

High Speed Rail: HS2 Phase 2b Preferred Route

# Sustainability Statement including Post Consultation Update

Appendix C11 Strategic fit – Policy Drivers

A report by Temple-RSK for HS2 Ltd



**TEMPLE**

LEADERS IN ENVIRONMENT,  
PLANNING & SUSTAINABILITY.

**RSK**

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## CONTENTS

1.	INTRODUCTION.....	1
2.	INFRASTRUCTURE FOR PROSPERITY .....	1
3.	THE EUROPEAN TRANSPORT NETWORK .....	2
4.	UK SUSTAINABLE INFRASTRUCTURE POLICY .....	3
5.	DEVELOPMENT PLANNING IN THE UK.....	4
6.	DRIVERS FOR SUSTAINABLE DEVELOPMENT.....	5
7.	CLIMATE CHANGE .....	5
8.	NATURAL AND CULTURAL RESOURCES .....	7
9.	SUSTAINABLE COMMUNITIES .....	8
10.	SUSTAINABLE CONSUMPTION AND PRODUCTION.....	9
11.	SUMMARY.....	11

## 1. INTRODUCTION

- 1.1.1. This appendix sets out the legislative and policy context for developing a high speed rail network. It considers how HS2 fits with current national priorities, including its potential role in promoting sustainable development through, amongst other things, supporting sustainable economic growth, protecting and enhancing the environment and supporting sustainable communities.
- 1.1.2. In January 2013 the Secretary of State for Transport set out his initial preferences for Phase Two of HS2. The Command Paper<sup>1</sup> supporting the announcement described the project as an “opportunity to transform Britain’s connectivity, capacity and competitiveness”. In July 2013, after publishing proposals for Phase Two, the Secretary of State for Transport then initiated a seven-month period of public consultation. Since that time, certain refinements and modifications to these proposals have been made which have been recommended by HS2 Ltd. These have come about in response to the feedback received during consultation; lessons learned from Phase One and strategic considerations such as the Northern Powerhouse project.
- 1.1.3. In November 2015, the Secretary of State for Transport reinforced the case for HS2 and announced plans to speed up the delivery of a section of the route to Crewe (Phase 2a). The Command Paper<sup>2</sup> supporting the November 2015 announcement also provided an update on possible route and station locations for the remainder of Phase Two (Phase 2b) and described plans for integration with existing transport networks in the North.
- 1.1.4. The Environmental Statement for Phase One of HS2<sup>3</sup> set out strategic drivers for the scheme as a whole and also includes HS2’s Sustainability Policy<sup>4</sup>, setting out HS2 Ltd’s commitment to be an exemplar project. Phase 2a is currently progressing through hybrid Bill development and a more detailed environmental analysis (in the form of an Environmental Impact Assessment (EIA)) which, in accordance with HS2 Ltd’s Sustainability Policy, seeks to “limit [the scheme’s] negative impacts through design, mitigation and by challenging industry standards, [while looking] for environmental enhancements and benefits”.
- 1.1.5. At the time of writing, following the EU referendum vote for the UK to leave the EU, it is understood that it is the Government’s intention to transpose all EU legislation into UK law at the point of leaving the EU. Subsequent to the transposition, various elements of the EU sourced legislation may be amended. In this context, it has been assumed that EU legislation referred to in this document will be transposed to UK law and will remain relevant.

## 2. INFRASTRUCTURE FOR PROSPERITY

- 2.1.1. The *National Infrastructure Delivery Plan*<sup>5</sup> (NIDP) identifies HS2 as being the key strategic investment in the national transport network over the medium to long term. The NIDP

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<sup>1</sup> Department for Transport (January 2013). [Investing in Britain’s Future Phase Two: The route to Leeds, Manchester and beyond](#)

<sup>2</sup> Department for Transport, (November 2015). [High Speed Two: East and West. The next steps to Crewe and beyond](#)

<sup>3</sup> High Speed 2 Ltd, (November 2013). [Environmental Statement](#)

<sup>4</sup> High Speed 2 Ltd, (September 2015). [HS2 Sustainability Policy](#)

<sup>5</sup> HM Treasury, (March 2016). [2021 National Infrastructure Delivery Plan 2016-2021](#)

confirms the projects role in linking eight of the UK's 10 largest cities, generating jobs and helping to rebalance the economy between the north and south.

