

HS2 Phase 2a Planning Context Report

Prepared for Lichfield District 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 Lichfield District 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 Lichfield District Council has become a qualifying planning authority for Schedule 17.

1.2 Status

- 1.2.1 This document is deposited with Lichfield District 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 Lichfield

Outlines the proposals within Lichfield 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 Lichfield District Council.

- The HS2 Environmental Statements, including Volume 2 Community Area report CA1 Fradley to Colton, which covers the Lichfield District Council area;
- The High Speed Rail (West Midlands - Crewe) Environmental Minimum Requirements; and
- Schedule 17 Statutory Guidance.

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;

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](#).

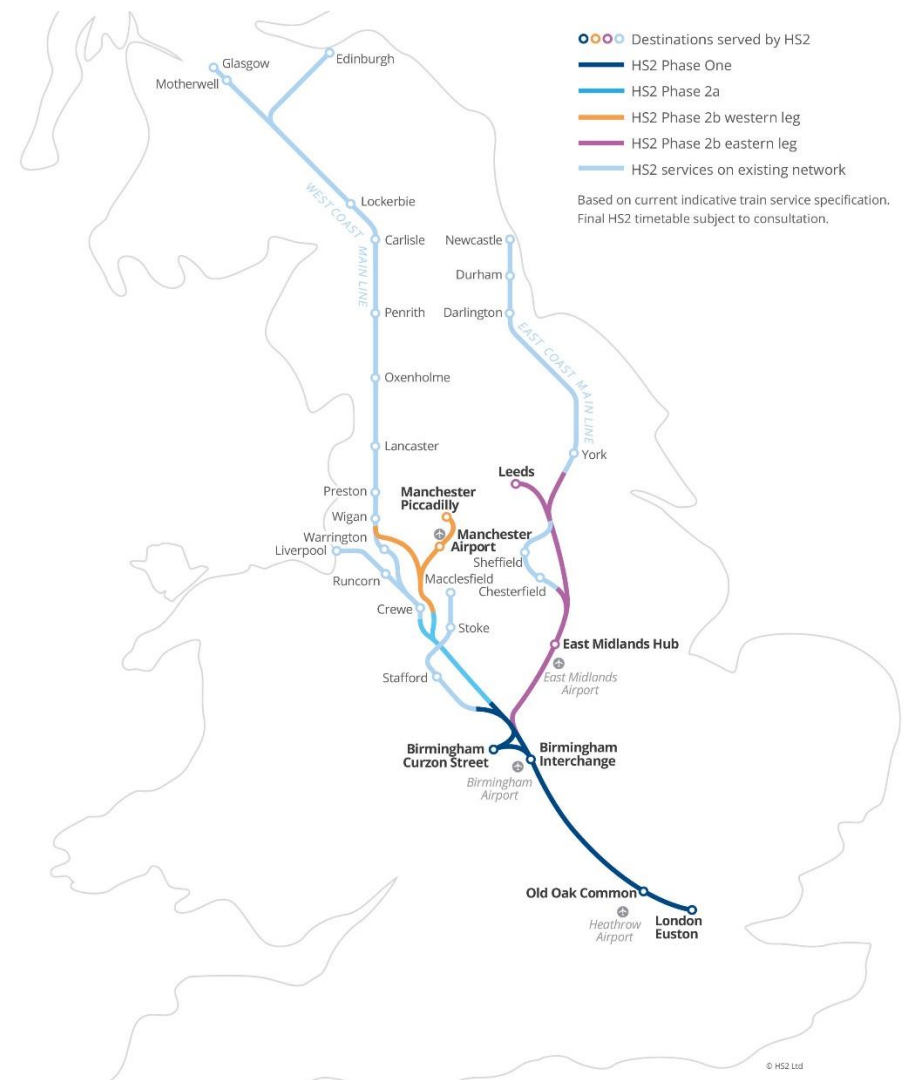


Figure 1: Plan of the HS2 Network

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	E1

	undertakers) to rely on certain additional permitted 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.

2.5.5 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

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.

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.

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 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 Lichfield

3.1 Overview

3.1.1 The Fradley to Colton Community Area (CA1) covers the HS2 mainline for approximately 13.5km in length within the local authority area of Lichfield District Council. It joins the HS2 Phase One route⁶ near Fradley Wood, and heads in a north-westerly direction past Kings Bromley to Colton, and then into the Stafford Borough Council area.

3.1.2 Including amendments to Phase One, overall there are five viaducts, seven embankments and four cuttings in this area, set out in Table 4 and referenced in section 3.2.

3.1.3 The area is predominantly rural in character, with agriculture being the main land use. The southern part of this area includes extensive floodplains associated with the River Trent. Small settlements are located near the route at Fradley, Kings Bromley, Handsacre, Pipe Ridware, Hill Ridware, Blithbury, Stockwell Heath and Colton.

Table 4: Key engineering works

Viaducts	Embankments	Cuttings
Harveys Rough	Lilac North	Blithbury South
Pyford Brook	Pyford South	Blithbury Central
Kings Bromley	Pyford North	Blithbury North
River Trent	Bourne	Stockwell Heath
Moreton Brook	Pipe Ridware	
	Stockwell Heath	
	Moreton South	

3.1.4 Section 3 provides an overview of the Proposed Scheme and construction phase works to take place in Lichfield (including a general description of the route-wide approach to works). Section 5 of this report then illustrates the location of key works within Lichfield (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 CA1 Fradley to Colton and Volume 4: Off-route effects.

3.1.5 All dimensions provided in this report are approximate.

⁶ [The Phase One Planning Context Report for Lichfield](#)

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.

3.1.8 Due to the interface with Phase One, certain works in Lichfield will also be covered in contracts let to deliver the Phase One scheme.

3.2 Proposed Scheme

3.2.1 To provide a summary of the key route features in Lichfield, the route is described in the following eight areas:

- Handsacre Junction, Phase One – Area 1
- Phase One (Fradley Wood) to Ashby Sitch – Area 2
- Ashby Sitch to Bourne Embankment (Shaw Lane) – Area 3
- Bourne Embankment (Shaw Lane) to Pipe Lane – Area 4
- Pipe Lane to Blithbury – Area 5
- Blithbury to the junction of High Street/Newlands Lane – Area 6
- High Street/Newlands Lane to Moreton North Embankment – Area 7
- Overhead Power Line from Newlands Lane (Lichfield) to Parkgate Substation (East Staffordshire) – Area 8

Handsacre Junction, Phase One – Area 1

3.2.2 The Phase 2a Proposed Scheme includes amendments to Phase One and how HS2 connects to the West Coast Main Line (WCML).

3.2.3 The route will now split at Shaw Lane Embankment before crossing Shaw Lane. The southbound line will cross Shaw

Lane via a new Shaw Lane underbridge, then continue along the WCML on the Lilac North Embankment for 1.7km before connecting to it near Chestnut Close in Handsacre.

- 3.2.4 The northbound line will cross over Shaw Lane and the WCML on the Harvey's Rough Viaduct for 550m. It will then connect to the WCML near Chestnut Close in Handsacre.
- 3.2.5 Beyond this area, modification works to the WCML will no longer be required, with the exception of a new crossover to the north of Handsacre.
- 3.2.6 To accommodate the amendments to the route, there will also be some modifications to the design of the Phase One Proposed Scheme. The amendments to highways include the retention of Shaw Lane, widening of A515 Lichfield Road and Wood End Lane, and access arrangements. Other amendments include amended landscape mitigation, alternative woodland and habitat creation. Elements removed from the Proposed Scheme include the Tuppenhurst Lane extension and Handsacre retaining wall.

Phase One (Fradley Wood) to Ashby Sitch – Area 2

- 3.2.7 The route of the Proposed Scheme will connect to Phase One, 250m north-west of Fradley Wood and continue in a north-west direction for 1.5 km.

- 3.2.8 The route will enter this section on the Pyford South Embankment for 305m in length and up to 9m in height, before passing onto the Pyford Brook Viaduct for 180m and up to 10m in height. The route will then continue onto the Pyford North Embankment for 1km and up to 9m in height up to the Ashby Sitch watercourse.
- 3.2.9 In addition to landscape earthworks, mitigation planting, and habitat creation, other key features in this area are balancing ponds, a floodplain storage area, a diversion of an unnamed watercourse and the culverting of Ashby Sitch.

Ashby Sitch to Bourne Embankment (Shaw Lane) – Area 3

- 3.2.10 The Proposed Scheme continues along the Pyford North Embankment for 770m in length and then continues along the Kings Bromley Viaduct for 980m and up to 13.7m in height to the Bourne Embankment north-west of Shaw Lane.
- 3.2.11 As part of the Proposed Scheme, the A515 Lichfield Road and Shaw Lane will both be realigned at the Kings Bromley Viaduct, with Common Lane diverted to A515 Lichfield Road. Parts of Common Lane and Crawley Lane will also be closed, with alternative arrangements put in place.

3.2.12 In addition to landscape earthworks, mitigation planting, and habitat creation, other key features in this area include the Bourne Brook Auto-Transformer Station, changes to the alignment of public rights way, realignment of Crawley Brook and replacement floodplain storage area.

Bourne Embankment (Shaw Lane) to Pipe Lane – Area 4

3.2.13 This section of the route continues for 2.4km from the final section of Kings Bromley Viaduct to the north-west of Pipe Lane. This includes the Bourne Embankment for 505m and up to 11.9m in height, and the River Trent Viaduct for 1.9km in length and up to 14.0m in height.

3.2.14 The works in this area will also see the diversion and part closure of Pipe Lane and Dawson Lane. Other key features in this area include the realignment of footpaths, balancing ponds, realignment of a drain beneath the River Trent Viaduct and replacement floodplain storage in addition to landscape earthworks, mitigation planting and habitat creation.

Pipe Lane to Blithbury – Area 5

3.2.15 The route continues from the River Trent Viaduct in a north-west direction towards Blithbury for 2.7km. Here the Proposed Scheme goes on to the Pipe Ridware Embankment for 1.1 km in length and up to 9m high onto the Blithbury South Cutting for 960m in length up to 5m in depth and 57m in width, and continues into the Blithbury

Central Cutting for 650m and 5m in depth and 49m in width to Blithbury West culvert.

3.2.16 A key feature of the Proposed Scheme in this area are the culverts at Blithbury for an unnamed watercourse near the B5014 Uttoxeter Road and at Blithbury West for a tributary of the Bentley Brook. Woodhouse culvert will also be provided near to Woodhouse Farm. In addition, there will be areas of landscape bunds next to the route.

3.2.17 In addition to other landscape earthworks, mitigation planting and habitat creation, other key features in this area include alterations to footpaths, Manor Farm overbridge, an ATS, a substation, balancing ponds, realignment of the B5014 Uttoxeter Road (with overbridge) and the diversion of Stonyford Lane.

Blithbury to the junction of High Street/Newlands Lane – Area 6

3.2.18 For 2.3km, the route from Blithbury West culvert continues to the junction of High Street and Newlands Lane near Colton. This includes the continuation of the Blithbury Central Cutting for 1.4km in length up to 8m in depth and 61m in width, and then on to Blithbury North Cutting for 895m in length up to 12m in depth and 87m in width. Landscape bunds are will be alongside these cuttings.

3.2.19 In this area the works include a number of changes to the highway, including the realignment of Blithbury Road and Newlands Lane with overbridges over the Proposed Scheme, the diversion of Hadley Gate Lane and changes to a number of public rights of way.

3.2.20 Alongside other landscape earthworks, mitigation planting and habitat creation, the Proposed Scheme includes balancing ponds, ecological mitigation ponds, the diversion of an unnamed watercourse near to Stonyford Lane, Hurstwood culvert and Newlands Lane ATS.

High Street/Newlands Lane to Moreton North Embankment - Area 7

3.2.21 The final section of the route in Lichfield District Council continues for 2.9km before entering Stafford Borough Council. The Proposed Scheme proceeds along the Stockwell Heath Embankment for 825m in length and up to 12m in height past Stockwell Heath and Colton. It then continues north-west into the Stockwell Heath Cutting for 555m in length up to 8m in depth and 59m in width, on to the Moreton South Embankment for 1.2km in length and up to 7m in height and then the Moreton Brook Viaduct for 195m in length and up to 9m in height. It then continues onto the Moreton North Embankment in Stafford Borough Council.

3.2.22 Changes to the highway are included in the Proposed Scheme, including the widening of Newlands Lane (and underbridge) and Jonghams Lane, diversion of Moor Lane, realignment of the B5013 Uttoxeter Road (with underbridge) and changes to footpaths.

3.2.23 A number of areas of landscape earthworks, mitigation planting and habitat creation is included in the Proposed Scheme. In addition it also includes Finners and Stockwell Heath culverts near Newlands Lane, Hamley (south and north) culverts near the diverted B5013 Uttoxeter Road, balancing ponds, replacement floodplain storage, landscape bund extending north-west from the B5013 Uttoxeter Road underbridge, and the realignment of Moreton Brook.

