



Department
for Transport

Consultation under clause 60 of the High Speed Rail (West Midlands – Crewe) Bill as amended in the House of Lords



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Presented to Parliament
by the Secretary of State for Transport
by Command of Her Majesty

February 2021



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Foreword

The Government is committed to taking forward High Speed Two (HS2) to transform our national rail network, bring our biggest cities closer together, boost productivity and level up opportunity fairly across the country.

Work on HS2 Phase One from London to Birmingham is already well underway at over 250 active sites, and we have announced contracts worth around £10bn, for which two thirds will go to small and medium enterprises. Phase 2b, the final part of the route, has been planned in two legs from Crewe to Manchester in the West, and from Birmingham to Leeds in the East. That said, plans for HS2 and other major schemes need to be brought together in an Integrated Rail Plan (IRP) for the North and Midlands, and the IRP will set out the form, scope and phasing of the HS2 Phase 2b route.

Royal Assent to the Bill for Phase 2a from Birmingham to Crewe marks a major milestone for the scheme. After a number of years of route and scheme development and consultation, and over three years of consideration by Parliament, the scheme is now settled, and is entering the delivery phase. Further ground investigation and surveys are taking place now, and soon early ecological and civils works – utility diversions and ecological habitat creation, for example – will start, all in advance of the start of main civils works.

During the passage of the HS2 Phase 2a Bill through the House of Lords an amendment to the Bill was made requiring a further consultation on a variety of issues related to the proposals in the HS2 Phase 2a Bill. Engagement with affected communities is at the heart of our plans for HS2 and it is our commitment to ensure we listen to those affected by these proposals.

The passing of the Bill does not mean the end of engagement with local communities. Indeed, it is only the beginning of a renewed effort to try to mitigate the impacts of the HS2 works on them.

I look forward to hearing your views in response to this consultation.



Andrew Stephenson
Minister of State for Transport

Executive summary

1. As required by clause 60 of the HS2 Phase 2a Bill as amended in the House of Lords, the Government is today launching a consultation to seek the views of residents in the local authority areas of Shropshire, Staffordshire, Cheshire East, and Cheshire West and Chester, and the stakeholders listed in Annex B, on:
 - (a) the impact of road traffic as a result of the HS2 Phase 2a works;
 - (b) the impact of the HS2 Phase 2a works on the natural environment, including but not limited to the impact on ancient woodland;
 - (c) whether there are sufficient transport provisions for the purposes of passengers connecting to HS2 Phase 2a, and to address changes to general passenger movements caused by the HS2 Phase 2a works; and
 - (d) if not, whether the construction of new railway stations and improvements to railway stations, including any associated reopening of lines, is necessary in relation to (c).
2. Further background information is outlined in the next chapter, followed by the details of the consultation itself.

1. Introduction

Background

- 1.1 High Speed Two (HS2) is the Government's proposal for a new, high speed railway connecting major cities in Britain. In January 2012, following a consultation exercise, the Government announced its intention to develop a Y-shaped high speed rail network. The network will be brought forward in phases. The 2012 decision confirmed the Government's preferred route for a high speed line between London and the West Midlands, called Phase One. In November 2013, the Government deposited a hybrid Bill in Parliament to seek powers for the construction and operation of Phase One. The High Speed Rail (London – West Midlands) Act received Royal Assent in February 2017 and initial works for Phase One have commenced.
- 1.2 In two reports, HS2 Plus¹ and Rebalancing Britain², Sir David Higgins recommended accelerating the section of the Phase Two route between the West Midlands and Crewe to deliver some of the benefits that HS2 will bring to the region sooner. In its November 2015 command paper³, the Government, announced its intention to bring forward the route between the West Midlands and Crewe with connections to the conventional rail network. It set out the preferred line of route for what is known as HS2 Phase 2a. HS2 Phase 2a will deliver faster services between London, Crewe, Manchester, Liverpool, Preston, Warrington, Wigan and Glasgow. It will allow passengers travelling to or from a wide range of places to connect onto HS2 services. Crewe is already a major hub on the rail network with regional and long-distance connections to the wider North West, East Midlands, and North and South Wales. It will mean that the North West and Scotland will see more of the benefits of

¹ A copy can be found at:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/374695/HS2_Plus_-_A_report_by_David_Higgins.pdf.

² A copy can be found at:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/374709/Rebalancing_Britain_-_From_HS2_towards_a_national_transport_strategy.pdf.

³ A copy can be found at:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/480712/hs2-east-and-west.pdf.

HS2 more quickly, thus bringing economic benefits sooner, helping to rebalance the economy.

- 1.3 In July 2017, the Government deposited a hybrid Bill in Parliament to secure the powers to construct and operate HS2 Phase 2a between the West Midlands and Crewe. The Bill, which was entitled the 'High Speed Rail (West Midlands - Crewe) Bill' (the 'HS2 Phase 2a Bill'), was promoted through Parliament by the Secretary of State for Transport (the 'Secretary of State').
- 1.4 In August 2019, Douglas Oakervee was announced as the Chair of an independent review of HS2. The review was asked to assemble and test all the existing evidence in order to make properly informed decisions on the future of Phases 1 and 2 of the project, including the estimated cost and schedule position. The review was published on 11 February 2020⁴ and concluded that the Government should continue to support the HS2 Phase 2a Bill through Parliament and that the original rationale for HS2 still holds.
- 1.5 Phase 2b comprises two parts, the Eastern and Western Legs. The Eastern Leg runs from the West Midlands to Leeds with connections to the Midland Main Line and East Coast Mainline. The Western Leg runs from Crewe to Manchester and will also join the West Coast Main Line (WCML). Following the Oakervee review, the Government has committed to preparing an Integrated Rail Plan (IRP) for the North and Midlands. The IRP will look at how to deliver HS2 Phase 2b, Northern Powerhouse Rail (NPR), Midlands Rail Hub and other major rail schemes more effectively and efficiently, maximising the benefits delivered by transport investment in the North and Midlands. The IRP will be informed by a 'Rail Needs Assessment' undertaken by the National Infrastructure Commission, published in December 2020⁵, and will set out the form, scope and phasing of Northern Powerhouse Rail, HS2 Phase 2b, Midlands Rail Hub and other Network Rail programmes.

⁴ A copy can be found at:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/870092/oakervee-review.pdf.

⁵ See <https://nic.org.uk/studies-reports/rail-needs-assessment-for-the-midlands-and-the-north/>.

