

HS2

Promoter's Opening Address

Tim Mould QC

High Speed Rail (West Midlands - Crewe) Bill

EXPLANATORY NOTES

Explanatory notes to the Bill, prepared by the Department for Transport, are published separately as Bill 6 – EN.

EUROPEAN CONVENTION ON HUMAN RIGHTS

Secretary Chris Grayling has made the following statement under section 19(1)(a) of the Human Rights Act 1998:

In my view the provisions of the High Speed Rail (West Midlands - Crewe) Bill are compatible with the Convention rights.

Legend

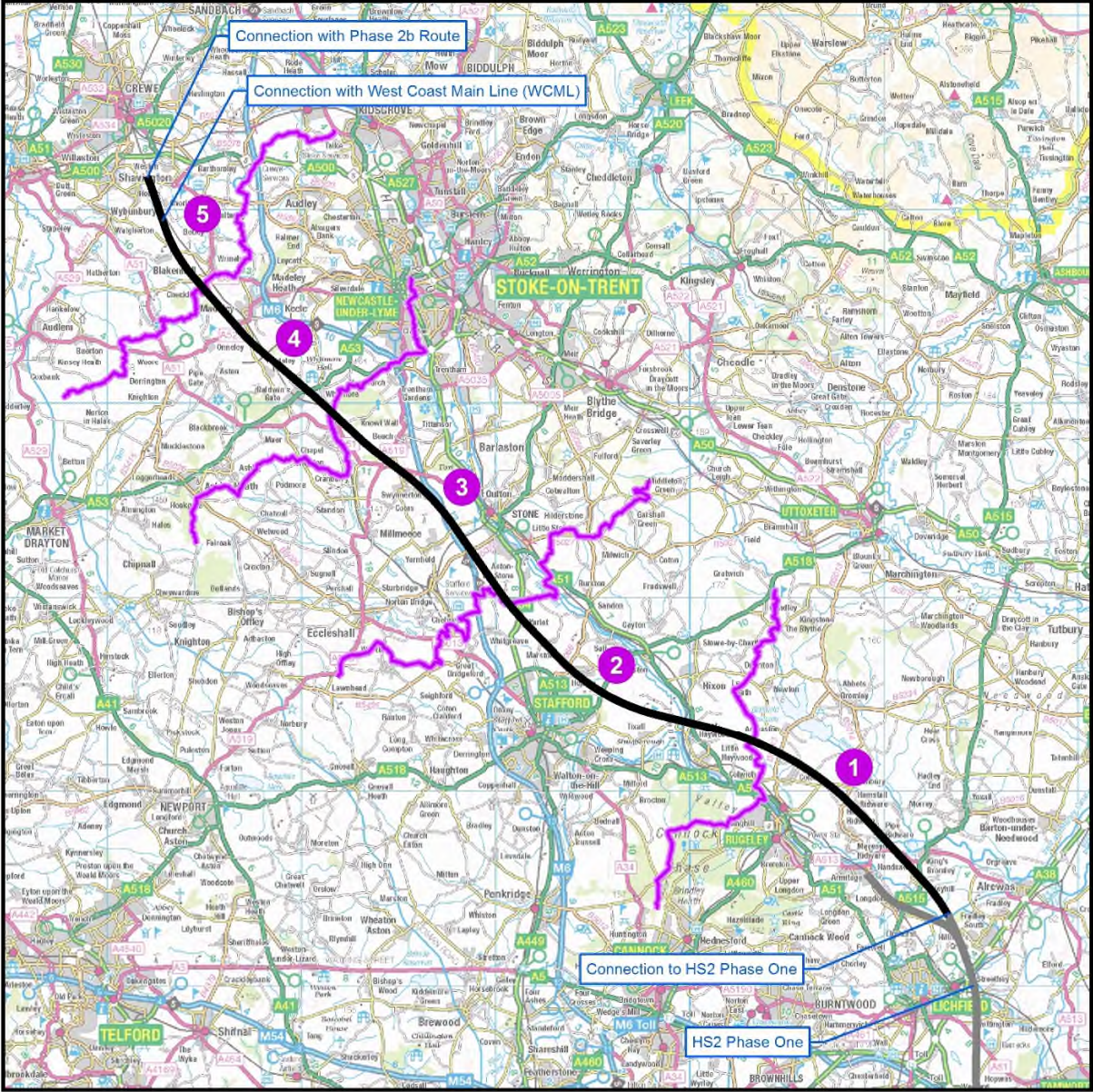
-  Proposed Phase 2a Route
-  Community Area Boundary
-  Phase One Route

