

In your area

Broomedge to Glazebrook



High Speed Two (HS2) is the Government's new high-speed railway for the UK. HS2 Ltd is the company responsible for developing and promoting the high-speed rail network. In July 2017, the Government confirmed the Phase 2b route between Crewe and Manchester, and the West Midlands and Leeds. Since then, there have been consultations on the working draft Environmental Statement, in 2018, followed by proposed changes to the route in 2019.

- HS2 route overground
- Existing railway

Introduction

We've produced this information to update you on the route in your area. It includes:

- a summary of how the design has developed since July 2017, including the decisions made after the 2019 design refinement consultation;
- how to find out more about the project; and
- how to get in touch with us.



Development of the Phase 2b route

Following the Oakervee Review into HS2, the Government committed to building the high-speed railway and preparing an Integrated Rail Plan (IRP) for the North and the Midlands. The IRP will look at the best way to deliver Phase 2b, Northern Powerhouse Rail, Midlands Rail Hub and other major rail schemes. The aim is to maximise the benefits of transport investment in the North and the Midlands. The IRP is guided by a Rail Needs Assessment carried out by the National Infrastructure Commission.

While this work is going on, the Government wants to bring forward legislation to take the railway from Crewe to Manchester – the Western Leg of Phase 2b – as soon as possible. Although plans for HS2 may change following the IRP, significant change is less likely for the Western Leg. The HS2 route from Birmingham to Leeds – the Eastern Leg – is also being considered as part of the IRP, and the Government will set out our next steps on the legislation for this section of route when that work is complete.

As part of plans for a hybrid Bill for the Western Leg, the Secretary of State for Transport has responded to a previous consultation and launched a further consultation on refining the design of the route, including proposed changes. None of these are in your community area.

You can find out more about these consultations here:

www.hs2.org.uk/phase2b



How the design is developed

Moving excavated materials

New earthworks, such as embankments and cuttings, are needed to support the new railway. This means moving large quantities of materials from one place to another along the route.

Where possible, excavated material will be reused to create the new embankments. However, this isn't always possible, as there may not be enough of the right quality material. One of the options is to bring the material from somewhere else. In doing this, we want to minimise the impact on the environment and road network when moving material.

To help reduce traffic, we use temporary haul roads within the construction boundary to move material from one location to another. We can also use borrow pits – a common feature of major rail and road schemes – to help reduce traffic and cover any shortages in the right quality material.

A borrow pit is an area where material can be excavated and used for construction and where surplus material can be placed. Once a borrow pit has been used for excavating material for embankments, it is filled in with left-over material and the land is reinstated. Excavated material from the tunnels being built at Crewe and Manchester will also be used to help fill in the borrow pits.

Borrow pits can substantially reduce the number of vehicles on local roads – vehicles that would otherwise be needed to transport materials to and from quarries.

Borrow pits are not needed in every community area.

Utilities

In some locations, the HS2 route crosses utility infrastructure, including water, sewers, electricity, gas and telephone. We will need to divert and protect some of these utilities before we build the railway.

We are working closely with utility companies to plan this work and avoid disrupting services. Our latest plans show the land we will need for the utilities work.

Ground investigations

Ground investigations involve examining the soil, rocks and groundwater below the surface. We need this information so we can design structures like bridges and viaducts. This will help us to build HS2 safely and efficiently.

The work includes non-intrusive investigations using ground-penetrating radar to build a digital picture of what is underground, including any utilities like water pipes. We also drill into the ground and take samples for testing.

We have started our survey work on parts of the 2b route. We'll continue to talk to communities and stakeholders to ensure everyone is informed before work begins in their area.



Changes to the scheme in your area

We are continuing our design work to make sure we build the best high-speed railway for Britain. As a result, you may see updates to the design since our last published information in addition to the proposals we're consulting on.

