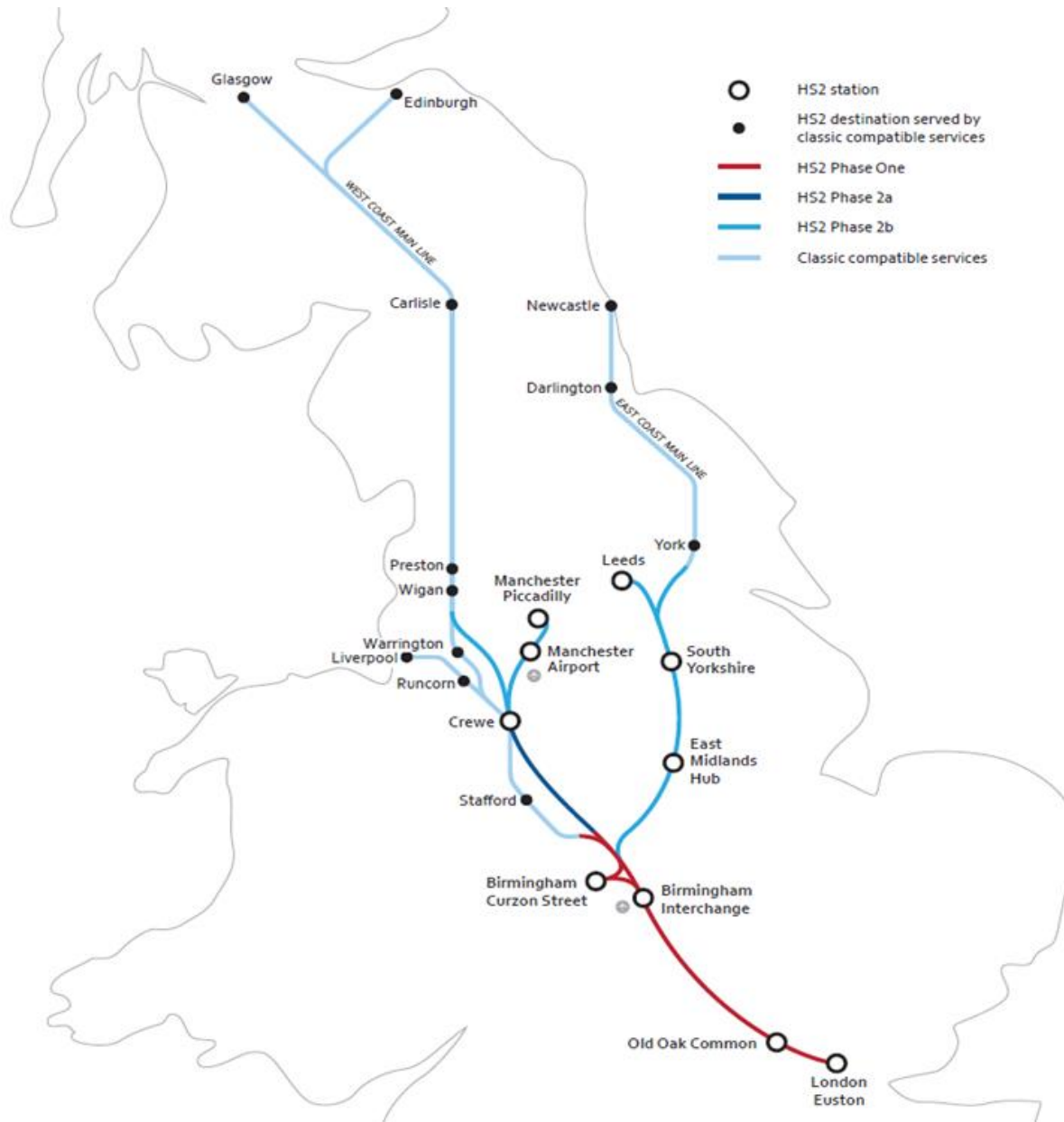


# Promoter's Opening Statement