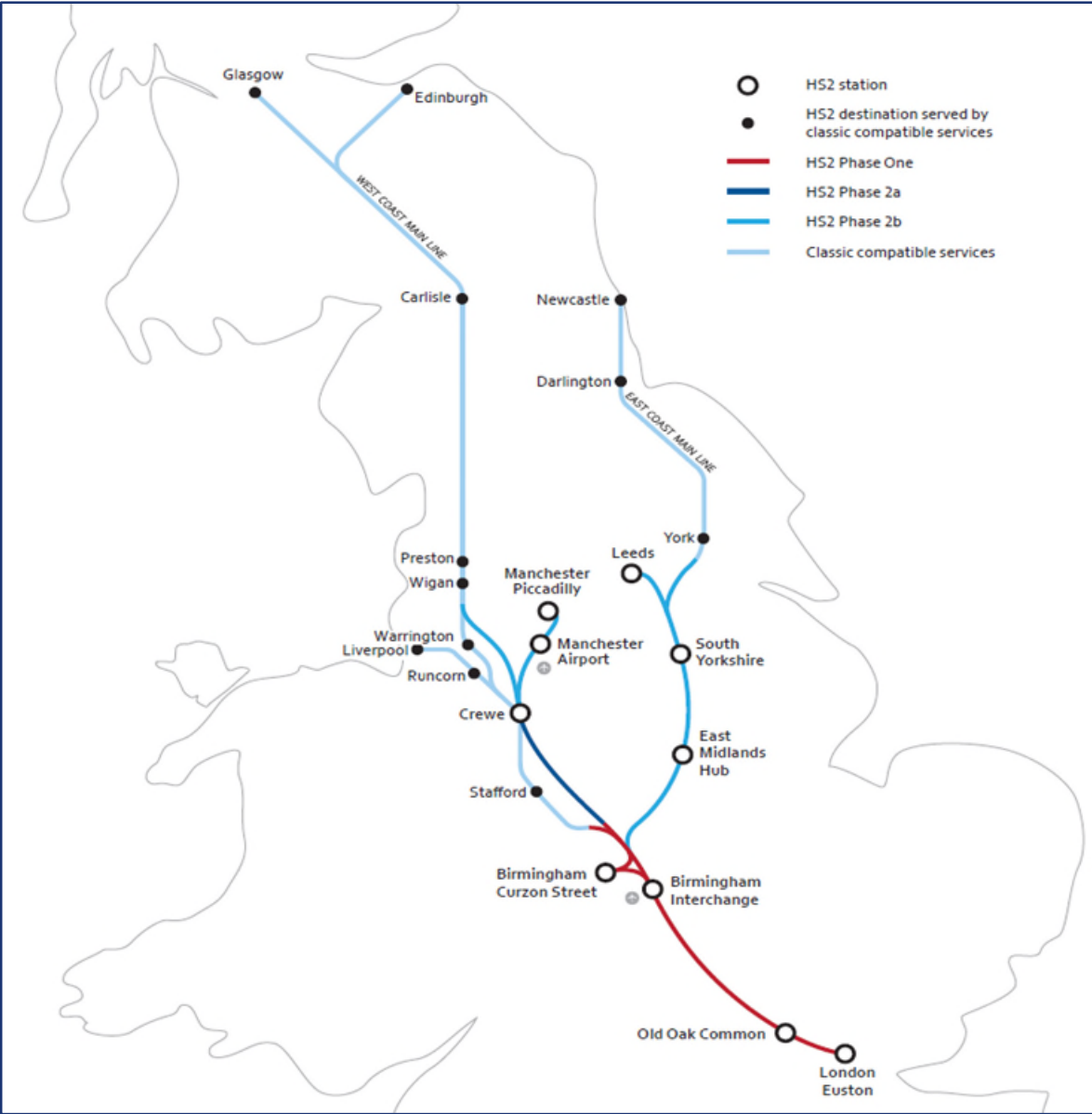
Community Areas

-  1 Fradley to Colton
-  2 Colwich to Yarlet
-  3 Stone and Swynnerton
-  4 Whitmore Heath to Madeley
-  5 South Cheshire