- 2.1.2. The Growth and Infrastructure Act 2013 provided additional legislative emphasis on stimulating infrastructure development, putting in place measures to support local jobs and local growth. It aims to bring about important benefits to the economy and provide greater certainty to local firms and local communities.
- 2.1.3. The 2015 Spending Review and Autumn Statement<sup>6</sup> reaffirmed infrastructure's role in supporting growth and helping to rebalance the UK's economy across its regions. In the statement the Government confirmed that further powers would be devolved to local government to help improve the economy. Principally this centred on the "Northern Powerhouse" plan, which aims to boost the economy across the North of England through continued investment in transport infrastructure and maximising the benefits of HS2 Phase Two in the North, see **Section 4** for further details.

### 3. THE EUROPEAN TRANSPORT NETWORK

- 3.1.1. The *European Spatial Development Perspective*<sup>7</sup> recognised that efficient transport is a basic prerequisite for strengthening the competitive situation and social and economic cohesion of the European Union. A key objective of the EU Sustainable Development Strategy 2006 was to ensure that European transport systems meet society's economic, social and environmental needs, whilst minimising their undesirable effects on the economy, society and the environment.
- 3.1.2. Establishing an efficient Trans-European Transport Network (TEN-T) constituted a key element in the re-launched Lisbon Strategy for competitiveness and employment in Europe, and is expected to play an equally central role in the attainment of the objectives of the Europe 2020 Strategy. The European Commission states that to "fulfil Europe's economic and social potential, it is essential to build the missing links and remove the bottlenecks in its transport infrastructure, as well as to ensure the future sustainability of the transport networks by taking into account the energy efficiency needs and the climate change challenges".
- 3.1.3. The Commission has produced a white paper on transport<sup>8</sup>, which, in laying down plans for the next decade, envisages a radically different transport system by 2020, with a single European transport area, open markets, greener infrastructure and low-carbon technologies. The Commission sees high speed rail as a key part of this transport system.
- 3.1.4. A mid-term review consultation of the white paper took place in 2015<sup>9</sup>. The consultation reaffirmed the importance of promoting greater rail integration with the Trans European Transport Network (TEN-T), through high speed rail projects such as HS2. The Commission of the European Communities has confirmed the consultation results will feed into a subsequent report.

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<sup>6</sup> HM Treasury, (November 2015). [Spending Review and Autumn Statement](#)

<sup>7</sup> European Commission, (May 1999). [European Spatial Development Perspective](#)

<sup>8</sup> Commission of the European Communities, (March 2011). [Roadmap to a Single European Transport Area- Towards and competitive and resource efficient transport system](#)

<sup>9</sup> Commission of the European Communities, (July 2015). Mid-term review of the white paper ([Roadmap to a Single European Transport Area- Towards and competitive and resource efficient transport system](#))

- 3.1.5. *A Sustainable Future for Transport: towards an integrated, technology-led and user-friendly system*<sup>10</sup> sets out the trends and challenges for sustainable transport development. It highlights as key issues, an ageing population, higher transport costs for society; mobility of workers within the EU; and environmental challenges, with transport having a key role in reducing greenhouse gas emissions in the EU and creating an integrated transport system. Particularly, it highlights the need for integrating aviation and high-speed rail.

