
			Hedgerow habitat		
			Noise fence barrier		
			Rail alignment		
			Main utility works		
			Tunnels external extent		

Map Number: **Based on CT-06-235**

Map Name: **Checkley Brook to near Swill Brook 1 of 3**

Community Area: **CA5 South Cheshire**

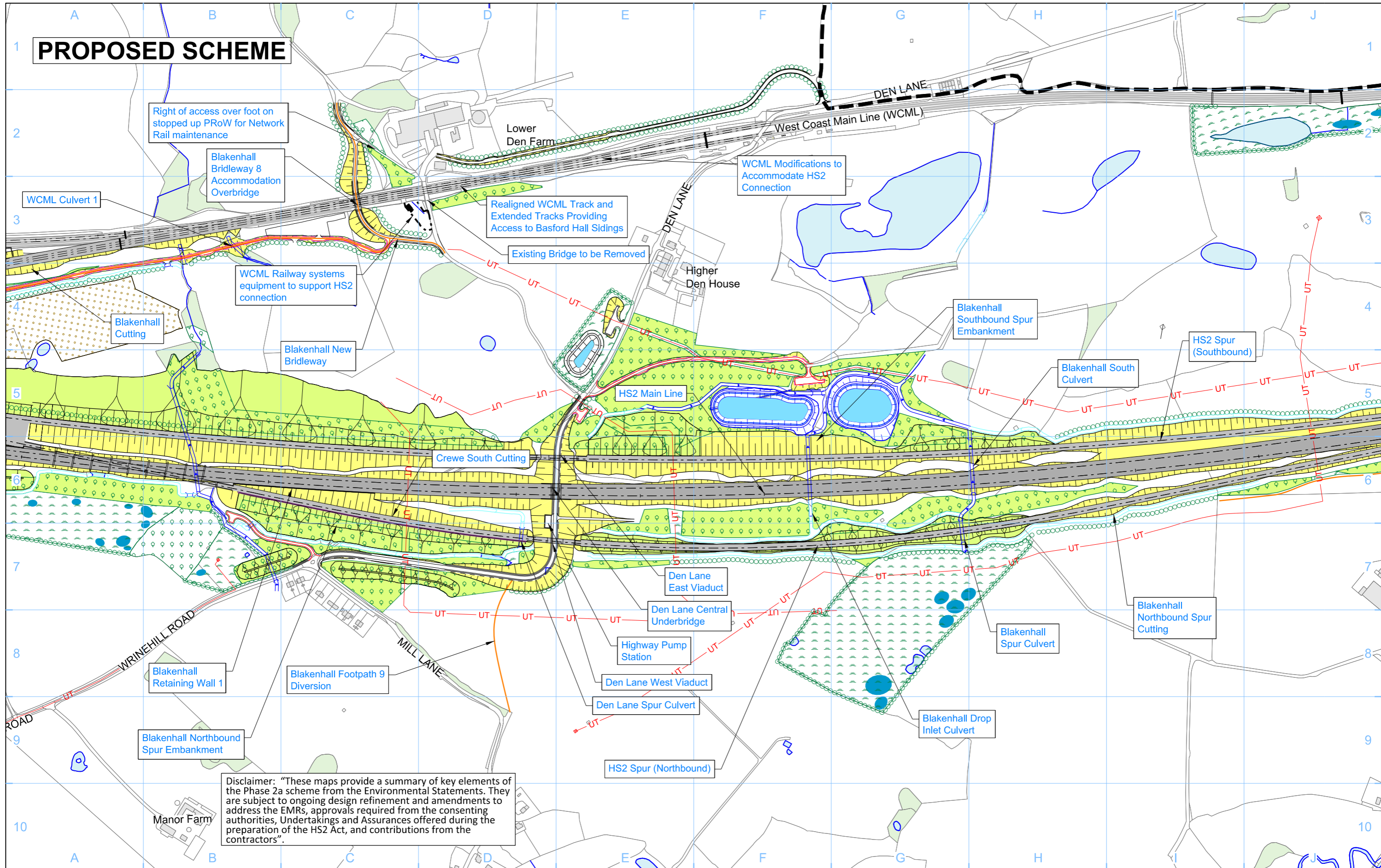
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PROPOSED SCHEME



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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
	Wetland habitat
	Grassland habitat
	Landscape mitigation planting (scrub / woodland)
	Grassed areas
	Local placement
	Ditches
	Hedgerow habitat
	Noise fence barrier
	Rail alignment formation
	Main utility works
	Tunnels external extent
	HS2 access road
	New, diverted or realigned Public Right of Way
	Engineering earthworks
	Landscape earthworks
	Rail alignment formation
	County boundary
	Unitary / Borough / District boundary
	Existing inland water
	Existing watercourse
	Existing woodland
	Existing buildings
	Watercourse diversion