Overhead Power Line from Newlands Lane (Lichfield) to Parkgate Substation (East Staffordshire) - Area 8

3.2.24 The Proposed Scheme needs power to be provided to the Newlands Lane ATS in Lichfield from a National Grid Parkgate substation (west of Thorney Lanes) in the East Staffordshire Borough Council area. This will require a three circuit overhead power line 7.7km in length between the two areas, with 2.2km in Lichfield. The works will also include landscape earthworks, mitigation planting, and habitat creation.

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 Amendments to the Phase One route mean that the Handsacre (A515) railway systems compound and A51 satellite compound have been removed from the Proposed Scheme. There are also some amendments to the activities at compounds already proposed in Phase One (shown on maps in Section 5), with new compounds reported in Table 5.
- 3.3.5 A list of the compounds within Lichfield 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		
Spode Avenue	Railway installation works	1
Satellite Compounds		
Wood End Lane	HS2/WCML tie in works	1
Pyford Brook Viaduct	Pyford South Embankment Pyford Brook Viaduct Other works – demolition	2
Pyford North Embankment	Pyford North Embankment Borrow pits at Kings Bromley South (at Crawley Lane and Ashby Sitch) and North (at A515 Lichfield Road) Railway installation works Other works – Ashby Sitch culvert, Common Lane, Bourne Brook ATS	3
Bourne Embankment	Kings Bromley Viaduct Bourne Embankment Borrow pit at Kings Bromley North (at Shaw Lane) Other works – A515 Lichfield Road, Shaw Lane, Crawly Brook, footpaths, demolitions	4
River Trent Viaduct	River Trent Viaduct	4

	Borrow pit at Blithbury (at Pipe Lane) Other works – footpaths	
Pipe Ridware Embankment	Pipe Ridware Embankment Blithbury South Cutting Railway installation works Other works – Pipe Lane, Woodhouse culvert, footpaths	4
Blithbury Crossover	Railway installation works	5
Blithbury Central Cutting	Blithbury Central Cutting Other works – culverts, footpaths, B5014 Uttoxeter Road, Stoneyford Lane, Blithbury Road, Hadley Gate Lane, public rights of way, demolitions	6
Blithbury North Cutting	Blithbury North Cutting Stockwell Heath Embankment Other works – Newlands Lane, Moor Lane, footpaths, culverts, demolition	6
Newlands Lane ATS	Newlands Lane ATS Railway installation works	6
Stockwell Heath Cutting	Stockwell Heath Cutting Moreton South Embankment Railway installation works Other works – B5013 Uttoxeter Road, Jonghams Lane, culverts	7

Moreton Brook Viaduct	Moreton Brook Viaduct Other works – Moreton Brook	7
Utility Compounds		
Pyford Brook	British Pipeline Agency fuel pipeline diversion to the north-west of Pyford Brook Viaduct	2
Common Lane	Cadent fuel pipeline diversion to the east of A51 Lichfield Road	2
Lichfield Road	Raising of National Grid Electricity Transmission overhead powerline at the Kings Bromley Viaduct	3
Pipe Lane	National Grid Gas Transmission gas pipeline diversion at the River Trent Viaduct	4
Jonghams Lane	Western Power Distribution overhead power line diversion at the Moreton Brook Viaduct	7

Material areas and stockpiles

- 3.3.6 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.
- 3.3.7 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.

- 3.3.8 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.
- 3.3.9 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

- 3.3.10 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.
- 3.3.11 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.

implications for other transport infrastructure. Further works and details are within Volume 4 of the ES and Volume 2 of Additional Provisions to the ES as relevant.

3.3.12 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.

3.3.13 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 Lichfield.

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

4 Schedule 17 Requests for Approval – Programme

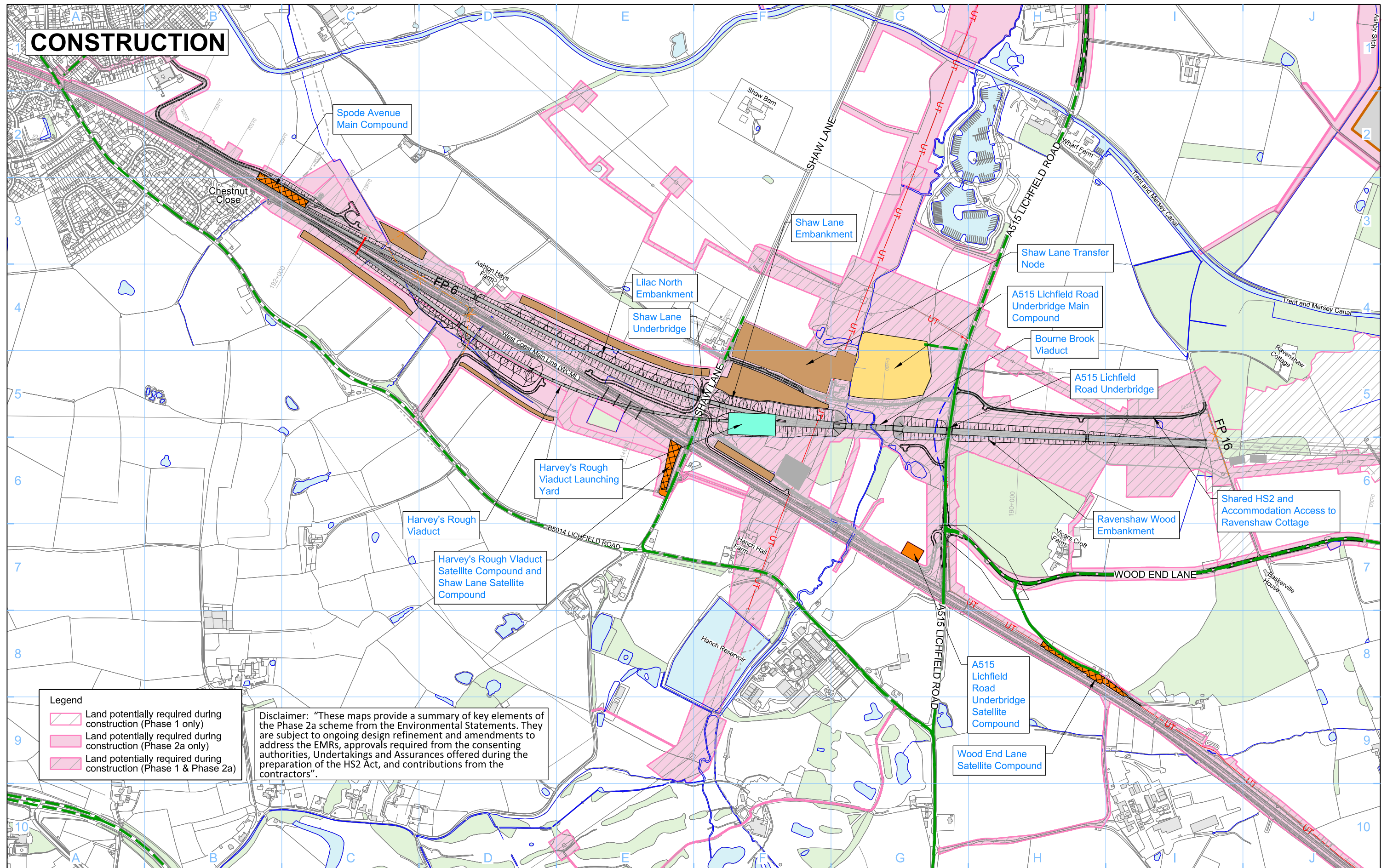
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	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Pre-application period								Determination period												
Early Environmental Works																				
Lorry Routes																				
Early Civils Works Package 1																				
Early Civils Works Package 2																				
Advance Civils Works																				
Pyford Brook Viaduct																				
Pyford South Embankment																				
Pyford North Embankment																				
Borrow Pits at Kings Bromley South (Crawley Lane)																				
Borrow Pits at Kings Bromley South (Ashby Sitch)																				
Bourne Brook ATS																				
Kings Bromley Viaduct																				
Borrow Pits at Kings Bromley North (Shaw Lane and A515 Lichfield Road)																				
Bourne Embankment																				
River Trent Viaduct																				
Borrow Pit at Blithbury (Pipe Lane)																				
Pipe Ridware Embankment																				
Pipe Ridware ATS																				
Blithbury Package Substation																				
Blithbury South Cutting																				

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
Mavesyn Ridware Footpath 38 Accommodation Overbridge																				
Blithbury Central Cutting																				
Blithbury Drop Inlet Culvert																				
B5014 Uttoxeter Road Overbridge																				
Manor Farm Overbridge																				
Blithbury Road Overbridge																				
Blithbury North Cutting																				
Newlands Lane ATS Feeder Station																				
Newlands Lane Overbridge																				
Stockwell Heath Embankment																				
Newlands Lane Underbridge																				
Stockwell Heath Cutting																				
B5013 Uttoxeter Road Underbridge																				
Moreton South Embankment																				
Moreton Brook Viaduct																				
Moreton North Embankment																				

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) Harveys Rough Viaduct and Lilac North Embankment are not included in this programme as they are being delivered under Phase One construction contracts.

5 Planning Context Report Plans – Construction Phase and Proposed Scheme

CONSTRUCTION



Legend

- Land potentially required during construction (Phase 1 only)
- Land potentially required during construction (Phase 2a only)
- Land potentially required during construction (Phase 1 & Phase 2a)

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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-05-129**

Map Name: **Handsacre Junction, Phase One**

Community Area: **CA1 Fradley to Colton**

HS2

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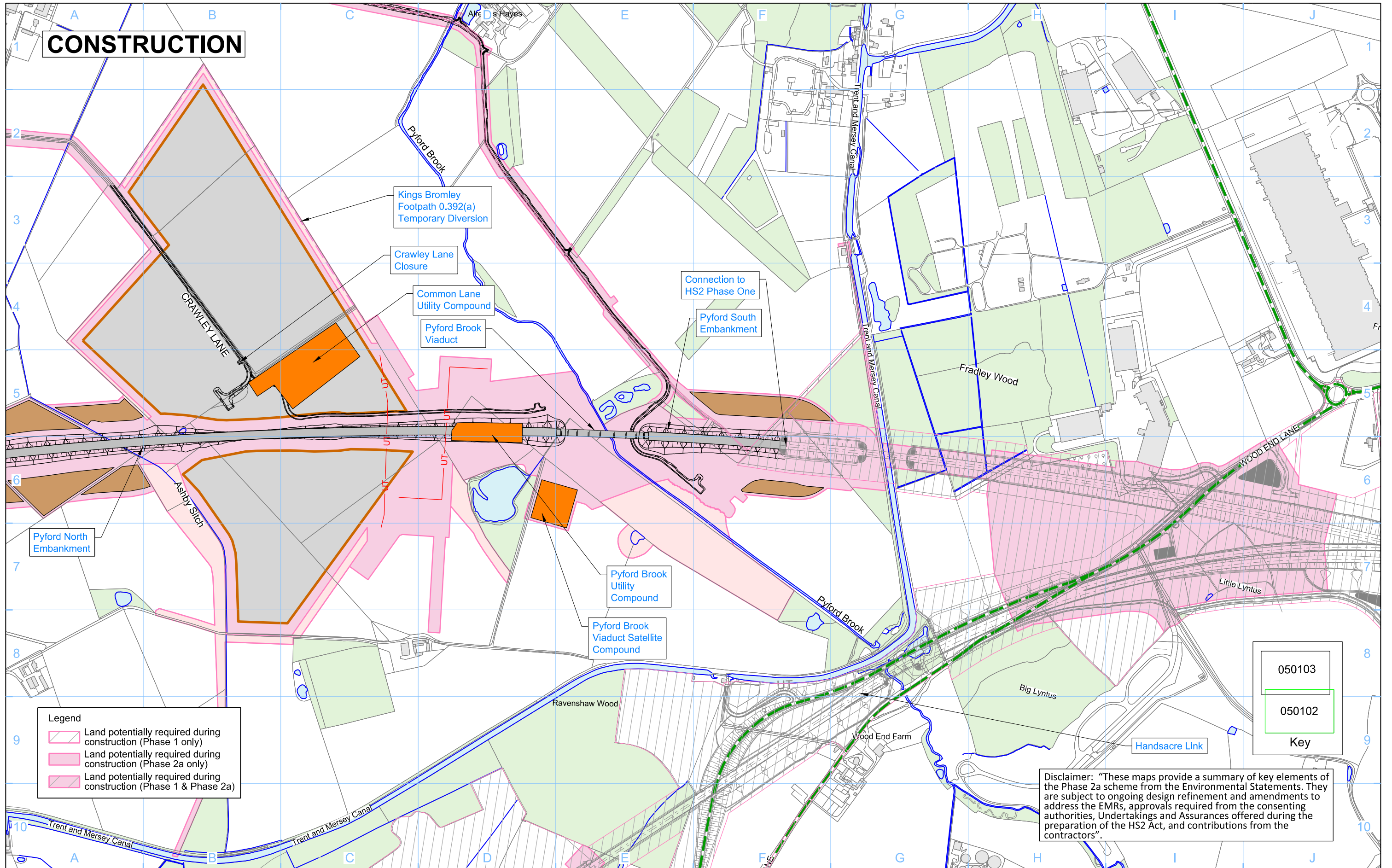
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CONSTRUCTION