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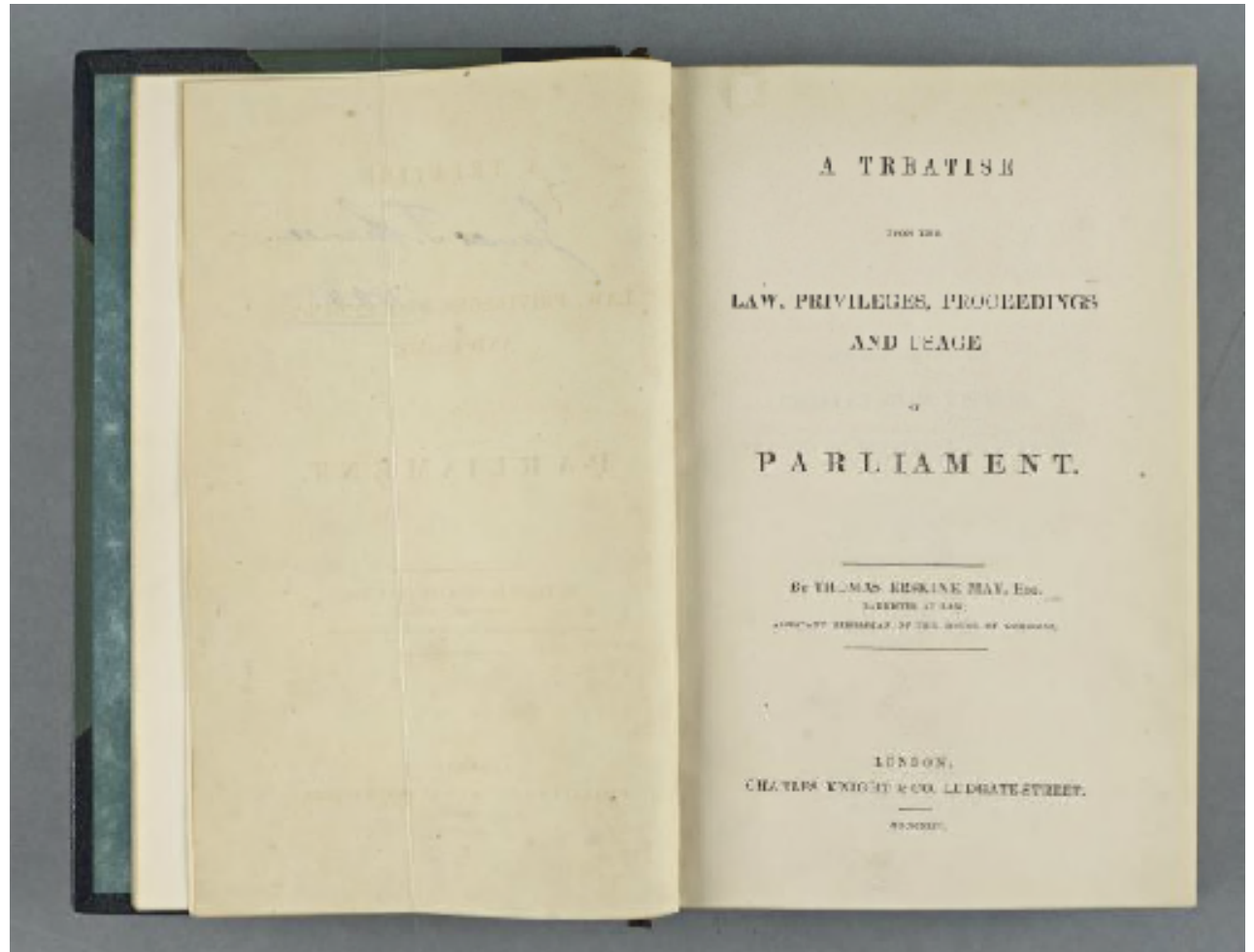
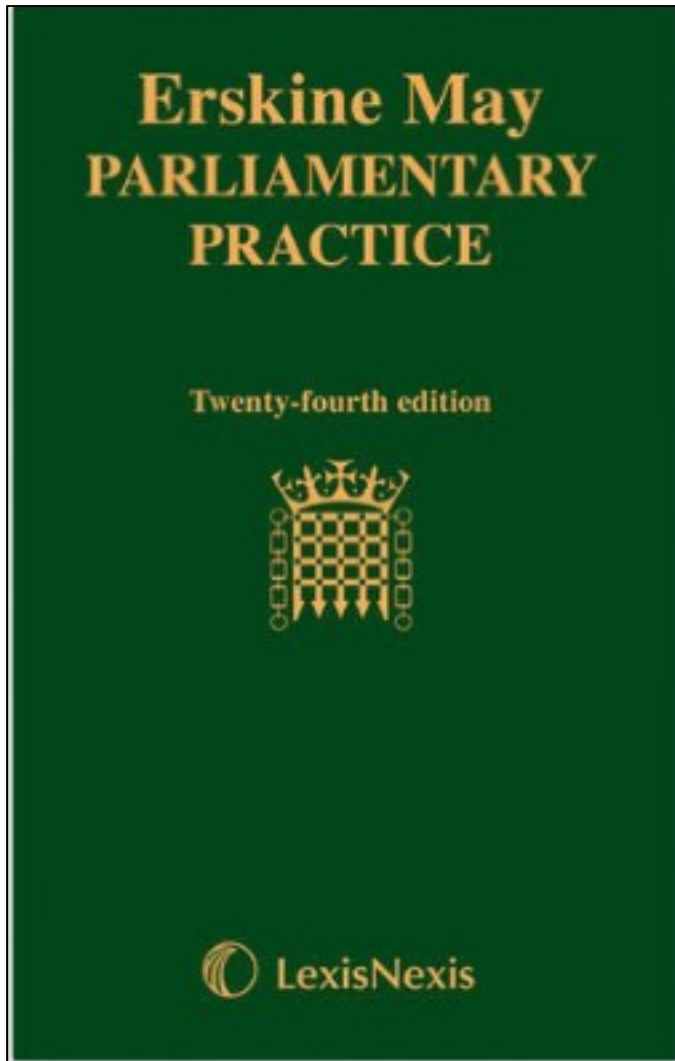