Map Number: **Based on CT-06-236**

Map Name: **Checkley Brook to near Swill Brook 2 of 3**

Community Area: **CA5 South Cheshire**

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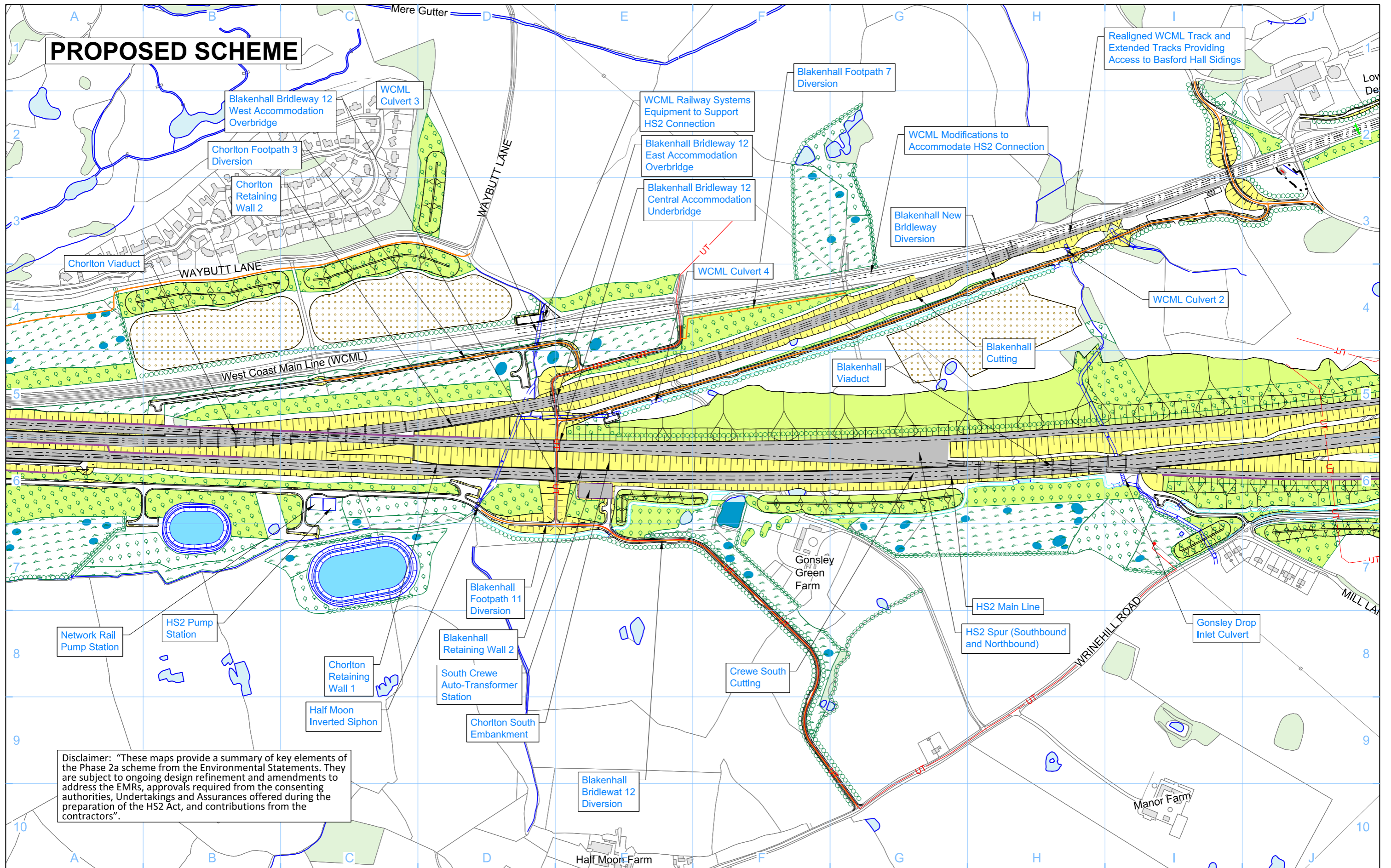
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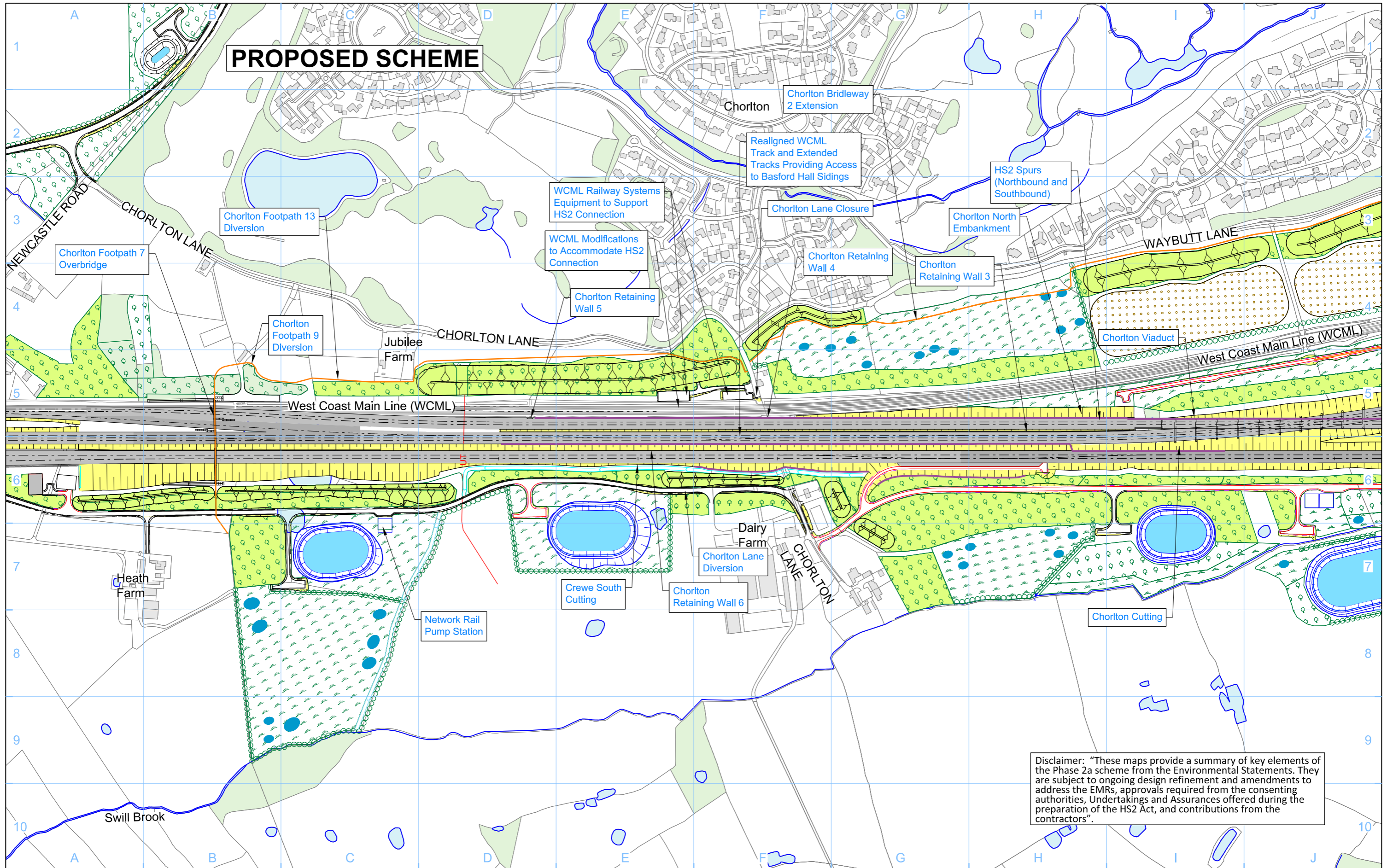
PROPOSED SCHEME