Kings Bromley Footpath 0.392(a) Temporary Diversion

Crawley Lane Closure

Common Lane Utility Compound

Pyford Brook Viaduct

Connection to HS2 Phase One

Pyford South Embankment

Fradley Wood

WOOD END LANE

Pyford North Embankment

Ashby Sitch

Pyford Brook Utility Compound

Pyford Brook Viaduct Satellite Compound

Pyford Brook

Little Lyntus

Ravenshaw Wood

Wood End Farm

Big Lyntus

Handsacre Link

050103

050102

Key

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Legend

- Land potentially required during construction (Phase 1 only)
- Land potentially required during construction (Phase 2a only)
- Land potentially required during construction (Phase 1 & Phase 2a)

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 or Existing watercourse
- Existing woodland
- Existing buildings

Map Number: **Based on CT-05-201**

Map Name: **Phase One to Ashby Sitch 1 of 2**

Community Area: CA1 Fradley to Colton

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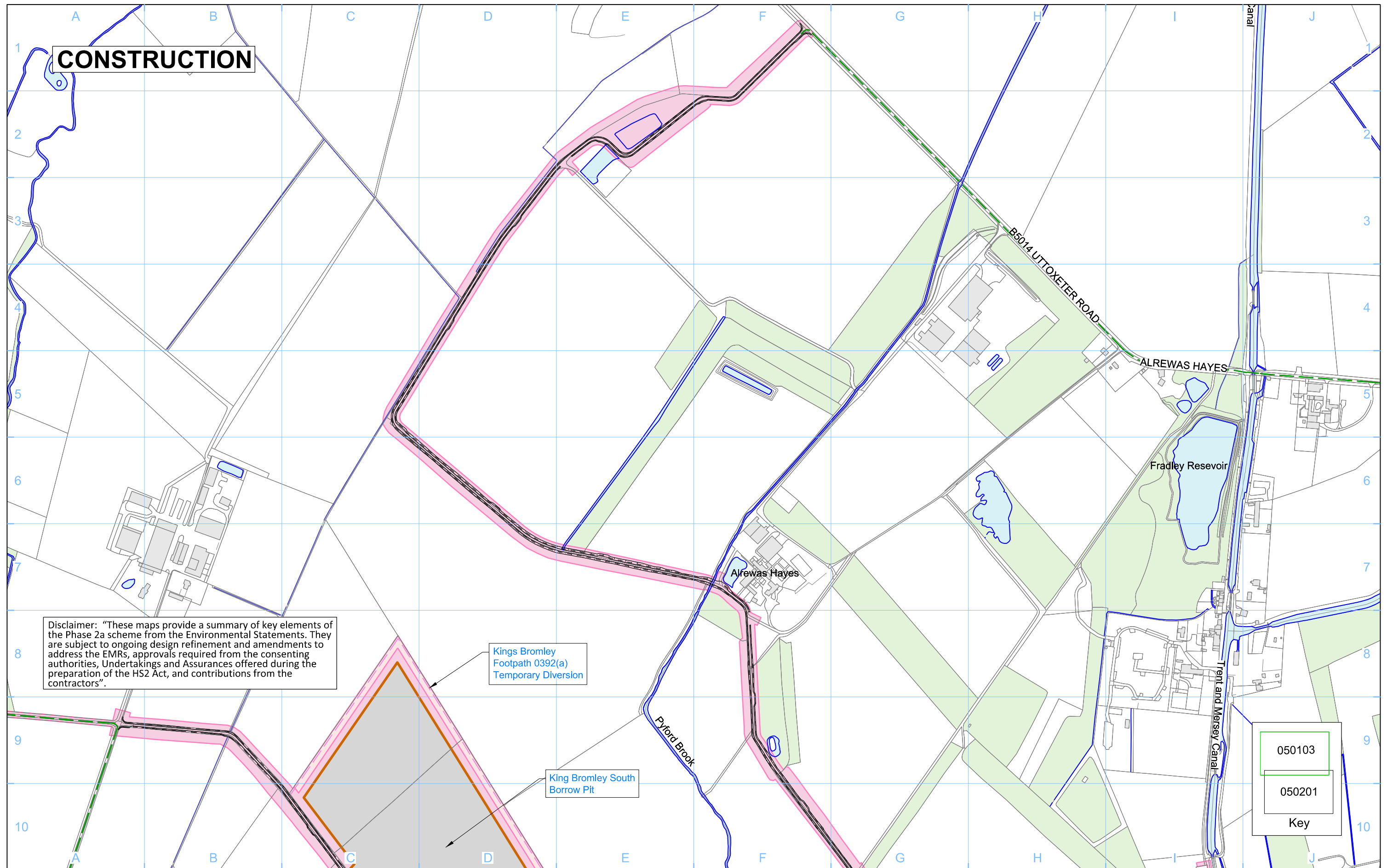
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CONSTRUCTION

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Kings Bromley Footpath 0392(a) Temporary Diversion

King Bromley South Borrow Pit



050103
050201
Key

- 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 or Existing watercourse
- Existing woodland
- Existing buildings

Map Number: **Based on CT-05-201R1**
 Map Name: **Phase One to Ashby Sitch 2 of 2**
 Community Area: CA1 Fradley to Colton

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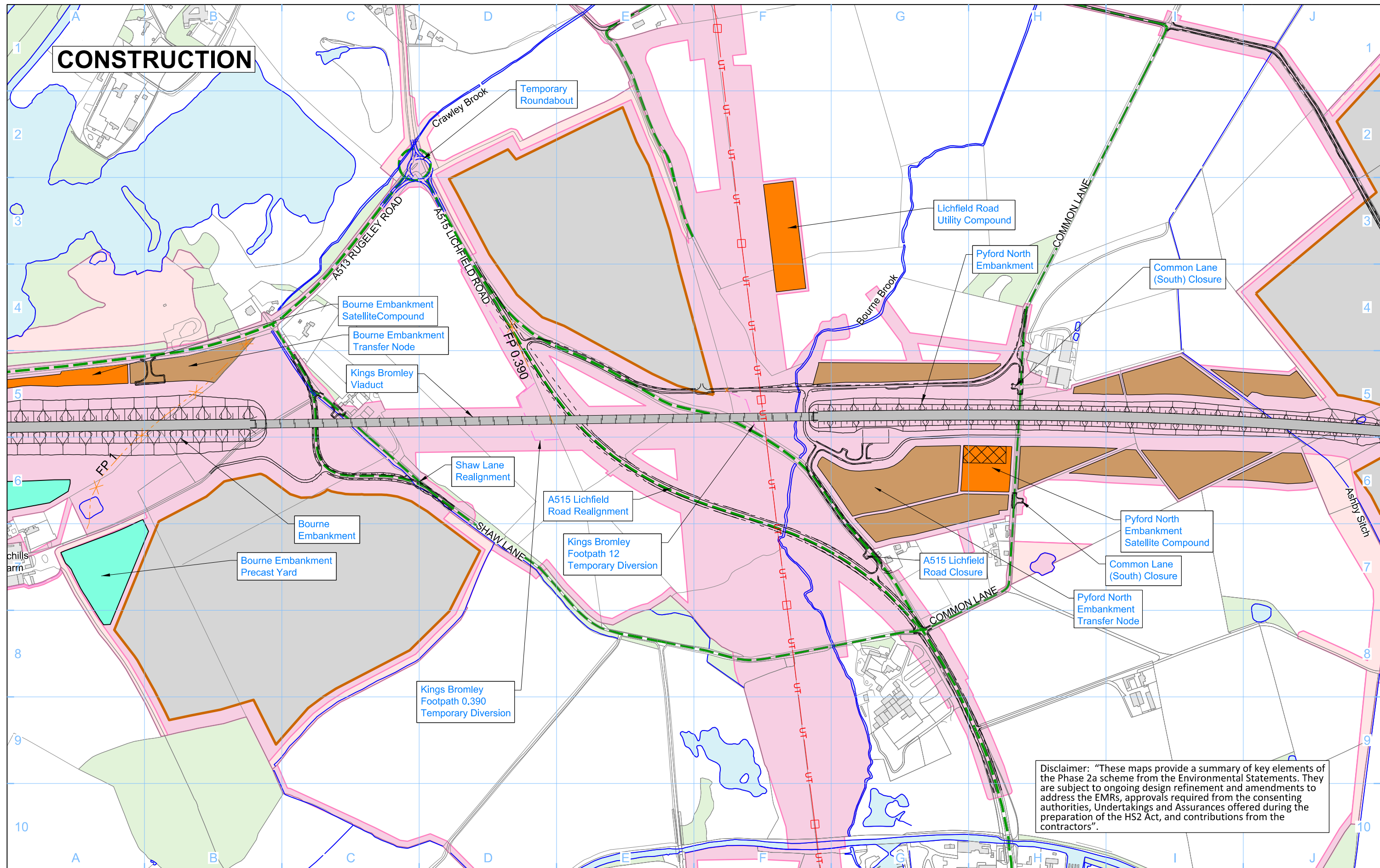
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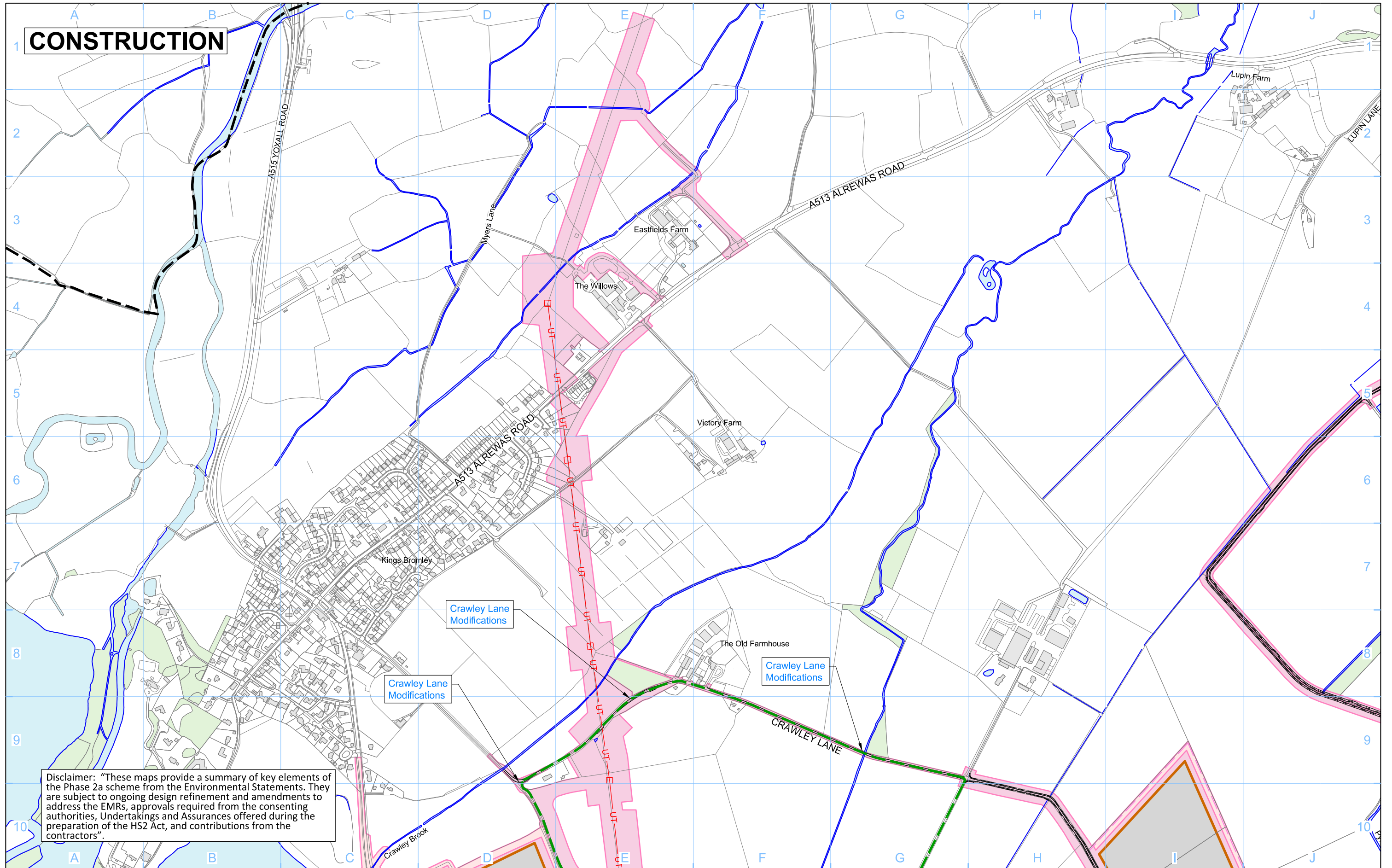
CONSTRUCTION



