

# **HS2 Phase 2a Planning Context Report**

## **Prepared for Shropshire 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 County 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 County has become a qualifying planning authority for Schedule 17.

## 1.2 Status

- 1.2.1 This document is deposited with County 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 Works Description in Shropshire**

Outlines the proposals within Shropshire 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 Shropshire 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 CA4 and Volume 4 Off-Route Effects which covers Shropshire Council;
- 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 23<sup>rd</sup> 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 11<sup>th</sup> 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](#).

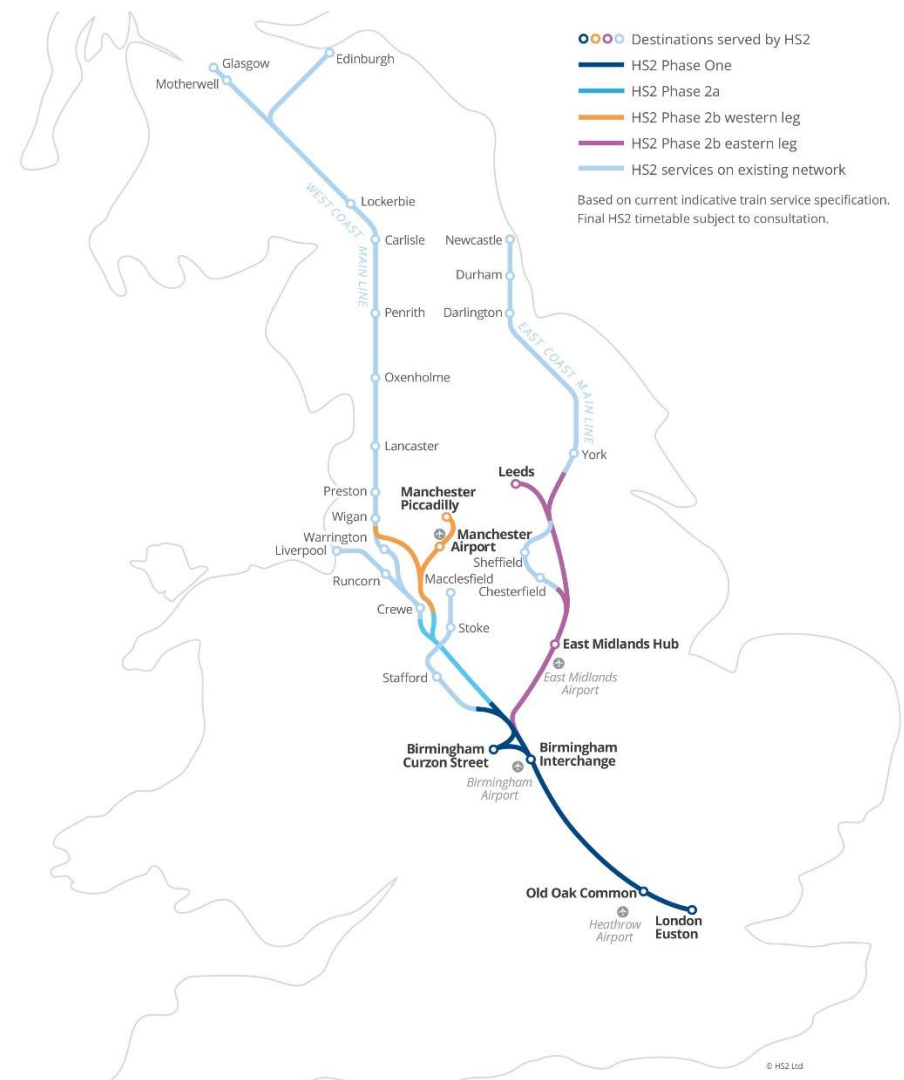


Figure 1: Plan of the HS2 Network

## 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 project<sup>1</sup>.

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.

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<sup>1</sup> 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
<b>Unitary Areas</b>	
All planning matters for approval under Schedule 17	Unitary Councils
<b>Non-Unitary Areas</b>	
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 15<sup>th</sup> 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 ES<sup>2</sup>;
- would not be likely to be environmentally significant<sup>3</sup>;
- 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 Directive<sup>4</sup>; or (ii) article 4(2) of and paragraph 13 of Annex 2 to the EIA Directive<sup>5</sup>; 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

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

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

<sup>4</sup> 2011 consolidated EIA Directive (2011/92/EU).