Table 1: Fastest typical journey times between key destinations 'without' and 'with' the Proposed Scheme in operation (Phase One and Phase 2a)

Origin/ destination	Journey time		
	Without HS2 (i.e. current)	With HS2 Phase One	With HS2 Phase One and the Proposed Scheme
London Euston - Crewe	1 hour 30 minutes	1 hour 8 minutes	55 minutes
London Euston - Manchester Piccadilly	2 hours 7 minutes	1 hour 41 minutes	1 hour 30 minutes
London Euston - Preston	2 hours 8 minutes	1 hour 41 minutes	1 hour 30 minutes
London Euston - Liverpool Lime Street	2 hours 14 minutes	1 hour 46 minutes	1 hour 34 minutes
London Euston - Glasgow Central	4 hours 31 minutes (and one fast train per day: 4 hours and 5 minutes)	3 hours 56 minutes	3 hours 45 minutes

High Speed Two Phase 2a: West Midlands to Crewe
Design Refinement Consultation

September 2016
Cm 9285

C25



HIGH SPEED TWO PHASE 2a 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.

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COUNTY OF STAFFORDSHIRE
 DISTRICT OF LICHFIELD
 PARISH OF KINGS BROMLEY
 PLAN

FOR CONTINUATION SEE SHEET No. 1-08



FOR CONTINUATION SEE SHEET No. 1-10

FOR CONTINUATION SEE SHEET No. 1-02

FOR CONTINUATION SEE SHEET No. 1-06



SHEET No. 1-05
 IN PARLIAMENT - SESSION 2017-19
 HIGH SPEED RAIL
 (WEST MIDLANDS - CREWE)
 Work No. 1 (Highway)
 Works Nos. 7, 8, 9 (Roads)
 Works Nos. 7A, 7B, 7C (Access Roads)
 For Section of Work No. 1 see Sheet No. 2-01
 For Section of Work No. 7 see Sheet No. 2-06
 For Section of Work No. 7A see Sheet No. 2-06
 For Section of Work No. 7B see Sheet No. 2-06
 For Section of Work No. 7C see Sheet No. 2-06
 For Section of Work No. 8 see Sheet No. 2-07
 For Section of Work No. 9 see Sheet No. 2-07

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Drawing No. C861-ARP-HY-DPL-000-120002 RevHB01



HIGH SPEED TWO PHASE 2a INFORMATION PAPER

B4: DISAPPLICATION OF LEGISLATION

This paper outlines various parts of existing legislation that the High Speed Rail (West Midlands - Crewe) 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.

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HIGH SPEED TWO PHASE 2a INFORMATION PAPER

B11: ADDITIONAL PROVISIONS

This paper outlines the process used for making amendments to the HS2 Phase 2a hybrid Bill through the promotion of additional provisions.

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HIGH SPEED TWO PHASE 2a INFORMATION PAPER

B2: THE MAIN PROVISIONS OF THE PLANNING REGIME

This paper outlines the main provisions of the planning regime proposed for the Proposed Scheme.

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

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E8



High Speed Rail (West Midlands - Crewe)

Environmental Statement

Volume 1: Introduction and methodology

July 2017

ES3.11

E7



High Speed Rail (West Midlands - Crewe)

Environmental Statement

Non-technical summary

July 2017

ES 3

EB



High Speed Rail (West Midlands - Crewe)

Environmental Statement

Volume 2: Community Area report
CA1: Fradley to Colton

July 2017

ES 3.2.1.1



November 2017

HS2 INDEPENDENT ASSESSOR

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

Submitted to:
The Examiners of Petitions for Private Bills
The House of Commons and the House of Lords

REPORT



Report Number 1781489.607/A.0

Distribution:

The Examiner of Petitions for Private Bills - 1 pdf
The House of Commons and the House of Lords -
1 pdf
Golder Associates (UK) Ltd - 1 pdf





HIGH SPEED TWO PHASE 2a INFORMATION PAPER

Eg: CONTROL OF AIRBORNE NOISE

This paper outlines the measures that will be put in place to control airborne noise from altered roads and the operational railway.

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

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HIGH SPEED TWO PHASE 2a INFORMATION PAPER

C₃: LAND ACQUISITION POLICY

This paper outlines how landowners will be compensated for the acquisition of their land required for the construction and operation of the Proposed Scheme.

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High Speed Two Phase 2a
West Midlands to Crewe
Safeguarding Directions

With guidance notes for local planning authorities

September 2017



HIGH SPEED TWO PHASE 2a INFORMATION PAPER

C4: SAFEGUARDING AND STATUTORY BLIGHT

This paper outlines what safeguarding is, what its main effects are and how it has been implemented for the Proposed Scheme.

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HIGH SPEED TWO PHASE 2a INFORMATION PAPER

C8: COMPENSATION CODE FOR COMPULSORY PURCHASE

This paper outlines how landowners will be compensated for the acquisition of their land required for the construction and operation of the Proposed Scheme.

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HIGH SPEED TWO PHASE 2a INFORMATION PAPER

C5: GENERALISED BLIGHT

This paper outlines how landowners will be compensated for the acquisition of their land required for the construction and operation of the Proposed Scheme.

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Last update 17 July 2017

PROPERTY SCHEMES



Guide to HS2 property schemes
Phase 2a



CS858/08-17

7. Approach to environmental mitigation and monitoring

7.1 Introduction

Mitigation

Environmental legislation requires the ES to include a description of the measures envisaged in order to avoid, prevent or reduce the significant adverse effects of the Proposed Scheme. Such measures are described as ‘mitigation measures’.