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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 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 Landscape earthworks Engineering earthworks Rail alignment formation County boundary Unitary / Borough / District boundary Existing inland water Existing watercourse Existing woodland Existing buildings 		<p>Map Number Based on CT-05-202</p> <p>Map Name Ashby Sitch to Bourne Embankment 1 of 2</p> <p>Community Area CA1 Fradley to Colton</p>	<p>HS2</p> <p>Registered in England Registration No. 06791686 Registered office: 2 Snow Hill, Queensway, Birmingham, B4 6GA</p> <p>Not to Scale</p> <p>0 50 100 150 200 250 Metres</p> <p>© Crown copyright and database rights 2018, Ordnance Survey Licence Number 100049190.</p> <p>Doc Number: 2PT10-ARP-EV-DPL-000-050104 P01 Date: 12/01/21</p>
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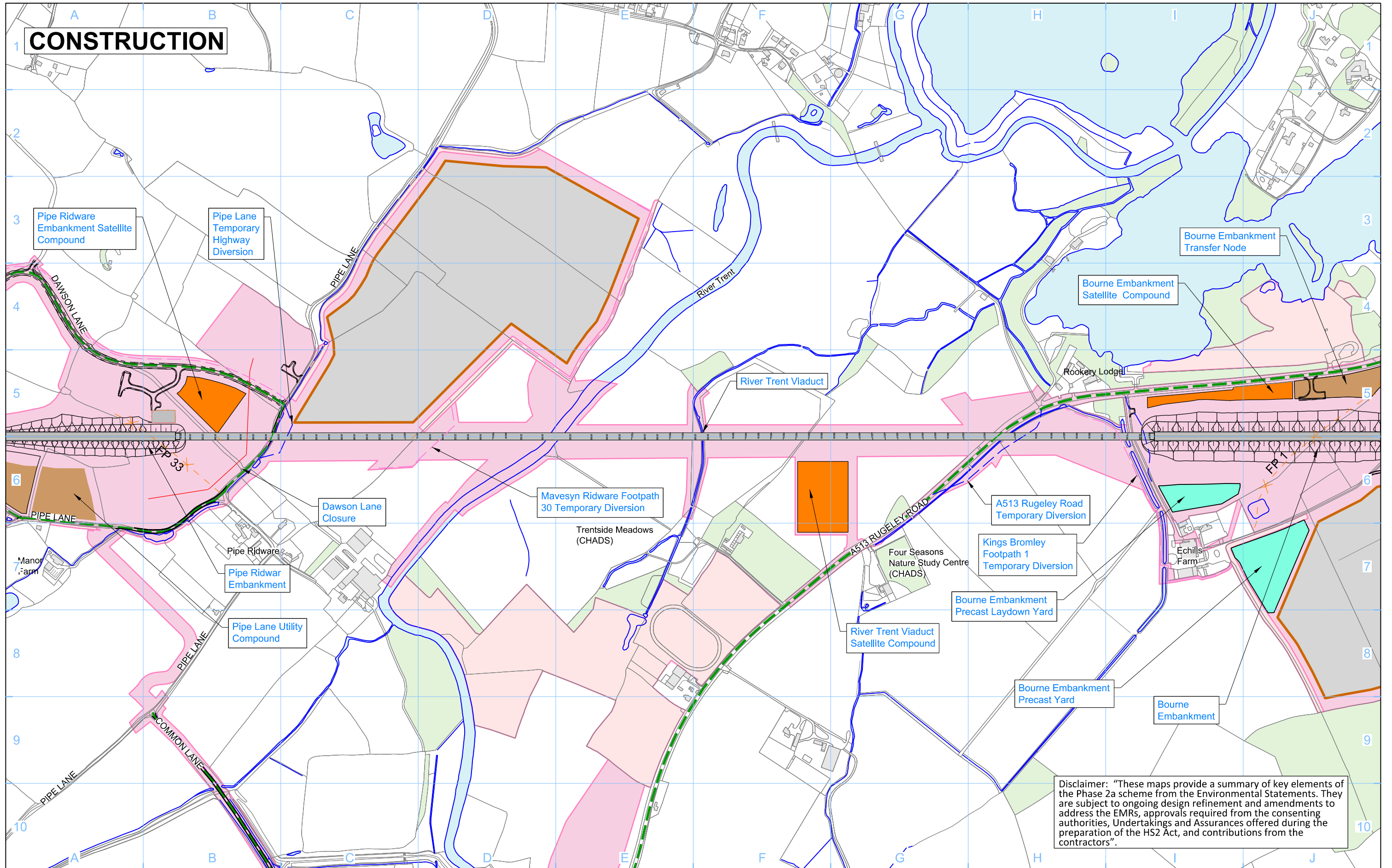
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Legend 					
Map Number Based on CT-05-202R1		Map Name Ashby Sitch to Bourne Embankment 2 of 2		<p>HS2 Ltd accept no responsibility for any circumstances, which arise from the reproduction of this map after alteration, amendment or abbreviation or if it is issued in part or issued incomplete in any way.</p>	
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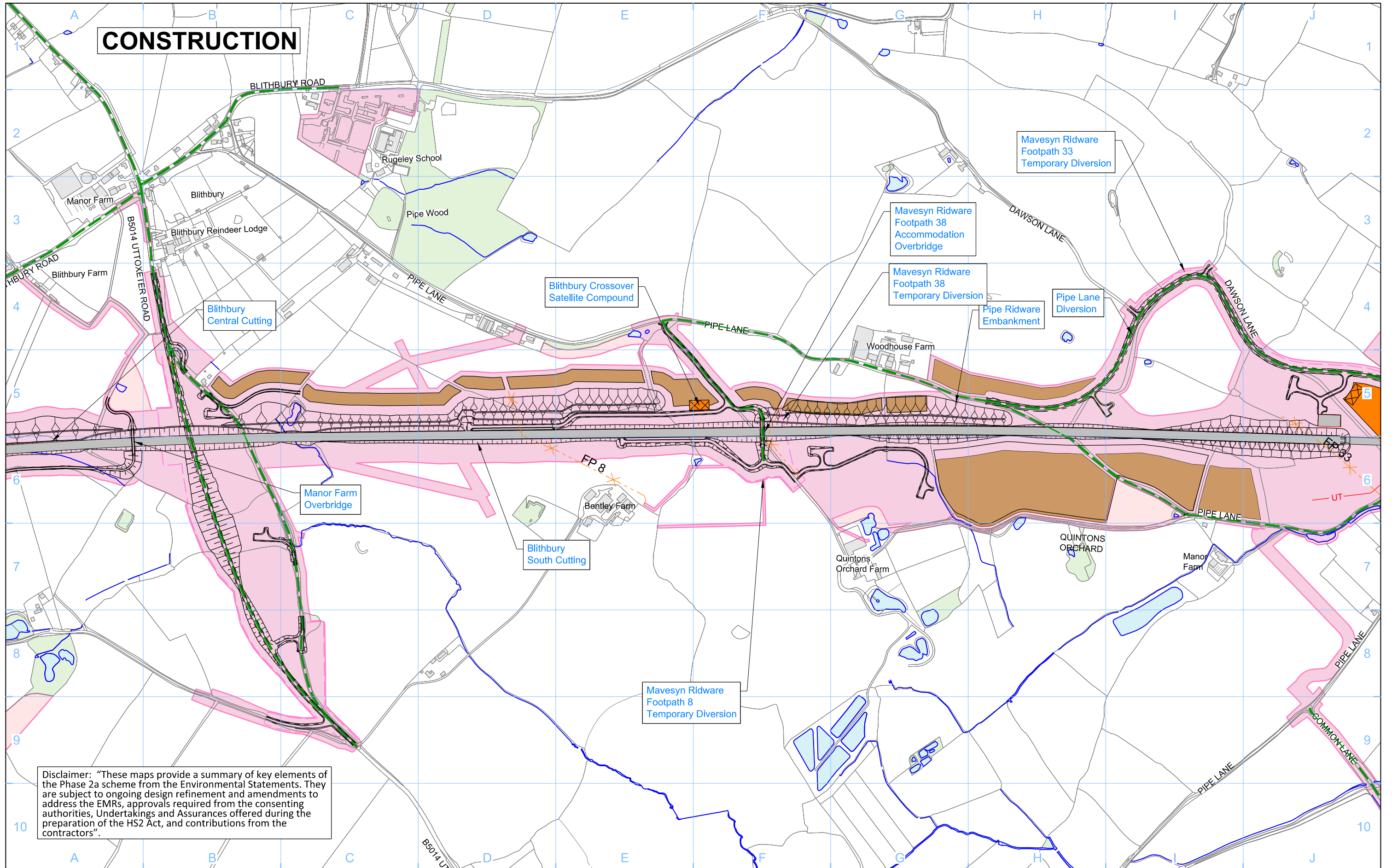
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<p>Legend</p> <ul style="list-style-type: none"> Depot, station, headhouse or portal building Tunnel portal Main compound Satellite compound Railway systems compound Temporary material stockpile 	<ul style="list-style-type: none"> Borrow Pit Storage / 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 	<p>Map Number Based on CT-05-203</p> <p>Map Name Bourne Embankment to Pipe Lane</p> <p>Community Area CA1 Fradley to Colton</p>	<p>HS2</p> <p>Registered in England Registration No. 06791886 Registered office: 2 Snow Hill, Queensway, Birmingham, B4 6GA</p> <p>Not to Scale</p> <p>0 50 100 150 200 250 Metres</p> <p>© Crown copyright and database rights 2018. Ordnance Survey Licence Number 100049190.</p> <p>Doc Number: 2PT10-ARP-EV-DPL-000-050106 P01 Date: 15/02/21</p>
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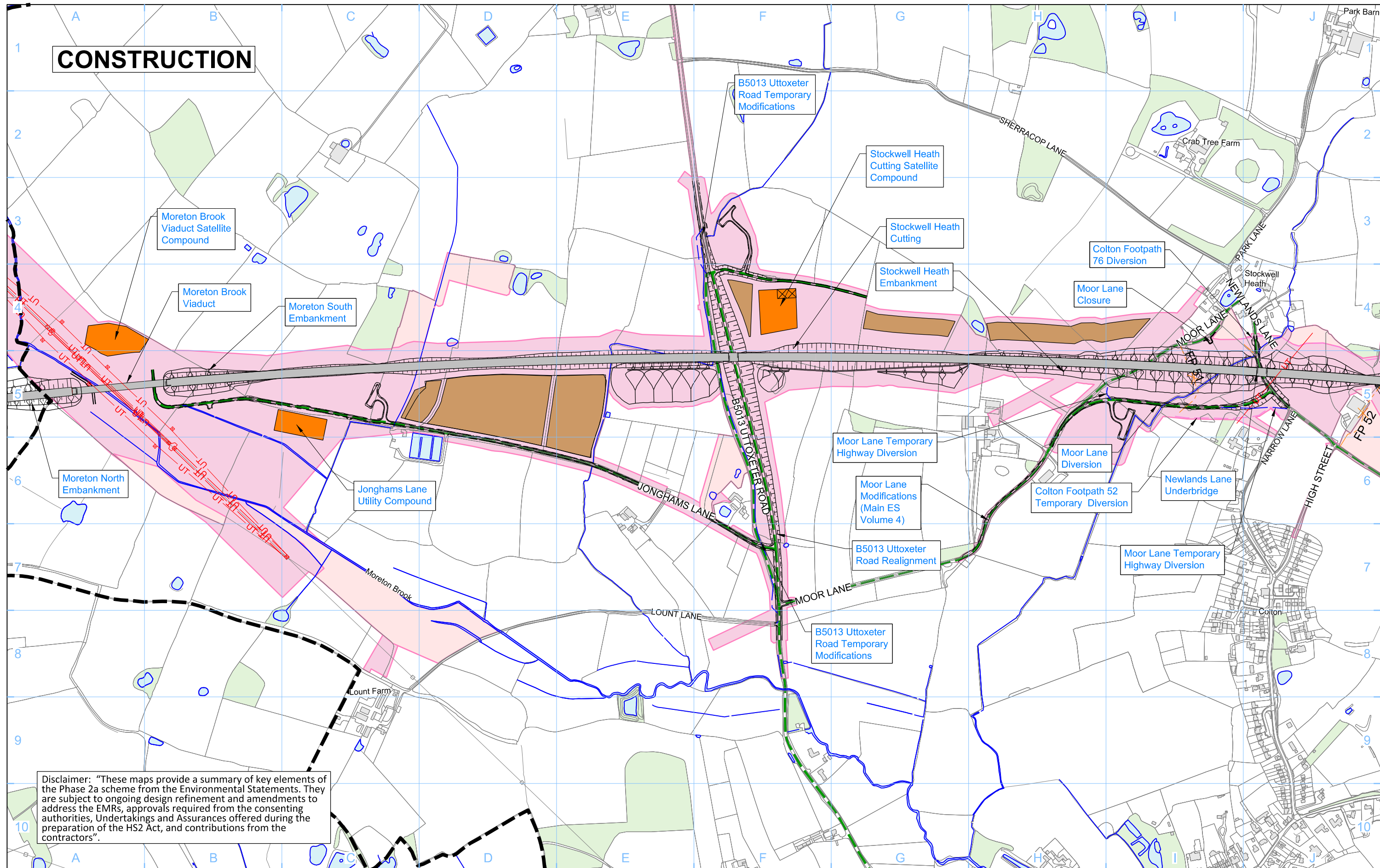
CONSTRUCTION