<sup>5</sup> 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 Works Description in Shropshire

## 3.1 Overview

3.1.1 All works within Shropshire are off-route works. These comprise:

- Temporary modifications to the road junction of A51 Nantwich Road and A525 Newcastle Road, Woore, including temporary removal of street furniture.
- Temporary road modifications, A525 between Woore and Onneley including provision of passing bays and localised road widening.

3.1.2 Section 3 provides an overview of the Proposed Scheme and construction phase works to take place in Shropshire (including a general description of the route-wide approach to works). Section 5 of this report then illustrates the location of key works within Shropshire (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 CA4 and Volume 4: Off-route effects.

3.1.3 All dimensions provided in this report are approximate.

3.1.4 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.

3.1.5 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 features in Shropshire, the works are described in the following two areas:

- Junction of A51 Nantwich Road and A525 Newcastle Road, Woore – Area 1
- A525 Newcastle Road between Woore and Onneley – Area 2

### **Junction of A51 Nantwich Road and A525 Newcastle Road, Woore – Area 1**

3.2.2 Temporary works are proposed to remove street furniture to facilitate the safe movement of heavy goods vehicles. The vehicles will use the junction to access construction compounds in the vicinity of Madeley, Newcastle-under-Lyme.

### **A525 Newcastle Road between Woore and Onneley – Area 2**

3.2.3 Temporary works are proposed to provide passing bays (approximately 15m long and 1.5m wide) and localised widening where the road is currently too narrow to allow two heavy goods vehicles to pass. The vehicles will use this section of the A525 to access construction compounds in the vicinity of Madeley within Newcastle-under-Lyme.

## 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. 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 There are no compounds within Shropshire.

### **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.

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.

3.3.11 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 the relevant LTMP.

## **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

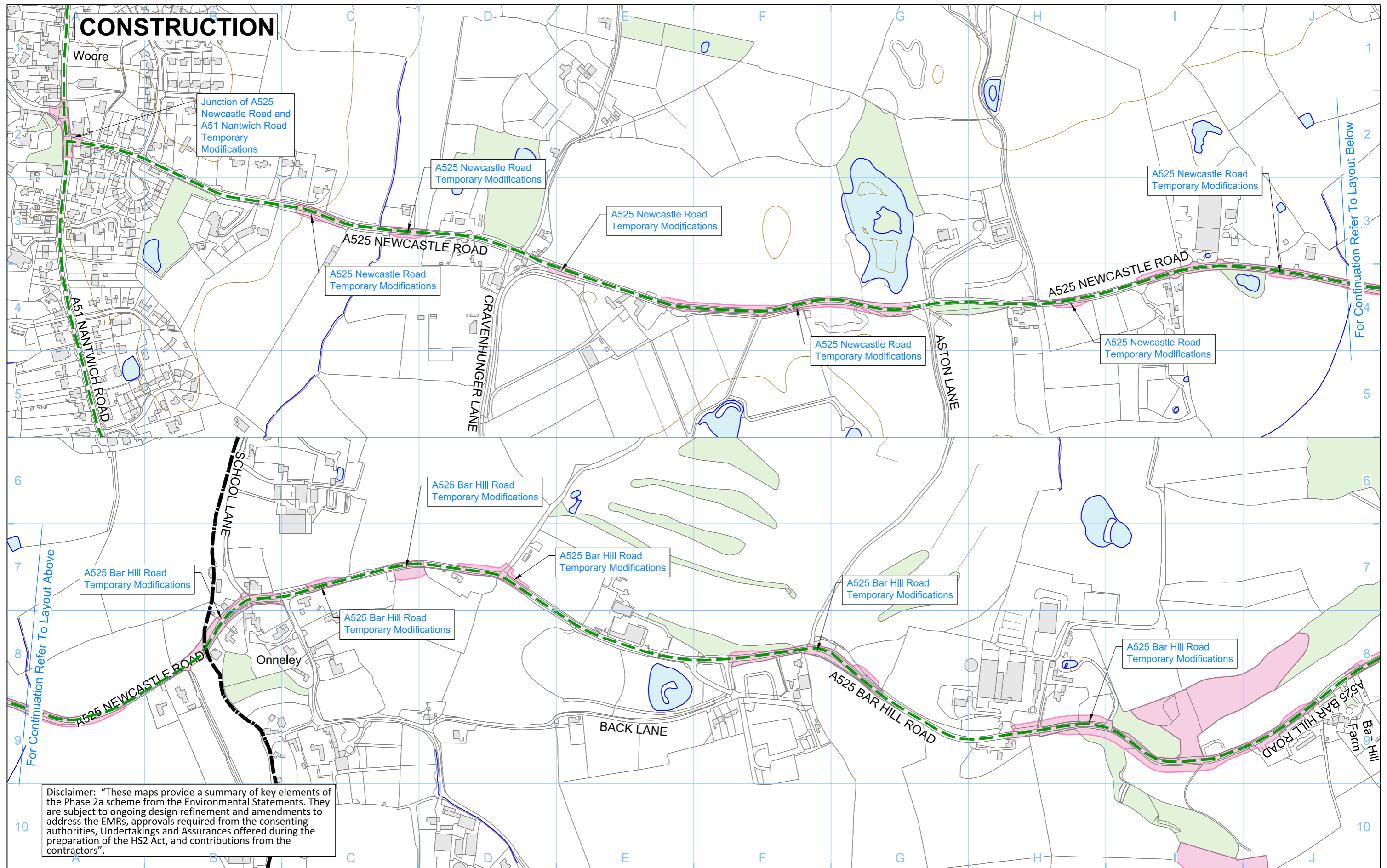
## 4 Schedule 17 Requests for Approval – Programme