The changes in your area include:

- creating an underbridge at Agden Brook Farm;
- widening the Bridgewater Canal viaduct to protect views through the area to Dunham Massey;
- realigning Warrington Lane alongside the Bridgewater Canal to allow for viaduct piers;
- amending access for properties at Heatley Heath;
- relocating Wet Gate Lane Auto Transformer Station to the north of Moss Brow Farm, Warburton;
- reducing the height of the Lymm embankment;
- improving the junction at A6144 Bent Lane, Paddock Lane and the realigned A6144 Paddock Lane;
- improving the junction at the realigned Paddock Lane and Warburton Lane;
- changing the alignment of the Manchester Ship Canal viaduct to reduce impact on Hollinfare Cemetery and Black Swan car park;
- extending the M62 viaduct to incorporate Holcroft Moss;
- proposed utility works
 - i. east of the Bridgewater Canal
 - ii. off Bradshaw Lane, Heatley
 - iii. off Wet Gate lane, Heatley
 - iv. south of Moss Brow Farm
 - v. south of the Manchester Ship Canal
 - vi. near Moss Farm, Glazebrook
- amending public rights of way;
- introducing a telecommunications site; and
- changing the size or location of satellite compounds.

We are committed to being a good neighbour. It's one of our guiding principles. We aim to respect the communities affected by HS2, listen to your concerns and resolve issues.

The table below sets out changes we've made to the design as a direct result of your feedback.



Location	You said	We did
Hollinfare Cemetery	You were concerned about the noise of the trains passing close to Hollinfare Cemetery on the Manchester Ship Canal viaduct.	We needed to ensure ships can pass under the viaduct, which limits the changes we can make. However, we've moved the route 70m to the east to reduce the impact.
Glazebrook	You were worried about the size and scale of the proposed construction compound near Mount Pleasant Farm.	We've reduced the size of the compound – and moved it away from the farm.
Dam Head Lane	You told us the traffic levels were low on Dam Head Lane and that Bank Street was not suitable as a diversionary route off Dam Head Lane.	We've removed the Dam Head Lane realignment onto Bank Street. Dam Head Lane will now be closed to traffic and access for pedestrians and cyclists will be provided under the railway. Bank Street will remain unaffected.

Next steps

Hybrid Bill – getting permission to build the railway

Submitting a hybrid Bill to Parliament is how the Government gains permission to build this nationally important infrastructure. Subject to the outcome of the IRP, we are preparing a Phase 2b hybrid Bill for the route between Crewe and Manchester. It should be deposited, or put before Parliament, in early 2022 or sooner if possible.

Once the Bill has been deposited, you'll have another opportunity to comment on the design and for changes to be made.

More information can be found at: www.hs2.org.uk/phase2b

Keeping you informed

HS2

We are committed to keeping you informed about work on HS2. This includes making sure you know what to expect and when to expect it, as well as how we can help.

Residents' Charter and Commissioner

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

www.gov.uk/government/publications/hs2-residents-charter

We also have an independent Residents' Commissioner whose job is to make sure we keep to the promises we make in the Charter and to keep it under constant review. Find reports at:

www.gov.uk/government/collections/hs2-ltd-residents-commissioner

You can contact the Commissioner at:
residentscommissioner@hs2.org.uk

Construction Commissioner

The Construction Commissioner's role is to mediate and monitor the way in which HS2 Ltd manages and responds to construction complaints. You can contact the Construction Commissioner at:

complaints@hs2-cc.org.uk

Property and compensation

You can find out all about HS2 and properties along the line of route by visiting: www.gov.uk/government/collections/hs2-property

Find out if you're eligible for compensation at:
www.gov.uk/claim-compensation-if-affected-by-hs2

Holding us to account

If you are unhappy for any reason, you can make a complaint by contacting our HS2 Helpdesk team. For more details on our complaints process, please visit our website: www.hs2.org.uk/how-to-complain

Contact us

Our HS2 Helpdesk team are available all day, every day. You can contact them by:

 Freephone **08081 434 434**

 Minicom **08081 456 472**

 Email **hs2enquiries@hs2.org.uk**

Write to

FREEPOST
HS2 Community Engagement

Website **www.hs2.org.uk**

To keep up to date with what is happening in your area, visit:

www.hs2inyourarea.co.uk

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