Disclaimer: "These maps provide a summary of key elements of the Phase 2a scheme from the Environmental Statements. They are subject to ongoing design refinement and amendments to address the EMRs, approvals required from the consenting authorities, Undertakings and Assurances offered during the preparation of the HS2 Act, and contributions from the contractors".

<p>Legend</p> <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 Wetland habitat Grassland habitat Landscape mitigation planting (scrub / woodland) Grassed areas Local placement Ditches Hedgerow habitat Noise fence barrier Rail alignment Main utility works Tunnels external extent HS2 access road New, diverted or realigned Public Right of Way Engineering earthworks Landscape earthworks Rail alignment formation County boundary Unitary / Borough / District boundary Existing inland water Existing watercourse Existing woodland Existing buildings Watercourse diversion 	<p>Map Number Based on CT-06-237</p> <p>Map Name Checkley Brook to near Swill Brook 3 of 3</p> <p>Community Area CA5 South Cheshire</p>	<p>HS2</p> <p>Registered in England Registration No. 06791686 Registered office: 2 Snow Hill, Queensway, Birmingham, B4 6GA</p> <p>© Crown copyright and database rights 2018. Ordnance Survey Licence Number 100049190.</p> <p>Doc Number: 2PT10-ARP-EV-DPL-000-060503</p>	<p>Not to Scale</p> <p>0 50 100 150 200 250 Metres</p> <p>P01 Date: 09/02/21</p>
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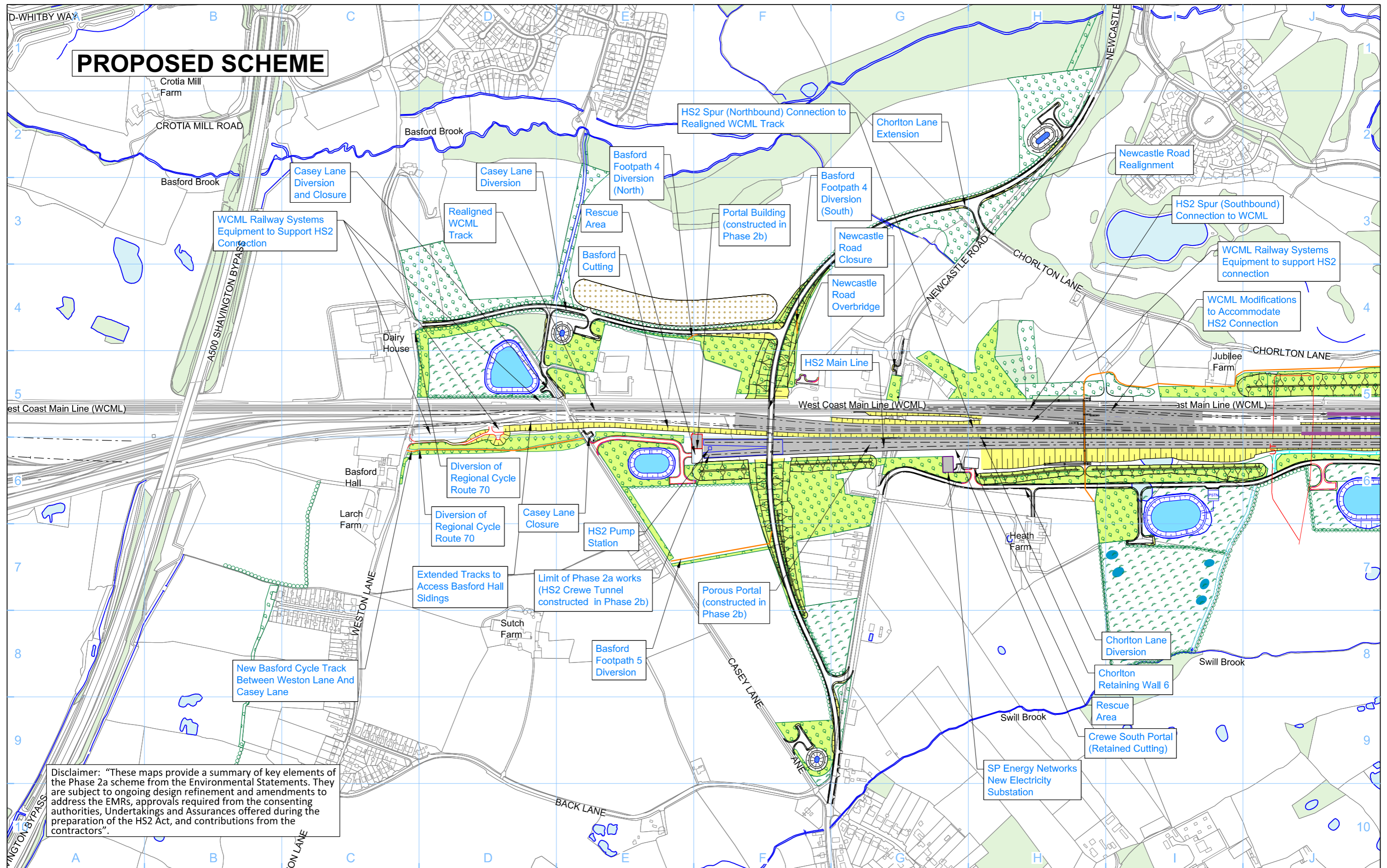
PROPOSED SCHEME



Disclaimer: "These maps provide a summary of key elements of the Phase 2a scheme from the Environmental Statements. They are subject to ongoing design refinement and amendments to address the EMRs, approvals required from the consenting authorities, Undertakings and Assurances offered during the preparation of the HS2 Act, and contributions from the contractors".