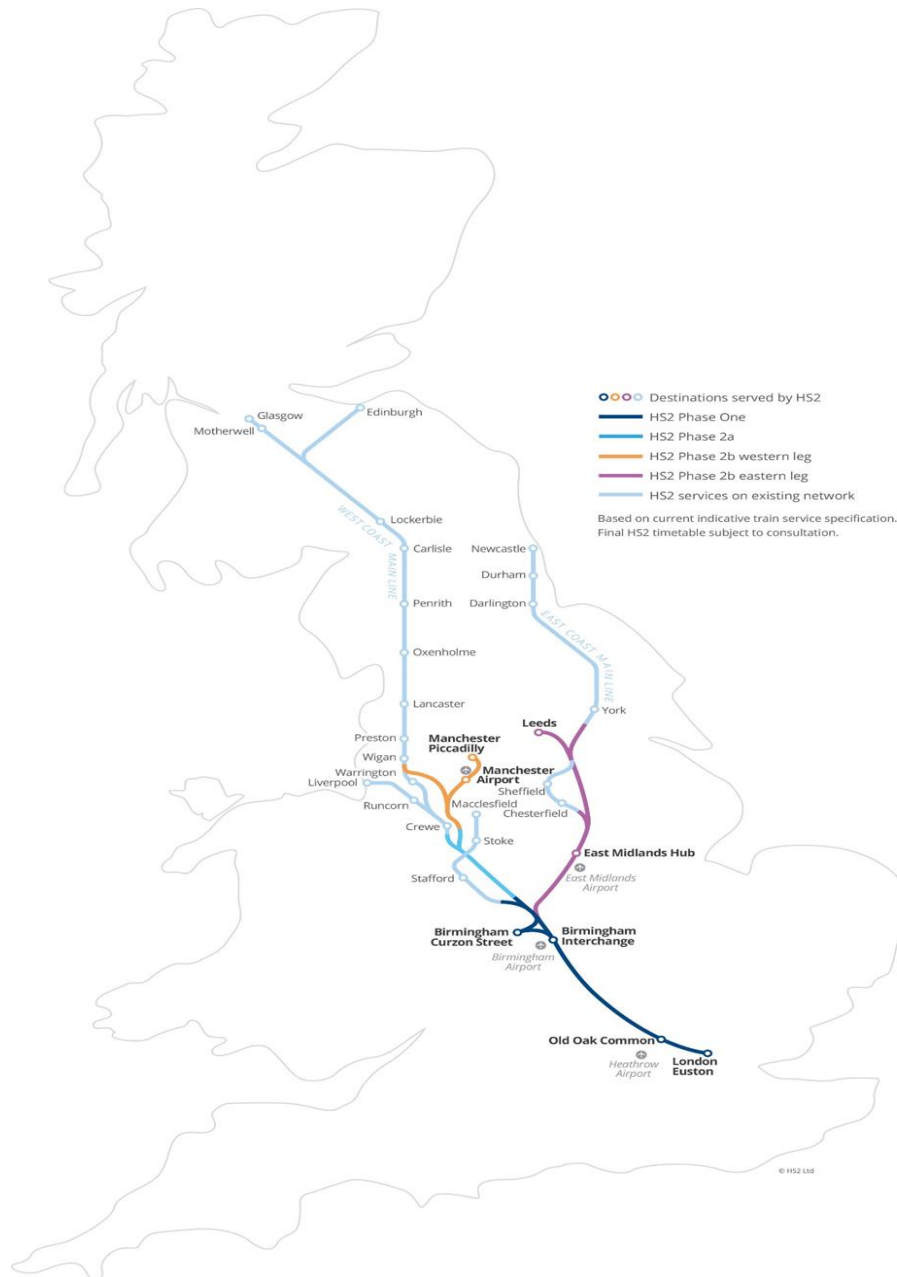


Figure 1: The full HS2 Y network – existing plans

Previous HS2 Phase 2a consultations

1.6 The HS2 Phase 2a proposals are the culmination of a number of consultations, dating back to 2013:

Purpose	Period
Announcement of Initial Preferred Route for Phase Two ⁶	January 2013
Phase Two Route and Stations consultation ⁷	July 2013 - January 2014
Safeguarding consultation on West Midlands to Crewe (HS2 Phase 2a)	November 2014 - January 2015
HS2 Phase 2a Preferred Route and timescale announced. Consultation on Property Assistance schemes	November 2015 - February 2016
Environmental Impact Assessment (EIA) and Equality Impact Assessment (EqIA) Scope and Methodology Consultations	March 2016 – May 2016
Consultations on the Working Draft EIA Report; the Working Draft EqIA Report; and Design Refinements	September 2016 - November 2016
Consultation on the Environmental Statement (ES) and EqIA	July – September 2017
Consultation on the Additional Provision 1 Environmental Statement and Supplementary Environmental Statement (SES)	March – May 2018
Consultation on the Additional Provision 2 Environmental Statement and Supplementary Environmental Statement	February – March 2019

Table 1: Previous HS2 Phase 2a consultations

⁶ Department for Transport (2013), *High speed rail: investing in Britain's future phase two - the route to Leeds, Manchester and beyond*, <https://www.gov.uk/government/publications/high-speed-rail-investing-in-britains-future-phase-two-the-route-to-leeds-manchester-and-beyond>. See also Ipsos MORI (2014), *High Speed Rail: Investing in Britain's future. Consultation on the route from the West Midlands to Manchester, Leeds and beyond*. <https://www.gov.uk/government/consultations/hs2-phase-two-proposed-line-of-route-from-west-midlands-to-manchester-and-leeds>.

⁷ HS2 Ltd (2013), Phase Two Route Consultation, <http://webarchive.nationalarchives.gov.uk/20141027142236/http://www.hs2.org.uk/phase-two/route-consultation/document-library>.

