



HIGH SPEED TWO PHASE 2a INFORMATION PAPER

B12: HIGH SPEED RAIL (WEST MIDLANDS – CREWE) BILL AS AMENDED IN THE HOUSE OF COMMONS SELECT COMMITTEE

This paper outlines the amendments made to the High Speed Rail (West Midlands-Crewe) Bill in the Select Committee in the House of Commons.

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

This paper was prepared in relation to the promotion of the High Speed Rail (West Midlands-Crewe) Bill which is now enacted. It was finalised at Royal Assent and no further changes will be made.

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 contacted:

by email: HS2enquiries@hs2.org.uk

by phone (24hrs): 08081 434 434
08081 456 472 (minicom)

or by post: High Speed Two (HS2) Limited
2 Snowhill, Queensway
Birmingham
B4 6GA

B₁₂: HIGH SPEED RAIL (WEST MIDLANDS – CREWE) BILL AS AMENDED IN THE HOUSE OF COMMONS SELECT COMMITTEE

1. Introduction

- 1.1. High Speed Two (HS2) is the Government's proposal for a new, high speed north-south railway. The proposal is being taken forward in phases: Phase One will connect London with Birmingham and the West Midlands. Phase 2a will extend the route to Crewe. Phase 2b will extend the route to Manchester, Leeds and beyond. The construction and operation of Phase One of HS2 is authorised by the High Speed Rail (London – West Midlands) Act 2017.
- 1.2. HS2 Ltd is the non-departmental public body responsible for developing and promoting these proposals. The company works to a Development Agreement made with the Secretary of State for Transport.
- 1.3. In July 2017, the Government introduced a hybrid Bill¹ to Parliament to seek powers for the construction and operation of Phase 2a of HS2 (the Proposed Scheme). The Proposed Scheme is a railway starting at Fradley at its southern end. At the northern end it connects with the West Coast Main Line (WCML) south of Crewe to allow HS2 services to join the WCML and call at Crewe station. North of this junction with the WCML, the Proposed Scheme continues to a planned tunnel portal south of Crewe (the planned tunnel is not part of Phase 2a).
- 1.4. The work to produce the Bill includes an Environmental Impact Assessment (EIA), the results of which are reported in an Environmental Statement (ES) submitted alongside the Bill. The Secretary of State has also published draft Environmental Minimum Requirements (EMRs)², which set out the environmental and sustainability commitments that will be observed in the construction of the Proposed Scheme.
- 1.5. The Secretary of State for Transport is the Promoter of the Bill through Parliament. The Promoter will also appoint a body responsible for delivering the Proposed Scheme under the powers granted by the Bill. This body is known as the 'nominated undertaker'. The nominated undertaker will be bound by the obligations contained in the Bill and the policies established in the EMRs. There may be more than one nominated undertaker.
- 1.6. These information papers have been produced to explain the commitments made in the Bill and the EMRs and how they will be applied to the design and

¹ The High Speed Rail (West Midlands – Crewe) Bill, hereafter 'the Bill'.

² For more information on the EMRs, please see Information Paper E1: Control of Environmental Impacts.

construction of the Proposed Scheme. They also provide information about the Proposed Scheme itself, the powers contained in the Bill and how particular decisions about the Proposed Scheme have been reached.

2. Overview

- 2.1. This information paper outlines the amendments made to the Bill in the Select Committee in the House of Commons. Further information on the process of making amendments to the Bill is set out in HS Phase 2a Information Paper B11: Additional Provisions.
- 2.2. The Bill was deposited in the House of Commons in July 2017 and received its Second Reading in January 2018. The Bill was then referred to a Select Committee of the House of Commons.

Table 1 – High Speed Rail (West Midlands – Crewe) Bill House of Commons Select Committee Members

Member of Parliament	Constituency	Party
James Duddridge (Chair)	Rochford and Southend East	Conservative
Sandy Martin	Ipswich	Labour
Sheryll Murray	South East Cornwall	Conservative
Martin Whitfield	East Lothian	Labour
Bill Wiggin	North Herefordshire	Conservative

- 2.3. Following Second Reading, the Bill was committed to a Select Committee to hear petitions against the Bill. During the petitioning period 187 petitions were lodged.