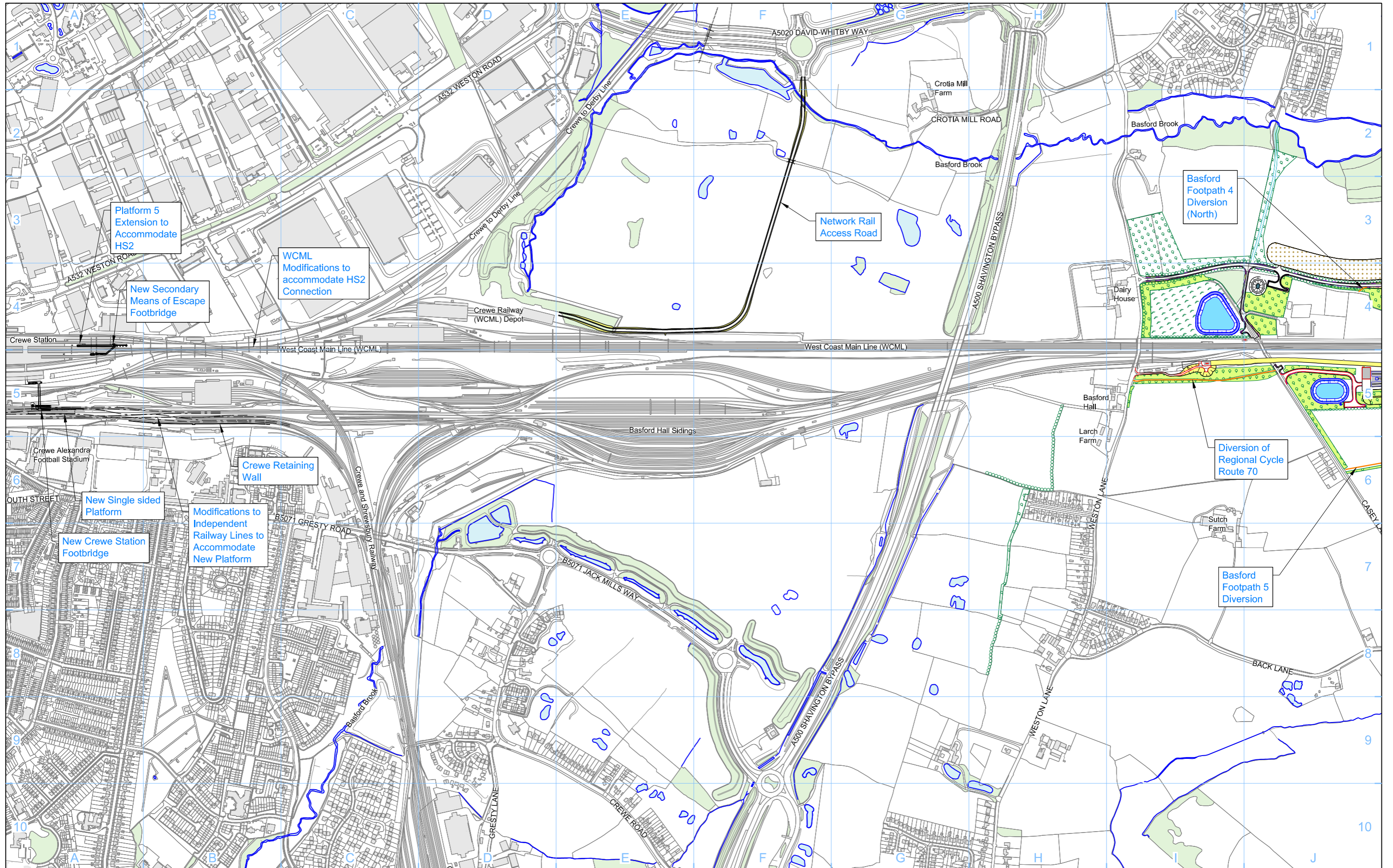
Legend 		Map Number Based on CT-06-238 Map Name Near Swill Brook to the end of HS2 Phase 2a near Basford 1 of 3 Community Area CA5 South Cheshire		 Registered in England Registration No. 06791686 Registered office: 2 Snow Hill, Queensway, Birmingham, B4 6GA Scale at A3: 1:5,000 0 50 100 150 200 250 Metres © Crown copyright and database rights 2018. Ordnance Survey Licence Number 100049190. Doc Number: 2PT10-ARP-EV-DPL-000-060504 P01 Date: 09/02/21	
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<p>Legend</p> <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 Wetland habitat Grassland habitat Landscape mitigation planting (scrub / woodland) Grassed areas Local placement Ditches Hedgerow habitat Noise fence barrier Rail alignment UT Main utility works Tunnels external extent HS2 access road New, diverted or realigned Public Right of Way Engineering earthworks Landscape earthworks Rail alignment formation County boundary Unitary / Borough / District boundary Existing inland water Existing watercourse Existing woodland Existing buildings Watercourse diversion 	<p>Map Number: Based on CT-06-239</p> <p>Map Name: Near Swill Brook to the end of HS2 Phase 2a near Basford 2 of 3</p> <p>Community Area: CA5 South Cheshire</p>	<p>HS2</p> <p>Registered in England Registration No. 06791686 Registered office: 2 Snow Hill, Queensway, Birmingham, B4 6GA</p> <p>© Crown copyright and database rights 2018. Ordnance Survey Licence Number 100049190.</p> <p>Doc Number: 2PT10-ARP-EV-DPL-000-060505</p>	<p>Not to Scale</p> <p>0 50 100 150 200 250 Metres</p> <p>P01 Date: 09/02/21</p>
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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
	Wetland habitat
	Grassland habitat
	Landscape mitigation planting (scrub / woodland)
	Grassed areas
	Local placement
	Ditches
	Hedgerow habitat
	Noise fence barrier
	Rail alignment
	UT Main utility works
	Tunnels external extent
	HS2 access road
	New, diverted or realigned Public Right of Way
	Engineering earthworks
	Landscape earthworks
	Rail alignment formation
	County boundary
	Unitary / Borough / District boundary
	Existing inland water
	or Existing watercourse
	Existing woodland
	Existing buildings
	Watercourse diversion

Map Number: **Based on CT-06-240**

Map Name: **Near Swill Brook to the end of HS2 Phase 2a near Basford 3 of 3**

Community Area: **CA5 South Cheshire**

HS2 Registered in England. Registration No. 06791686. Registered office: 2 Snow Hill, Queensway, Birmingham, B4 6GA.