HS2 Phase 2a route

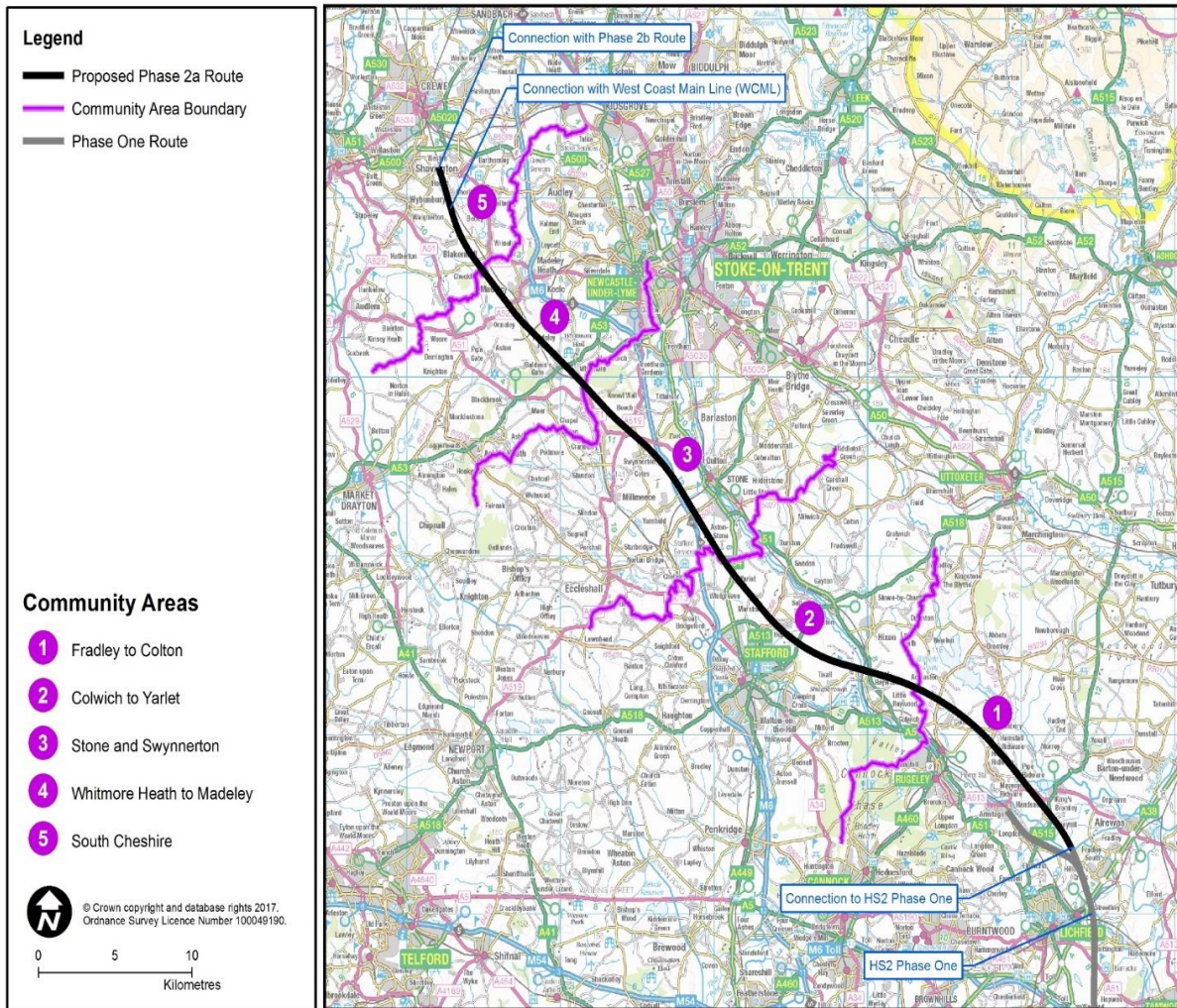


Figure 2: The HS2 Phase 2a route and its Community Areas (CAs)

- 1.7 HS2 Phase 2a comprises a high speed railway line from the end of the Phase One route at Fradley, to Crewe. It will run north-east of Stafford and south-west of Stone, passing through a mainly rural area in Staffordshire and Cheshire East, where a number of small settlements are located.
- 1.8 The route will connect with the Manchester spur that forms part of Phase One at Fradley, to the north-east of Lichfield. It will continue northwards across the River Trent floodplain, over a series of embankments and viaducts, passing south-east of Kings Bromley over Bourne Brook, the A515 Lichfield Road and the A513 Rugeley Road on viaduct. The route will continue over the River Trent and will run 500m west of Blithbury through multiple cuttings. It will then pass between the villages of Stockwell Heath and Colton and over Moreton Brook on viaduct.
- 1.9 The route will continue in cutting with a retaining wall past Mayfield Children’s Home, which occupies the Grade II listed Moreton House, and will emerge onto embankment. The route will cross the A51 Lichfield Road and will run on viaduct over the existing Macclesfield to Colwich Line, adjacent to the Great Haywood Marina, cross the Trent and Mersey Canal and then cross the River Trent, for a second time.

The route will then continue on embankment, crossing Lionlodge Covert, an area of deciduous woodland and designated Local Wildlife Site.

- 1.10 The route will run adjacent to Ingestre Park and through Ingestre Park Golf Club in cutting, with Pasturefields Salt Marsh Special Area of Conservation (SAC) and Site of Special Scientific Interest (SSSI) approximately 900m to the north of the route. The route will then run through an area used for car parking and camping in the southern part of the Staffordshire County Showground in cutting, passing under the A518 Weston Road. It will then continue through Hopton passing through a landscaped retaining wall screened by a false cutting⁸ and will then continue in cutting. The route will then pass Marston on embankment, and continue past Yarlet in cutting running beneath the A34 Stone Road.
- 1.11 The route will continue on a series of embankments and cuttings, broadly following the M6 and crossing Filly Brook and the Norton Bridge to Stone Railway on viaduct.
- 1.12 The route will then cross Yarnfield Lane, where an infrastructure maintenance facility referred to as the Stone Infrastructure Maintenance Base - Rail (IMB-R) will be located. Railway access tracks to connect the route with the IMB-R will run along the western side of the route, with a connection to the Norton Bridge to Stone Railway. The route will then cross the M6 on viaduct near Stone and Yarnfield.
- 1.13 The route will pass to the north of Swynnerton on an embankment. Continuing north, the route will pass Swynnerton Old Park in cutting, passing under the A519 Newcastle Road. It will continue into the Meece Valley on embankment and then cross Meece Brook on viaduct, before passing through higher ground west of Whitmore.
- 1.14 The route will pass under the A53 Newcastle Road to the south-east of Whitmore Heath, where it will then enter a short section of cut-and-cover tunnel. This will be followed by a twin bore tunnel under the settlement of Whitmore Heath. The route will pass through Whitmore Wood Ancient Woodland in cutting with a retaining wall on the north-east side to reduce the loss of ancient woodland. The route will enter the River Lea valley on an embankment, then cross the WCML, the Stoke to Market Drayton Railway (also known as the Silverdale line of the Stoke to Market Drayton Railway), the River Lea and the Madeley Chord railway on viaduct. The route will then continue on embankment, passing several historical heritage assets, including the Grade II listed Hey House and Old Madeley Manor Scheduled Monument.
- 1.15 The route will continue towards the village of Madeley passing under the A525 Bar Hill Road before entering a twin bore tunnel, at Bar Hill Ancient Woodland. North of Madeley the route will continue in a shallow cutting before crossing the River Lea and associated floodplain and Checkley Brook on a viaduct.
- 1.16 The route will then run on embankment before transitioning into a shallow cutting, passing under Checkley Lane and will then continue northwards crossing over the realigned Den Lane.