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<p>Legend</p> <ul style="list-style-type: none"> 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 	<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 	<p>Map Number: Based on CT-05-205</p> <p>Map Name: Pipe Lane to Blithbury</p> <p>Community Area: CA1 Fradley to Colton</p>	<p>HS2</p> <p>Registered in England Registration No. 06791886 Registered office: 2 Snow Hill, Queensway, Birmingham, B4 6GA</p> <p>Not to Scale</p> <p>0 50 100 150 200 250 Metres</p> <p>© Crown copyright and database rights 2018. Ordnance Survey Licence Number 100049190.</p> <p>Doc Number: 2PT10-ARP-EV-DPL-000-050107 P01 Date: 09/02/21</p>
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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 or Existing watercourse
	Existing woodland
	Existing buildings

Map Number: **Based on CT-05-208**

Map Name: **High Street/Newlands Lane to Moreton North Embankment**

Community Area: CA1 Fradley to Colton

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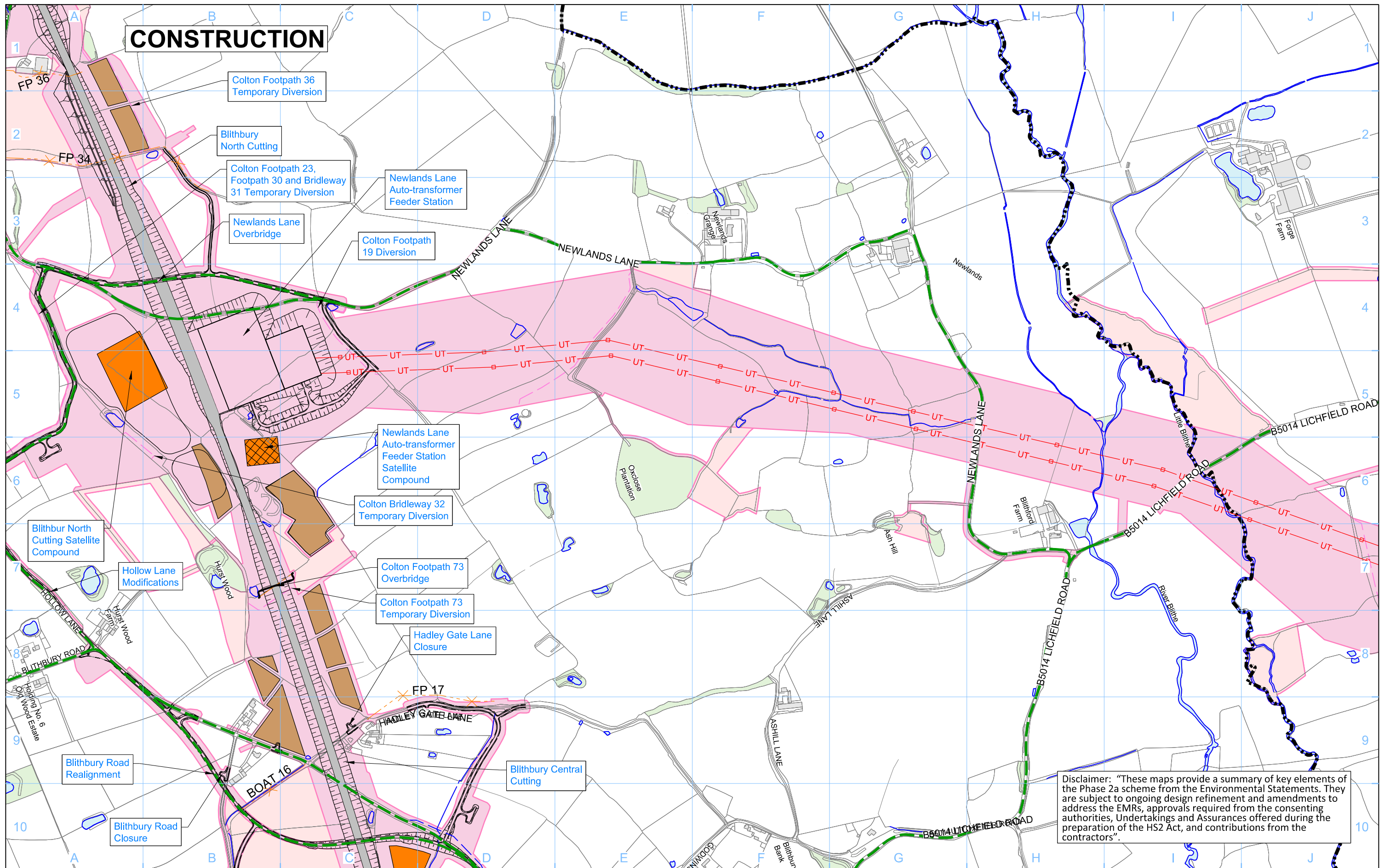
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- Legend**
- Depot, station, headhouse or portal building
 - Tunnel portal
 - Main compound
 - Satellite compound
 - Railway systems compound
 - Temporary material stockpile
 - Borrow Pit
 - Storage / prefabrication / laydown areas
 - Land potentially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

- 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-05-207**

Map Name: **Overhead Power Line from Newlands Lane (Lichfield) to Parkgate Substation (East Staffordshire)**

Community Area: CA1 Fradley to Colton

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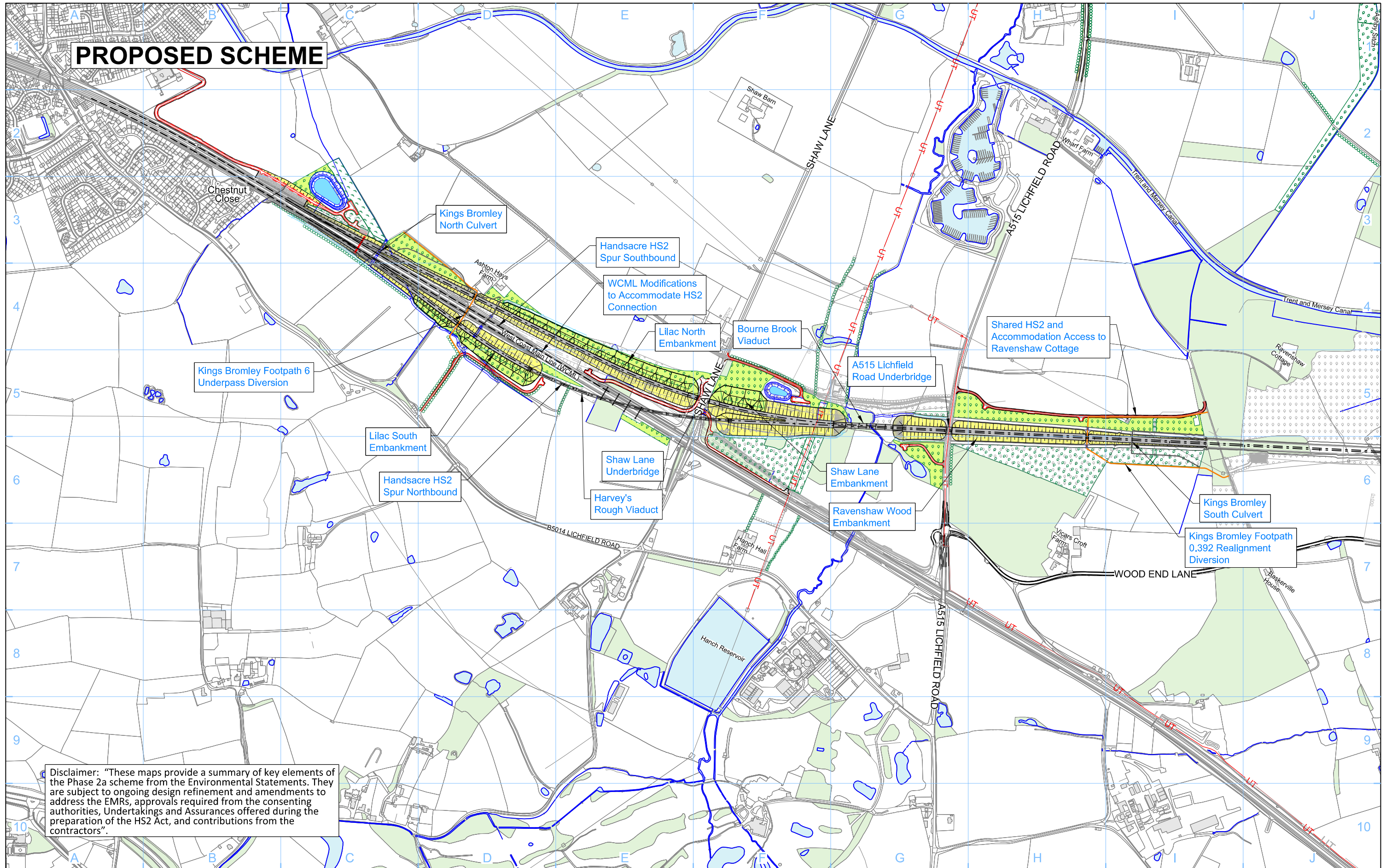
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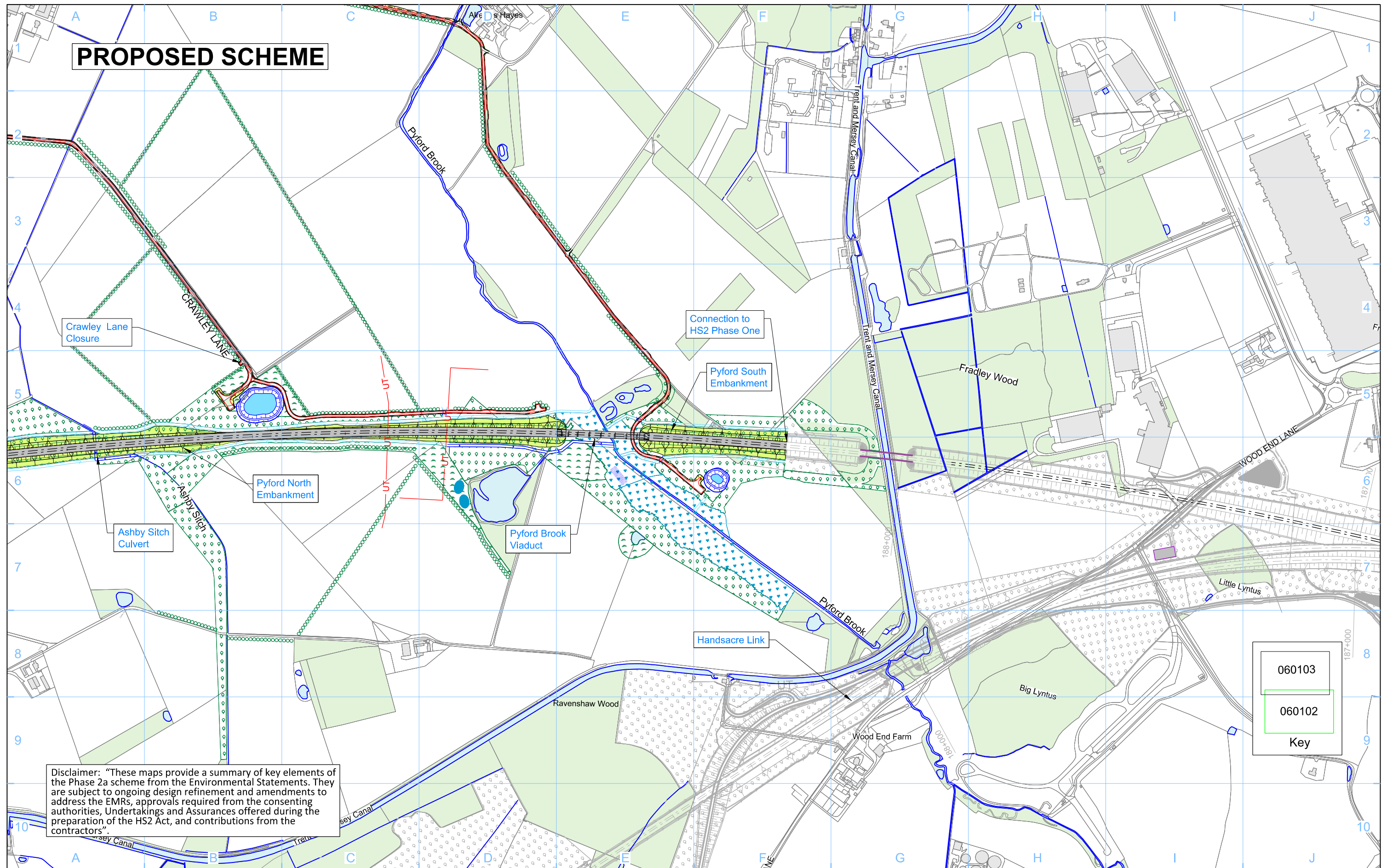
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Legend <ul style="list-style-type: none"> Depot, station, headhouse or portal building Tunnel portal Electricity substation Land drainage area Ecological mitigation pond Balancing pond 		<ul style="list-style-type: none"> Replacement floodplain storage Woodland habitat Wetland habitat Grassland habitat Landscape mitigation planting (scrub / woodland) Grassed areas Local placement 		<ul style="list-style-type: none"> 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 		<ul style="list-style-type: none"> Engineering earthworks Landscape 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 Watercourse diversion 	
Map Number Based on CT-06-129				Map Name Handsacre Junction, Phase One				HS2 Ltd accept no responsibility for any circumstances, which arise from the reproduction of this map after alteration, amendment or abbreviation or if it is issued in part or issued incomplete in any way.	
Community Area CA1 Fradley to Colton				Registered in England Registration No. 06791886 Registered office: 2 Snow Hill, Queensway, Birmingham, B4 6GA		Not to Scale 		© Crown copyright and database rights 2018, Ordnance Survey Licence Number 100049190. Doc Number: 2PT10-ARP-EV-DPL-000-060101 P01 Date: 15/02/21	