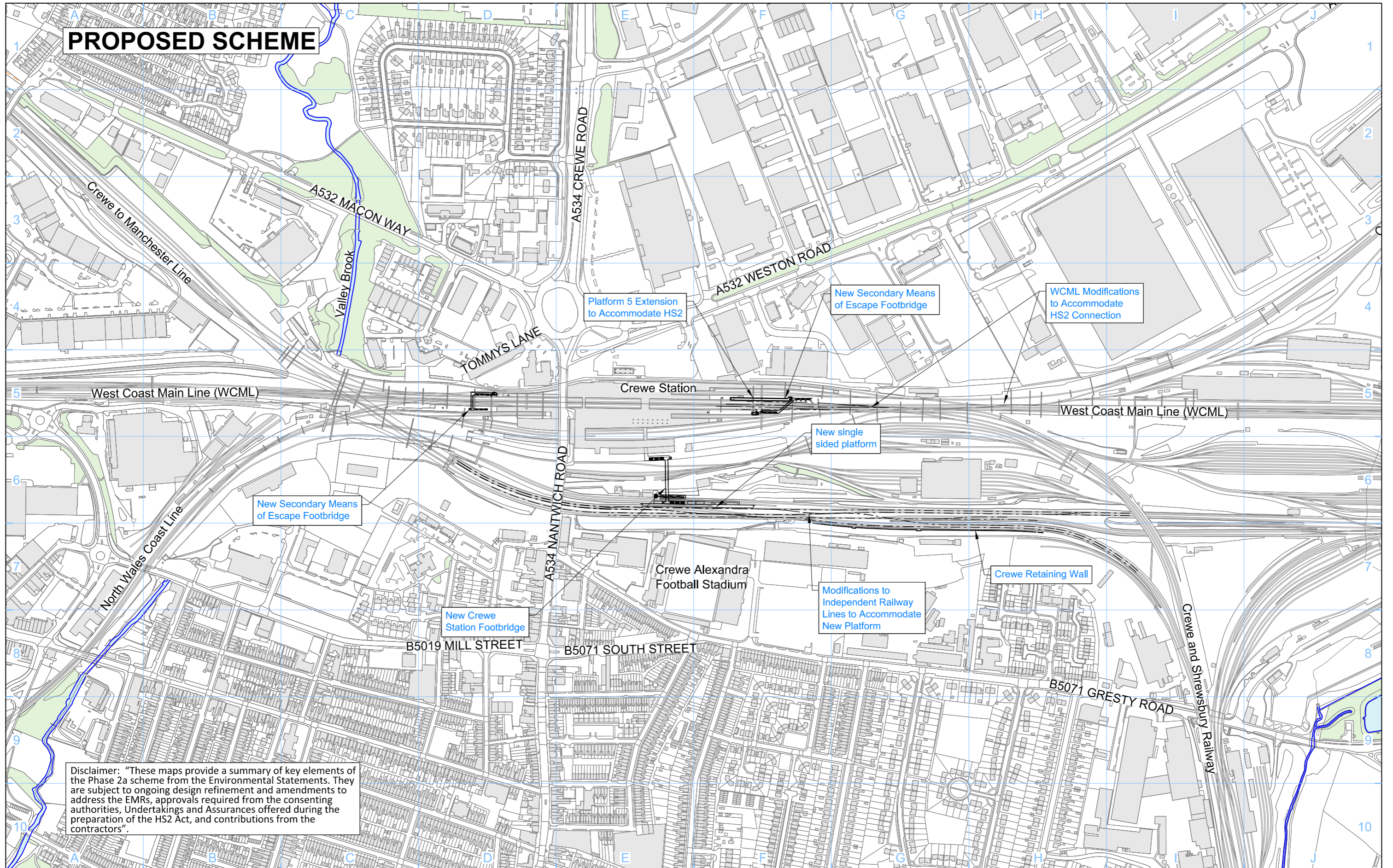
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Scale: 0 50 100 150 200 250 Metres

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Doc Number: 2PT10-ARP-EV-DPL-000-060506 P02 Date: 26/02/21