⁸ A means of screening a linear feature (e.g. a railway) by forming embankments on both sides of the feature.

1.17 The route will then continue in cutting and will pass under the realigned Newcastle Road before terminating in a retained cutting at a headwall⁹ to the south of Crewe. This will form the boundary between the HS2 Phase 2a and HS2 Phase 2b.

HS2 Spurs

1.18 As well as the main HS2 Phase 2a route, the scheme will also include two spurs that will allow trains to transfer between the HS2 main line and the existing WCML northbound towards Crewe (northbound spur) and southbound towards London (southbound spur).

1.19 The spurs will diverge from the HS2 main line on both sides at the point where the HS2 main line passes into the Crewe South cutting, to the north-east of Grange Farm. The southbound spur will initially run along the east side of the HS2 main line and the northbound spur will initially run along the west side.

1.20 The northbound spur will then cross over the HS2 main line on viaduct. The two spurs will then converge on the east side of the HS2 main line, 500m north of the Blakenhall viaduct. The spurs will continue together for 3km before connecting into the existing WCML, 200m north of the Newcastle Road overbridge.

1.21 To facilitate the connection of the spurs to the WCML, modifications will be required to the existing WCML infrastructure in the South Cheshire area. This will include a new section of the WCML to incorporate the realignment of an existing northbound track along this line and an extension of the existing connection lines to the Basford Hall sidings.

1.22 A number of rail systems modifications will also be required along the WCML and to enable a new island platform at Crewe Station. This will include new track works, realignment of existing tracks, new switches and crossings, the relocation or addition of overhead line equipment, and modifications to signalling, telecommunications, power and other related equipment.

New Platform at Crewe Station

1.23 To accommodate the additional rail services, the existing Cardiff to Manchester Piccadilly services will be diverted via the Manchester Independent Lines tunnel at Crewe. A new island platform will be constructed at Crewe Station to accommodate this service. The Cardiff to Manchester service currently crosses all lines once an hour, in each direction. This is a timetable constraint today and for the future at Crewe. To address this, the Phase 2a Bill proposes a new platform on the Manchester Independent Lines which allows the service to call at Crewe and proceed forward, removing the crossing constraints, allowing a greater level of resilience through the station (West Coast Main Line). However, Network Rail continues to evaluate an alternative to this proposal as part of its renewal plans in the area, this includes the reinstatement of platform 13, which would provide an effective and affordable option.

⁹ A headwall is the wall where the route of the scheme terminates.

HS2 Phase 2a train services

1.24 The West Coast Partnership will manage the implementation of train services envisaged as part of HS2 Phase One and Phase 2a. As part of this, it is assumed that the West Coast Partnership will mobilise the necessary teams to undertake final development work for a timetable for HS2 Phase One and Phase 2a, which will be worked up with Network Rail (who will lead the actual timetabling process) and other industry partners, including HS2 Ltd. The Strategic Case¹⁰ set out a proposed train service pattern that would run once HS2 Phase One opens. This assumes that six trains per hour run through Crewe and one train per hour transfers to the WCML at Handsacre Junction. The full Business Case for HS2 Phase One¹¹ published in April 2020 includes at Annex B diagrams illustrating the central cases used for the purposes of modelling train services.

Future train services on the West Coast Main Line

1.25 The design of rail service patterns on the WCML is not within the scope of the HS2 Phase 2a Bill. In due course, train service timetables for the WCML corridor will be developed using the regulated railway timetabling processes that exist at the time¹².

The released capacity opportunity

1.26 When Phase One and Phase 2a of HS2 become operational, it is estimated that the railway could attract approximately half the passengers who would otherwise use WCML train services. This will not only significantly reduce crowding, but will create the opportunity to recast the WCML timetable to ensure the maximum benefit from this available capacity. The benefits of the high speed line are described in the Strategic Case, including the potential benefits for current and future WCML passengers and freight users. As set out in the Strategic Case, these benefits are significant, with opportunities for more commuting capacity, more regional journeys and more rail freight

1.27 The Department for Transport (DfT) has set out the following high level principles to be used in order to ensure that service development makes best use of the released capacity that HS2 Phase One and Phase 2a deliver:

- An aim that, wherever it is feasible, all places with a direct London service retain a broadly comparable or better service after HS2 Phases One and 2a open;
- to provide additional commuter capacity where it is most needed;

¹⁰ See <https://www.gov.uk/government/publications/hs2-phase-two-strategic-case>.

¹¹ See https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/939905/full-business-case-hs2-phase-one.pdf

¹² See HS2 Phase 2a Information Paper F5: Future Train Service Patterns on the West Coast Main Line Corridor

- to spread the benefits of long distance and inter-regional services to the many towns and cities that can be served by the available capacity created on the existing rail network;
- to fully integrate Phase One and Phase 2a services into the wider national rail network;
- to provide potential capacity for growing rail freight sector requirements; and
- to improve performance by making timetables more robust.

1.28 These principles align well with the range of objectives and considerations already in use in the rail industry for long term planning, access decisions, franchising specification and timetable decisions. These objectives may change from time to time.

1.29 For the latest view on the released capacity, reference should be made to the latest Business Case for each of the HS2 schemes. The Strategic Case will set out a high level view of available capacity following implementation of HS2 Phase One and Phase 2a. It will however be for the industry to make best use of this through the timetable development process.

1.30 Timetabling will also take account of the most up to date information on rolling stock performance and network capability. Timetables and service patterns are not fixed irrevocably and it is likely that timetables will continue to be reviewed and developed in light of operational experience, changes in demand, wider rail funding issues, new access applications, commercial aspirations, rail user priorities and Government policy.

HS2 Phase 2a Bill

1.31 As a hybrid Bill, during the passage of the HS2 Phase 2a Bill those whose property or interests were specially and directly affected by the Bill had the opportunity to petition against it – to object to it - and to appear before a Select Committee in either the House of Commons or the House of Lords (or both) to argue their case. In addition, statutory bodies, environmental and amenity non-governmental organisations and local authorities (including Parish Councils) who had works proposed in their areas were also able to petition against the Bill. The House of Commons Select Committee sat from March 2018 to May 2019 and the House of Lords Select Committee sat from March to September 2020.

1.32 When the HS2 Phase 2a Bill receives Royal Assent it will become the High Speed Rail (West Midlands – Crewe) Act. Construction is planned to start in 2021 and services are due to start in 2029-31.