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060103
060102
Key

Legend		Legend		Legend	
Depot, station, headhouse or portal building	Woodland habitat	Ditches	Engineering earthworks	Existing inland water	<p>Map Number: Based on CT-06-201</p> <p>Map Name: Phase One to Ashby Sitch 1 of 2</p> <p>Community Area: CA1 Fradley to Colton</p>
Tunnel portal	Wetland habitat	Noise fence barrier	Landscape earthworks	Existing watercourse	
Electricity substation	Grassland habitat	Rail alignment	Rail alignment formation	Existing woodland	
Land drainage area	Landscape mitigation planting (scrub / woodland)	Main utility works	County boundary	Existing buildings	
Ecological mitigation pond	Grassed areas	Tunnels external extent	Unitary / Borough / District boundary	Watercourse diversion	
Balancing pond	Local placement	HS2 access road			
		New, diverted or realigned Public Right of Way			

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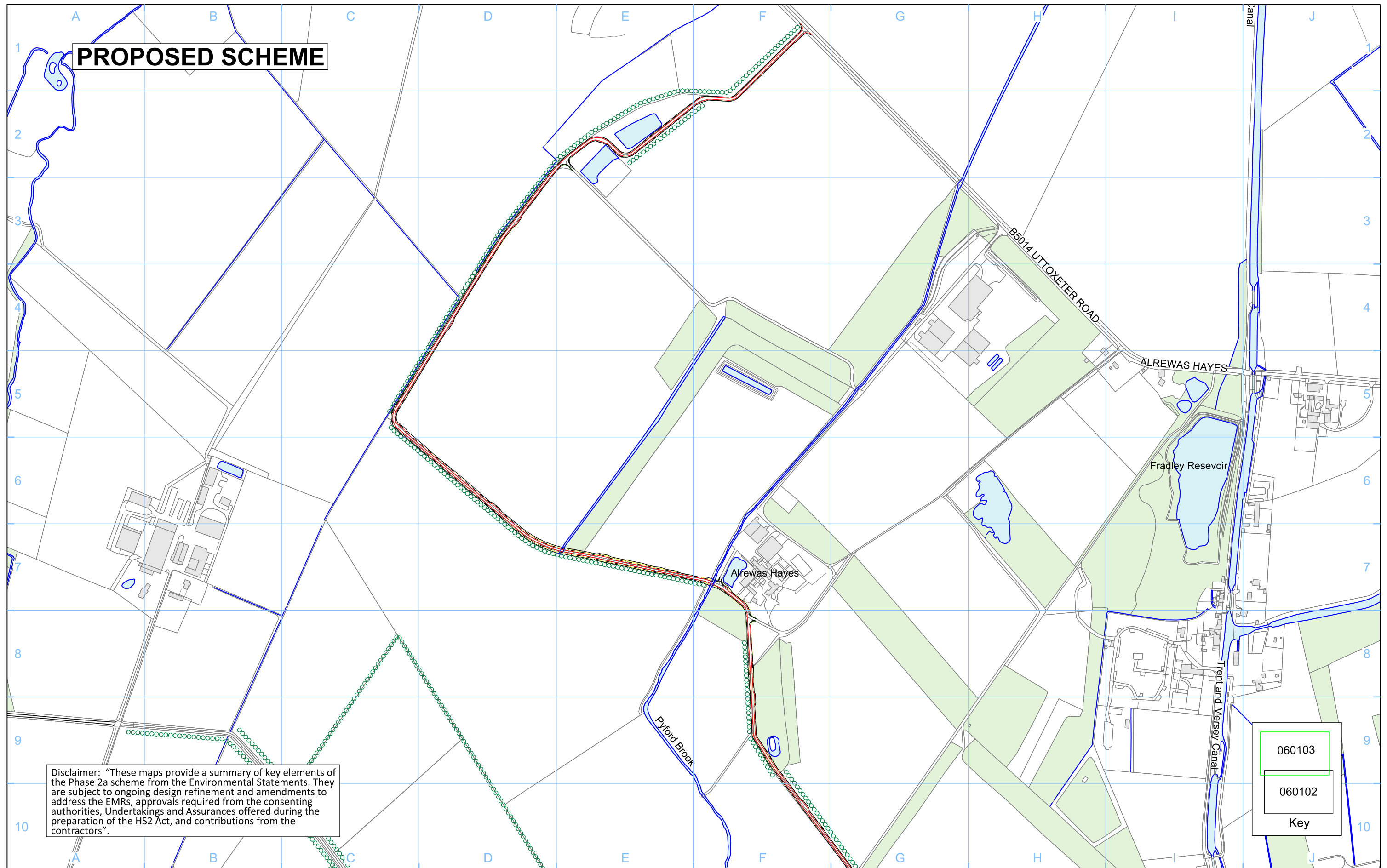
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060103
060102
Key

Legend		Legend		Legend	
Depot, station, headhouse or portal building	Replacement floodplain storage	Ditches	Engineering earthworks	Existing inland water	Map Number Based on CT-06-201R1
Tunnel portal	Woodland habitat	Hedgerow habitat	Landscape earthworks	Existing watercourse	
Electricity substation	Wetland habitat	Noise fence barrier	Rail alignment formation	Existing woodland	Map Name Phase One to Ashby Stitch 2 of 2
Land drainage area	Grassland habitat	Main utility works	Tunnels external extent	Existing buildings	
Ecological mitigation pond	Landscape mitigation planting (scrub / woodland)	HS2 access road	County boundary	Watercourse diversion	Community Area CA1 Fradley to Colton
Balancing pond	Grassed areas	New, diverted or realigned Public Right of Way	Unitary / Borough / District boundary		

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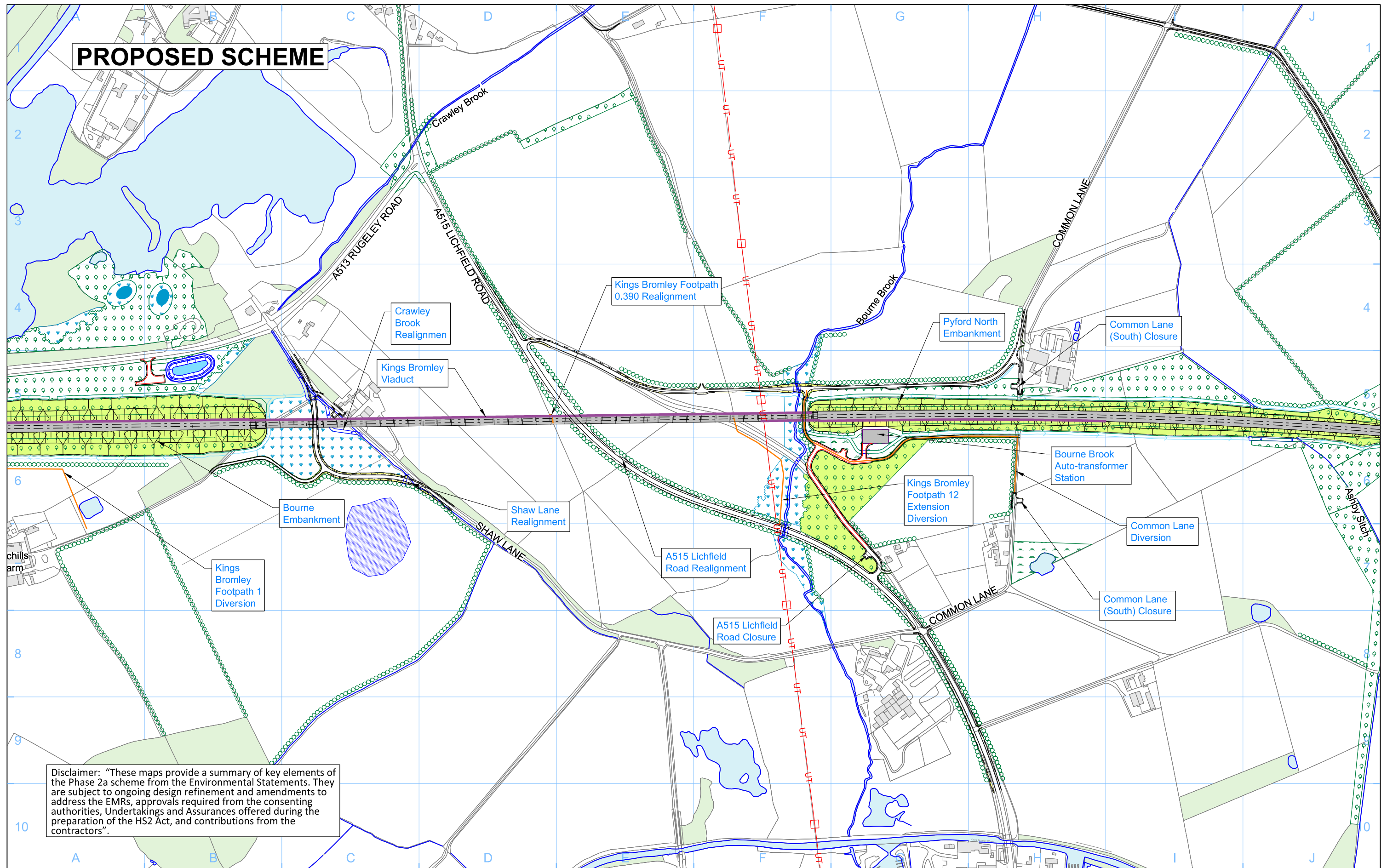
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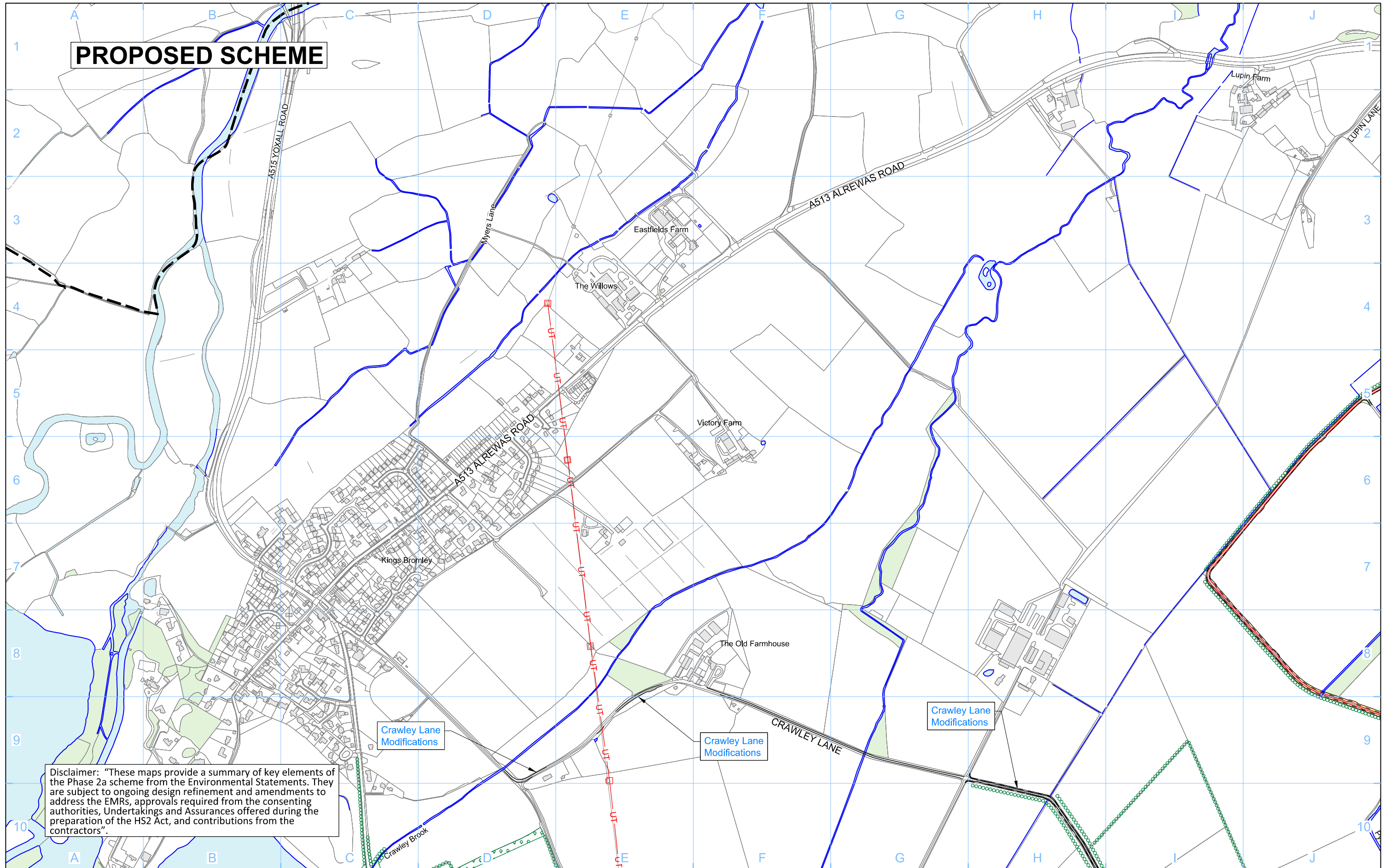
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Legend <ul style="list-style-type: none"> Depot, station, headhouse or portal building Tunnel portal Electricity substation Land drainage area Ecological mitigation pond Balancing pond 		<ul style="list-style-type: none"> Replacement floodplain storage Woodland habitat Wetland habitat Grassland habitat Landscape mitigation planting (scrub / woodland) Grassed areas Local placement 		<ul style="list-style-type: none"> 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 		<ul style="list-style-type: none"> Engineering earthworks Landscape 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 Watercourse diversion 	
Map Number Based on CT-06-202		Map Name Ashby Sitch to Bourne Embankment 1 of 2		Map Number CA1 Fradley to Colton		HS2 Ltd accept no responsibility for any circumstances, which arise from the reproduction of this map after alteration, amendment or abbreviation or if it is issued in part or issued incomplete in any way.		Registered in England Registration No. 06791886 Registered office: 2 Snow Hill, Queensway, Birmingham, B4 6GA	
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Legend	
	Depot, station, headhouse or portal building
	Tunnel portal
	Electricity substation
	Land drainage area
	Ecological mitigation pond
	Balancing pond
	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
	or Existing watercourse
	Existing woodland
	Existing buildings
	Watercourse diversion