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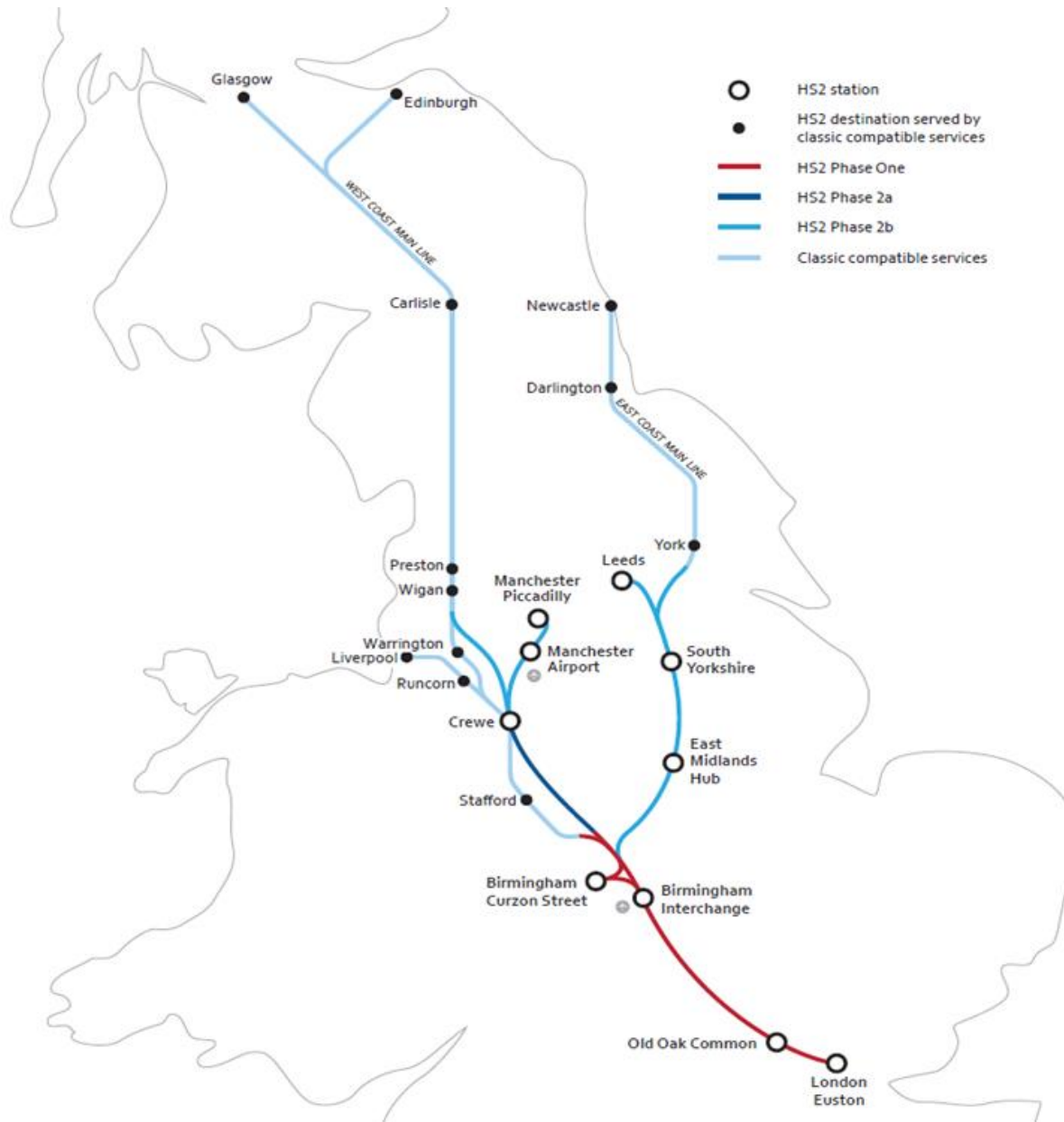
Tim Mould QC