## 4. UK SUSTAINABLE INFRASTRUCTURE POLICY

- 4.1.1. Railways are a vital part of the UK's transport infrastructure. The European Commission and UK Government have released a number of white papers, strategic policies and recommendations that support growth in the rail sector and promote the development of sustainable transport. HS2 Ltd has set out its ambition to be an exemplar project within its Sustainability Policy. This policy goes on to say that "we will strive to limit the negative impacts through design, mitigation and by challenging industry standards and we will look for environmental enhancements and benefits".
- 4.1.2. The Government has not published an overarching national transport policy with the exception of the local transport focussed *Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen* (January 2011). Instead, specific policy on national infrastructure is published as the need arises, and for HS2 Phase Two this was the initial Command Paper issued in January 2013. Investment in rail infrastructure is seen across government departments as the basis for delivering a comprehensive, sustainable and high performing transport system that can catalyse sustained economic prosperity.
- 4.1.3. The Department for Transport's (DFT) *Single Departmental Plan 2015-2020*<sup>11</sup> published in February 2016 sets out the Government's commitment to increase the level of investment in infrastructure by 50% by 2020. The Plan outlines the need to re-balance the economy and stresses how investments in infrastructure will support this by, for example, better connecting the major cities in the North to form a united economic area and single connected transport network: the Northern Powerhouse. Central to the Plan is the Government's pledge to "roll out the national high speed rail network, through long-term investment of up to £55.7 billion to deliver HS2 Phase One by 2026, Phase 2a by 2027 and the rest of the network by 2033".
- 4.1.4. The Rail Command Paper, *Reforming our railways: Putting the Customer First*<sup>12</sup> sets out the Government's plan to reform and develop the national rail network. The paper highlights the desire to provide continued investment to enhance the network, including high speed rail where it "delivers value for money and supports the continued and sustainable growth of the industry and the economy". It goes on to say that "HS2 will deliver the connectivity and capacity on Britain's major north-south lines that our economy will need for sustainable growth". The economic benefit that HS2 could provide is further highlighted as "it could reshape our economic geography, regenerate our urban centres and support economic growth in the major cities of the Midlands and the North".
- 4.1.5. The Command Paper, *High Speed Two: East and West, the next steps to Crewe and beyond*<sup>13</sup> provided the most recent update on the Government's plans for HS2 which

<sup>10</sup> European Commission, (June 2009). [A sustainable future for transport: towards an integrated, technology-led and user-friendly system](#)

<sup>11</sup> Department for Transport (2016). [Single departmental Plan 2015 to 2020](#)

<sup>12</sup> Department for Transport, (March 2012). [Reforming our Railways: Putting the Customer First](#)

<sup>13</sup> Department for Transport, (November 2015). [High Speed Two: East and West, the next steps to Crewe and beyond](#)

reaffirms the Government's commitment to deliver Phase One by 2026 and Phase Two by 2033. The Command Paper outlines the Government's plans to accelerate the delivery of the route from the West Midlands to Crewe (Phase 2a) by six years, bringing forward completion to 2026. Critically the Command Paper also sets out how HS2 will integrate with the existing transport network in the North and its key role in establishing the Northern Powerhouse rail programme and rebalancing the economy.

- 4.1.6. Further to this, *Rebalancing Britain*<sup>14</sup> called for the establishment of a new body to manage transport issues at a strategic level across the north of England. The Government subsequently established Transport for the North (TfN) as the body responsible for taking this work forward. The Government and TfN Partnership Board produced a report in March 2015<sup>15</sup> and subsequent update in March 2016<sup>16</sup>, which identified the long term transport strategy and investment programme for the North. The report outlines that the transport strategy will help lead the creation of the Northern Powerhouse and the single unified northern economy. Delivering the high speed rail network underpins this; the report reiterates the commitment to HS2 and its integration with the Northern Powerhouse, stating: "The Government is committed to the full HS2 'Y' network as part of the first stage towards creating the Northern Powerhouse".