HS2 Ltd’s aim is to avoid or prevent adverse environmental effects, where reasonably practicable (for example, through changes in route alignment). Where this is not achievable, HS2 Ltd has considered mitigation measures to reduce or avoid such effects (for example, lowering the alignment to reduce visual impact). Where, despite efforts to avoid and reduce them, significant adverse environmental effects are predicted to occur, HS2 Ltd seeks to propose restoration and compensation measures.

This approach is driven by the HS2 Sustainability Policy and the HS2 Environmental Policy, with the latter stating HS2 Ltd’s commitment to “developing an exemplar project, and to limiting negative impacts through design, mitigation and by challenging industry standards whilst seeking environmental enhancements and benefits”.

Furthermore, the Environmental Minimum Requirements (EMR) will impose a general requirement on the nominated undertaker to use reasonable endeavours to adopt measures to reduce the adverse environmental effects reported in the ES, provided that this does not add unreasonable cost or delay to the construction and operation of the Proposed Scheme. The draft Code of Construction Practice has been produced in conjunction with the ES, so that the ES can take account of the measures that will be imposed during construction to avoid or limit the occurrence of environmental impacts and effects.

The mitigation measures depend on the nature and severity of the effect and on the effectiveness and value for money of the mitigation. Mitigation applied in the design of the Proposed Scheme includes:

- developing the route to avoid likely adverse environmental effects, including on residential properties, community facilities, public open space, businesses, farm buildings, sites of ecological and/or heritage importance and the wider landscape;
- using mitigation earthworks and planting

- to screen views and integrate the Proposed Scheme into the local landscape;
- providing noise fence barriers or earthworks;
- providing links under or over the Proposed Scheme to maintain access for roads, public rights of way and properties and allow safe passage of wildlife;
- creating new habitats and other features of ecological value to compensate for unavoidable losses;
- limiting, as far as reasonably practicable, the amount of land required for the construction and operation of the Proposed Scheme;
- where suitable, using excavated materials produced within the Proposed Scheme for construction, primarily of embankments and environmental mitigation earthworks, so as to reduce the number of heavy goods vehicles on local roads;
- avoiding or reducing impacts on floodplains and floodplain storage areas; and
- providing balancing ponds to control surface water runoff.

Viewpoint 016.02.002: View north west from Darlaston Grange, Yarnfield Lane

This viewpoint is representative of views experienced by residents at Darlaston Grange, Yarnfield Lane.

Current Baseline - Winter View

Date taken: 22/03/2016. Time taken: 09:33. Camera: Sony a7RII, Zeiss Loxia 50mm f/2.0 lens (stitched panorama). Co-ordinates: 388577.658, 333849.611. Elevation: 112.567 Metres AOD



Winter Verifiable Photomontage - Operation Year 1 (2027)

Date taken: 22/03/2016. Time taken: 09:33. Camera: Sony a7RII, Zeiss Loxia 50mm f/2.0 lens (stitched panorama). Co-ordinates: 388577.658, 333849.611. Elevation: 112.567 Metres AOD



NOTE: Exact appearance and elements of the IMBR may vary following detailed design.
The viewpoint has been taken approximately 693 metres away from the Proposed Scheme. Viewpoint location shown on Map LV-08-227.
For full details of the visual assessment at viewpoint 016.02.002 refer to Volume 5: Appendix LV-001-003, Part 3.

This verifiable photomontage provides an illustration of how the Proposed Scheme may look in 2027 (opening year) to help inform the visual impact assessment. The design of the LV-01-536 Proposed Scheme may be subject to design development in response to consultation. Development of detail design after Hybrid Bill submission will not result in any significant adverse change in the environmental effects reported in the assessment. Where new planting is proposed, it has been shown as immature plants which would mature over time to further integrate the Proposed Scheme into the landscape.