Amendment made to the HS2 Phase 2a Bill in the House of Lords

1.33 During the passage of the HS2 Phase 2a Bill through the House of Lords, an amendment to the Bill was tabled by Lord Rosser, the Labour Shadow Transport spokesperson in the House of Lords. The proposed amendment would require the Secretary of State to consult residents of Shropshire, Staffordshire and Cheshire, and other relevant areas and stakeholders as the Secretary of State may stipulate, on a variety of issues related to the proposals in the HS2 Phase 2a Bill. Following debate, the proposed amendment to the Bill was passed by 276 votes to 259¹³ and so was included as clause 60 of the HS2 Phase 2a Bill as amended in the House of Lords (see Annex A for the full text of clause 60 of the HS2 Phase 2a Bill as amended in the House of Lords).

¹³ See columns 547-561 of the House of Lords Hansard for 30 November 2020 at: [https://hansard.parliament.uk/lords/2020-11-30/debates/F87429A2-85A7-42CC-AE17-F3B1FA17F891/HighSpeedRail\(WestMidlands%E2%80%93Crewe\)Bill](https://hansard.parliament.uk/lords/2020-11-30/debates/F87429A2-85A7-42CC-AE17-F3B1FA17F891/HighSpeedRail(WestMidlands%E2%80%93Crewe)Bill).

2. Consultation

Introduction to the consultation

- 2.1 This consultation will run until 11:45pm on Friday 26 February 2021.
- 2.2 This part of the document provides details of the consultation.
- 2.3 How you can respond to this consultation is explained in full on page 26 of this document.
- 2.4 The information contained in this document can also be found online at www.hs2.org.uk/phase2a. Copies of this consultation document and the associated response form can also be obtained via the HS2 Helpdesk, the details of which are at the end of this document.

Consultees

- 2.5 This consultation is open to:
 - a) residents in the local authority areas of Shropshire, Staffordshire, Cheshire East, and Cheshire West and Chester; and
 - b) the stakeholders listed in Annex B.

Consultation questions

- 2.6 As required by section 60 of the HS2 Phase 2a Bill as amended in the House of Lords, this consultation seeks the views of consultees on:
 - a) the impact of road traffic as a result of the HS2 Phase 2a works;
 - b) the impact of the HS2 Phase 2a works on the natural environment, including but not limited to the impact on ancient woodland;
 - c) whether there are sufficient transport provisions for the purposes of passengers connecting to HS2 Phase 2a, and to address changes to general passenger movements caused by the HS2 Phase 2a works; and

- d) if not, whether the construction of new railway stations and improvements to railway stations, including any associated reopening of lines, is necessary in relation to (c).
- 2.7 In responding to questions a) and b), previous responses to earlier consultations on the environmental impact of HS2 Phase 2a – the consultations on the main ES, SES1 and AP1 ES and SES2 and AP2 ES in July 2017, March 2018 and February 2019 respectively – will be accepted if resubmitted as part of this consultation.
- 2.8 In responding to questions c) and d) of the consultation, consultees should note that this consultation is not about the route of HS2 or whether there should be any additional stations on HS2 itself. Rather it is about whether there is a case for any additional stations, reopening of lines or improvements to stations, or other transport links, associated with improving connectivity to and from HS2 to allow those living near the new line to benefit from it.

Sources of information

- 2.9 The main source of information for this consultation is the Environmental Statement (ES) for HS2 Phase 2a (see Annex C for details of the ES and other relevant sources of information).

Guide to the Environmental Statement

- 2.10 The HS2 Phase 2a Bill was deposited in Parliament together with an ES in July 2017 ('the main ES'), which reported the likely significant effects of the scheme on the environment and the significant adverse effects which remain when mitigation measures are in place.
- 2.11 The main ES is comprised of:
- Non-Technical Summary (NTS): which provides a summary in non-technical language of HS2 Phase 2a, its likely significant environmental effects, both beneficial and adverse, and the means to avoid, prevent or reduce the adverse effects;
 - Volume 1: Introduction and methodology. This describes HS2, and the environmental impact assessment process, the approach to consultation and engagement, details of the permanent features and general construction techniques as well as a summary of the reasonable alternatives studied;
 - Volume 2: Community area (CA) reports and map books. There are five CA reports and associated map books which present the likely significant environmental effects of HS2 Phase 2a along the proposed route;
 - Volume 3: Route-wide effects. This describes the effects of HS2 Phase 2a on a route-wide basis;
 - Volume 4: Off-route effects. This describes the off-route effects of HS2 Phase 2a beyond those within the CA descriptions in Volume 2; and

- Volume 5: Appendices and map books. This contains supporting technical information and associated map books.
- 2.12 Certain reports and maps containing background information and data were also produced, which do not form part of the ES. These background information and data reports and maps present relevant survey information, collated from published and unpublished sources, and other relevant background material.
- 2.13 Since the deposit of the main ES, two Supplementary ESs (SES1 and SES2) and two Additional Provision ESs (AP1 ES and AP2 ES), have been produced as a result of changes made to the scheme following discussions with petitioners and key stakeholders, design refinements, new environmental information becoming available and in response to the Select Committee's decisions. Each of these further AP ESs and SESs has the same volume structure as the main ES.
- 2.14 The SESs present an assessment of any new or different likely significant effects arising from:
- changes to the design of the project, which do not require amendments to powers in the Bill ('SES design changes');
 - changes to construction assumptions;
 - new environmental baseline information; and
 - corrections to environmental statement documentation.
- 2.15 The AP ESs report on changes to the scheme which require amendments to the Bill ('AP amendments'), and any related likely significant effects.
- 2.16 The main ES and further environmental information in the SESs and AP ESs collectively comprise the Environmental Statement for HS2 Phase 2a.
- 2.17 The ES is composed of a large number of documents, all of which are publicly available. The HS2 Phase 2a Environmental Statement ('main ES') deposited on 17 July 2017 includes the following reports:
- Non-technical summary
 - Volume 1: Introduction and methodology and glossary of terms and list of abbreviations
 - Volume 2: Community area reports and map books
 - Volume 3: Route-wide effects
 - Volume 4: Off-route effects and map book
 - Volume 5: Technical appendices and map books
- 2.18 The Supplementary Environmental Statement and Additional Provision 1 Environmental Statement ('SES1 and AP1 ES') deposited on 23 March 2018 includes the following reports:
- Non-technical summary

- Volume 1: Introduction and methodology and glossary of terms and list of abbreviations
- Volume 2: Community area reports and map books
- Volume 3: Route-wide effects
- Volume 5: Technical appendices and map books

2.19 The Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement ('SES2 and AP2 ES') deposited on 8 February 2019 includes the following reports:

- Non-technical summary
- Volume 1: Introduction and methodology and glossary of terms and list of abbreviations
- Volume 2: Community area reports and map books
- Volume 3: Route-wide effects
- Volume 5: Technical appendices and map books

2.20 The ES, SESs and AP ESs are separate documents; however they are bound together and presented in a number of volumes as set out in the paragraphs above. Each volume generally contains an introduction and separate SES and AP ES sections, presented as Part 1 and Part 2 respectively.