## 5. DEVELOPMENT PLANNING IN THE UK

- 5.1.1. The Localism Act (2011) has supported a shift of power towards local communities, in order to assist in delivering decentralisation down through every level of government to citizens.
- 5.1.2. The National Planning Policy Framework (NPPF)<sup>17</sup> was a key part of Government reforms to make the planning system less complex and more accessible, to protect the environment and to promote sustainable growth. In setting out the Government's planning policies for England, its key focus is a presumption in favour of sustainable development, which promotes "positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life". The framework emphasises the Government's commitment to securing economic growth to create jobs and prosperity, whilst protecting and enhancing the natural environment and providing support to communities.
- 5.1.3. While undoubtedly of national significance, HS2 has considerable potential to aid the rebalancing of the economy by supporting local approaches to planning and growth, particularly around new station developments. HS2 has the potential to foster local enterprise, support local business and promote local prosperity.
- 5.1.4. One important mechanism for stimulating local growth is through local enterprise partnerships and other such established local forums, which act as strategic bodies bringing together private and public sector partners to identify the barriers to economic growth in their areas. For Phase One this has been through supporting host areas and their Local Enterprise Partnerships (LEP) such as the Greater Birmingham and Solihull LEP (Curzon Street Station, the Solihull Interchange) in developing their own HS2 growth strategies<sup>18</sup> to help maximise growth and economic regeneration. Funding for growth strategies for both Crewe and the East Midlands is expected to be released this year as part of Phase 2a. Further future funding for growth strategies is also anticipated for the

<sup>14</sup> DfT (October 2014). [Rebalancing Britain: From HS2 towards a national transport strategy](#)

<sup>15</sup> Department for Transport, (March 2015). [Northern Powerhouse: One Agenda, One Economy, One North" Rail Program](#)

<sup>16</sup> Department for Transport, (March 2016) [The Northern Transport Strategy: One Agenda, One Economy, One North](#)

major host northern cities including Manchester, Sheffield and Leeds<sup>19</sup>.

## 6. DRIVERS FOR SUSTAINABLE DEVELOPMENT

### National priorities

- 6.1.1. The 2005 *UK Sustainable Development Strategy: Securing the Future* set out five principles for Sustainable Development, aimed at ensuring a strong, healthy and just society while living within environmental limits, delivered by means of a sustainable economy, good governance, and sound science. The coalition Government re-affirmed its commitment to sustainable development when it published its vision for *Mainstreaming Sustainable Development in Government* in February 2011<sup>20</sup> and subsequent progress update in May 2013<sup>21</sup>. In July 2015, the Environmental Audit Committee (EAC) opened an inquiry<sup>22</sup> into the Government's approach to sustainable development during the 2015-2020 Parliament. The evidence received for the inquiry will feed into the EAC's work over the course of this Parliament.
- 6.1.2. The vision set out an approach to Sustainable Development that means "making the necessary decisions now to realise our vision of stimulating economic growth and tackling the deficit, maximising wellbeing and protecting our environment, without negatively impacting on the ability of future generations to do the same". This refreshed vision and these commitments build on the principles that underpinned the UK's 2005 strategy by recognising the needs of the economy, society and the natural environment, alongside the use of good governance and sound science.

## 7. CLIMATE CHANGE

- 7.1.1. The Climate Change Act 2008 commits the UK to reduce emissions from greenhouse gases by at least 80% by 2050 (compared to 1990 levels). The Act also puts in place the framework for establishing carbon budgets.
- 7.1.2. The UK has embarked on a long-term, strategically important journey to decarbonise its economy. There is a clear policy and target-driven framework for this journey up to 2050. Publications such as the *Carbon Plan*<sup>23</sup>, and the Climate Change Committee's supporting evidence for the Fourth Carbon Budget<sup>24</sup>, set out indicative routes for the UK to achieve its carbon targets, analysing the relative carbon contributions from different sectors of the economy and the nature of the changes that are likely to be required in the carbon performance of these sectors. The Fifth Carbon Budget<sup>25</sup> sets out recommendations on

<sup>17</sup> Department for Communities and Local Government, (March 2012). [National Planning Policy Framework](#)

<sup>18</sup> Greater Birmingham and Solihull Local Enterprise Partnership, (July 2015). [The Midlands HS2 Growth Strategy: Accelerating the UK's engine of growth](#)

<sup>19</sup> Department for Transport, (November 2015). [High Speed Two: East and West, the next steps to Crewe and beyond](#)

<sup>20</sup> Department for Environment Food and Rural Affairs, (February 2011). [Mainstreaming sustainable development: the government's vision and what this means in practice](#)

<sup>21</sup> Department for Environment Food and Rural Affairs, (May 2013). [Government Progress in. Mainstreaming sustainable development](#)

