



Phase 2b Information Paper

B11: Additional Provisions

This paper outlines the process used for making amendments to the High Speed Rail (Crewe – Manchester) Bill through the promotion of additional provisions.

It will be of particular interest to those potentially affected by the Government's proposals for high speed rail.

This paper was prepared in relation to the promotion of the High Speed Rail (Crewe - Manchester) Bill. Content will be maintained and updated as considered appropriate during the passage of the Bill.

If you have any queries about this paper or about how it might apply to you, please contact the HS2 Helpdesk in the first instance.

The Helpdesk can be contacted:

by email: HS2enquiries@hs2.org.uk

by phone (24hrs): 08081 434 434
08081 456 472 (minicom)

or by post: High Speed Two (HS2) Limited
2 Snowhill, Queensway
Birmingham
B4 6GA

Version 1

Last updated: 6 July 2022

1 Introduction

- 1.1 High Speed Two (HS2) is the Government's scheme for a new, high speed north-south railway, which is being taken forward in a number of phases. Phase One will connect London with Birmingham and the West Midlands. Phase 2a will extend the route from the West Midlands to Crewe. The Phase 2b Western Leg will connect Crewe to Manchester. As set out in the Integrated Rail Plan, published in November 2021, HS2 East is proposed to deliver a new high speed line from the West Midlands to East Midlands Parkway.
- 1.2 HS2 Ltd is the non-departmental public body responsible for developing and promoting these proposals. The company works under the terms of a Development Agreement entered into with the Secretary of State for Transport.
- 1.3 The construction and operation of Phase One of HS2 is authorised by the High Speed Rail (London – West Midlands) Act 2017 and Phase 2a by the High Speed Rail (West Midlands – Crewe) Act 2021.
- 1.4 In January 2022, the Government introduced a hybrid Bill to Parliament (hereafter referred to as 'the Bill'), to seek powers for the construction and operation of the Phase 2b Western Leg (the Proposed Scheme), which is called the High Speed Rail (Crewe – Manchester) Bill. The Proposed Scheme comprises the Phase 2b Western Leg from Crewe to Manchester and several off-route works. It also facilitates the delivery of Northern Powerhouse Rail by providing the Crewe Northern Connection and junctions and other infrastructure to be used in future schemes.
- 1.5 The work to produce the Bill includes an Equalities Impact Assessment and an Environmental Impact Assessment (EIA), the results of which are reported in an Environmental Statement (ES) submitted alongside the Bill. The Secretary of State has also published draft Environmental Minimum Requirements (EMRs), which set out the environmental and sustainability commitments that will be observed in the construction of the Proposed

Scheme. For more information on the EMRs please see Information Paper E1: Control of environmental impacts.

1.6 The Secretary of State for Transport is the Promoter of the Bill through Parliament. The Promoter will also appoint a body responsible for delivering the Proposed Scheme under the powers granted by the Bill. This body is known as the 'nominated undertaker'. There may be more than one nominated undertaker. However, any and all nominated undertakers will be bound by the obligations contained in the Bill, the policies established in the EMRs and any commitments provided in the information papers.

1.7 These information papers have been produced to explain the commitments made in the Bill and the EMRs and how they will be applied to the design and construction of the Proposed Scheme. They also provide information about the Proposed Scheme itself, the powers contained in the Bill and how particular decisions about the Proposed Scheme have been reached.

2 Overview

2.1 This paper outlines the process used for proposing amendments to a hybrid Bill through the promotion of additional provisions.

2.2 An Additional Provision (AP) is a proposed amendment to extend powers of the Bill which affect private interests. They typically involve the acquisition or use of land outside of the current limits of the Bill, additional access rights or other extensions of the powers conferred by the Bill.

2.3 APs are a normal part of the hybrid Bill process and a number of APs may come forward during the passage of a Bill in response to further design development work and/or to address the concerns of directly affected stakeholders or in response to the Select Committee's decisions. Previous hybrid bills have had several APs - the Act for Phase One of HS2 had five APs and the Act for Phase 2a of HS2 had two APs.

3 Process for promoting and Additional Provision

3.1 The process used for promoting an AP is as follows:

- Documents describing the changes are prepared, similar to those prepared for the original Bill deposit. These include the proposed written amendments to the Bill and, as appropriate to the AP, Plans and Sections, a Book of Reference (identifying landowners and tenants of land affected by the AP), an Estimate of Expense (identifying the costs associated with the additional powers being sought), and any supplementary environmental information associated with the changes. The supplementary environmental information will take the form of an AP Environmental Statement (AP ES). The AP ES reports any likely significant environmental effects arising from any additional powers sought.
- The documents describing the proposed changes are deposited in Parliament and at publicly accessible locations in affected areas. Such areas include local authority offices and libraries, and the deposit of the documents is advertised in accordance with the requirements in the Standing Orders for Private Business of both Houses of Parliament. Landowners and tenants of property affected by compulsory powers over land sought by the proposed change, are notified in accordance with the requirements of the Standing Orders.
- After deposit, the AP ES is subject to a public consultation and the issues raised in the consultation response are reported on by an independent assessor appointed by Parliament.
- In addition, there is a petitioning period during which anyone with property or interests directly and specially affected by the provisions contained in the AP, may submit petitions against them. The duration of the petitioning period is defined in accordance with Standing Orders and publicised in newspaper notices for the relevant areas.
- Petitions against the AP are heard by the Select Committee in the normal way. Anyone whose petition has already been heard, but who

is affected by the AP, is entitled to petition again, and to be heard again (no further petitioning fee is payable). Where possible, petitioners will be scheduled so that they need only appear before the Select Committee once.

- Although APs are promoted by the Secretary of State, they are not formally accepted as amendments to the Bill unless the Select Committee, having heard petitions submitted against them, decides to accept them.
- All proposed amendments accepted by the Committee are made formally to the Bill when the Select Committee reports the Bill to the House at the end of its proceedings.

3.2 In addition to the AP ES, supplementary environmental information may also be produced in the form of a Supplementary Environmental Statement (SES). A SES reports on any likely significant environmental effects arising from other changes to the scheme which are within existing Bill powers and limits. Whilst both an AP ES and an SES are subject to public participation in accordance with Standing Orders, there is no right to petition against an SES.

4 More Information

4.1 More detail on the Bill, the AP and the SES and AP SES deposited on 6 July 2022, and related documents can be found at: www.gov.uk/hs2-phase2b-crewe-manchester.