

HS2

Promoter's Opening Address

Tim Mould KC

High Speed Rail (Crewe - Manchester) Bill

EXPLANATORY NOTES

Explanatory notes to the Bill, prepared by the Department for Transport, are published separately as Bill 5-EN.

EUROPEAN CONVENTION ON HUMAN RIGHTS

Secretary Grant Shapps has made the following statement under section 19(1)(a) of the Human Rights Act 1998:

In my view the provisions of the High Speed Rail (Crewe - Manchester) Bill are compatible with the Convention rights.

ENVIRONMENTAL STATEMENTS

Secretary Grant Shapps has made the following statements under section 20(2)(a) and (3) of the Environment Act 2021.

In my view—

(a) the High Speed Rail (Crewe - Manchester) Bill contains provision which, if enacted, would be environmental law, and

(b) the Bill will not have the effect of reducing the level of environmental protection provided for by any existing environmental law.

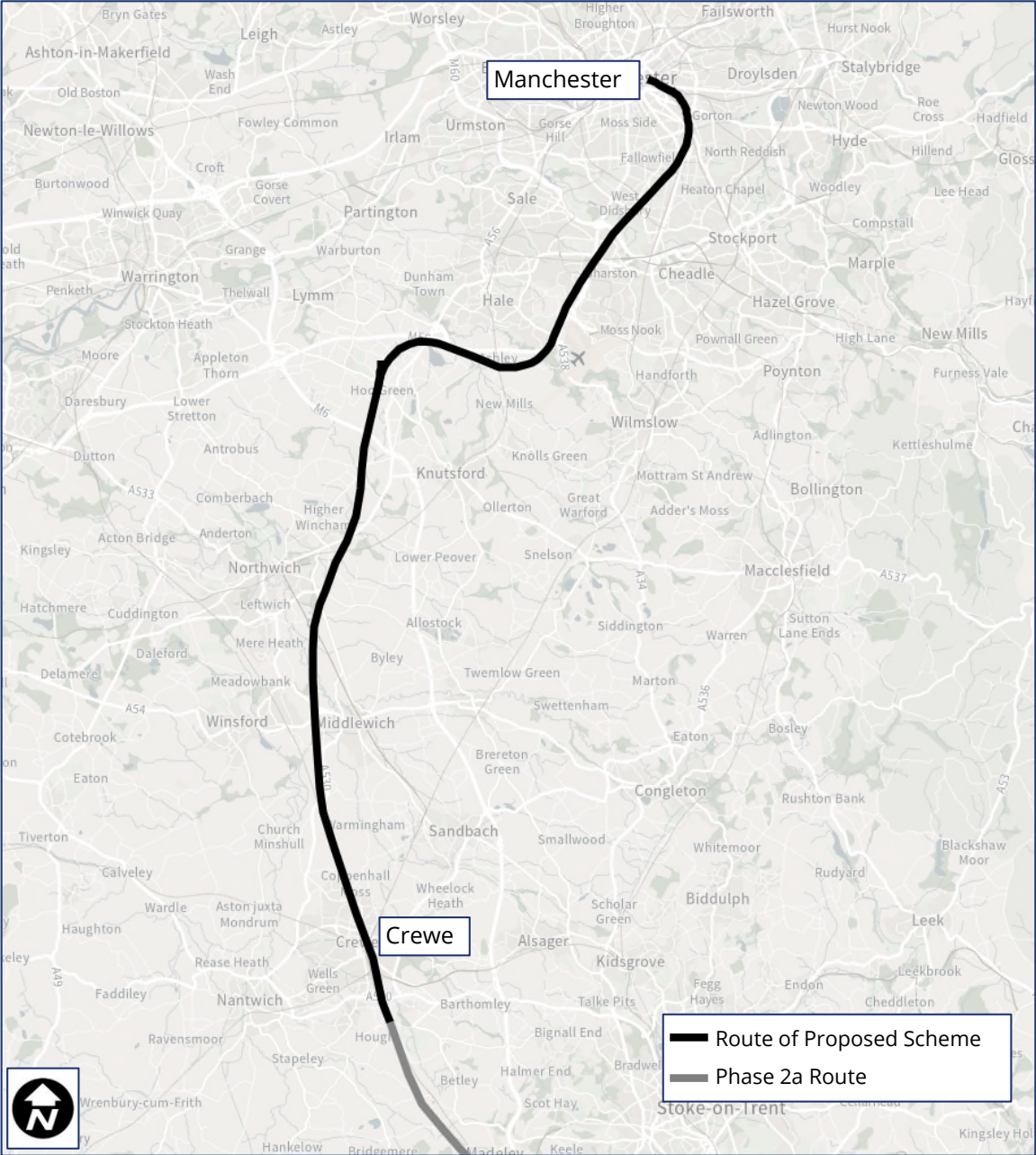
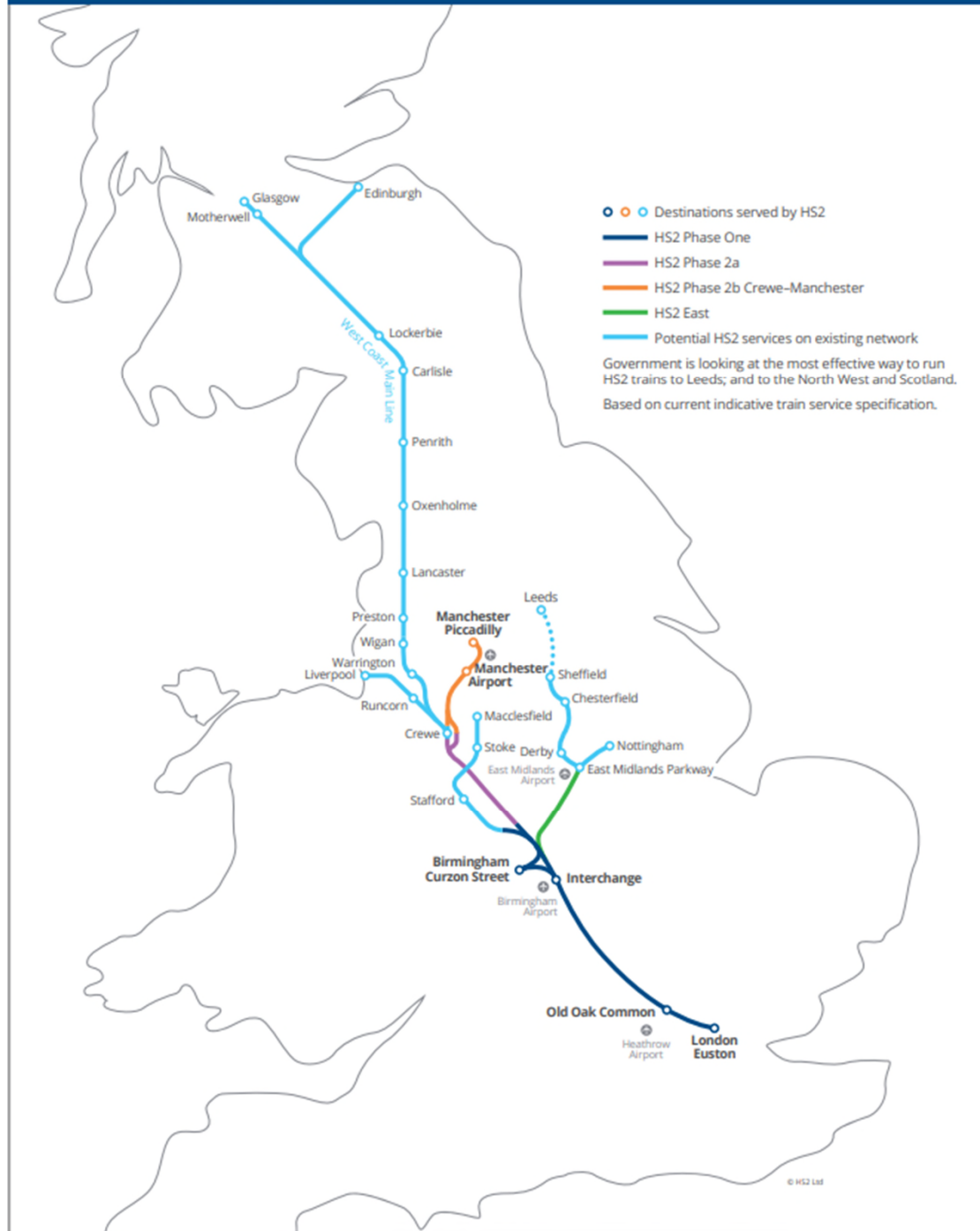