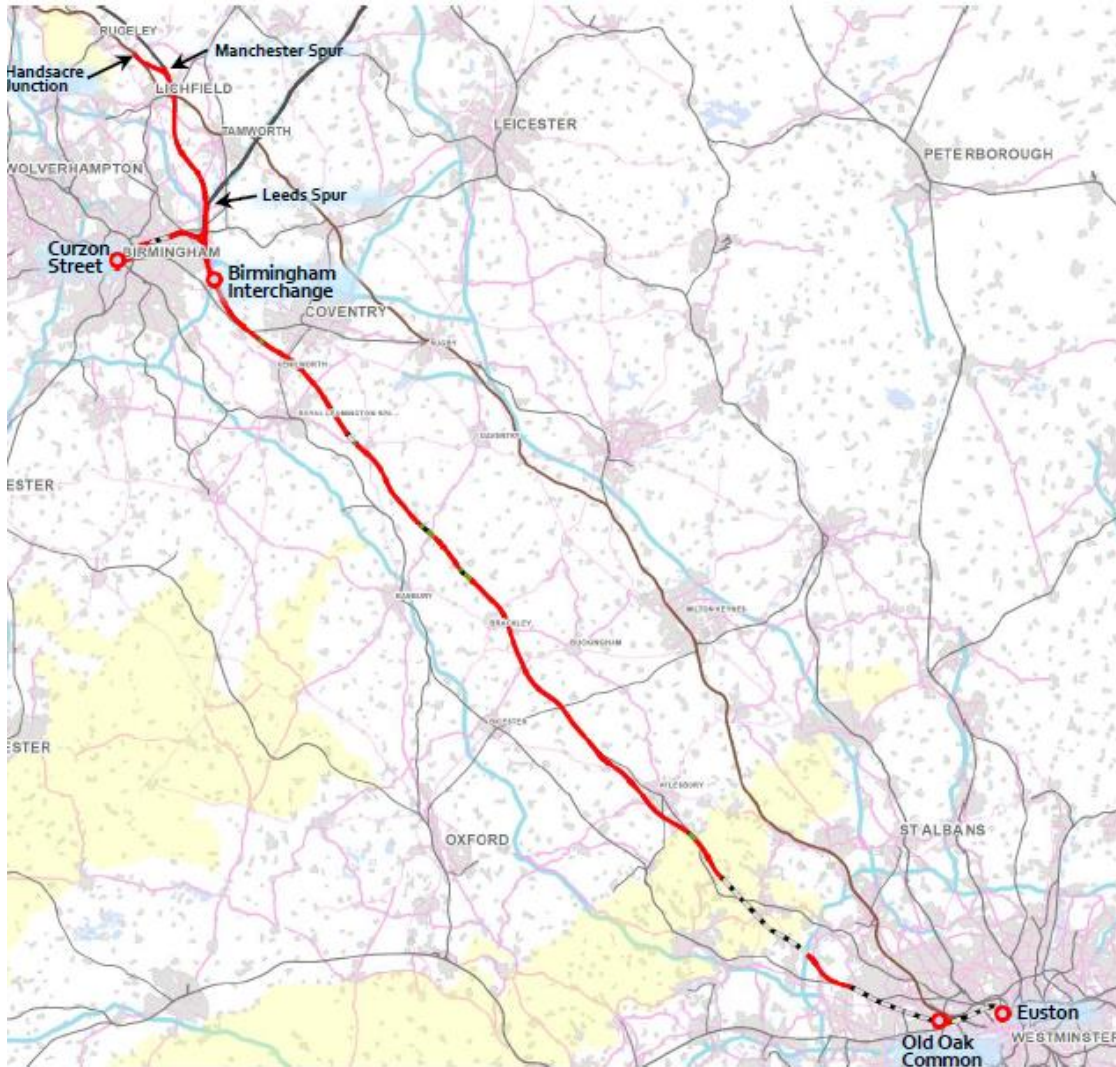
Department for  
**Transport**

# High Speed Rail: Investing in Britain's Future – Decisions and Next Steps

January 2012



# HS2 Phase One Route



A  
**B I L L**

TO

Make provision for a railway between Euston in London and a junction with the West Coast Main Line at Handsacre in Staffordshire, with a spur from Water Orton in Warwickshire to Curzon Street in Birmingham; and for connected purposes.

**B**E IT ENACTED by the Queen's most Excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the authority of the same, as follows:—

*Works*

**1 Power to construct and maintain works for Phase One of High Speed 2**

- (1) The nominated undertaker may construct and maintain the works specified in Schedule 1, being—
- (a) works for the construction of Phase One of High Speed 2, and 5
  - (b) works consequent on, or incidental to, such works.
- (2) In this Act, the works specified in Schedule 1 are called the "scheduled works".
- (3) In this Act "Phase One of High Speed 2" means a railway between Euston in London and a junction with the West Coast Main Line at Handsacre in Staffordshire, with a spur from Water Orton in Warwickshire to Curzon Street in Birmingham. 10

**2 Further provision about works**

- (1) The nominated undertaker may, for the purposes of or in connection with the scheduled works or otherwise for Phase One purposes, do any of the following within the Act limits— 15
- (a) carry out and maintain railway electrification and signalling works;
  - (b) make, provide and maintain all such approaches, bridges, subways, interchanges, roundabouts, turning places, lifts, stairs, escalators, ramps, passages, means of access, shafts, buildings, apparatus, plant and machinery as may be necessary or expedient; 20