2.21 The SES reports the significant effects of changes to the scheme which do not require an amendment to the HS2 Phase 2a Bill (SES scheme). Each subsequent SES then reports the significant effects from further changes to the previous SES scheme.

2.22 Each AP ES uses the most up-to-date SES scheme as a baseline to carry out the assessment of its associated amendments (for example, the AP2 ES baseline would be the main ES as updated by the SES1 and SES2). Each AP ES reports the effects of the amendments first against the current SES scheme, and then reports any significant cumulative¹⁴ effects arising with other AP amendments.

2.23 In order to differentiate between the original scheme assessed as part of the main ES and the subsequent changes, the following terms in Table 2 are used to define each update to the main ES. Table 2 also identifies which CAs have SES and AP changes.

ES	Scheme name	Definition	Relevant CAs
Main ES	The original scheme	The Bill scheme submitted to Parliament in July 2017, which was assessed in the main ES	1 to 5

¹⁴ A cumulative effect is a combination of effects. The main ES Scope and Methodology Report (CT-001-001) defines cumulative effects as: "the incremental effects that result from the accumulation of a number of individual effects, either caused by the Proposed Scheme (intra-project effects) or by other existing and/or approved projects which would be under construction at the same time as HS2 Phase 2a or built later (inter-project effects)."

SES1	The SES1 scheme	The original scheme with the changes described in the SES1 submitted in March 2018	1 to 5
AP1 ES	The AP1 revised scheme	The SES1 scheme as amended by the AP1 submitted in March 2018	1 to 3 and 5
SES2	The SES2 scheme	The SES1 scheme with the changes described in the SES2 submitted in February 2019	1 to 5
AP2 ES	The AP2 revised scheme	The SES2 scheme as amended by the AP2 submitted in February 2019	1 to 5

Table 2 – ES descriptions

2.24 There are a number of cases where AP1 amendments have been revised or superseded by AP2. In addition to this, one proposed change in the works included in AP2 (AP2-002-017 Relocation of stockpiles and realignment of a footpath) has not been included in the HS2 Phase 2a Bill in its entirety, as it was withdrawn by the Government following discussions with local stakeholders.

2.25 The amended scheme therefore includes all SES items and AP changes in the scheme introduced in the SES1 and AP1 ES and the SES2 and AP2 ES (apart from AP2-002-017), except where a change is altered by, or superseded by, a change or amendment in a later SES or AP ES.

Scheme mapping

2.26 Construction (CT-05) and operation (CT-06) maps have been produced to accompany all the ESs deposited.

2.27 For the SES and AP ES reports, the accompanying CT-05 and CT-06 maps indicate the SES design changes and AP amendments where there is a noticeable change to the map. The Volume 2 map books reproduce the relevant map showing the original scheme, and a second map showing the relevant SES scheme and/or AP revised scheme. On these maps, a colour-coded ‘cloud’ system is used, where:

- a grey ‘cloud’ indicates the location of a previously deposited SES design change or AP amendment (for example, an AP1 ‘cloud’ would be shown as grey on the SES2 and AP2 ES CT-05 and CT-06 maps);
- a red ‘cloud’ indicates the location of an AP amendment reported in the current AP ES (for example, an AP2 amendment would be shown as red on the SES2 and AP2 ES CT-05 and CT-06 maps); and
- a blue ‘cloud’ indicates the location of a SES design change reported in the current SES (for example, an SES2 design change would be shown as blue on the SES2 and AP2 ES CT-05 and CT-06 maps).

- 2.28 Other design changes which are within the existing powers of the Bill and do not result in new or different likely significant environmental effects are also shown on the CT-05 and CT-06 maps, but are not indicated by a cloud.
- 2.29 The mapping should be read with the full description of the changes and amendments to the scheme at each location as set out in the Volume 2 CA reports.

3. Freedom of Information

- 3.1 Information provided in response to this consultation, including personal information, may be subject to publication or disclosure in accordance with the access to information regimes. These are primarily the Freedom of Information Act (FOIA) 2000, the Environmental Information Regulations (EIA) 2014, the Data Protection Act (DPA) 2018, and the General Data Protection Regulation (GDPR) 2016.
- 3.2 If you want information that you provide to be treated as confidential, please be aware that, under the Freedom of Information Act 2000, there is a statutory Code of Practice with which public authorities must comply and which deals, amongst other things, with obligations of confidence.
- 3.3 In view of this it would be helpful if you could explain why you regard the information you have provided as confidential. Space is provided on the response form for this consultation to do this. If we receive a request for disclosure of the information, we will take full account of your explanation, but we cannot give an assurance that confidentiality can be maintained in all circumstances. An automatic confidentiality disclaimer generated by your IT system will not, of itself, be regarded as binding on the Department for Transport or HS2 Ltd.
- 3.4 The Department will process your personal data in accordance with the Data Protection Act 2018 and in the majority of circumstances this will mean that your personal data will not be disclosed to third parties.

4. How to respond and next steps

Deadline for feedback

- 4.1 The deadline for responding to the consultation is 11:45pm on Friday 26 February 2021. Please ensure that you send your response before that date to ensure that it is included in our analysis and consideration.
- 4.2 Email and online responses can be submitted until 11:45pm on the final day of the consultation. Postal responses must be posted on or before the final day of the consultation.
- 4.3 Please only use the channels listed below when responding to this consultation. We cannot guarantee that responses sent to any other addresses will be considered as part of this consultation.
- 4.4 You can access the consultation documents at: www.hs2.org.uk/phase2a.

How to respond

- 4.5 You can respond to the consultation in the following ways:

Online: You can respond to the consultation at:

<https://ipsos.uk/hs2phase2aconsultation>

Email: You can email your response to:

HS2Phase2aConsultation@ipsos-mori.com

Post: You can post your response to us using:

FREEPOST HS2 PHASE 2A CONSULTATION

- 4.6 Please note that you do not need to include any more information on the envelope than the full FREEPOST address on a single line. No stamp is required.

Helpdesk

- 4.7 If you have any questions about this consultation, the information in this document, or if you would like to request this document in an alternative format, please get in touch via the HS2 Helpdesk on 08081 434 434 or via hs2enquiries@hs2.org.uk.
- 4.8 Please do not send your consultation responses to the Helpdesk. Instead use the methods set out above.

What happens next?

