

# WINTERBOTTOM TO ROSTHERNE AND WARBURTON

In your area

July 2013

High Speed Two (HS2) is the planned new high speed rail network connecting London with the West Midlands and running lines on to Manchester and Leeds. This factsheet, produced to accompany the consultation on the route from the West Midlands to Manchester, Leeds and beyond, explains how the proposed route will affect your area, including:

- the proposed HS2 route between Winterbottom, Rostherne and Warburton;
- the implications for people in the area; and
- how we would manage construction.

## The proposed route

### Winterbottom to Warburton

After the M6 crossing, the route would descend into cutting under the A50, west of Hoo Green, where the spur to Manchester would leave the main route using a grade-separated junction. The main route would then approach the M56, passing under it in deep cutting.

### Winterbottom to Rostherne

The spur to Manchester would leave the main line just north of the M6 at Hoo Green and would head eastward over the main route. Passing under the A556, the route would continue 150 metres to the north of Rostherne Mere, running in cutting to the south of the M56.

### Rostherne to Warburton

This section provides a chord from the stations at Manchester Piccadilly and Manchester Airport High Speed Station to the main line heading north. A grade-separated junction would be used from the Manchester spur, increasing from two to four lines. This chord is proposed for empty train movements between the stations and the rolling stock depot only.

The route would continue by crossing Agden Brook (on viaduct) and the Bridgewater Canal. A grade-separated junction would then connect the route to the north. The main line would cross the River Bollin

floodplain on viaduct. On the north side of the viaduct, a junction would connect the chord line to the main route.

## Implications for residents of the area

### Opportunities

The Manchester Airport High Speed Station could support an estimated 300-700 jobs through the development which could be generated as a result of HS2.

People living along this section of the route could access HS2 services via the station at Manchester Airport High Speed Station, benefiting from faster, more frequent services to Birmingham, London and other cities served by HS2.

### Landscape and townscape

The alignment northwards was carefully selected to avoid impacts on the historic parkland and setting of Dunham Massey and Tatton Park Registered Park and Garden, as well as Rostherne Mere. Embankments and viaducts across the River Bollin would be prominent; but towards Warburton, cuttings would help to reduce visual impacts. Later designs would seek to reduce potential impacts by introducing landscaping, including earthworks and planting of trees, hedgerows and shrubs.

### Wildlife and habitats

The route has been refined to avoid impacts on the qualifying features of several important protected sites, including the Mere Ramsar site and Site of Special Scientific Interest (SSSI) and Rostherne Mere Ramsar and SSSI.

### Water

The proposed route would cross a number of rivers and streams, as well as their floodplains. Floodplains over 100m in length crossed in this section include the River Bollin and Birkin Brook. Any impacts would be kept to a practicable minimum and we would work closely with the Environment Agency and other stakeholders in order to determine how best to do this. Crossings would be designed to minimise the effect on watercourses,

their wildlife and associated wetland habitats. The design would also take future flood risk into account.

### Heritage

Passing west of Hoo Green, where the spur diverges eastwards, the setting of the Grade II Listed Ovenback Cottage near High Legh would be affected.

### Transport networks and access

Several roads are likely to require permanent or temporary re-alignment, such as the A50 and the A56, as well as additional minor roads. We are already working with the Highways Agency and, in due course, would work with local authorities to minimise any traffic disruption which might arise.

Effects on cycle routes and footpaths would be addressed as more detailed planning is done. Routes would be reinstated or alternatives provided wherever possible.

### Property and land

In order to provide assistance to people whose properties may be affected at this early stage of the scheme, the Government has introduced a discretionary Exceptional Hardship Scheme (EHS). The EHS is designed for those who, for reasons of exceptional hardship, have an urgent need to sell their property, but have not been able to, except at a substantially reduced price, as a direct result of Phase Two. More information about the Phase Two EHS and how to apply is available on the HS2 website, [www.hs2.org.uk](http://www.hs2.org.uk).