At this scale the images do not lend themselves to direct comparison out in the field. Therefore, for viewing in the field, it is recommended that each image from the panoramic photomontage is printed individually, onto an A3 landscape sheet for a viewing distance of 500mm. For further details on the selection of photomontage locations, verifiable methodology and presentation refer to the Landscape and visual assessment Technical Note - Approach to verifiable photomontages (SMR Addendum Volume 5: Appendix CT-001-002).



Figure Number	LV-01-536
Figure Name	Verifiable Photomontage Operation Year 1 (2027) - Winter Viewpoint 016.02.002
Community Area 3:	Stone and Swynnerton

hs2

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HIGH SPEED TWO PHASE 2a INFORMATION PAPER

D1: DESIGN

This paper outlines the design policy for the Proposed Scheme which includes aesthetics and quality.

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

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High Speed Two Phase 2a Guide for Farmers and Growers

- 2.1.5 In addition, the Secretary of State has agreed with the National Farmers' Union (NFU), and the Country Land and Business Association (CLBA) that, prior to the completion of the detailed design process, the nominated undertaker will be required to consult the owner/tenant of an agricultural holding regarding the detailed design of works proposed to be undertaken on any part of that holding. The nominated undertaker will be required to have regard to those responses, and as far as reasonably practicable (having regard to all other relevant factors):
- seek to minimise the loss of Grade 1, 2 and 3a agricultural land; and
 - through engagement, seek to accommodate reasonable proposals to modify the detailed design of the works for the purposes of facilitating the efficient management of the agricultural holding in question, following completion of construction of the Phase 2a works and in so far as reasonably practicable.



HIGH SPEED TWO PHASE 2a INFORMATION PAPER

C11: THE COMMUNITY AND ENVIRONMENT FUND AND BUSINESS AND LOCAL ECONOMY FUND (PHASE 2a ALLOCATION)

This paper outlines information relating to the Community and Environment Fund (CEF) and the Business and Local Economy Fund (BLEF).

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HIGH SPEED TWO PHASE 2a 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.

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E175



High Speed Rail (West Midlands - Crewe)

Draft Environmental Minimum Requirements

Draft General Principles

July 2017

ES 4.1

E177



High Speed Rail (West Midlands - Crewe)

Draft Environmental Minimum Requirements

Annex 2: Draft Planning Memorandum

July 2017

ES 4.3

E26



High Speed Rail (West Midlands - Crewe)

Environmental Statement

Volume 5: Technical appendices
Draft Code of Construction Practice (CT-003-000)

July 2017

ES 3.5.0.3



HIGH SPEED TWO PHASE 2a INFORMATION PAPER

F1: CREWE

This paper outlines the proposed changes around Crewe Station included in the Phase 2a hybrid Bill and information on the Government's current consultation on the concept of a Crewe Hub.

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

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**Whitmore Heath to Madeley Tunnel
Report**

15th March 2018



HIGH SPEED TWO PHASE 2a INFORMATION PAPER

F3: INFRASTRUCTURE MAINTENANCE AND RAIL SYSTEMS CONSTRUCTION FACILITIES

This paper provides information regarding the temporary rail systems construction facility (railhead) and infrastructure maintenance facility (IMB-R) for the Proposed Scheme near Stone.