- 4.9 Following the close of the consultation on Friday 26 February 2021, the responses received from consultees will be analysed by Ipsos MORI who will produce an independent report summarising the findings of the consultation.
- 4.10 On the basis of this summary report, Ministers will make a statement to both Houses of Parliament detailing any steps which will be taken to implement the findings of the report.
- 4.11 Responses to this consultation will help inform Government policy on HS2 Phase 2a and the environment, and on future proposals for services on HS2 Phase 2a and the conventional rail (i.e. the Network Rail network) and other transport networks.
- 4.12 All responses from consultees will be analysed and relevant issues may be discussed with wider stakeholders at HS2 Ltd forums, such as the Phase 2a Ecology Review Group and considered in the development of future phases of HS2.
- 4.13 Given the extensive consultation already undertaken for Phase 2a and consideration of the scheme by both Select Committees in Parliament, the Government does not intend to make changes to the Phase 2a scheme or to its planned construction programme in light of this consultation.
- 4.14 However, the general principles of the Environmental Minimum Requirements for Phase 2a include the key requirement that HS2 Ltd must use reasonable endeavours to adopt mitigation measures that will further reduce any adverse environmental impacts caused by HS2 Phase 2a, insofar as those mitigation measures do not add unreasonable costs to the scheme or unreasonable delays to the construction programme. Those potential mitigation measures will be identified as the scheme moves into detailed design and construction, and responses to this consultation will assist in the identification of such measures (though for clarity, responding to this consultation is not necessary in order for those potential mitigation measures to be identified).
- 4.15 Consultation responses will also inform HS2 Ltd's ongoing engagement with local communities, local authorities and environmental stakeholders along the Phase 2a route, in line with its community engagement strategy.

Annex A: Clause 60 of the High Speed Rail (West Midlands – Crewe) Bill as amended in the House of Lords

Clause 60 of the High Speed Rail (West Midlands – Crewe) Bill as amended in the House of Lords says:

“Consultation with residents and stakeholders in relation to Phase 2a of High Speed 2 and associated works

(1) Before 1 May 2021, the Secretary of State must publish the report of a consultation with—

(a) residents of the County of Shropshire, the County of Staffordshire, the County of Cheshire and any other areas deemed relevant by a Minister of the Crown, who may be impacted by the scheduled works, Phase 2a of High Speed 2, and associated works; and

(b) any stakeholders deemed relevant by a Minister of the Crown.

(2) The consultation must ask the views of residents and stakeholders listed in subsection (1) in regard to—

(a) the impact of road traffic as a result of the works;

(b) the impact of the works on the natural environment, including but not limited to the impact on ancient woodland;

(c) whether there are sufficient transport provisions for the purposes of passengers connecting to Phase 2a of High Speed 2, and to address changes to general passenger movements caused by the works; and

(d) if not, whether the construction of new railway stations and improvements to railway stations, including any associated reopening of lines, is necessary in relation to paragraph (c).

(3) The report must be laid before both Houses of Parliament and a Minister of the Crown must make a statement to both Houses detailing any steps which will be taken to implement the findings of the report.”

Annex B: List of other relevant areas and any relevant stakeholders for the purposes of clause 60(1)(a) and 60(1)(b) of the High Speed Rail (West Midlands – Crewe) Bill as amended in the House of Lords

The list of other relevant areas and any relevant stakeholders for the purposes of clause 60(1)(a) and 60(1)(b) of the High Speed Rail (West Midlands – Crewe) Bill as amended in the House of Lords are:

(a) other relevant areas:

None.

(b) any relevant stakeholders:

MPs whose constituencies are in Staffordshire, Cheshire East, Cheshire West and Chester and Shropshire

Staffordshire County Council

Cheshire East

Cheshire West and Chester Council

Shropshire Council

District, Borough, Town and Parish Councils in Staffordshire, Cheshire East, Cheshire West and Chester and Shropshire

Natural England

Environment Agency

Highways England

Network Rail

Historic England

National Trust

Woodland Trust

Royal Society of Wildlife Trusts

Staffordshire Wildlife Trust

Cheshire Wildlife Trust

Shropshire Wildlife Trust

Forestry Commission

Canal & River Trust

Cycling UK

Campaign for Better Transport

Confederation of Passenger Transport UK

Association of Train Operating Companies

Rail Freight Group

National Farmers' Union

Country Land & Business Association

Inland Waterways Association

Annex C: Sources of information

This annex lists various sources of information that the Secretary of State considers may be relevant to the consultation, including websites from which further information can be obtained.

Environmental Statement

Note that non-technical summaries (NTSs) were produced for each of the documents below, on the same date as the actual ES, AP ES or SES.

Document	Deposit Date
Environmental Statement and accompanying NTS	17 July 2017
Supplementary Environmental Statement, Additional Provision Environmental Statement and accompanying NTS	23 March 2018
Supplementary Environmental Statement and Additional Provision 2 Environmental Statement and accompanying NTS	8 February 2019

Electronic copies of the Environmental Statement documents can be found at: <https://www.gov.uk/government/collections/hs2-phase-2a-environmental-statement>.

ES Consultation Independent Assessor Reports

Document and weblink	Date Published
Report of the Independent Assessor - Summary of Issues raised by Comments on the Environmental Statement and Note from the Department of Transport on the Independent Assessor's Summary of Issues https://bills.parliament.uk/bills/2046/publications .	20 November 2017

Additional Provision (AP1): Report of the Independent Assessor - Summary of Issues raised by Comments on the Supplementary Environmental Information https://bills.parliament.uk/bills/2046/publications .	21 June 2018
Additional Provision (AP2): Report of the Independent Assessor - Summary of Issues raised by Comments on the Supplementary Environmental Information https://bills.parliament.uk/bills/2046/publications .	22 May 2019

HS2 Information Papers

The following HS2 Information Papers ('IPs') have been produced explaining some of the more frequently raised issues in relation to HS2 Phase 2a:

Series	Information Paper Title
Route Development	
A1	Development of the HS2 Proposed Scheme
A2	Strategic Case for Phase 2a
Understanding the hybrid Bill	
B1	Understanding the Bill
B2	The Main Provisions of the Planning Regime
B3	Limits on Parliamentary Plans
B4	Disapplication of Legislation
B5	Compliance with Undertakings and Assurances
B6	Environmental Impact Assessment and Human Rights
B7	Railway Powers in the Hybrid Bill
B8	Time Limits in the Bill
B9	Introduction to Hybrid Bill Powers
B10	Hybrid Bill Process
B11	Additional Provisions
Property, Compensation and Funding	
C1	Information for Property Owners
C2	Rural Landowners and Occupiers Guide
C3	Land Acquisition Policy
C4	Safeguarding and Statutory Blight
C5	Generalised Blight
C6	Disposal of Surplus Land
C7	Business Relocation
C8	Compensation Code for Compulsory Purchase
C9	Recovery of Costs by Property Owners
C10	Small Claims Scheme
C11	The Community and Environment Fund and Business and Local Economy Fund
C12	Local Authority Funding and New Burdens
C13	Site Access for Surveys
C14	Ground Settlement
C15	Compensation for Residential Tenants
Construction	
D1	Design
D2	Construction Compounds
D3	Code of Construction Practice
D4	Construction Commissioner
D5	Working Hours
D6	Inclusive Design Policy