Figure 1: The HS2 network





South Portal Site (Chiltern Tunnel), Phase One

HS2

Phase 2b Western Leg Information Paper B10: Hybrid Bill process

This paper outlines the process followed by hybrid Bills in Parliament.

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

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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

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Phase 2b Western Leg Information Paper A1: Development of the Proposed Scheme

This paper outlines the historical development of the Proposed Scheme since 2012.

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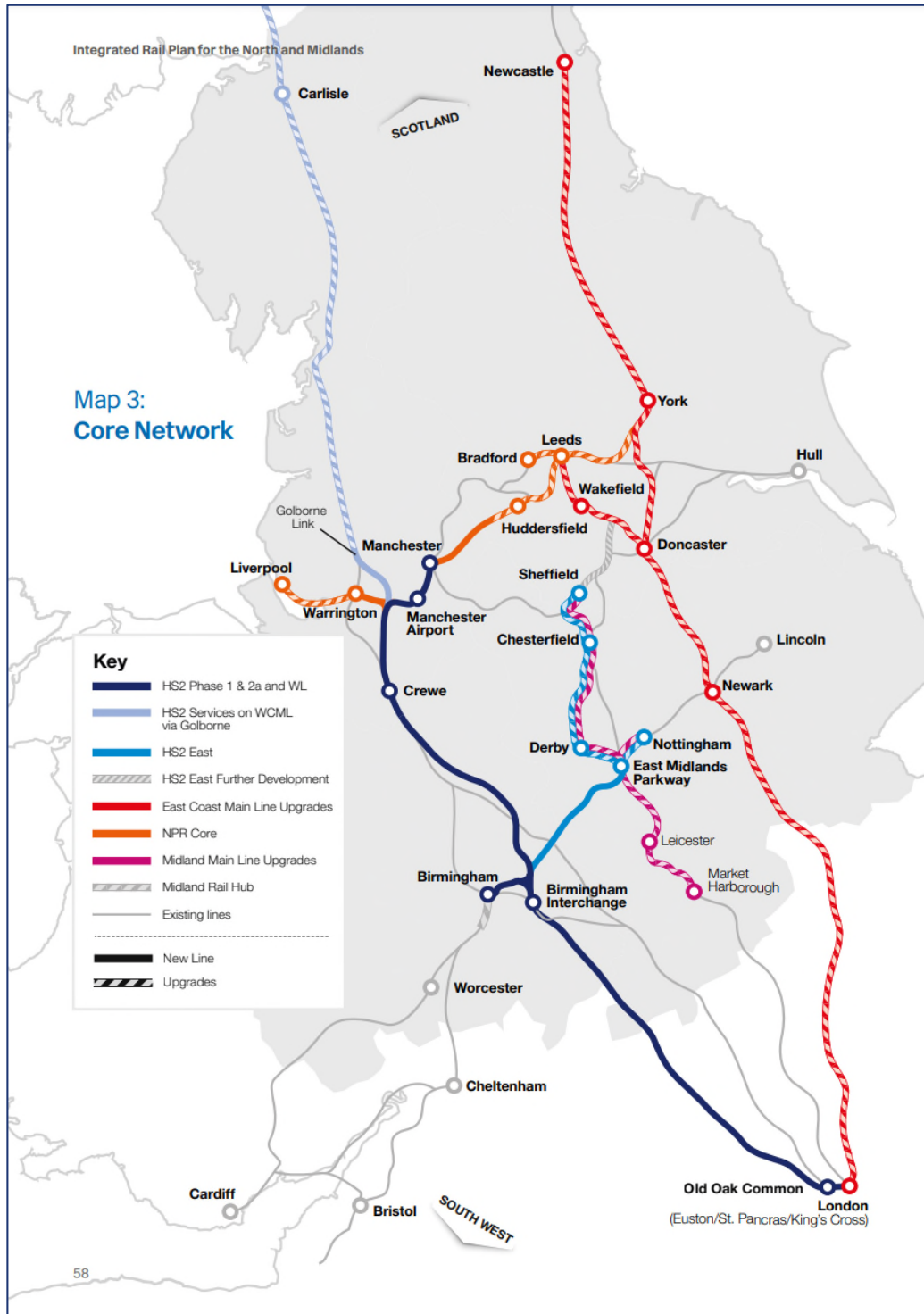
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Map 3:
Core Network