House of Commons  
High Speed Rail  
(London – West Midlands)  
Bill Select Committee

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## First Special Report of Session 2014–15

---

*Report, together with formal minutes relating  
to the report*

*Ordered by the House of Commons  
to be printed Monday 23 March 2015*

HC 338  
Published on 26 March 2015  
by authority of the House of Commons  
London: The Stationery Office Limited  
£0.00



Department  
for Transport

## Report on the Performance of the Need to Sell Scheme - Early Trends

**An update for the House of Commons High Speed Rail (London -  
West Midlands) Bill Select Committee**

November 2015



House of Commons  
Select Committee on the  
High Speed Rail (London - West  
Midlands) Bill

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## High Speed Rail (London - West Midlands) Bill

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**Second Special Report of  
Session 2015–16**

*Special Report, with Annexes, together with  
formal minutes relating to the report*

*Ordered by the House of Commons to be printed  
22 February 2016*

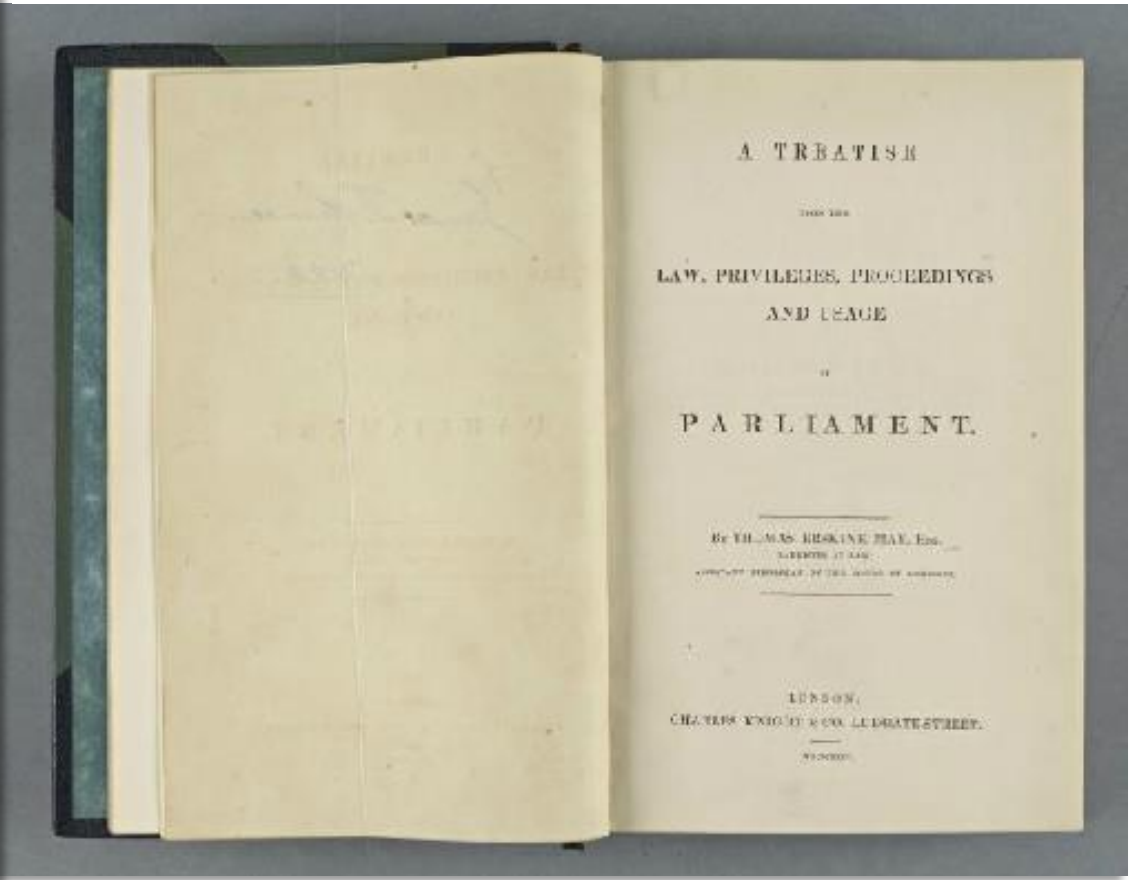
HC 129

# Erskine May PARLIAMENTARY PRACTICE

Twenty-fourth edition



 LexisNexis



A TREATISE

ON THE

LAW, PRIVILEGES, PROCEEDINGS  
AND USAGE

OF

PARLIAMENT.