<sup>22</sup> Environmental Audit Commission, (July 2015). [The Government's approach to sustainable development inquiry](#)

<sup>23</sup> HM Government, (December 2011). [The Carbon Plan: Delivering our Low Carbon Future](#)

<sup>24</sup> Climate Change Committee, (December 2010). [The Fourth Carbon Budget: Reducing Emissions through the 2020s](#)

<sup>25</sup> Committee on Climate Change, (November 2015). [The Fifth Carbon Budget: The next step towards a low-carbon economy](#)



achieving carbon targets between 2028 and 2032 and was legislated by Government during July 2016.

- 7.1.3. Electric rail (such as HS2) is a relatively carbon-efficient form of transport<sup>26</sup>. Therefore, rail has a significant contribution to make to tackling climate change by increasing its capacity, so that it can accommodate increasing demand. It is important to recognise that high speed rail has high energy demands and has a larger carbon footprint or carbon intensity than certain other modes, such as conventional rail and bus. However, the Committee on Climate Change's proposed Fourth Carbon Budget views HS2 as an integral part of the climate agenda in the UK through its role in providing an alternative to domestic and short-haul aviation. Whilst HS2 is not directly referred to within the supporting evidence for the fifth carbon budget, the committee's supporting technical report<sup>27</sup> recognises that investment in rail electrification will help to reduce the carbon intensity of the network over time.
- 7.1.4. In the context of rail's relatively good carbon performance, the rail industry has set its own carbon footprint targets for reducing CO<sub>2</sub> emissions per passenger-kilometre and per tonne-kilometre. The Government will encourage progress by funding research and writing environmental objectives into passenger franchises. Equally, rail's relative performance in reducing carbon emissions will depend on the success of other modes (car and plane) in reducing theirs.
- 7.1.5. The NPPF emphasises and encourages a reduction in greenhouse gas emissions alongside a reduction in congestion. It also goes on to say that "the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel". It also sets out the importance of minimising vulnerability and providing resilience to the impacts of climate change.
- 7.1.6. The Infrastructure Carbon Review<sup>28</sup> (ICR) was published under the previous Coalition Government in 2013. It advocates that reducing carbon in infrastructure, construction and operation will also reduce costs by saving materials, reducing energy demand and delivering operational efficiencies. The ICR identified the potential to reduce up to 24 million tonnes of carbon per year until 2050, in the process saving the economy £1.4 billion. The ICR was targeted at infrastructure industry leaders and was endorsed by HS2 Ltd in the Green Construction Board's *Infrastructure Carbon Review Two Years on*<sup>29</sup> report in May 2016.
- 7.1.7. Within the report HS2 Ltd committed firstly to holding high level events to explore how the infrastructure industry can collectively push forward lower carbon solutions and stimulate innovation. To date, supply chain conferences and road shows have been held in Birmingham (2013), London and Manchester (2014) and Wales (2015) to inform HS2 Ltd's supply chain of its values and commitments. Secondly, HS2 Ltd committed to making carbon minimisation both a procurement and project requirement. To support meeting this commitment, HS2 Ltd has adopted a Carbon Minimisation Policy<sup>30</sup> and is updating its Code of Construction Practice to include construction carbon management requirements. Thirdly, HS2 Ltd committed to calculating the carbon footprint of the scheme which for Phase One

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<sup>26</sup> HM Government, (2009). [The UK Low Carbon Transition Plan](#)

<sup>27</sup> Committee on Climate Change, (November 2015). [Sectoral scenarios for the Fifth Carbon Budget: Technical Report](#)

<sup>28</sup> HM Treasury, (November 2013). [Infrastructure Carbon](#)

<sup>29</sup> The Green Construction Board, (May 2016). [Infrastructure Carbon Review Two years on](#)

<sup>30</sup> High Speed 2 Ltd, (March 2016). [High Speed Two Information Paper E10: Carbon](#)



was reported within the Environmental Statement<sup>31</sup>, with the Phase 2a Working Draft EIA Report<sup>32</sup> also detailing the initial findings of the greenhouse gas assessment.