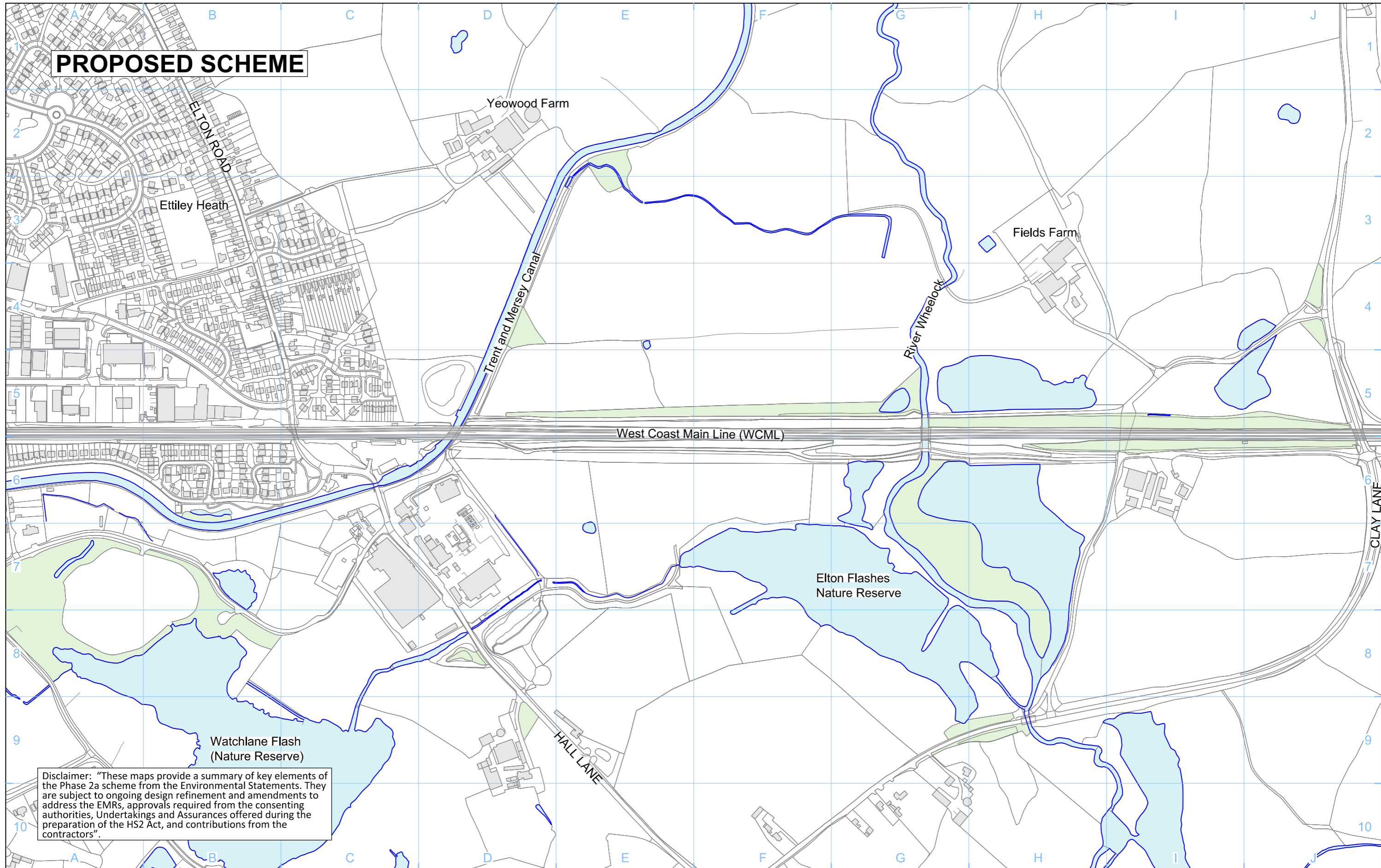
PROPOSED SCHEME



Disclaimer: "These maps provide a summary of key elements of the Phase 2a scheme from the Environmental Statements. They are subject to ongoing design refinement and amendments to address the EMRs, approvals required from the consenting authorities, Undertakings and Assurances offered during the preparation of the HS2 Act, and contributions from the contractors".

Legend 		Map Number Based on CT-06-241 Map Name Crewe Station Community Area CA5 South Cheshire	 Registered in England Registration No. 06791886 Registered office: 2 Snow Hill, Queensway, Birmingham, B4 6GA Scale at A3: 1:5,000 © Crown copyright and database rights 2018, Ordnance Survey Licence Number 100049190. Doc Number: 2PT10-ARP-EV-DPL-000-060507 P02 Date: 26/02/21
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Legend	
Depot, station, headhouse or portal building	Replacement floodplain storage
Tunnel portal	Woodland habitat
Electricity substation	Wetland habitat
Land drainage area	Grassland habitat
Ecological mitigation pond	Landscape mitigation planting (scrub / woodland)
Balancing pond	Grassed areas
Local placement	Ditches
Hedgerow habitat	Noise fence barrier
Wetland habitat	Rail alignment
Grassland habitat	Main utility works
Landscape mitigation planting (scrub / woodland)	Tunnels external extent
Grassed areas	HS2 access road
Local placement	New, diverted or realigned Public Right of Way
Engineering earthworks	Landscape earthworks
Rail alignment formation	County boundary
County boundary	Unitary / Borough / District boundary
Existing inland water	Existing inland water
Existing watercourse	Existing watercourse
Existing woodland	Existing woodland
Existing buildings	Existing buildings
Watercourse diversion	Watercourse diversion