By THOMAS ERSKINE MAY, Esq.,  
SERJEANT AT LAW.

SECOND EDITION, BY THE AUTHOR OF A HISTORY OF PARLIAMENTS.

LONDON,

CLAYTONS KINGDOM & CO. LUDGATE STREET.

1843.



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## 2. The case for Phase One of HS2

### 2.1 The need for high speed rail

The Government is committed to building a stronger, more balanced economy capable of delivering lasting growth and widely shared prosperity. For rail transport, the Government has stated the following key objectives:

- to provide sufficient capacity to meet long term demand;
- to improve connectivity by delivering better journey times and making travel easier; and
- to improve resilience and reliability across the network.

The Government has made clear that the strategy to deliver these key objectives must be affordable and represent good value for money, keep both disruption to the existing rail network and impacts on local communities and the environment to the minimum, and deploy proven and effective technology.

The Government's case for a new north-south high speed rail network is primarily to ensure that the inter-urban rail network supports the economic development of the country by providing sufficient capacity and improved

connectivity between urban centres. The need for additional capacity will become increasingly pressing on Britain's key north-south inter-urban rail routes, particularly on the West Coast Main Line from the mid-2020s.

The Government's view is that further incremental upgrades to the existing north-south rail network will be insufficient to provide the necessary capacity and improved performance required to meet the country's long-term economic needs. Further incremental upgrades would result in prolonged and unacceptable disruption to the existing network. Therefore, new railways are needed. These could operate at classic speeds or at high speed. The Government has concluded that building new classic rail lines would not be significantly cheaper than new high speed lines, nor would their effects on the environment and communities be significantly less than those of high speed rail. Classic rail lines would deliver far fewer benefits in terms of enhanced connectivity and support for long-term economic growth. The Government also considers that high speed rail would have greater potential to attract travellers from air and road transport, creating opportunities to reduce carbon emissions.

Department for  
**Transport**

# High Speed Rail: Investing in Britain's Future

Consultation

February 2011

hs<sub>2</sub>

hs<sub>2</sub> *engine for growth*  
HOL/10001/0011

# DESIGN REFINEMENT CONSULTATION

Consultation Document  
| London-West Midlands

ENGINE FOR GROWTH



# Engaging with communities



## HIGH SPEED TWO INFORMATION PAPER

### B9: INTRODUCTION TO HYBRID BILL POWERS

This paper outlines provides an introduction to the powers that are contained in the hybrid Bill for HS2.

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

This paper will be updated as required. 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 reached at:

High Speed Two (HS2) Limited  
One Canada Square  
London E14 5AB

by email: [HS2enquiries@hs2.org.uk](mailto:HS2enquiries@hs2.org.uk)

or by phone: 020 7944 4908 (lines are open 24 hours)

Version 1.0  
Last update 21<sup>st</sup> March 2016

# COUNTY OF BUCKINGHAMSHIRE DISTRICT OF CHILTERN PARISH OF GREAT MISSENDEN PLAN



REPLACEMENT SHEET No. 2-25

IN PARLIAMENT • SESSION 2015-16

HIGH SPEED RAIL  
(LONDON • WEST MIDLANDS)  
ADDITIONAL PROVISION  
(OCTOBER 2015)

Work No. 214 (Railway)  
Work No. 218 (Footbridge)  
Work No. 218C (Access Road)

For Section of Work No. 214  
see Replacement Sheet No. 5-12  
For Section of Work No. 218  
see Sheet No. 5-50  
For Section of Work No. 218C  
see Additional Sheet No. 5-119

The area enclosed by any **Limit of Deviation** or by any **Foot of Bank** is not designed to assist in the assessment of the outer edge of the running lines.