January 2022

High Speed Two Phase 2b: Crewe to Manchester

**Western Leg Design Refinement
Consultation – Summary Report**

Produced by Ipsos MORI for HS2 Ltd

Ipsos MORI





Department
for Transport

Integrated Rail Plan for the North and Midlands



CP 490



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Phase 2b Western Leg Information Paper B9: Introduction to hybrid Bill powers

This paper provides an introduction to the powers that are contained in the hybrid Bill for HS2.

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Phase 2b Western Leg Information Paper B4: Disapplication of Legislation

This paper outlines various parts of existing legislation that the High Speed Rail (West Midlands - Crewe) Bill seeks to disapply or modify.

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Phase 2b Information Paper

B11: Additional Provisions

This paper outlines the process used for making amendments to the High Speed Rail (Crewe – Manchester) Bill through the promotion of additional provisions.

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Phase 2b Western Leg Information Paper B2: Main provisions of the planning regime

This paper outlines the main provisions of the planning regime proposed for the Proposed Scheme

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High Speed Rail (Crewe – Manchester) Environmental Statement

Volume 1: Introduction and methodology

M14



High Speed Rail (Crewe – Manchester) Environmental Statement

Volume 2: Community Area reports

MA01: Hough to Walley's Green

M16



High Speed Rail (Crewe – Manchester) Environmental Statement

Non-technical summary

INDEPENDENT ASSESSOR'S REPORT

HIGH SPEED RAIL (CREWE - MANCHESTER) BILL:
SUMMARY OF MATTERS RAISED IN RESPONSES TO THE
CONSULTATION ON THE ENVIRONMENTAL STATEMENT

Submitted to:
The Examiners of Petitions for Private Bills

The House of Commons and the House of Lords

6 June 2022

Report Number: HC 268

HS2

Phase 2b Western Leg Information Paper H1: Equality, diversity and inclusion policy

This paper outlines HS2 Ltd's policy on equality, diversity and inclusion.

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

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HS2 Mental Health and Wellbeing Progress Report

December 2022

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Phase 2b Western Leg Information Paper E9: Control of airborne noise from altered roads and the operational railway

This paper outlines the measures that will be put in place to control airborne noise from altered roads and the operational railway.

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Phase 2b Western Leg Information Paper C3: Land acquisition policy

This paper outlines how landowners will be compensated for the acquisition of their land required for the construction and operation of the Proposed Scheme.

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- 3.3 The Bill generally includes full land acquisition powers. However, in any individual case, the exercise of these powers will operate on the basis that the Secretary of State will acquire no greater amount of land than appears to him will be reasonably required following the detailed design of the Proposed Scheme. It is likely to be the case that detailed design will not be completed at the time that possession is required of the land and that this may mean that more land is acquired than is necessary. In these cases, the Land Disposal Policy will apply, and the surplus land may be offered back to the original owner. Further details about this are contained in information papers C2: Rural landowners and occupiers guide and C6: Disposal of surplus land.
- 3.4 If it is practicable to acquire a smaller area of land without compromising the Secretary of State's ability to secure the construction and implementation of the Proposed Scheme in a timely and economic manner, and it becomes clear that not all the land within limits is required, the Secretary of State will not generally seek to acquire this land and will be prepared to give necessary assurances to the landowners in question.