## 8. NATURAL AND CULTURAL RESOURCES

- 8.1.1. The conservation of flora and fauna in the UK is supported by a range of legislation. The Ramsar Convention<sup>33</sup> ratified by the UK in 1976, is an international treaty for the conservation and sustainable use of wetlands through the designation of internationally important sites for protection. The Bonn Convention<sup>34</sup>, which was ratified in 1985 contracted the signatories to conserve endangered and protected migratory species and wild animals listed under the convention. The Bern Convention<sup>35</sup> was ratified in 1982 and imposes legal obligations for the protection and conservation of over 500 wild plant species and 1,000 animal species in Europe.
- 8.1.2. The Natural Capital Coalition Protocol (NCCP) is part of an emerging policy area focused on harmonising approaches to natural capital. The NCCP is a protocol framework which aims to support better decisions on how member organisations interact with natural capital. Over 200 organisations are currently in collaboration and have implemented the protocol including the Department for Environment, Food and Rural Affairs (DEFRA).
- 8.1.3. *The Habitats Directive*<sup>36</sup> establishes a European ecological network known as "Natura 2000". *The Habitat Regulations*<sup>37</sup>, which implements the Directive in the UK, requires competent authorities to restrict development that adversely affects the integrity of such European sites and protects European protected species, both animals and plants. They also require that plans that may adversely affect the integrity of such sites be subject to specific assessment under the Directive. In parallel with the AoS, a number of such assessments undertaken for Natura 2000 sites near the route have concluded that significant effects on them are unlikely. Further assessment will be undertaken prior to submission of the hybrid Bill, with the next stage of design developed in consultation with Natural England and the Environment Agency.
- 8.1.4. The UK Post 2010 Biodiversity Framework has been developed in conjunction with all four Governments in the UK. In England the most recent biodiversity strategy *Biodiversity 2020: A Strategy for England's Wildlife and Ecosystem Services*<sup>38</sup> provides a picture of how England is meeting its international and European obligations. The 2020 Mission is "to halt overall biodiversity loss, support healthy well-functioning ecosystems and establish coherent ecological networks, with more and better places for nature for the benefit of wildlife and people".
- 8.1.5. *The Natural Choice: securing the value of nature*<sup>39</sup> sets out four broad themes for mainstreaming the value of nature across society, namely: protecting and improving the

<sup>31</sup> High Speed 2 Ltd, (November 2013). [HS2 London-West Midlands Environmental Statement Volume 3: Route-wide effects](#)

<sup>32</sup> High Speed 2 Ltd, (September 2016). [HS2 Phase 2a: West Midlands to Crewe: Working Draft EIA Report](#)

<sup>33</sup> Ramsar Convention, The Convention on Wetlands of International Importance, adopted 1971

<sup>34</sup> United Nations Environment Programme, Bonn Convention on the Conservation of Migratory Species of Wild Animals, adopted 1985

<sup>35</sup> The Council of Europe's Bern Convention on the Conservation of European Wildlife and Natural Habitats, adopted 1979.

<sup>36</sup> Habitats Directive and Regulations (Conservation (Natural Habitats) Regulations (as amended))

<sup>37</sup> The Conservation of Habitats and Species Regulations 2010

<sup>38</sup> Department for Environment Food and Rural Affairs, (August 2011). [Biodiversity 2020: A strategy for England's wildlife and ecosystem services](#)

<sup>39</sup> HM Government (2011.) [The Natural Choice: securing the value of nature](#)

natural environment; growing a green economy; reconnecting people and nature; and international and EU leadership. Within this paper, the ‘natural environment’ covers living things in all their diversity and includes the fundamentals of human survival. This white paper set out a framework for practical action.

