



## Phase 2b Western Leg Information Paper B3: Limits on Parliamentary plans

This paper outlines the purpose of the proposed limits on the Parliamentary plans, and how they will operate using the powers in the Bill.

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 (Crewe - Manchester) Bill. Content will be maintained and updated as considered appropriate during the passage of the Bill.

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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## 1 Introduction

- 1.1 High Speed Two (HS2) is the Government's scheme for a new, high speed north-south railway, which is being taken forward in a number of phases. Phase One will connect London with Birmingham and the West Midlands. Phase 2a will extend the route from the West Midlands to Crewe. The Phase 2b Western Leg will connect Crewe to Manchester. As set out in the Integrated Rail Plan, published in November 2021, HS2 East is proposed to deliver a new high speed line from the West Midlands to East Midlands Parkway.
- 1.2 HS2 Ltd is the non-departmental public body responsible for developing and promoting these proposals. The company works under the terms of a Development Agreement entered into with the Secretary of State for Transport.
- 1.3 The construction and operation of Phase One of HS2 is authorised by the High Speed Rail (London – West Midlands) Act 2017 and Phase 2a by the High Speed Rail (West Midlands – Crewe) Act 2021.
- 1.4 In January 2022, the Government introduced a hybrid Bill to Parliament (hereafter referred to as 'the Bill'), to seek powers for the construction and operation of the Phase 2b Western Leg (the Proposed Scheme), which is called the High Speed Rail (Crewe – Manchester) Bill. The Proposed Scheme comprises the Phase 2b Western Leg from Crewe to Manchester and several off-route works. It also facilitates the delivery of Northern Powerhouse Rail by providing the Crewe Northern Connection and junctions and other infrastructure to be used in future schemes.
- 1.5 The work to produce the Bill includes an Equalities Impact Assessment and 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), which set out the environmental and sustainability commitments that will be observed in the construction of the Proposed

Scheme. For more information on the EMRs please see Information Paper E1: Control of environmental impacts.

1.6 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'. There may be more than one nominated undertaker. However, any and all nominated undertakers will be bound by the obligations contained in the Bill, the policies established in the EMRs and any commitments provided in the information papers.

1.7 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.

## **2 Overview**

2.1 This information paper explains the purpose of the proposed limits shown on the Parliamentary plans deposited alongside the Bill, and how they will operate using the powers in the Bill.

2.2 The powers sought within the Bill are based on a preliminary design for the scheme. The powers must therefore be sufficiently flexible to allow for adjustments once detailed design has been carried out. This is achieved by setting limits on the plans and sections.

## **3 What are Limits?**

3.1 The Parliamentary plans and sections show the centreline of the main works, the Limits of Deviation (LOD) and the Limits of Land to be Acquired or Used (LLAU). The plans also show the course of proposed permanent diversions of public footpaths and bridleways.

- 3.2 The LOD are used to show the limits within which the scheduled works, as listed in Schedule 1 of the Bill, may be constructed. These limits show the extent of the proposed works based on the design developed to the stage necessary for the preparation of the Bill. The LOD provides allowances for contingencies, working spaces and similar factors. This is achieved by including powers to deviate from the position of the works shown on the Parliamentary plans by a small amount; this deviation is restricted by the LOD marked on the plans.
- 3.3 The scheduled works can be constructed anywhere within their specific LOD. The scheduled works cannot be constructed outside of their specified LOD.
- 3.4 Separate LODs show the limits within which the proposed permanent diversions of public footpaths and bridleways may be provided. Those limits are shown in red on the Parliamentary plans to differentiate them from the other limits shown on the Parliamentary plans.
- 3.5 The LLAU are used to show additional limits for other works (i.e. ancillary works such as the provision of environmental mitigation) as well as the limits of land required in connection with the construction and future maintenance of the project.

## **4 Horizontal Limits of Deviation**

- 4.1 The Parliamentary plans describe the horizontal limits, within which the scheduled works may be constructed. They are determined at an early stage and allow for design development following the deposit of the Bill.

## **5 Vertical Limits of Deviation**

- 5.1 Vertical limits specified in the Bill are standard and well preceded in recent railway legislation. They permit deviation of 3 metres upwards and to any extent downwards from the level shown on the Parliamentary sections (in many cases deviation to the full extent permitted is not a practical possibility and where it is possible this has been assessed in the

Environmental Statement). Certain major structures will have maximum heights which are shown on the Parliamentary sections.

## **6 Exercise of Bill Powers**

6.1 The powers in the Bill can only be used for purposes authorised by the Bill, therefore land to be acquired within the limits shown on the Parliamentary plans will be confined to land which appears to the Secretary of State to be required following the detailed design of the scheme.

6.2 It should be noted that the Bill will also confer powers to carry out works outside the limits shown on the Parliamentary plans for the following purposes:

- monitoring of buildings above tunnels;
- carrying out works to buildings to protect them from the effects of ground movement;
- dealing with trees affecting HS2;
- installing noise mitigation measures in buildings; and
- related ancillary activities.

## **7 More information**

7.1 More detail on the Bill and related documents can be found at [www.gov.uk/hs2-phase2b-crewe-manchester](http://www.gov.uk/hs2-phase2b-crewe-manchester).