Map Number
Based on CT-06-202R1

Map Name
Ashby Sitch to Bourne Embankment 2 of 2

Community Area
CA1 Fradley to Colton

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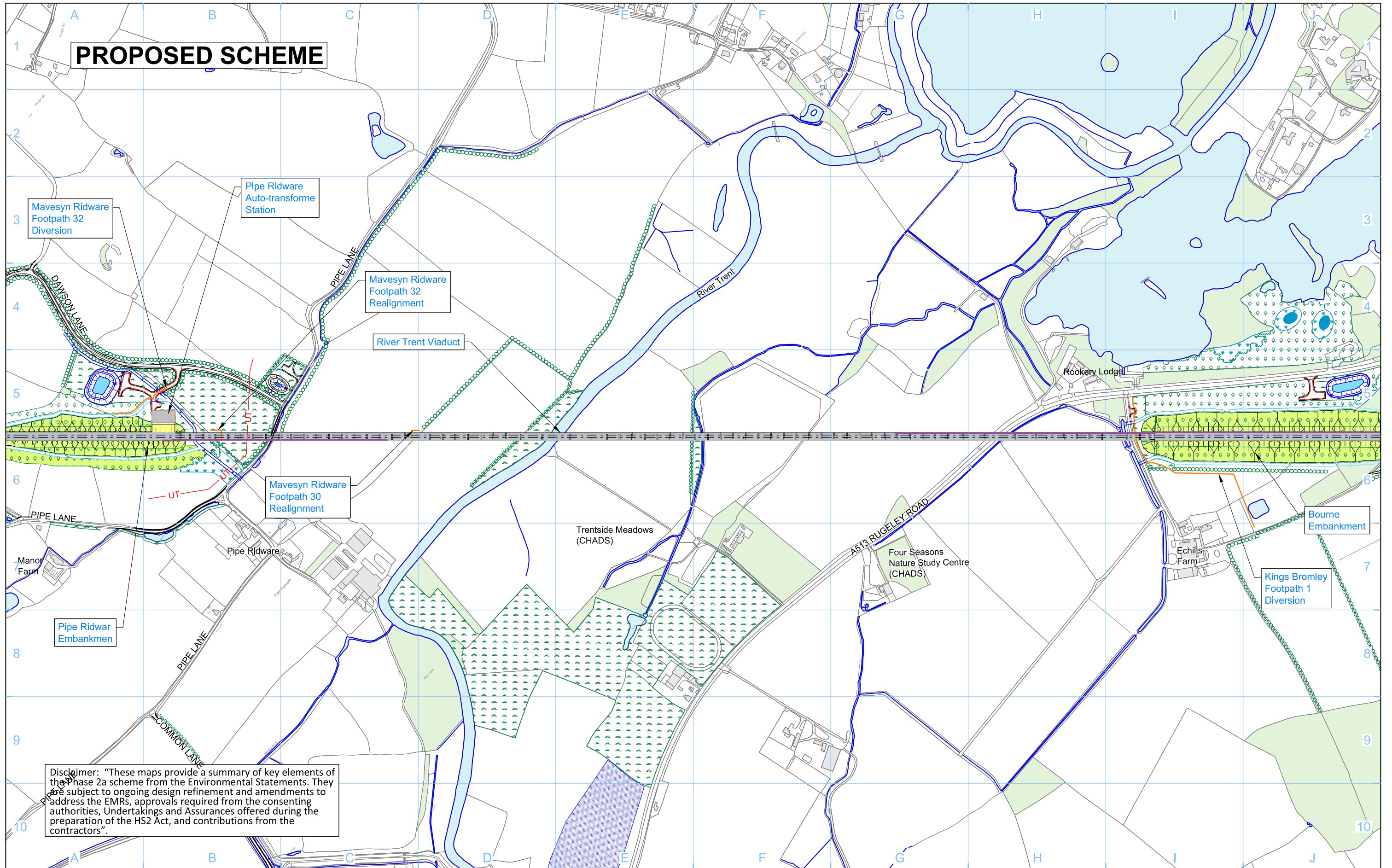
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Legend	
Depot, station, headhouse or portal building	Replacement floodplain storage
Tunnel portal	Woodland habitat
Electricity substation	Wetland habitat
Land drainage area	Grassland habitat
Ecological mitigation pond	Landscape mitigation planting (scrub / woodland)
Balancing pond	Grassed areas
Ditches	Local placement
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	County boundary
Landscape earthworks	Unitary / Borough / District boundary
Rail alignment formation	Existing inland water
County boundary	Existing watercourse
Unitary / Borough / District boundary	Existing woodland
Existing inland water	Existing buildings
Existing watercourse	Watercourse diversion

Map Number: **Based on CT-06-203**
 Map Name: **Bourne Embankment to Pipe Lane**
 Community Area: **CA1 Fradley to Colton**

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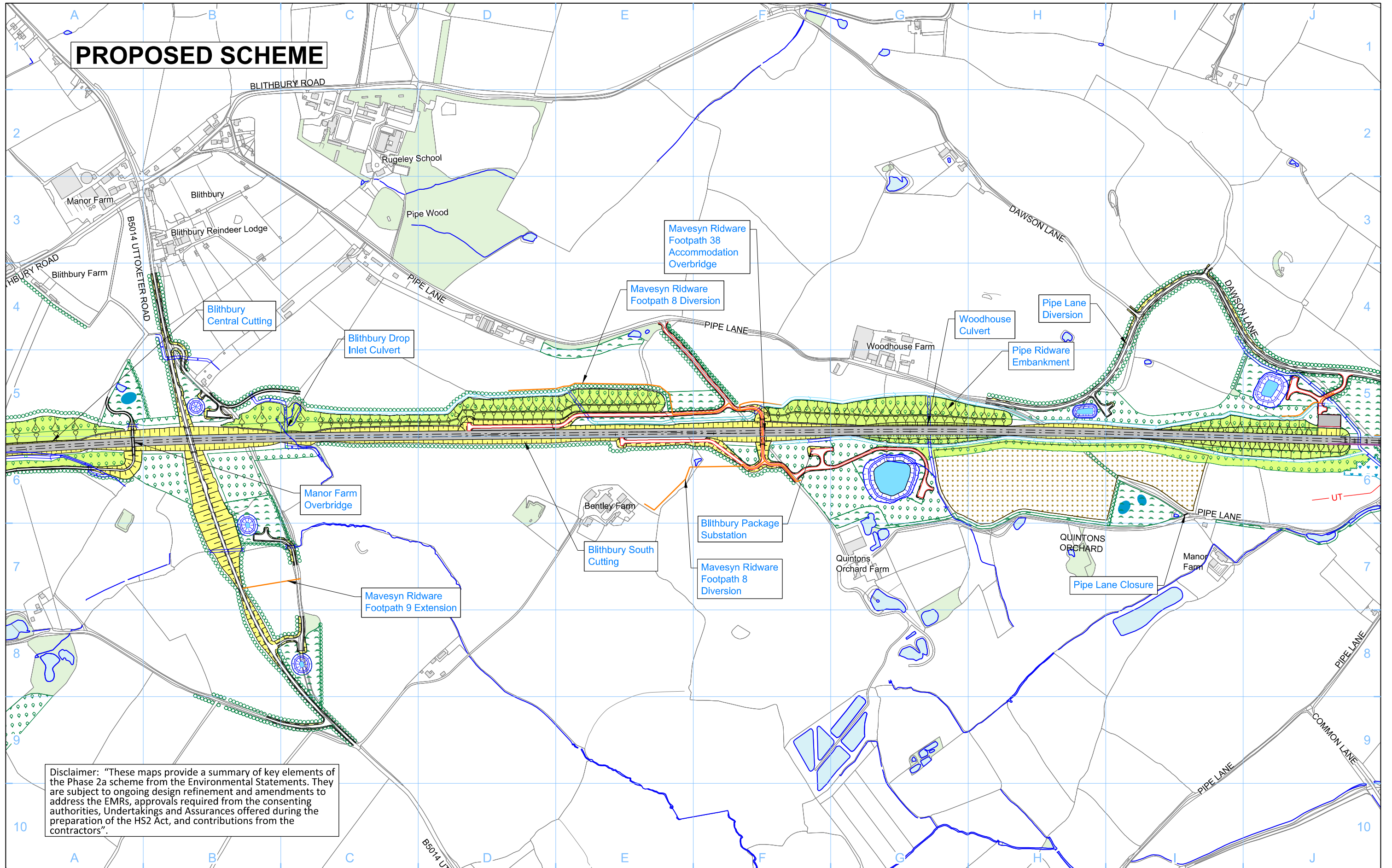
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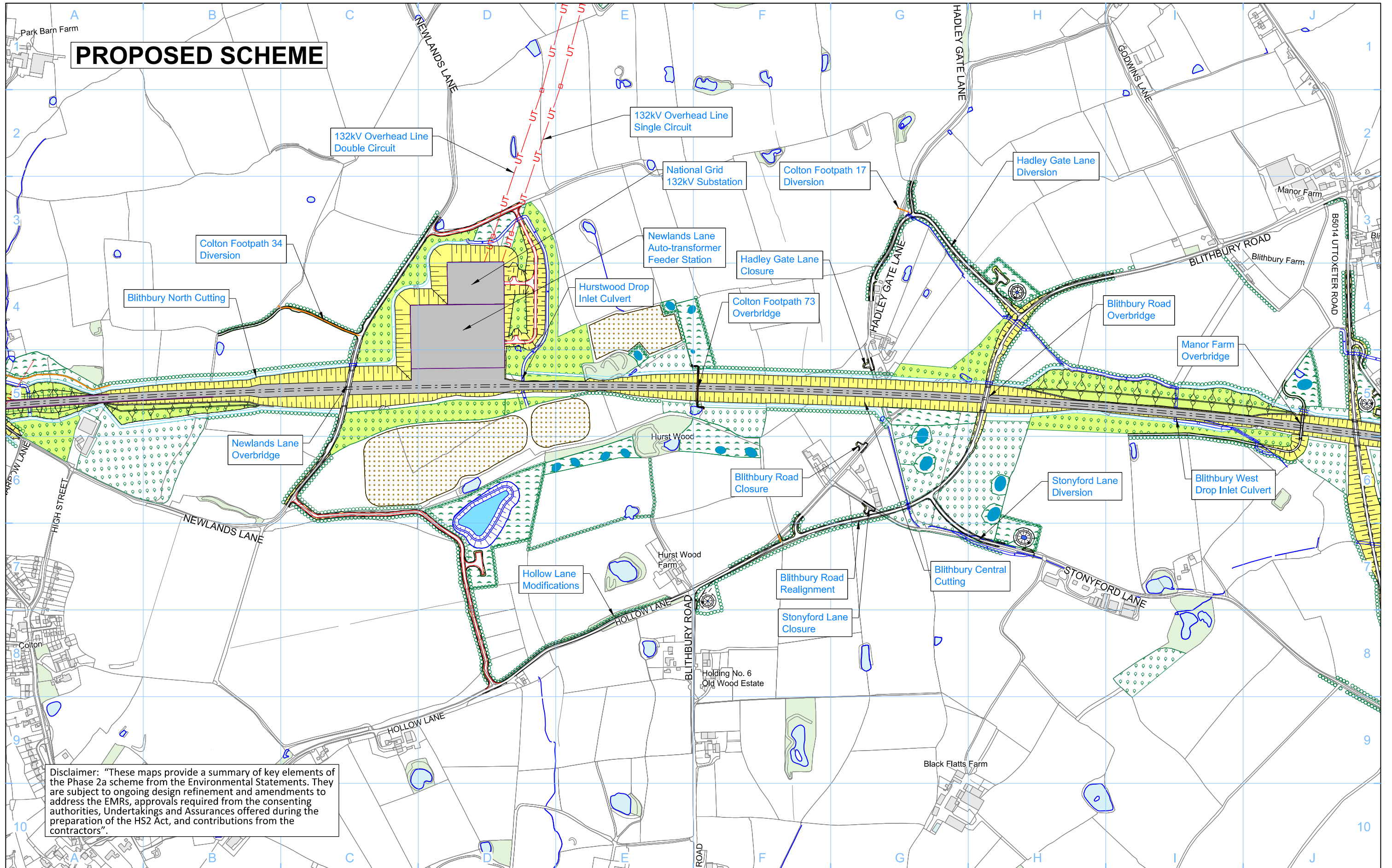