The EHS is not the only opportunity affected property owners will have to sell their properties in the medium to long term. Based on the timescales of Phase One, the Phase Two EHS is expected to run until the end of 2016. A wider package of longer-term property compensation schemes would be expected to replace the EHS at that point, in addition to the statutory provision.

### Noise

At this early stage of the design process, our initial airborne noise appraisal has predicted the exposure of railway noise on groups of dwellings during an 18-hour daytime period<sup>1</sup>.

The map included with this factsheet highlights areas likely to be affected by noise based on this early appraisal. It also indicates locations at which we would explore further opportunities to mitigate airborne noise, such as the use of noise barriers and earth mounds. A factsheet providing further detail on noise has been produced to accompany the consultation.

<sup>1</sup> Noise is conventionally measured using the equivalent continuous sound level (L<sub>Aeq</sub>) indicator. This level is defined as the constant level of sound that, over a period of time, has the same total sound energy as the actual varying sound over the same period.

### Local issues

Our work with regional stakeholders has highlighted some areas in which the route could cause concern for local people; we expect that the consultation will highlight other issues not included here. We will work with local authorities, communities and stakeholders to develop the engineering design in a way that minimises potential impacts and will discuss the proposals for mitigation where possible.

### Managing construction

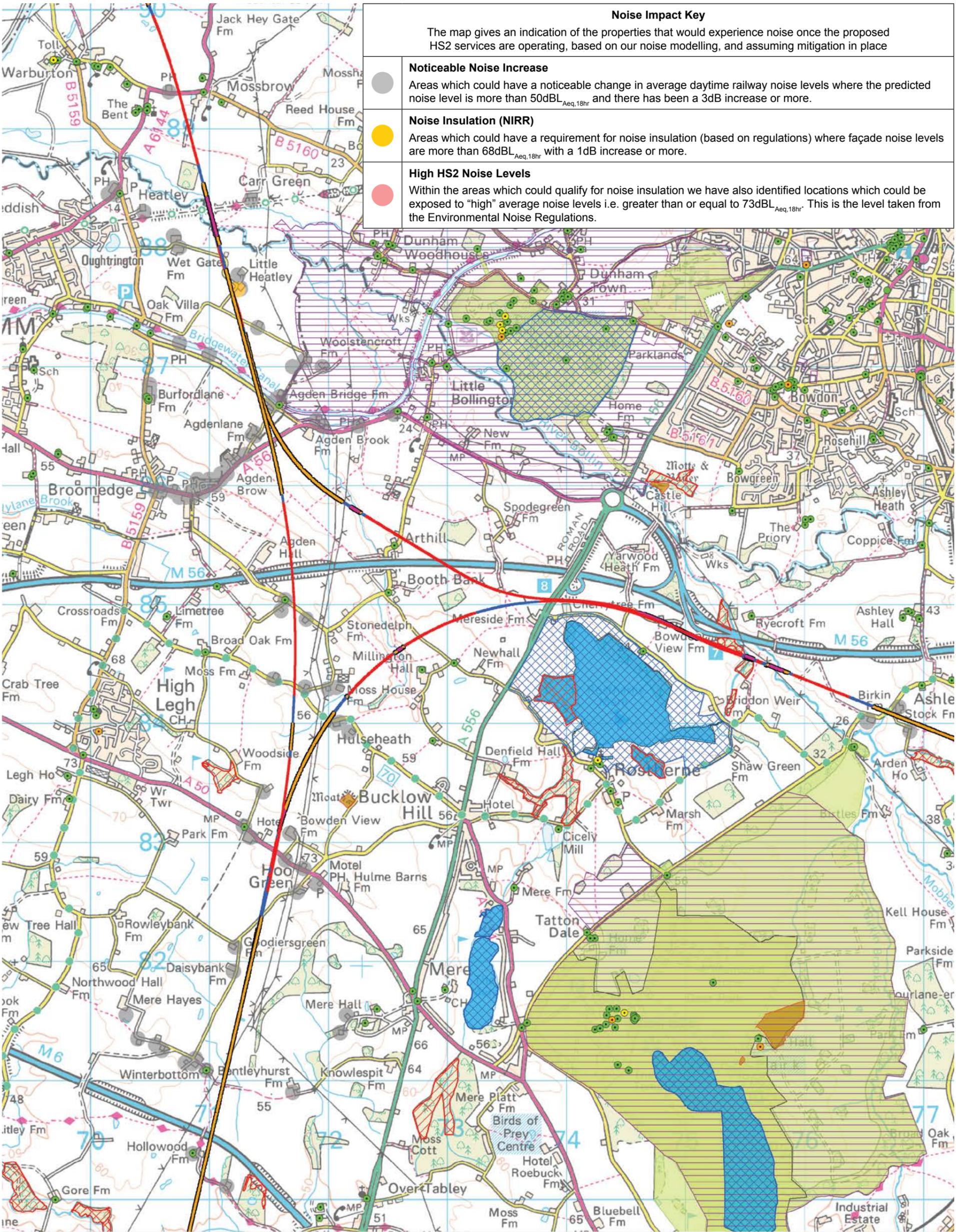
Following Royal Assent to the Phase Two hybrid Bill, there would be a period to prepare for construction – for example, to acquire land and let contracts. Construction itself will take approximately nine years overall, although, in most places, the duration of construction is likely to be much less. This period of construction will include a period of testing from early 2031, with Phase Two expected to open in 2032/33.