4.2

Worksites are often formed from a number of different land parcels in different ownership and fall into two categories:

- Where the nature of the site or part of the site will not materially change, and no new railway works will be constructed on the site. These sites can often be returned to their original use. In these cases, if the landowner wishes, and it is practicable and economic for the nominated undertaker to do so, and at no greater burden to the public purse, they will normally be willing to discuss with the owner the temporary use of that land with each request considered on a case by case basis. When considering whether it is economic to do so, the Secretary of State may require the compensation for the temporary occupation of land to be agreed prior to exercising powers under the Bill as enacted; and
- Where the nature of the site will materially change (e.g. through demolition of existing buildings or construction of railway works on the site) or where land or property is planned to be developed, the freehold interest will be acquired.

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High Speed Two Phase 2b Crewe to Manchester West Midlands to Leeds

Safeguarding Directions

With guidance notes for local planning
authorities

June 2022

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P1(25)

ANNEX A

TOWN AND COUNTRY PLANNING (SAFEGUARDING OF LAND AT ANNANDALE) (SCOTLAND) DIRECTION 2022

The Scottish Ministers give the following Direction in exercise of the powers conferred by regulations 30, 31 and 32 of the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013 and all other powers enabling them to do so:

Citation, Commencement and Interpretation

(1) This Direction may be cited as The Town and Country Planning (Safeguarding of Land at Annandale) (Scotland) Direction 2022 and comes into effect on 7 June 2022.

(2) In this Direction -

“EIA report” and “screening opinion” have the same meaning as in the Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017,

“relevant zone” is the zone shown bounded by lines marked “Limits of Land subject to Safeguarding Direction” on the plans annexed to this Direction (being the zone relating to the development of Annandale Depot, part of Phase 2b of the High Speed Two Rail Project), Map Numbers SG-02-126 and SG-02-127 issued June 2022.

Consultation requirement

(3) Dumfries and Galloway Council, before granting permission for the development of land in the relevant zone on the plan annexed to this direction, shall, to the extent specified on the plan, consult High Speed Two (HS2) Limited (Company No. 06791686).

Information to be given to the consultee

(4) For the purpose of consultation under this Direction Dumfries and Galloway Council must provide High Speed Two (HS2) Limited with –

(a) a copy of the application for planning permission for the development in question together with –

(i) copies of any submitted plans showing the location with a Grid Reference (to at least 6 figures each of Eastings and Northings); and

(ii) particulars of the layout and dimensions of buildings or works to which the application relates;

(b) such further information as is necessary to enable them to consider the application.

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Phase 2b Western Leg Information Paper C4: Safeguarding and statutory blight

This paper outlines what safeguarding is, what its main effects are and how it has been implemented for the Proposed Scheme.

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Phase 2b Western Leg Information Paper C8: Compensation code for compulsory purchase

This paper outlines how landowners will be compensated for the acquisition of their land required for the construction and operation of the Proposed Scheme.

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Phase 2b Western Leg Information Paper C5: Property schemes for non-statutory purchases

This paper outlines how landowners will be compensated for the acquisition of their land required for the construction and operation of the Proposed Scheme.

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Discretionary property
schemes

