

## HIGH SPEED TWO PHASE 2a INFORMATION PAPER

### E29: GUIDE TO THE ENVIRONMENTAL STATEMENT

This paper outlines a guide to the High Speed Two (HS2) Environmental Statement documentation, detailing where the most up-to-date information describing the project and its likely significant environmental effects can be found.

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.

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# E29: GUIDE TO THE ENVIRONMENTAL STATEMENT

## 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 authorisation 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 Bill<sup>1</sup> 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 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)<sup>2</sup>, 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 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.

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

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

## 2. Overview

- 2.1. This information paper provides a guide to the Environmental Statement documentation published alongside the High Speed Rail (West Midlands – Crewe) Bill, detailing where the most up-to-date information describing the project and its likely significant environmental effects can be found, following changes made during the Select Committee consideration of the Bill in the House of Commons.

## 3. Phase 2a Environmental Statement

- 3.1. The Bill was deposited in Parliament together with an Environmental Statement (ES) in July 2017 ('the main ES'), which reported the likely significant effects of the Proposed Scheme on the environment and the significant adverse effects which remain when mitigation measures are in place.
- 3.2. 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 5 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.
- 3.3. 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.
- 3.4. 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 project 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.

- 3.5. 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.
- 3.6. The AP ESs report on changes to the project which require amendments to the Bill ('AP amendments'), and any related likely significant effects. The AP amendments promoted in the House of Commons Select Committee are set out in Appendix A of Information Paper B12: High Speed Rail (West Midlands – Crewe) Bill as amended in the House of Commons Select Committee.
- 3.7. The main ES and further environmental information in the SESs and AP ESs collectively comprise the Environmental Statement for HS2 Phase 2a (West Midlands – Crewe).
- 3.8. The ES is composed of a large number of documents, all of which are publicly available. Table 1 provides an overview of the documentation forming the ES.

Table 1 – ES documentation

ES	Reports included	Date deposited
HS2 Phase 2a Environmental Statement ('main ES')	Non-technical summary	17 July 2017
	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	
Supplementary Environmental Statement and Additional Provision 1 Environmental Statement ('SES <sub>1</sub> and AP <sub>1</sub> ES')	Non-technical summary	23 March 2018
	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 book	
Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement ('SES <sub>2</sub> and AP <sub>2</sub> ES')	Non-technical summary	8 February 2019
	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	

- 3.9. The SESs and AP ESs are separate documents; however they are bound together and presented in a number of volumes as set out in Table 1. Each volume generally contains an introduction and separate SES and AP ES sections, presented as Part 1 and Part 2 respectively.
- 3.10. The SES reports the significant effects of changes to the Proposed Scheme which do not require an amendment to the Bill (SES scheme). Each subsequent SES then reports the significant effects from further changes to the previous SES scheme.
- 3.11. 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 cumulative<sup>3</sup> effects arising with other AP amendments.
- 3.12. 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.

Table 2 – ES descriptions

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
SES <sub>1</sub> and AP <sub>1</sub> ES	The SES <sub>1</sub> scheme	The original scheme with the changes described in the SES <sub>1</sub> submitted in March 2018	1 to 5
	The AP <sub>1</sub> revised scheme	The SES <sub>1</sub> scheme as amended by the AP <sub>1</sub> submitted in March 2018	1 to 3,5
SES <sub>2</sub> and AP <sub>2</sub> ES	The SES <sub>2</sub> scheme	The SES <sub>1</sub> scheme with the changes described in the SES <sub>2</sub> submitted in February 2019	1 to 5
	The AP <sub>2</sub> revised scheme	The SES <sub>2</sub> scheme as amended by the AP <sub>2</sub> submitted in February 2019	1 to 5

- 4.13 The parliamentary procedures for the submission of hybrid Bills are contained in the Standing Orders for Private Business of each House of Parliament. Following the deposit of the main ES and each SES and AP ES, compliance with Standing Orders was assessed by the Examiners of Petitions for Private Bills and reported to the Standing Orders Committees of each House.

<sup>3</sup> 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)."

## 4. The amended Proposed Scheme

- 4.1. 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 Bill in its entirety, as it was withdrawn by the Promoter following discussions with local stakeholders.
- 4.2. The amended Proposed Scheme therefore includes all SES items and AP changes in the Proposed 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.

## 5. Proposed Scheme mapping

- 5.1. Construction (CT-05) and operation (CT-06) maps have been produced to accompany all the ESs deposited.
- 5.2. 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).
- 5.3. 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.
- 5.4. The mapping should be read with the full description of the changes and amendments to the Proposed Scheme at each location as set out in the Volume 2 CA reports.

## 6. More information

- 6.1. More detail on the Bill and related documents can be found at: [www.gov.uk/HS2](http://www.gov.uk/HS2)