Map Number: **Based on CT-06-244**

Map Name: **Off Route Works along West Coast Main Line (Rookery Bridge RRAP Satellite Compound)**

Community Area: **Off-route Modifications to WCML between Crewe and Sandbach**

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0 50 100 150 200 250 Metres

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Doc Number: 2PT10-ARP-EV-DPL-000-060508 P01 Date: 09/02/21

6 Annex 1 – Signposting

Document	Link
High Speed Rail (West Midlands - Crewe) Act 2021	https://www.legislation.gov.uk/ukpga/2021/2/enacted
Plans and Sections	https://www.gov.uk/government/publications/plans-and-sections-for-hs2-phase-2a-as-amended-in-select-committee
Phase 2a Environmental Statement	https://www.gov.uk/government/collections/hs2-phase-2a-environmental-statement
Phase 2a Supplementary Environmental Statement and Additional Provision Environmental Statement	https://www.gov.uk/government/collections/hs2-phase-2a-supplementary-environmental-statement-and-additional-provision-environmental-statement
Phase 2a Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement	https://www.gov.uk/government/collections/hs2-phase-2a-supplementary-environmental-statement-2-and-additional-provision-2-environmental-statement-february-2019
Phase 2a Environmental Statements – Volume 2 Community Reports and Map Books	https://www.gov.uk/government/publications/hs2-phase-2a-environmental-statement-volume-2-community-area-reports-and-map-books https://www.gov.uk/government/publications/hs2-phase-2a-supplementary-environmental-statement-and-additional-provision-environmental-statement-volume-2-community-area-reports-and-map-books https://www.gov.uk/government/publications/volume-2-community-area-reports-and-map-books-for-the-hs2-phase-2a-supplementary-environmental-statement-2-and-additional-provision-2-environmental-s
Environmental Minimum Requirements	https://www.gov.uk/government/publications/environmental-minimum-requirements-for-hs2-phase-2a
Route-Wide Traffic Management Plan	https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/851480/HS2-HS2-CL-PLN-000-000002_RTMP_Final_for_issue_Oct_2019_eB_in_new_format.pdf

Document	Link
Phase 2a Register of Undertakings and Assurances	https://www.gov.uk/government/publications/hs2-phase-2a-register-of-undertakings-and-assurances
Phase 2a Information Papers	https://www.gov.uk/government/publications/understanding-the-hybrid-bill-hs2-phase-2a-information-papers https://www.gov.uk/government/publications/environment-hs2-phase-2a-information-papers https://www.gov.uk/government/publications/construction-hs2-phase-2a-information-papers
Phase 2a Planning Forum Terms of Reference	https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/806524/HS2_Phase_2a_Planning_Forum_ToR.pdf
Phase 2a Planning Forum Notes	https://www.gov.uk/government/publications/hs2-phase-2a-planning-forum-notes-for-local-authorities
Class Approval	https://www.gov.uk/government/publications/high-speed-rail-west-midlands-crewe-act-2021-class-approval
Schedule 17 Fee Regulations	https://www.legislation.gov.uk/uksi/2021/183/contents/made
Schedule 17 Appeal Regulations and Guidance	https://www.legislation.gov.uk/uksi/2021/182/made?view=plain https://www.gov.uk/government/publications/hs2-phase-2a-planning-appeals-guidance
Schedule 17 Statutory Guidance	Document to be published by the Department for Transport (DfT). For the latest DfT publications see: https://www.gov.uk/government/latest?departments%5B%5D=department-for-transport
Qualifying Authorities Statutory Instrument	https://www.legislation.gov.uk/uksi/2021/151/contents/made
HS2 Design Vision	https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/607020/HS2_Design_Vision_Booklet.pdf

7 pAnnex 2 – List of Terms and Acronyms

Term	Meaning
The Act	High Speed Rail (West Midlands - Crewe) Act 2021
Act Limits	Land or any other thing is within the Act Limits if it is within the limits of deviation for the scheduled works, or within the limits of land to be acquired or used
CoCP	Code of Construction Practice
EMRs	Environmental Minimum Requirements (General Principles, Code of Construction Practice, the Planning Memorandum, the Heritage Memorandum, and the Environmental Memorandum)
ES	Environmental Statements
EIA	Environmental Impact Assessment
LEMP	Local Environment Management Plan
LLAU	Limits of Land to be Acquired or Used
LOD	Limits of Deviation. Positions and levels shown on the deposited plans and sections within which scheduled work must be constructed
LTMP	Local Transport Management Plan
Nominated Undertaker	HS2 Ltd has been appointed as the nominated undertaker by the Secretary of State under section 41 of the Act
RTMP	Route-wide Traffic Management Plan
TCPA	Town and Country Planning Act 1990
TLG	Traffic Liaison Group

Document End