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AMENDMENTS TO THIS SHEET  
ARE AS FOLLOWS >

Plots AP4-07, AP4-20, AP4-29, AP4-30, AP4-39, AP4-40, AP4-41, AP4-41a, AP4-42, AP4-43, AP4-44, AP4-45, AP4-46, AP4-47, AP4-47a, AP4-48, AP4-49, AP4-50, AP4-51, AP4-52, AP4-53, AP4-54, AP4-55, AP4-56, AP4-57, AP4-59, AP4-60, AP4-61, AP4-62, AP4-63, AP4-64, AP4-64a, AP4-64b, AP4-65, AP4-66, AP4-67, AP4-68, AP4-73, AP4-74, AP4-75, AP4-76, AP4-77 and AP4-78 added

Plots 77, 78, 80, 82, 85, 88, 91, 92, 93, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 113, 114, 115, 116, 118, 119, 120, 122, 123, 124, 125, 126, 131, 133, 134, 140, 145 removed

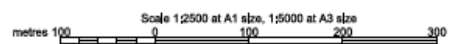
Work No. 218C added  
Work No. 217A removed  
Work No. 218A removed  
Work No. 218B removed  
Point E6 added  
Points E4, E7, P1, P5, P6 and T7 relocated  
Points T1, T2, T3, T6, P7 and P9 removed  
Access point removed at F10H III



FOR CONTINUATION SEE REPLACEMENT SHEET No. 2-27

FOR CONTINUATION SEE REPLACEMENT SHEET No. 2-24

FOR CONTINUATION SEE REPLACEMENT SHEET No. 2-26



P1 (14)

Drawing No. C222-ATH-4  
HOL/10001/0015



## HIGH SPEED TWO INFORMATION PAPER

### B<sub>3</sub>: DISAPPLICATION OF LEGISLATION

This paper outlines various parts of existing legislation that the High Speed Rail (London – West Midlands) Bill seeks to disapply or modify.

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

This paper will be updated as required. 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 reached at:

High Speed Two (HS2) Limited  
One Canada Square  
London E14 5AB

by email: [HS2enquiries@hs2.org.uk](mailto:HS2enquiries@hs2.org.uk)

or by phone: 020 7944 4908 (lines are open 24 hours)

Version 1.5  
Last updated 27th April 2016



## HIGH SPEED TWO INFORMATION PAPER

### B<sub>1</sub>: THE MAIN PROVISIONS OF THE PLANNING REGIME

This paper outlines the main provisions of the planning regime proposed for Phase One of the HS2 project.

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

This paper will be updated as required. 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.

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Version 1.5  
Last updated 21 March 2016





# LONDON- WEST MIDLANDS ENVIRONMENTAL STATEMENT

Volume 1 | Introduction to the Environmental  
Statement and the Proposed Scheme

November 2013

ES3.1.0

1



# LONDON-WEST MIDLANDS ENVIRONMENTAL STATEMENT

Non-technical summary

November 2013

ES 3.0.0



# LONDON- WEST MIDLANDS ENVIRONMENTAL STATEMENT

Volume 2 | Community Forum Area report

CFA9 | Central Chilterns

November 2013

ES3.2.1.9

VOL  
2

# HIGH SPEED RAIL (LONDON - WEST MIDLANDS)

Supplementary Environmental Statement 3 and  
Additional Provision 4 Environmental Statement

Non-technical summary

October 2015

SES3 and AP4 ES 3.0



April 2014

HS2 INDEPENDENT ASSESSOR

**HIGH SPEED RAIL (LONDON -  
WEST MIDLANDS) BILL:  
SUMMARY OF ISSUES  
RAISED BY COMMENTS ON  
THE ENVIRONMENTAL  
STATEMENT**

**Submitted to:**  
The Examiners of Petitions for Private Bills

REPORT



HC 1199

- High Speed 2 – collection

# High Speed Rail (London - West Midlands) Bill

From: High Speed Two (HS2) Limited  
 First published: 25 November 2013  
 Last updated: 16 December 2014, [see all updates](#)  
 Part of: [Design and development](#)

## Contents

- [Plans and Sections](#)
- [Housing statement](#)
- [Estimate of expense](#)
- [Environmental minimum requirements](#)
- [Impact assessments](#)
- [Information papers](#)
- [Undertakings and assurances](#)
- [Deposit locations](#)
- [Obtaining copies of documents](#)
- [Promoter's note](#)

## Information papers

[HS2 information papers: route development \(series A\)](#)

28 July 2014 [Guidance](#)

[HS2 information papers: understanding the hybrid Bill \(series B\)](#)

29 October 2015 [Guidance](#)

[HS2 information papers: property, compensation and funding \(series C\)](#)

28 July 2014 [Guidance](#)

[HS2 information papers: construction \(series D\)](#)