- 8.1.6. The European Water Framework Directive, which has been adopted by UK law since 2003<sup>40</sup>, aims to bring about the planning and delivery of a better water environment. It requires Member States to prevent deterioration in the status of all water bodies and sets objectives to achieve by 2015 good ecological status and good chemical status for surface waters, and good quantitative and chemical status for groundwater. These standards were subsequently revised in 2015<sup>41</sup> and guided updated environmental objectives included as part of the updated River Basin Management Plans for England in 2015 until 2021.
- 8.1.7. HS2 Ltd will need to continue to work closely with the Environment Agency to ensure that the route would not exacerbate flood risk and complies with the objectives of the Water Framework Directive.
- 8.1.8. The NPPF describes the role of the planning system in protecting and enhancing valued landscapes, which may include local landscapes as well as Areas of Outstanding Natural Beauty and National Parks.
- 8.1.9. The NPPF also states that “when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation. The more important the asset, the greater the weight should be.” (Paragraph 132).

## 9. SUSTAINABLE COMMUNITIES

- 9.1.1. The concept of sustainable communities is used within the AoS to encompass all aspects of HS2 that affect the health, wellbeing and prosperity of people. This covers a range of policies and legislation addressing issues such as health, equality, national wellbeing, economic development and environmental protection. HS2 is likely to both support and conflict with various elements of policy under this wide-ranging heading.
- 9.1.2. The Government’s policy on noise is set out in the Noise Policy Statement for England<sup>42</sup> and the Noise Planning Practice Guidance<sup>43</sup>. The policy statement and practice guidance defines specific aims including avoiding significant adverse impacts on health and quality of life and mitigating and minimising adverse effects. European Union policy on air quality<sup>44</sup> aims to develop and implement appropriate instruments to improve air quality. The *National Air Quality Strategy*<sup>45</sup> provides a similar if more detailed framework for work and planning on air quality issues, and defines air quality standards and objectives to be achieved.
- 9.1.3. *The Equality Act 2010* provides a legislative framework to protect the rights of individuals that updates, simplifies and strengthens previous legislation. *Appendix A - Equality Analysis*, addresses (insofar as possible at this stage) the potential for HS2 to affect

<sup>40</sup> The Water Environment (Water Framework Directive) (England and Wales) Regulations 2003

<sup>41</sup> The Water Environment (Water Framework Directive) (England and Wales) (Amendment) Regulation 2015 no.1623

<sup>42</sup> Department for Environment, Food & Rural Affairs, (March 2010). [Noise Policy Statement for England](#)

<sup>43</sup> [Department for Communities & Local Government, Planning Practice Guidance](#)

<sup>44</sup> European Union, (2008). [Directive 2008/50/EC Air Quality](#)

<sup>45</sup> Department for Environment, Food and Rural Affairs in partnership with the Scottish Executive, Welsh Assembly Government and Department of the Environment Northern Ireland, (2007). [The Air Quality Strategy for England, Scotland, Wales and Northern Ireland](#)

equality groups disproportionately because of characteristics of race, age, disability, sexual orientation and faith.

- 9.1.4. The UK Department of Health's *Tackling Health Inequalities – A Programme for Action 2003* and the *2007 Status Report* set out plans to tackle health inequalities in the UK and outlines how transport related policies and measures could address health inequalities<sup>46</sup>. One example of how the AoS process considered the impact on equality was the appraisal of station sites, which considered integration of transport and land use planning.
- 9.1.5. The Public Health Outcomes Framework<sup>47</sup> sets out a vision for public health, desired outcomes and indicators to understand how well public health is improved and protected. This includes indicators such as the percentage of the population affected by noise.
- 9.1.6. Transport has an important role in ensuring the health and wellbeing of people and communities. The key objective of the World Health Organisation's *Collaboration between Health and Transport Sectors in Promoting Physical Activity*<sup>48</sup> is to increase the provision of sustainable travel to improve the health and wellbeing of citizens. Although this refers principally to walking and cycling, rail provides an opportunity to support these modes through the integration of stations with cycle and pedestrian networks and provision of facilities such as cycle parks.