D7	HS2 Phase 2a Construction Timetable
D8	Maintenance of Public Utilities
D9	Worksite Security
D10	Maintaining Access to Residential and Commercial Property
D11	Track Possessions for Phase 2a Engineering Work
D12	Borrow Pits
Environment	
E1	Control of Environmental Impacts
E2	Ecology
E3	Management of Traffic During Construction
E4	Highways and Traffic During Construction- Legislative Provisions
E5	Roads and Public Rights of Way
E6	Private Means of Access
E7	Future Highway Maintenance Responsibilities
E8	Vehicle Flow Management and Safety Requirements During Construction
E9	Control of Airborne Noise
E10	Control of Ground-Borne Noise and Vibration from the Operation of Temporary and Permanent Railways
E11	Control of Noise from the Operation of Stationary Systems
E12	Operational Noise and Vibration Monitoring Framework
E13	Control of Construction Noise and Vibration
E14	Air Quality
E15	Water Resources, Flood Risk and Authorisation of Related Works
E16	Land Drainage
E17	Excavated Material and Waste Management
E18	Land Quality (Contamination)
E19	Soil Handling for Land Restoration
E20	Maintenance of Landscaped Areas
E21	Balancing Ponds and Replacement Flood Storage Areas
E22	Mitigation of Significant Community Effects on Public Open Space and Community Facilities
E23	Approach to Sustainability
E24	Archaeology
E25	Burial Grounds
E26	Climate Change Adaptation and Resilience
E27	Carbon
E28	Green Infrastructure and the Green Corridor
Operations	
F1	Crewe
F2	Phase 2a Tunnels
F3	Infrastructure Maintenance and Rail Systems Construction Facilities
	HS2 Railhead and Maintenance Base Update
	HS2 Phase 2a Strategic Evaluation of Railhead and IMB-R Locations
F4	Future Operation and Commercial Issues
F5	Future Train Service Patterns on the West Coast Main Line Corridor
F6	Rail Freight Operations
Engagement	
G1	Consultation and Engagement
G2	Community Engagement
HS2 Policy	
H1	Equality, Diversity and Inclusion Policy
H2	Skills and Employment
H3	Education Programme
H4	National College for High Speed Rail

Electronic copies of these documents can be found at:

Route Development:

<https://www.gov.uk/government/publications/route-development-hs2-phase-2a-information-papers>.

Understanding the hybrid Bill: <https://www.gov.uk/government/publications/understanding-the-hybrid-bill-hs2-phase-2a-information-papers>.

Property, Compensation and Funding:

<https://www.gov.uk/government/publications/property-compensation-and-funding-hs2-phase-2a-information-papers>.

Construction:

<https://www.gov.uk/government/publications/construction-hs2-phase-2a-information-papers>.

Environment:

<https://www.gov.uk/government/publications/environment-hs2-phase-2a-information-papers>

Operations:

<https://www.gov.uk/government/publications/operations-hs2-phase-2a-information-papers>.

Engagement:

<https://www.gov.uk/government/publications/consultation-and-engagement-hs2-phase-2a-information-papers>.

HS2 Policy:

<https://www.gov.uk/government/publications/policy-hs2-phase-2a-information-papers>.

HS2 Phase 2a Environmental Minimum Requirements

The Environmental Minimum Requirements set out the high level environmental and sustainability commitments that the Government has entered into through the Bill process.

As set out in the draft general principles there are four documents (titled “annexes”) which are referred to in the environmental minimum requirements:

- Annex 1: Draft code of construction practice
- Annex 2: Draft planning memorandum
- Annex 3: Draft heritage memorandum
- Annex 4: Draft environmental memorandum

Electronic copies of these documents can be found at:

<https://www.gov.uk/government/publications/environmental-minimum-requirements-for-hs2-phase-2a>

Phase 2a Statement of Reasons

This document sets out an overview of the case for HS2 Phase 2a and its environmental impacts:

<https://www.gov.uk/government/publications/hs2-phase-2a-statement-of-reasons-2020>.

Strategic Case for HS2 (29 October 2013)

This document sets out strategic reasons for building HS2, the new north to south high speed rail line between London, Birmingham, Leeds and Manchester:

<https://www.gov.uk/government/collections/the-strategic-case-for-hs2>.

HS2 Phase 2a Strategic Outline Business Case – Strategic Case (November 2015)

This document sets out the Strategic Case for Phase 2a, and for accelerating delivery of this section of HS2 Phase Two:

<https://www.gov.uk/government/publications/hs2-supplement-to-the-october-2013-strategic-case>.

HS2 Phase 2 Strategic Case

This document sets out the Strategic Case for HS2 Phase Two, including the accelerated delivery of HS2 Phase 2a:

<https://www.gov.uk/government/publications/hs2-phase-two-strategic-case>.

HS2 Phase One Full Business Case

This document sets out the full Business Case for HS2 Phase One:

<https://www.gov.uk/government/publications/hs2-phase-one-full-business-case>.

Oakervee Review of HS2

This document sets out the findings of Douglas Oakervee's independent review of HS2, published in August 2019:

<https://www.gov.uk/government/publications/oakervee-review-of-hs2>.

Draft HS2 Phase 2a Register of Undertakings and Assurances

A draft register of all undertakings and assurances given thus far in the process. An electronic copy of the register can be found at:

<https://www.gov.uk/government/publications/hs2-phase-2a-register-of-undertakings-and-assurances>.

Websites

The following is the link to the House of Lords Select Committee website:

<https://committees.parliament.uk/committee/404/high-speed-rail-west-midlands-crewe-bill-select-committee-lords/>.

The following is the link to the House of Commons Select Committee website:

<https://services.parliament.uk/bills/2017-19/highspeedrailwestmidlandscrewe.html>

The following is a link to the HS2 section of the GOV.UK website which covers the whole HS2 scheme:

<https://www.gov.uk/transport/hs2>.

The following is a link to the HS2 Phase 2a Bill section (i.e. the part covered by this consultation):

<https://www.gov.uk/government/collections/high-speed-rail-west-midlands-to-crewe-bill>.

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