

Power Supply Proposals

HS2 Phase 2a, West Midlands to Crewe | September 2018

High Speed Two (HS2) is the new high speed railway for Britain. This newsletter is about Phase 2a of the railway, which will run from the West Midlands to Crewe, passing through parts of Staffordshire and Cheshire. It focuses on proposals for the power supply for the railway, which could affect your area.

We know that local people may be concerned about these proposals. This newsletter explains the plans, progress so far, and the support available to you.

About HS2

HS2 will form the new backbone of our country's railway system and is the first North-South railway built for over a century. As a brand new line, HS2 will increase rail capacity, with extra services running on our busiest routes. It will also better connect our largest cities. We want HS2 to be a catalyst for economic growth and the project is already creating opportunities for jobs, skills and training across the UK.

The railway will be built in phases. Phase One will connect the West Midlands to London. Initial work on this section has already begun and will be complete by 2026. Phase 2a, from the West Midlands to Crewe, is scheduled to open in 2027. This will be followed by Phase 2b which will connect the line with Manchester, Leeds and beyond, by 2033.

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 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.



Find out more

Upcoming HS2 information event

You can find out more about the power supply proposals at our public event.

Abbots Bromley Village Hall,
Bagot St, Abbots Bromley,
Rugeley, WS15 3DB

Friday 19 October, 2pm–8pm.

You can also keep up-to-date with news about HS2 in your area, including events, at www.hs2instaffs.commonplace.is



Work so far

The following information describes what work has been taking place to prepare for the railway, and how you can find out more.

Proposals in Parliament

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 100 objections about Phase 2a, known as petitions.

During this process, specific commitments have been made by HS2 Ltd to organisations and people affected by the new railway. These are known as Undertakings and Assurances and they are designed 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-midlands-to-crewe-bill

Technical terms

Hybrid Bill – the proposed law that will provide the permissions to build and run HS2. If it's approved it will turn from a Bill into an Act.

Select Committee – a small group of MPs from different political parties, led by a chair, considering the Bill.

Petitions – a way for people and organisations to have their say on the Bill. Those that are directly and specially affected by the Bill are eligible to petition.

Additional Provisions – proposed changes to the Bill. A set of Additional Provisions will be considered by the Select Committee next year.

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

We submitted the Phase 2a hybrid Bill to 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.

Power supply proposals

What are the electricity supply proposals?

The new railway will need to be powered by a connection to the national grid. The original design for the Phase 2a scheme included a connection at a substation on the site of the decommissioned Rugeley Power Station. However, we have since carried out further work with National Grid and considered objections to the original proposals. We are developing an alternative proposal for a connection in the parish of Newborough.

As well as providing a more resilient energy supply, the alternative proposal means that the Rugeley Power Station site would no longer need to be used by HS2. There are separate redevelopment plans for the Rugeley Power Station site, which are supported by the local authorities.

How would the power supply be built?

If the alternative connection proposals were to go ahead, we would need to build a connection using pylons from the new Phase 2a railway, starting at Newlands Lane in Colton and ending in Newborough. This would require us to take additional land on a permanent or temporary basis. We might also need to carry out some re-stringing of existing pylons at Newborough. The design, construction and operation of the connection would be undertaken by National Grid on behalf of HS2. It would be delivered in a considerate way that manages the impact on local people and the environment.

How many pylons would there be, and how high?

Our current assumptions are that there would be two parallel routes each of approximately 30 pylons. The pylons would range in height from 23 to 38 metres depending on final design and local topography. During the detailed design process, we will work with National Grid and aim to reduce the impact of the power supply lines as much as possible. We anticipate that most pylons will be less than 30 metres high.

Why can't the connection be underground?

This possibility has been considered, however it is not proposed for several reasons, including:

- Burying powerlines underground means a larger area of land is affected by construction, compared to overhead lines. This is due to various reasons including the size of the cables and the space required between them. This can mean a greater impact on agriculture, ecology and archaeology than overhead powerlines.
- The construction and installation period would likely be longer, and could disrupt existing underground services. There would also be restrictions on the use of the land above an underground cable route.
- Underground solutions typically cost significantly more to build than overhead lines.

When and how will a decision be taken?

We intend including this new connection among a number of other proposed changes to the Phase 2a hybrid Bill. All the changes will be included in an 'Additional Provision' to the Bill, which we intend to deposit in Parliament towards the end of this year or early in 2019.

If people's property or interests are specially and directly affected by the alternative connection proposals, they will be able to object to them in a process known as petitioning. This means they can submit a petition, setting out their concerns and what they would like done about them. They, or a representative, would then present the petition to a committee of MPs. The petitioning period will start after the proposals are deposited in Parliament.

People will also have the opportunity to respond to a public consultation on the environmental impacts of this proposal, as well as others included in the additional provision. It will be for the committee to decide whether the alternative connection proposal should be adopted.

When will it happen?

The exact programme will need to be agreed with National Grid. However, we expect works to start in 2023 and take around two years to complete.

Will there be any public health risks?

Electric and Magnetic Fields (EMFs) are produced wherever electricity is used. There have been various studies into their effects and the balance of evidence is against there being any impact on people's health. National Grid and HS2 Ltd take public health extremely seriously. The power supply will be designed in accordance with international guidelines for limiting exposure to electric and magnetic fields.

What compensation will be available?

If the proposals are approved and we need to acquire land to build the new power supply, landowners will be compensated in line with the law, known as the Compensation Code. For more information about the compensation that may be available, please read the HS2 Phase 2A Information Paper C8: Compensation Code for Compulsory Purchase. You can find it by visiting www.gov.uk/hs2 and using the search function. If you're a directly affected landowner, we will contact you and provide further information in due course.

In addition, people in the area wishing to sell their home but who cannot do so at a fair price because of HS2 can apply to our 'Need to Sell' property scheme. The scheme can help people who have a compelling reason to sell their property, but cannot do so – other than at a significant loss – due to HS2.



General area of land affected temporarily or permanently by the power supply proposals.
Map is not to scale and is for illustrative purposes only.

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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