## 10. SUSTAINABLE CONSUMPTION AND PRODUCTION

- 10.1.1. The concept of sustainable consumption in the AoS is used in relation to the resource efficiency of the scheme as highlighted in the *Roadmap to a Resource Efficient Europe*<sup>49</sup> part of *A resource efficient Europe – flagship initiative of the Europe 2020 strategy*<sup>50</sup>. These initiatives state that continuing our current patterns of resource use is not an option, and instead we should focus on stimulating demand for more resource efficient products and services.
- 10.1.2. In relation to buildings they also emphasise that life-time costs of buildings should increasingly be considered rather than just the initial costs.
- 10.1.3. While there is no specific UK policy that responds to this as yet, it has been a focus of recent Government research and development investments as highlighted in the *Innovate UK: resource efficiency action plan 2014 to 2015*<sup>51</sup>. The activities supported included sharing resources between organisations, extracting value from waste and exploring businesses and supply models for a circular economy.
- 10.1.4. The Construction Products Regulation<sup>52</sup> (CPR) also addresses the sustainable use of resources in that it states the construction works must be designed, built and demolished in such a way that the use of natural resources is sustainable and in particular ensure the following:

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<sup>46</sup> Department of Health, (2003). [Tackling Inequalities – A Programme for Action 2003](#)

<sup>47</sup> Department of Health, (2012). [Public Health Outcomes Framework 2013 to 2016](#)

<sup>48</sup> World Health Organisation, (2006). [Collaboration between Health and Transport Sectors in Promoting Physical Activity](#)

<sup>49</sup> [European Commission \(2011\). Roadmap to a Resource Efficient Europe](#)

<sup>50</sup> European Commission. [Making energy more secure, affordable and sustainable](#)

<sup>51</sup> Innovate UK (2014). [Resource efficiency action plan 2014 to 2015](#)

<sup>52</sup> Regulation EU No 305/2011. [The Construction Products Regulation](#)

- (a) reuse or recyclability of the construction works, their materials and parts after demolition;
- (b) durability of the construction works; and
- (c) use of environmentally compatible raw and secondary materials in the construction works.

10.1.5. It also stipulates that where the declaration of performance includes the assessment of the sustainable use of resources and the impact of construction works on the environment, then Environmental Product Declarations should be used when available.

10.1.6. In the UK the CPR is currently enforced through building regulations<sup>53</sup>.

10.1.7. The 2014 amendment to *the EU Directive on the assessment on the effects of projects on the environments*<sup>54</sup> included as one of its conditions for the revision that it should be revised in a way that ensures that environmental protection is improved, resource efficiency increased and sustainable growth supported and it states that resource efficiency is one of the aspects that should be part of the decision making process.

10.1.8. Resource efficiency is also mentioned as a desired outcome and an opportunity in the joint Government and Industry strategy *Construction 2025*<sup>55</sup>. This was supported by a voluntary resource efficiency agreement developed by the Waste and Resources Action Programme (WRAP).

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<sup>53</sup> The Construction Products Regulations 2013/1387 (2013)., Available: [The Construction Products Regulations 2013](#)

<sup>54</sup> [EU Directive on the assessment on the effects of projects on the environments](#)

<sup>55</sup> HM Government (2013). [Industrial Strategy: government and industry in partnership](#)

## 11. SUMMARY

- 11.1.1. This appendix has summarised the current legislative and policy context for high speed rail. A key theme emerging is the continued promotion of sustainable growth and the spatial rebalancing of the economy between the North and South of England as a clear focus for Government. The 2013 Command Paper reiterated HS2's potential contribution to this by connecting the economies of the cities connected by HS2 into a "formidable unit that can provide real competition to London and the South East". The latest 2015 Command Paper builds upon this message and the important role HS2 has in supporting the creation of the Northern Powerhouse. The 2015 Command Paper confirms that HS2 is a "vital part of creating the Northern Powerhouse both because of the better connections it gives the Midlands and London, and because it could provide the foundation for faster services East to West".
- 11.1.2. HS2 Ltd has developed its own ambitions for sustainable development within its Sustainability Policy and has set out their vision of a "high speed railway network which changes the mode of choice for inter-city journeys, reinvigorates the rail network, supports the economy, creates jobs, reduces carbon emissions and provides reliable travel in a changing climate throughout the 21st century and beyond".



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