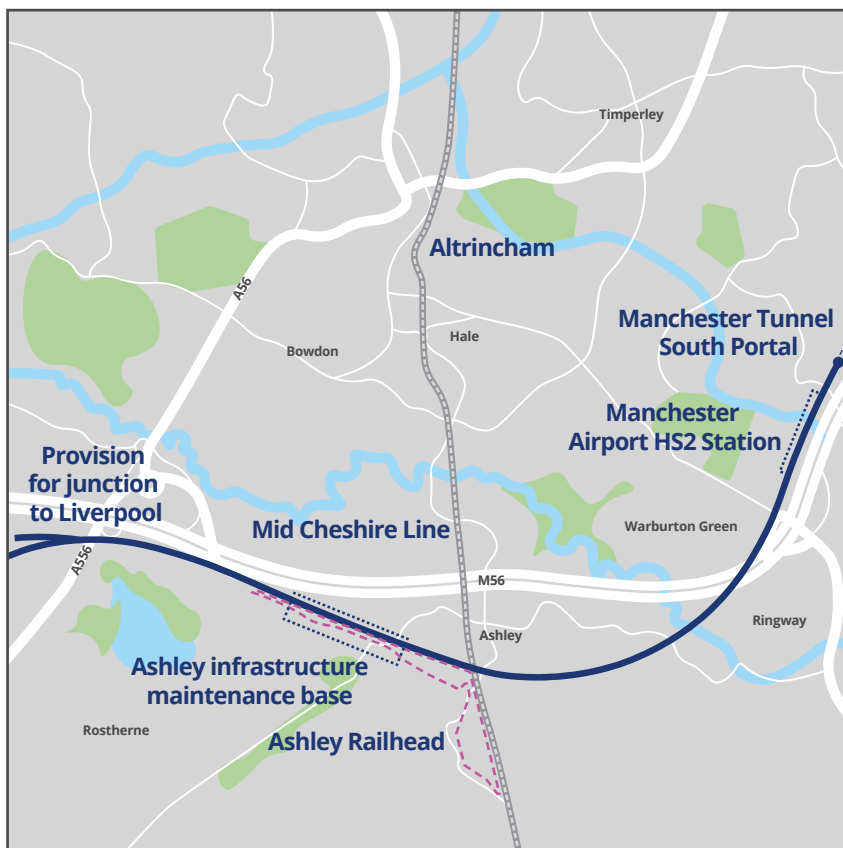


## In your area

### Hulseheath to Manchester Airport



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 trainline
- ..... HS2 infrastructure
- HS2 infrastructure

## 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 has responded to a previous consultation and launched another consultation on refining the design, including proposed changes.

As a result of the consultation in 2019, the Secretary of State has confirmed there will be a temporary railhead south of the route as part of the construction of the new railway. There will also be a permanent rail maintenance base (IMBR) at a separate site north of the route and to the west of Ashley village. The Secretary of State has concluded that the spur from the IMBR connecting HS2 and Network Rail should be removed from the design.

He also confirmed the passive provision of a grade separated junction to allow for future use of the HS2 line into Manchester as part of Northern Powerhouse Rail (NPR), for services between Manchester, Warrington and Liverpool.

The consultation includes changes in your area. These are:

- changes to the design of the station including provision for future Northern Powerhouse Rail services; and
- changes to the road network around the station.

You can find out more about these consultations here:

**[www.hs2.org.uk/phase2b](http://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 option is to bring the material from somewhere else. In doing this, we want to minimise the impact on the environment and road network.

To help reduce traffic, we use temporary haul roads inside 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. Our Phase 2b route-wide update will show you all the changes for your area.

This is a summary of the changes for your area:

- removing the connection from the Mid Cheshire line to the rail maintenance base (IMBR);
- Mobberley Road and Mid Cheshire Railway viaducts have been combined, removing the short embankment; and
- Sunbank Lane will be realigned and a new bridge built over HS2.

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
<b>Rostherne Mere</b>	You were concerned that the construction and running of HS2 could result in watercourses being contaminated and restrict the movement of groundwater associated with Rostherne Mere.	We've worked with Natural England and the Environment Agency to look at the risk. We will control pollution and the flow of groundwater through an appropriate drainage scheme.
<b>Mobberley Road</b>	You were worried about the visual impact, particularly to Tatton Park, from construction of the Mobberley Road bridge.	We accept the size and location of structures in this area will have an impact. We've revised our landscape planting and habitat creation to help reduce this.
<b>Ashley</b>	You told us you wanted us to keep the public right of way open between the north and south of Ashley.	We've included a new public right of way in our design. It runs along the west of the mid-Cheshire line from Ashley Road to the south of Ashley. This also links to existing and diverted public rights of way to ensure you can still walk across the Ashley area.
<b>Impacts on potential ancient woodland sites – Ashley</b>	You were concerned about the impact on sites in Hancock's Bank, Rycroft Covert, Ashley Brickworks and Sugar Brook, which are awaiting designation as ancient woodland.	We accept these are potential ancient woodlands. We will plant woodland habitat to compensate for the losses.

## 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](http://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](http://www.gov.uk/government/publications/hs2-residents-charter)

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

[www.gov.uk/government/collections/hs2-ltd-residents-commissioner](http://www.gov.uk/government/collections/hs2-ltd-residents-commissioner)

You can contact the Commissioner at:  
[residentscommissioner@hs2.org.uk](mailto: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](mailto: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](http://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](http://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](http://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](mailto:hs2enquiries@hs2.org.uk)**

Write to

**FREEPOST**  
**HS2 Community Engagement**

Website **[www.hs2.org.uk](http://www.hs2.org.uk)**

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

**[www.hs2inyourarea.co.uk](http://www.hs2inyourarea.co.uk)**

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