Introduction
This information has been produced by HS2 Ltd to update you on the route from Colwich to Yarlet. It includes:

• a summary of the proposed route in the area;
• changes to the scheme which will be considered by Parliament early next year;
• a map of the route in the area;
• some of the benefits that HS2 will bring;
• the Phase 2a timeline;
• how to find out more about the project; and
• how to get in touch with us.
The route of Phase 2a from Colwich to Yarlet

The Colwich to Yarlet area is about 15.2km of the Phase 2a route, which passes through the parishes of Colwich, Ingestre with Tixall, Hopton and Coton, Whitgreave and Marston, within the local authority areas of Stafford Borough Council and Staffordshire County Council. The boundary between Colton and Colwich parishes forms the southern boundary of this area. The boundary between Marston and Stone Rural parishes forms the northern boundary.

The area is predominantly rural in character, with agriculture being the main land use, interspersed with small villages and a scattering of isolated dwellings and farmsteads. The main residential areas are Little Haywood, Great Haywood and Stafford. Within the wider rural area there are a number of other residential areas, including Ingestre, Tixall, Hopton, Marston and Yarlet.

In the southern part of the Colwich to Yarlet area, the route runs approximately 40m from Mayfield Children's Home, which occupies the Grade II listed Moreton House. The route continues towards the floodplain of the River Trent crossing the existing Macclesfield to Colwich railway before running adjacent to Great Haywood Marina and crossing the Trent and Mersey Canal and the River Trent.

Shugborough Park, including Shugborough Hall (Grade I listed building), is approximately 1km south of the route. The route will run adjacent to Ingestre Park and through Ingestre Park Golf Club, with Pasturefields Salt Marsh Special Area of Conservation (SAC) and Site of Special Scientific Interest (SSSI) approximately 900m north of the route.

The route continues through an area in the southern part of the Staffordshire County Showground site (predominantly used for car parking and camping) and the settlement of Hopton, and past a number of Ministry of Defence (MoD) residential properties. The route then passes Marston, running beneath the A34 Stone Road, and continues north towards the village of Yarlet.

Additional Provision 2 (AP2)

In July 2017 the Government submitted a hybrid Bill to Parliament. The Bill sets out the proposals for Phase 2a of HS2. Since then we have developed the design, particularly in respect of highways and utilities, and will need to make some changes to the Bill to reflect these. Changes are also proposed in response to requests made by affected parties and the select committee of MPs hearing petitions against the Bill.

We have already sought to make changes to the Bill through an Additional Provision, which we submitted in March 2018. We are now seeking to make further changes through a second Additional Provision (AP2), which we expect to submit later this year or early next year. AP2 will not change the route of HS2.

The details of AP2 are still being developed, and there will be other changes outside the Additional Provision process that we’ll publish for consultation at the time of the AP2 deposit. The changes in the Colwich to Yarlet area will include:

- improvements at the A513 Beaconside junctions with the A518 Weston Road, with Marston Lane, and with the B5066 Sandon Road;
- realignment of part of the B5066 Sandon Road;
- improvements to connectivity between Hopton and Mount Edge;
- a series of amendments to utilities works in the area, including revised designs for gas and electricity diversions and altered connections for water supplies, sewers and telecommunications cables;
- provision of permanent replacement car parking at Staffordshire County Showground;
- provision of an additional construction traffic route from Stone to Weston via Sandon;
- provision of a number of local placement sites for excavated material that would otherwise be exported by road;
- provision of maintenance access to a number of elements of permanent railway infrastructure, including a balancing pond at Hopton, underbridges at Colwich, Ingestre and Trent Walk, and an overbridge at Hopton and Coton;
- additional land required temporarily for the purposes of construction and for utility and rail systems compounds; and
- a number of changes brought forward at the request of local agricultural businesses and other stakeholders, as well as at the direction of the committee of MPs considering the Bill. These include changes to accommodate Ingestre Park Golf Club and Yarlet School.

The Additional Provision process

Once AP2 is submitted to Parliament, people who are specially and directly affected by the proposals included in it will be able to petition against them. This means they can submit an objection, known as a petition, setting out their concerns and what they would like done about them. They – or a representative – can then present the petition to a special committee of MPs (the Select Committee). The petitioning period will start after AP2 is deposited in Parliament.

People will also have the opportunity to respond to a public consultation on the environmental impacts of the proposals. It will be for the Select Committee to decide whether the proposals in AP2 should be adopted.