29 July 2014 [Guidance](#)

[HS2 information papers: environment \(series E\)](#)

29 October 2015 [Guidance](#)

[HS2 information papers: operations \(series F\)](#)

29 October 2015 [Guidance](#)

[HS2 information papers: consultation \(series G\)](#)

29 October 2015 [Guidance](#)

[HS2 information papers: stations and key locations \(series H\)](#)

13 May 2014 [Guidance](#)

[HS2 information papers: rail industry issues \(series J\)](#)

20 May 2014 [Guidance](#)

[HS2 information papers change log](#)

29 October 2015 [Guidance](#)

April 2016

HIGH SPEED RAIL (LONDON - WEST  
MIDLANDS) BILL

HOUSE OF LORDS  
SELECT COMMITTEE

Petition No. HL 580:  
Warwickshire County Council

Promoter's Response Document



## HIGH SPEED TWO INFORMATION PAPER

### C4: LAND ACQUISITION POLICY

This paper outlines how landowners will be compensated for the acquisition of their land required for the construction and operation of HS2 Phase One.

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

This paper will be updated as required. 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 reached at:

High Speed Two (HS2) Limited  
One Canada Square  
London E14 5AB

by email: [HS2enquiries@hs2.org.uk](mailto:HS2enquiries@hs2.org.uk)

or by phone: 020 7944 4908 (lines are open 24 hours)

Version 1.4  
Last update 21<sup>st</sup> March 2016



# HS<sub>2</sub> PHASE ONE SAFEGUARDING DIRECTIONS

With guidance notes for local  
planning authorities

June 2014



## HIGH SPEED TWO INFORMATION PAPER

### C8: COMPENSATION CODE FOR COMPULSORY PURCHASE

This paper describes the compensation code for compulsory purchase, and the context for considering compulsory purchase of land undertaken in the public interest.

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

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or by phone: 020 7944 4908 (lines are open Monday to Friday 9am-5pm)

Version 1.3  
Last updated 01 June 2015

# PROPERTY SCHEMES

For the London-West Midlands  
HS2 route

Need to sell scheme  
– Guidance notes and application form

November 2015

|                   |  |
|-------------------|--|
| <b>Avoid</b>      | Designing the project so that a feature causing effects is avoided<br>(e.g. through changes in alignment)            |
| <b>Reduce</b>     | Designing the project so that a feature causing effects is reduced<br>(e.g. design changes to reduce visual effects) |
| <b>Abate</b>      | Abating, either at the railway (e.g. noise barrier) or at receptor (e.g. screening at property)                      |
| <b>Repair</b>     | Restoring or reinstating a feature after effects have occurred<br>(e.g. to address temporary construction effects)   |
| <b>Compensate</b> | Compensation for loss or damage<br>(e.g. planting new woodland elsewhere, or compensation for loss of amenity)       |













## HIGH SPEED TWO INFORMATION PAPER

### E1: CONTROL OF ENVIRONMENTAL IMPACTS

This paper outlines how environmental commitments will be met through controls both within and outside the Bill.

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

This paper will be updated as required. 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.

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London E14 5AB

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or by phone: 020 7944 4908 (lines are open 24 hours)

Version 1.6  
Last updated 21 March 2016

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High Speed Rail  
(London-West Midlands)  
Draft Environmental  
Minimum Requirements

Draft General Principles

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High Speed Rail  
(London-West Midlands)  
Draft Environmental  
Minimum Requirements

Annex 2: Draft Planning Memorandum

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High Speed Rail  
(London-West Midlands)  
Draft Environmental  
Minimum Requirements

Annex 3: Draft Heritage Memorandum

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High Speed Rail  
(London-West Midlands)  
Draft Environmental  
Minimum Requirements

Annex 1: Draft Code  
of Construction Practice

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March 2016  
CS498B



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High Speed Rail  
(London-West Midlands)  
Draft Environmental  
Minimum Requirements