3. Bill amended in Select Committee

- 3.1. During the Select Committee, a number of changes to the project were identified as a result of discussions with petitioners and key stakeholders, design refinements and in response to the Select Committee's decisions. The Promoter deposited two Additional Provisions (APs) – packages of proposed amendments to the Bill – which were deposited in March 2018 (AP1) and February 2019 (AP2). Each AP was accompanied by an AP Environmental Statement (ES).
- 3.2. Appendix A summarises the amendments contained in the two APs. In a number of cases AP2 has revised or superseded AP1 amendments.
- 3.3. A further 115 petitions were lodged against the APs and these were also considered by the Select Committee.

- 3.4. The Select Committee, having heard the petitioners, decided to accept all the amendments contained in the APs. The Promoter has therefore published a consolidated set of Bill plans and sections showing the Proposed Scheme as amended by both APs. These documents are available online at www.gov.uk/government/publications/plans-and-sections-for-hs2-phase-2a-as-amended-in-select-committee and have also been sent to locations where previous documents from the Phase 2a [Bill](#), [AP1](#) and [AP2](#) are available to view.

4. More information

- 4.1. More detail on the Bill and related documents can be found at: www.gov.uk/HS2

Appendix A – Additional Provisions promoted in House of Commons Select Committee

This table summarises the Additional Provisions promoted in the House of Commons.

Additional Provision (March 2018)

Amendments associated with: utility requirements, relocation of balancing ponds; construction traffic and maintenance access routes; highway improvements and access arrangements; the viaduct crossing of the Norton Bridge to Stone Railway and track crossovers along the HS2 route; and revised flood mitigation measures around the Stone Infrastructure Maintenance Base – Rail (IMB-R).

Amendments were made in:

- i. the parishes of Kings Bromley, Alrewas, Armitage with Handsacre, Mavesyn Ridware, Colton, Brereton and Ravenhill, Colwich, Ingestre, Tixall, Hopton and Coton, Marston, Stone Rural, Stone, Swynnerton, Chapel and Hill Chorlton and Betley in the County of Staffordshire,
- ii. the parishes of Checkley cum Wrinehill, Blakenhall, Chorlton, Basford, Weston and Shavington cum Gresty and the towns of Crewe and Sandbach in the County of Cheshire;

Additional Provision (February 2019)

Amendments to accommodate the requirements of landowners and occupiers, changes to the design of works, and changes to works to utility apparatus including:

- Alterations to the Phase One Handsacre Junction connection into the West Coast Main Line;
- replacement of the proposed grid supply point connection at Rugeley with a new permanent grid supply point connection at Parkgate;
- power connections to operate the tunnel boring machine for the construction of the Whitmore Heath and Madeley tunnels;
- Whitmore Heath tunnel southern extension and vertical track alignment;
- a replacement residential facility for Mayfield Children’s Home;
- the reconfiguration of Ingestre Park Golf Club;
- permanent replacement car parking east of Staffordshire County Showground;
- modifications to the Yarnfield Lane M6 overbridge replacement;
- rail systems modifications and civil engineering works in and around Crewe Station in the South Cheshire area;
- highway modifications and associated mitigation;
- amendments to public rights of way;
- compounds, laydown, diversion and other works to utilities;
- relocation of balancing ponds; and
- revisions to site haul routes and maintenance access routes.

Amendments were made in:

- i. The parishes of Fradley and Streethay, Kings Bromley, Alrewas, Mavesyn Ridware, Colton, Abbots Bromley, Newborough, Hoar Cross, Colwich, Ingestre, Tixall, Hopton and Coton, Creswell, Marston, Salt and Enson, Stone Rural, Stone, Swynnerton, Whitgreave, Barlaston, Standon, Silverdale, Madeley, Whitmore, Maer, Keele, Betley and the towns of Stafford and Newcastle-under-Lyme in the County of Staffordshire;
- ii. the parishes Checkley cum Wrinehill, Blakenhall, Chorlton, Basford, Weston and Shavington cum Gresty and the town of Crewe in the County of Cheshire;

Amendments to provide for the alterations to works authorised in the High Speed Rail (London – West Midlands) Act 2017, and to authorise additional works in connection with these alterations in the parishes of Kings Bromley, Armitage with Handsacre and Mavesyn Ridware in the County of Staffordshire.

Amendments to paragraph 6 (conditions relating to road transport) of Schedule 17 to the Bill (Conditions of deemed planning permission), to the table of buildings authorised to be demolished, altered or extended in Schedule 18 (Listed buildings) and to Schedule 22 (Buildings) to provide for the disapplication and modification of sections 80 to 82 of the Building Act 1984.