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

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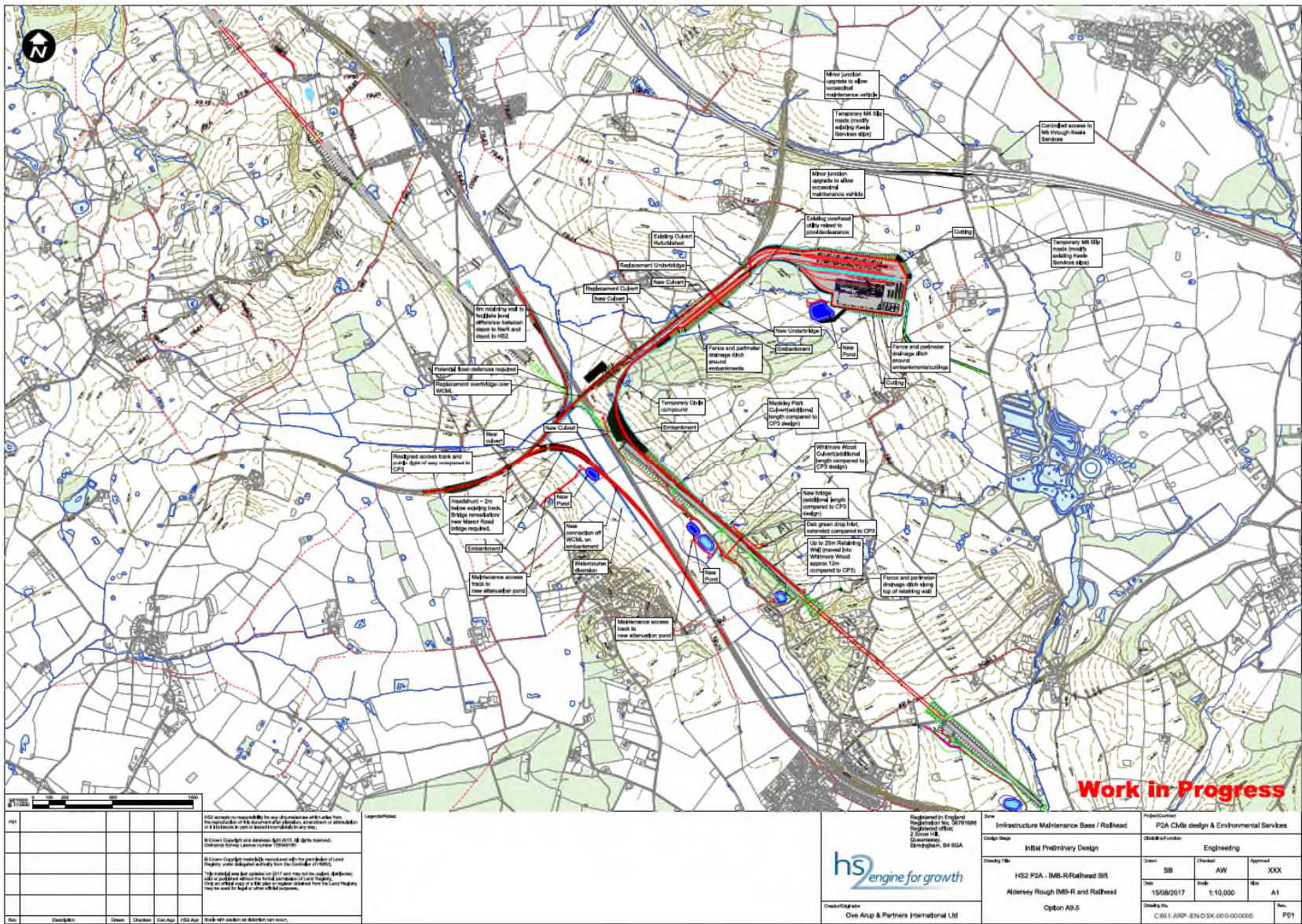
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Company No.
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Design Stage:	Initial Preliminary Design
Client:	HS2 PSA - IMB-R/Railhead SIR
Location:	Alcester Rough IMB-R and Railhead
Drawing No.:	Opton AP-5

Prepared by:	PSA Civils design & Environmental Services			
Block/Code:	Engineering			
Drawn:	SB	Checked:	AW	
Date:	15/08/2017	Scale:	1:10,000	
Revision:		Author:	AW	
Project No.:	C881-ARP-EN-D-SK-00.00.00.005		Rev.:	P01



HIGH SPEED TWO PHASE 2a INFORMATION PAPER

D12: BORROW PITS

This information paper describes need for and controls on the excavation of material from borrow pits during construction of the Proposed Scheme.

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HIGH SPEED TWO PHASE 2a INFORMATION PAPER

E2: ECOLOGY

This information paper outlines the approaches taken to assessing, mitigating and compensating ecological impacts of the Proposed Scheme.

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HIGH SPEED TWO PHASE 2a INFORMATION PAPER

B6: ENVIRONMENTAL IMPACT ASSESSMENT AND HUMAN RIGHTS

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

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