Annex 4: Draft  
Environmental Memorandum

---

March 2016  
CS498E



### 3 Environmental Minimum Requirements

- 3.1.1 'Environmental Minimum Requirements' means the requirements:
- of the memoranda and agreements referred to in paragraph 3.1.2;
  - of the undertakings and assurances referred to in paragraph 3.1.4; and
  - set out in paragraphs 1.1.5 and 3.1.6 to 3.1.10.
- 3.1.2 The nominated undertaker shall comply with and, where required to do so by the Secretary of State, shall at such time and within such period as may be reasonably required by the Secretary of State execute and deliver memoranda and agreements on planning, heritage and related matters, in the form reasonably required by the Secretary of State, including but not limited to the Planning and Heritage Memoranda, listed building agreements and overarching archaeological written scheme of investigation.
- 3.1.3 The nominated undertaker shall comply with all undertakings and assurances as specified by paragraph 3.1.4 and those undertakings or assurances shall take priority over the remainder of the Environmental Minimum Requirements to the extent of any inconsistency.
- 3.1.4 The nominated undertaker shall comply with all undertakings and assurances concerning the project specified in the HS2 Register of Undertakings and Assurances, published by the Department for Transport, or as otherwise notified to the nominated undertaker.
- 3.1.5 The nominated undertaker shall also execute and deliver to the relevant party the deeds or agreements required by those undertakings or assurances. Those deeds and agreements must be delivered and executed in the form and at the time specified in the relevant assurance or undertaking or, if no form or time is specified, as reasonably required by the Secretary of State.
- 3.1.6 Where the nominated undertaker has agreed with the beneficial recipient of an undertaking or assurance referred to in paragraph 3.1.4 to amend, change, waive or in any way alter the terms of that undertaking or assurance, the nominated undertaker shall notify, if relevant, the local authority of the geographical area to which the undertaking or assurance relates of the new agreed terms of that undertaking or assurance, and shall comply with the new agreed terms of that undertaking or assurance. However, the nominated undertaker is not to amend, change, waive or in any way alter the terms of a specific undertaking given by the Secretary of State to Parliament.
- 3.1.7 The nominated undertaker shall build Phase One on the lands defined in the HS2 Bill. This does not preclude the nominated undertaker from building peripheral facilities on other land, provided that the necessary approvals are obtained using the normal procedures.
- 3.1.8 In the circumstances described in the first bullet point of paragraph 1.1.3, if the significant adverse impacts identified in the ES are likely to be exceeded, the nominated undertaker will take all reasonable steps to minimise or eliminate those additional impacts. If significant adverse impacts remain, despite these reasonable steps, the nominated undertaker will report them.

#### 3.1.1 'Environmental Minimum Requirements' means the requirements:

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- of the undertakings and assurances referred to in paragraph 3.1.4; and
- set out in paragraphs 1.1.5 and 3.1.6 to 3.1.10.

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High Speed Rail  
(London-West Midlands)  
Draft Environmental  
Minimum Requirements

Annex 1: Draft Code  
of Construction Practice

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March 2016  
CS4988



**PHASE ONE**

## HS2 Phase One: London - West Midlands

### Draft Local Environmental Management Plan London Borough of Camden

XXX-XXX-XXX-XX-XXX-000-000XX

26 October 2015

| Revision | Date             | Issued For / Revision Details | Revised by: |
|----------|------------------|-------------------------------|-------------|
| Draft    | 24 November 2015 | Review by HS2                 |             |
|          |                  |                               |             |
|          |                  |                               |             |
|          |                  |                               |             |
|          |                  |                               |             |

Version

Document Number



## HIGH SPEED TWO INFORMATION PAPER

### B4: COMPLIANCE WITH UNDERTAKINGS AND ASSURANCES

This paper outlines how HS2 Ltd will record and comply with any undertakings and assurances given during the passage of The High Speed Rail (London-West Midlands) Bill.

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

This paper will be updated as required. 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.

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One Canada Square  
London E14 5AB

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or by phone: 020 7944 4908 (lines are open Monday to Friday 9am-5pm)

Version 1.4  
Last updated 16 July 2015





## HIGH SPEED TWO INFORMATION PAPER

### B5: ENVIRONMENTAL IMPACT ASSESSMENT AND HUMAN RIGHTS

This paper outlines the process of environmental impact assessment for the High Speed Rail (London-West Midlands) Bill, including public participation in the process, and the human rights issues raised by the Bill.

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

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Version 1.2  
Last updated 01 June 2015

A  
**B I L L**

TO

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  - (b) works consequent on, or incidental to, such works.
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**2 Further provision about works**

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- (a) carry out and maintain railway electrification and signalling works;
  - (b) make, provide and maintain all such approaches, bridges, subways, interchanges, roundabouts, turning places, lifts, stairs, escalators, ramps, passages, means of access, shafts, buildings, apparatus, plant and machinery as may be necessary or expedient, 20