“The HS2 project could present significant opportunities for businesses in our area and the chambers have already held a procurement event with HS2 to encourage Staffordshire businesses to start thinking about how they could be involved.”

Sara Williams, CEO, Staffs Chamber of Commerce
This map shows the route of HS2 through the community area. However, it does not include emerging design details. To see more detailed maps, please visit www.gov.uk/government/collections/high-speed-rail-west-midlands-to-crewe-bill
What is HS2?
HS2 is the largest infrastructure project in Europe and will be the most advanced railway ever built in the UK. It is a catalyst for growth – revitalising the country, creating new opportunities for jobs and skills, regenerating towns and cities, and bringing the nation closer together. It will increase capacity on our railways and improve connectivity between eight of Britain’s ten biggest cities. It will run between London and Birmingham (Phase One) from 2026, extend to Crewe (Phase 2a) by 2027 and then link to Manchester, Leeds and further north from 2033 (Phase 2b). Once completed, HS2 services will travel to over 25 stations and serve 30 million people across Britain.

Why do we need HS2?
The future prosperity of the UK depends on a modern, strong and growing economy which enables us to compete on the international stage. Good rail links are essential for a strong economy, making it easier to import and export goods, for people to do business and to get to work.

HS2 will not only reduce journey times, it will provide more capacity for local, regional and freight services on the current network, relieving congestion and providing better travel options. By transforming journey times, HS2 will bring more opportunities within closer reach for employment, business, leisure and education.

How are the plans for HS2 being developed?
Before we start building the railway we need to gain permission from Parliament. Phase One was approved in 2017 and the hybrid Bill for Phase 2a is currently being considered by Parliament.

Between March and July 2018, a cross-party group of MPs, called a select committee has considered over 150 objections – known as petitions – to the Phase 2a proposals.

During this process, specific commitments have been made by HS2 Ltd to organisations and individuals affected by the new railway. These are known as Undertakings and Assurances and they are intended to help manage the impact of the railway. Recently we have provided a number of assurances to organisations such as the National Farmers Union and the Country Land and Business Association, helping to support local farms and agricultural businesses.

The Select Committee published reports of its findings and recommendations on 24 May and 23 July this year. The next stage includes updating the proposals for the new railway, following further design work. The final step will be formal approval by the Queen to make the Bill into an Act of Parliament – a process known as Royal Assent – which we expect to achieve in late 2019. You can find more information about plans for Phase 2a of the railway at www.gov.uk/government/collections/high-speed-rail-west-midlandsto-crewe-bill

Some of the benefits of HS2
• It improves journey times between London, Manchester and the North West, which show strong demand for long distance travel.
• It also has the potential to relieve some of the pressure on a particularly constrained section of the West Coast Main Line (WCML), delivering vital new railway capacity.
• Currently, service plans include one train an hour between London and Stafford. The journey time would be cut to 53 minutes, saving 22 minutes on the current journey time.
• Staffordshire and Cheshire will be home to three stations served by HS2 trains: Stafford, Stoke-on-Trent and Crewe.
• Construction of HS2 will support thousands of new jobs, including 2,000 apprenticeships.

Support for communities
We regularly talk to communities and understand that the construction of the railway will affect the lives of many people. Our aspiration is to be a good neighbour every single day, by respecting communities and working hard to minimise the potential impact of construction, while ensuring the various opportunities HS2 creates are available locally. These include jobs, apprenticeships, and opportunities for small businesses, as well as supporting local transport improvements and community projects.

The Phase 2a Timeline
2013 – Initial route investigations
We undertook formal consultations to understand your views and looked at how the environment might be affected by our plans.

2015 – Route confirmed
We finalised the route of the railway, following consultation.

2017 – Permissions and approvals
The Government submitted the Phase 2a hybrid Bill into Parliament. This is the process we are currently going through to gain permission to build the railway.

2018 – Ground investigations
We started investigating ground conditions along the route to help us to finalise its design.

2019 – Main civils design work
We’ll start detailed design work, prior to construction.

2021 – Main construction work
We’ll start building the railway.

2027 – Operational railway
The first passengers will be able to board HS2 services on the Phase 2a route.
Keeping you informed

We are committed to keeping you informed about work on HS2. This includes ensuring 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 via the helpline. For more details on our complaints process, please visit our website: www.hs2.org.uk/how-to-complain/

Contact us
If you have any questions about this document, please get in touch.

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