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 Civils Works Package 2																				

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

Junction of A525 Newcastle Road and A51 Nantwich Road Temporary Modifications

A525 Newcastle Road Temporary Modifications

A525 Newcastle Road Temporary Modifications

A525 Newcastle Road Temporary Modifications

A525 Newcastle Road Temporary Modifications

A525 Newcastle Road Temporary Modifications

A525 Newcastle Road Temporary Modifications

A525 Bar Hill Road Temporary Modifications

A525 Bar Hill Road Temporary Modifications

A525 Bar Hill Road Temporary Modifications

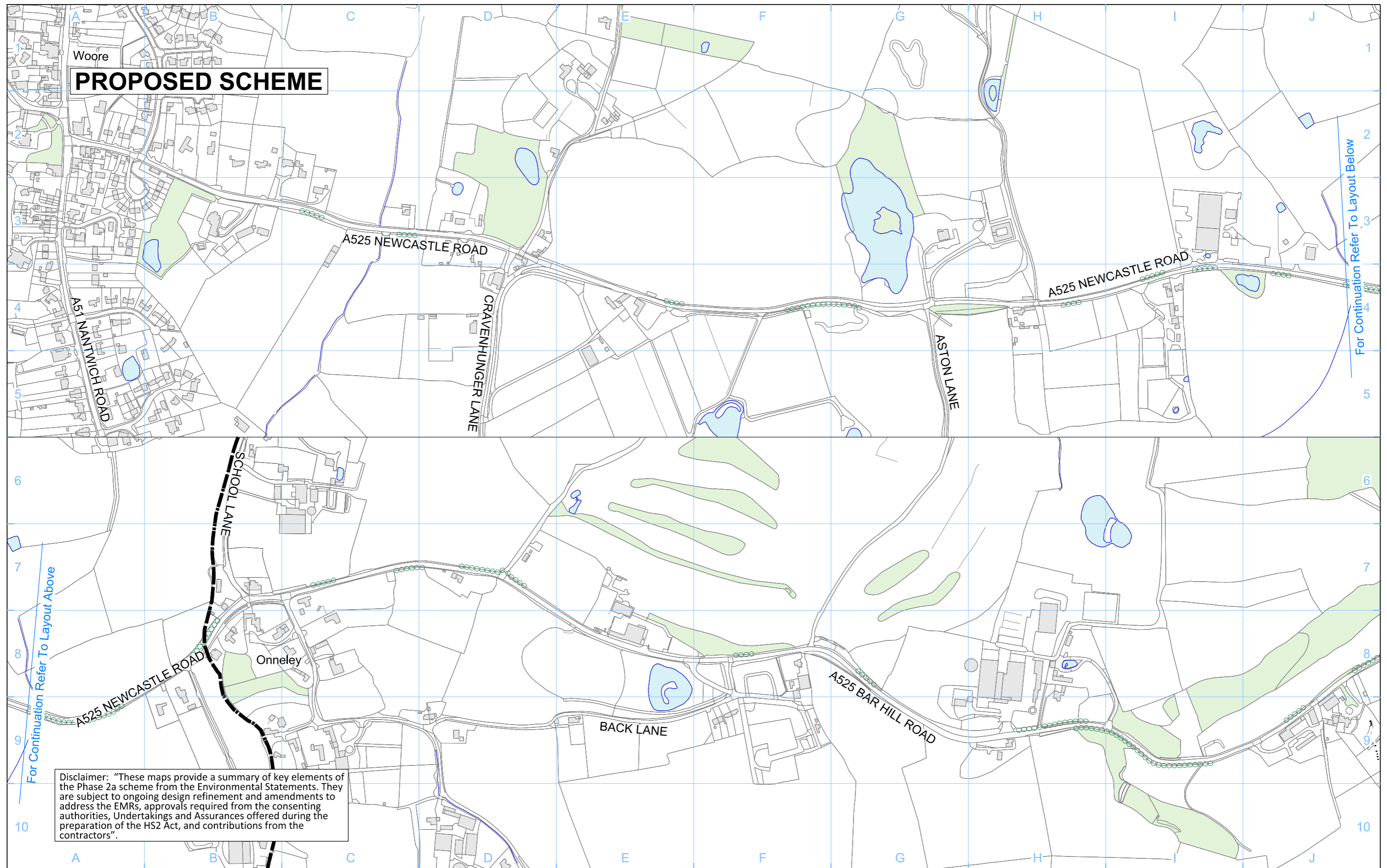
A525 Bar Hill Road Temporary Modifications