We recognise that people will be concerned about the impacts of construction on their area. We are committed to managing these impacts and reducing disruption to communities, businesses and the environment in ways that reflect the best practice used by the construction industry. We will work closely with local authorities and communities to draw up a comprehensive and detailed package of measures to address the local effects of construction, such as the Code of Construction Practice being introduced for Phase One.

### Where to get further information

The consultation document *High Speed Rail: Investing in Britain's future – Consultation on the route from the West Midlands to Leeds, Manchester and beyond*, which sets out our proposals in detail, can be downloaded from our website: [www.hs2.org.uk](http://www.hs2.org.uk).

Our Sustainability Statement, which describes the extent to which the proposed scheme supports objectives for sustainable development, is also available on the site, along with further supporting materials. You can also call the HS2 Enquiries line (020 7944 4908) for more information.



**Noise Impact Key**

The map gives an indication of the properties that would experience noise once the proposed HS2 services are operating, based on our noise modelling, and assuming mitigation in place

●	<b>Noticeable Noise Increase</b> Areas which could have a noticeable change in average daytime railway noise levels where the predicted noise level is more than 50dB <sub>L<sub>Aeq,18hr</sub></sub> and there has been a 3dB increase or more.
●	<b>Noise Insulation (NIRR)</b> Areas which could have a requirement for noise insulation (based on regulations) where façade noise levels are more than 68dB <sub>L<sub>Aeq,18hr</sub></sub> with a 1dB increase or more.
●	<b>High HS2 Noise Levels</b> Within the areas which could qualify for noise insulation we have also identified locations which could be exposed to "high" average noise levels i.e. greater than or equal to 73dB <sub>L<sub>Aeq,18hr</sub></sub> . This is the level taken from the Environmental Noise Regulations.

- Legend**
- Western leg proposed alignment**
- At Grade
  - Cutting
  - Embankment
  - Green Tunnel
  - Tunnel
  - Viaduct
  - Station or Depot Operational Boundary
- Key environmental features**
- Listed Building Grade I
  - Listed Building Grade II\*
  - Listed Building Grade II

- National Trust Ownership
- Registered Park and Garden
- Scheduled Monument
- Ancient Woodland
- Country Park
- Ramsar Site
- Site of Special Scientific Interest (SSSI)
- Special Area of Conservation (SAC)
- Special Protection Area (SPA)

High Speed Two Phase Two  
Western Leg

Proposed Route 2013  
Key Environmental Features

Winterbottom to Warburton and Rostherne

Scale at A3: 1:30,000

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