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Legend 		Map Number Based on CT-06-205 Map Name Pipe Lane to Blithbury Community Area CA1 Fradley to Colton	 Registered in England Registration No. 06791886 Registered office: 2 Snow Hill, Queensway, Birmingham, B4 6GA © Crown copyright and database rights 2018. Ordnance Survey Licence Number 100049190. Doc Number: 2PT10-ARP-EV-DPL-000-060107 P01 Date: 09/02/21
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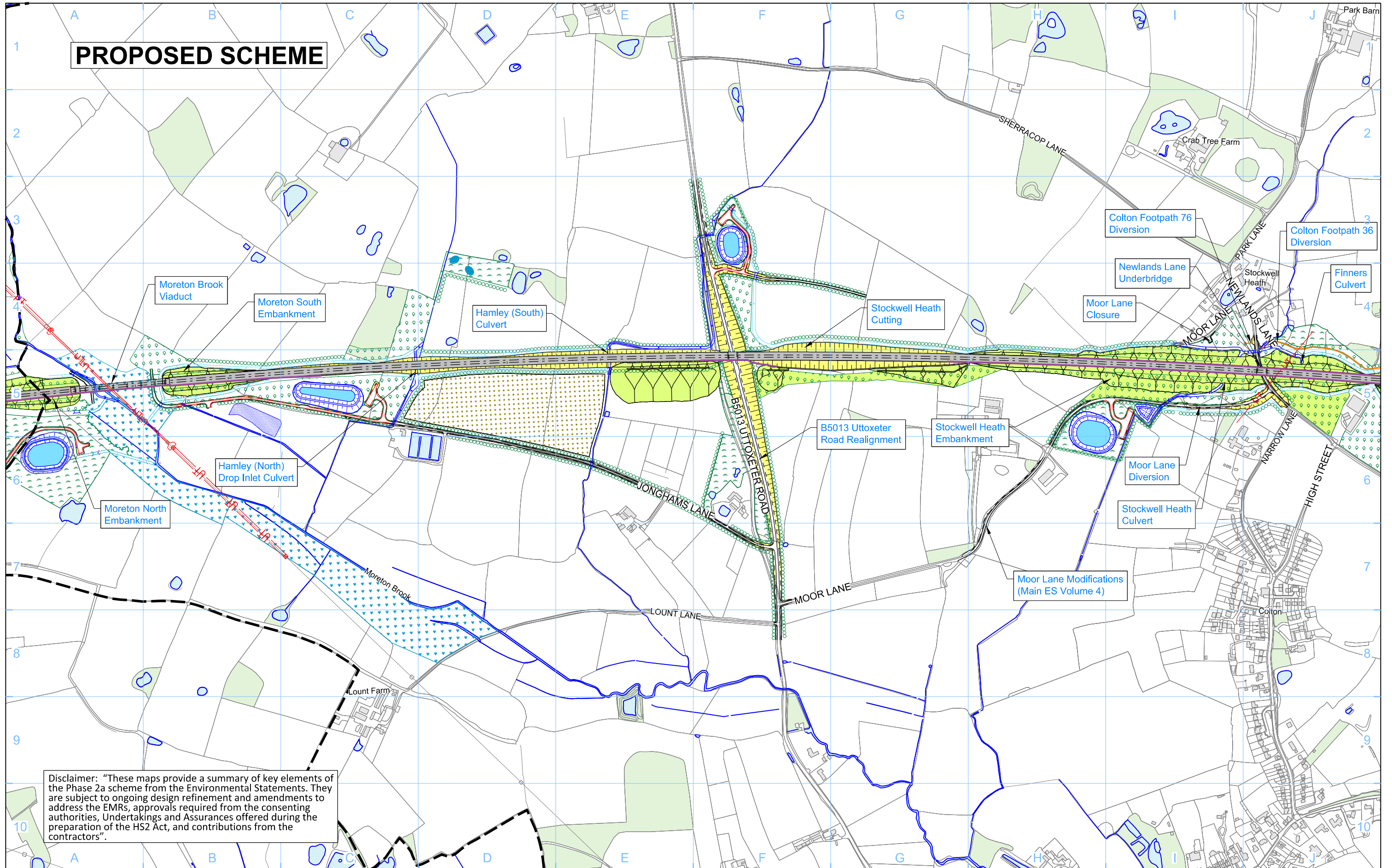
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Legend <ul style="list-style-type: none"> Depot, station, headhouse or portal building Tunnel portal Electricity substation Land drainage area Ecological mitigation pond Balancing pond 		<ul style="list-style-type: none"> Replacement floodplain storage Woodland habitat Wetland habitat Grassland habitat Landscape mitigation planting (scrub / woodland) Grassed areas Local placement 		<ul style="list-style-type: none"> 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 		<ul style="list-style-type: none"> Engineering earthworks Landscape 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 Watercourse diversion 	
Map Number Based on CT-06-207				Map Name Blithbury to the junction of High Street/Newlands Lane				Registered in England Registration No. 06791886 Registered office: 2 Snow Hill, Queensway, Birmingham, B4 6GA	
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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
	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-06-208**

Map Name: **High Street/Newlands Lane to Moreton North Embankment**

Community Area: CA1 Fradley to Colton

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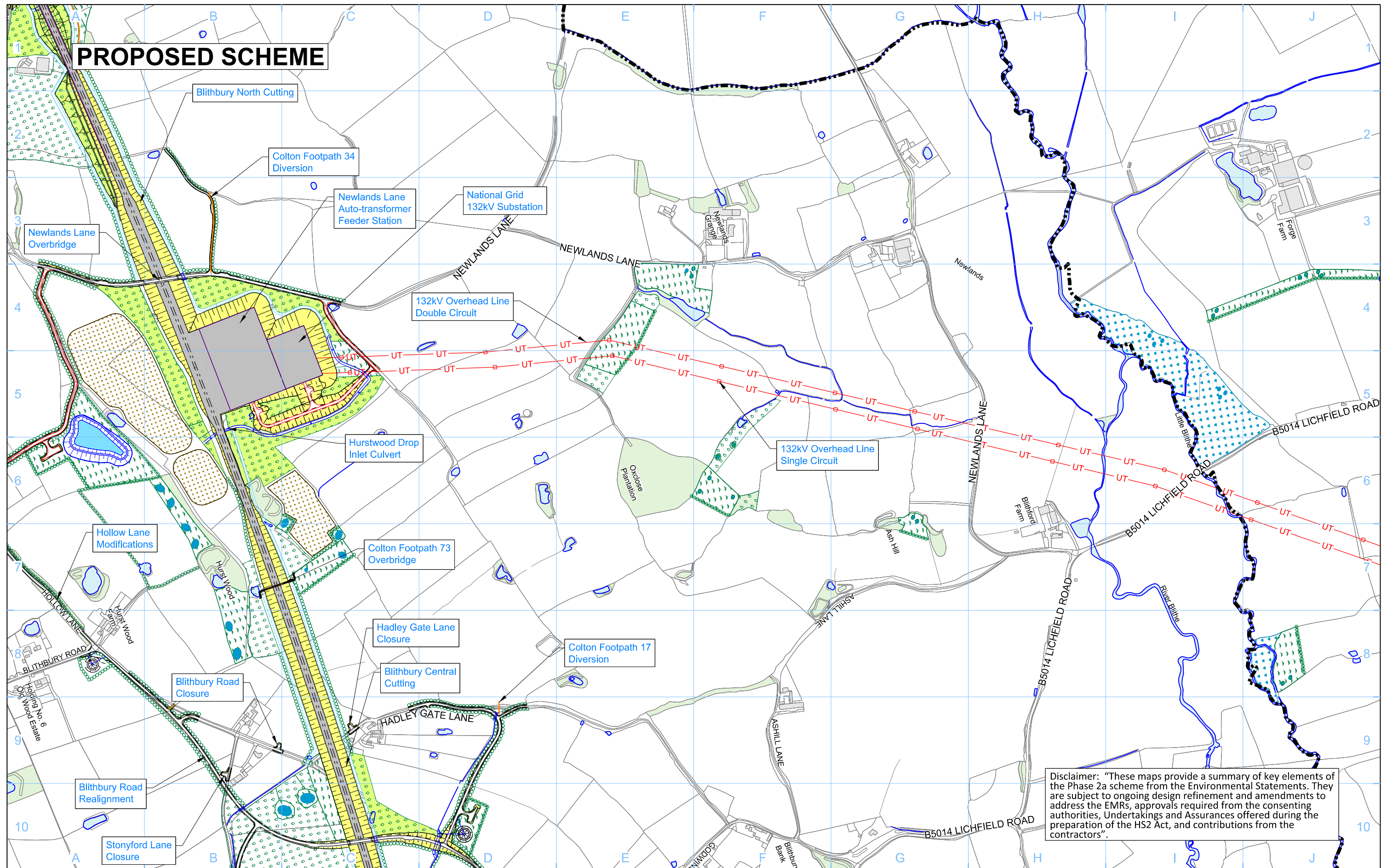
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Legend <ul style="list-style-type: none"> Depot, station, headhouse or portal building Tunnel portal Electricity substation Land drainage area Ecological mitigation pond Balancing pond 		<ul style="list-style-type: none"> Replacement floodplain storage Woodland habitat Wetland habitat Grassland habitat Landscape mitigation planting (scrub / woodland) Grassed areas Local placement 		<ul style="list-style-type: none"> 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 		<ul style="list-style-type: none"> Engineering earthworks Landscape 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 Watercourse diversion 	
Map Number Based on CT-06-207		Map Name Overhead Power Line from Newlands Lane (Lichfield) to Parkgate Substation (East Staffordshire)		Community Area CA1 Fradley to Colton		Registered in England Registration No. 06791686 Registered office: 2 Snow Hill, Queensway, Birmingham, B4 6GA		Not to Scale © Crown copyright and database rights 2018. Ordnance Survey Licence Number 100049190. Doc Number: 2PT10-ARP-EV-DPL-000-060110 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 Annex 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