A525 Bar Hill Road Temporary Modifications

A525 Bar Hill Road Temporary Modifications

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".

<b>Legend</b> 					
<b>Map Number</b> <b>Based on CT-05-253</b>		<b>Map Name</b> <b>Off-route Modification to Existing Highway (A525 and A51)</b>			
<b>Community Area</b> Off-route Modifications to Existing Highways		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. <b>Doc Number:</b> 2PT10-ARP-EV-DPL-000-050601 <b>P01</b> <b>Date:</b> 13/01/21	



**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	
Depot, station, headhouse or portal building	Borrow Pit
Tunnel portal	Storage / prefabrication / laydown areas
Main compound	Land potentially required during construction
Satellite compound	Land potentially required during construction for mitigation planting
Railway systems compound	Construction camps - temporary workers accommodation
Temporary material stockpile	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	Existing inland water
Engineering earthworks	Existing watercourse
Rail alignment formation	Existing woodland
County boundary	Existing buildings
Unitary / Borough / District boundary	

Map Number: **Based on CT-06-253**

Map Name: **Off-route Modification to Existing Highway (A525 and A51)**

Community Area: **Off-route Modifications to Existing Highways**

**HS2**

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Registration No. 06791686  
Registered office:  
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For Continuation Refer To Layout Below

For Continuation Refer To Layout Above

## 6 Annex 1 – Signposting

Document	Link
High Speed Rail (West Midlands - Crewe) Act 2021	<a href="https://www.legislation.gov.uk/ukpga/2021/2/enacted">https://www.legislation.gov.uk/ukpga/2021/2/enacted</a>
Plans and Sections	<a href="https://www.gov.uk/government/publications/plans-and-sections-for-hs2-phase-2a-as-amended-in-select-committee">https://www.gov.uk/government/publications/plans-and-sections-for-hs2-phase-2a-as-amended-in-select-committee</a>
Phase 2a Environmental Statement	<a href="https://www.gov.uk/government/collections/hs2-phase-2a-environmental-statement">https://www.gov.uk/government/collections/hs2-phase-2a-environmental-statement</a>
Phase 2a Supplementary Environmental Statement and Additional Provision Environmental Statement	<a href="https://www.gov.uk/government/collections/hs2-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</a>
Phase 2a Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement	<a href="https://www.gov.uk/government/collections/hs2-phase-2a-supplementary-environmental-statement-2-and-additional-provision-2-environmental-statement-february-2019">https://www.gov.uk/government/collections/hs2-phase-2a-supplementary-environmental-statement-2-and-additional-provision-2-environmental-statement-february-2019</a>
Phase 2a Environmental Statements – Volume 2 Community Reports and Map Books	<a href="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-environmental-statement-volume-2-community-area-reports-and-map-books</a> <a href="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/hs2-phase-2a-supplementary-environmental-statement-and-additional-provision-environmental-statement-volume-2-community-area-reports-and-map-books</a> <a href="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">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</a>
Environmental Minimum Requirements	<a href="https://www.gov.uk/government/publications/environmental-minimum-requirements-for-hs2-phase-2a">https://www.gov.uk/government/publications/environmental-minimum-requirements-for-hs2-phase-2a</a>
Route-Wide Traffic Management Plan	<a href="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">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</a>

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

## 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**