Guide to HS2 property schemes Phase 2b



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CS1204_02/2022 © HS2 Ltd

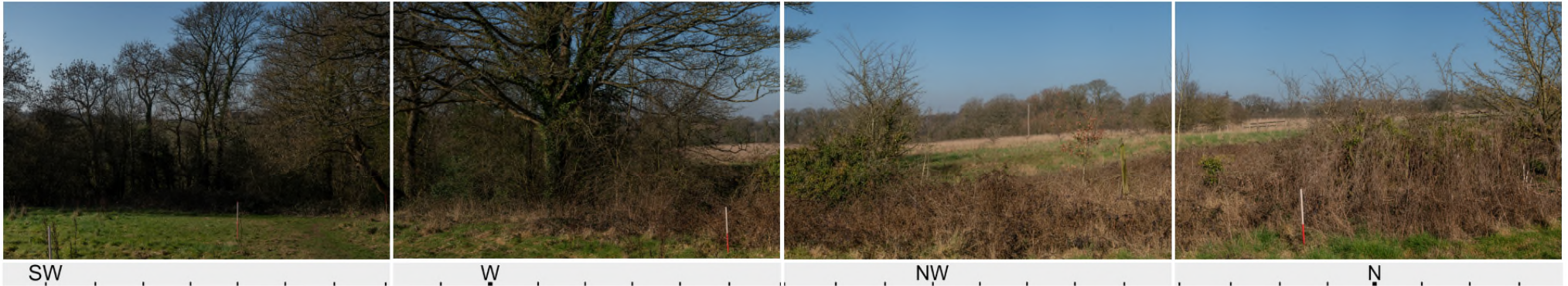
HS2 Ltd's aim is to avoid or prevent adverse environmental effects, where reasonably practicable (for example, through changes in route alignment). Where this was not achievable, HS2 Ltd has considered mitigation measures to reduce or avoid such effects (for example, by lowering the alignment to reduce visual impact). Where, despite efforts to avoid or reduce them, significant adverse environmental effects are predicted to occur, HS2 Ltd seeks to offset them through restoration and compensation measures.

Viewpoint 332-03-001: view north-west from Footpath Ringway 13, near Pigleystair Bridge

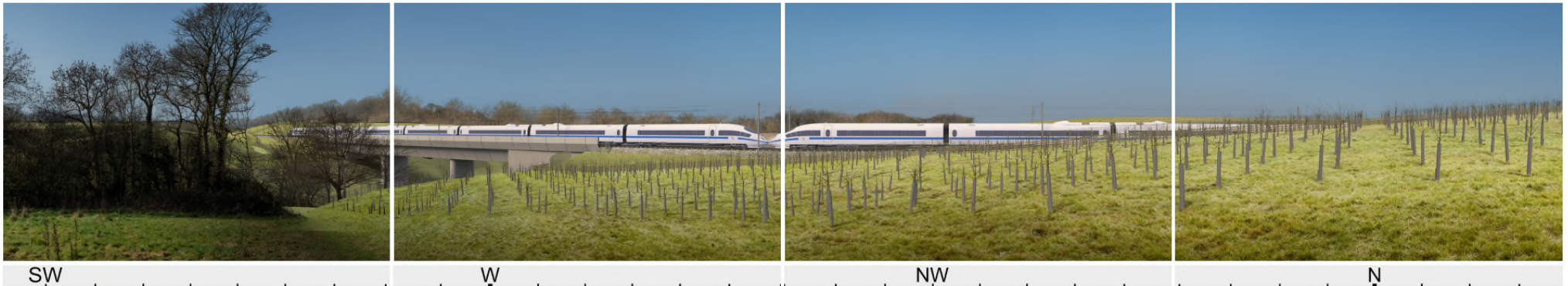
This viewpoint is representative of views experienced by users of Footpaths Ringway 12, 13 and 14 and Ashley 10/1 and 11/1.

Current baseline - winter view

Date taken: 27/02/2019 Time taken: 10:57



Winter verifiable photomontage - operation year 1



Camera:	Sony a7RII, FFS, Zeiss Loxia 50mm f/2.0 lens		
Approximate GPS co-ordinates ref.	379623.658, 384235.244	Direction of View:	300.48°
Elevation:	46.821m AOD	Height of Camera:	1.714m

The viewpoint has been taken approximately 86m away from the Proposed Scheme. Viewpoint location shown on Map LV-01-764. For full details of the visual assessment at viewpoint 332-03-001 refer to Volume 5: Appendix LV-001-0MA06, Part 3.

This verifiable photomontage (Type 4 as described in Visual Representation of Development Proposals LI TGN 06/19) provides an illustration of how the Proposed Scheme may look in 2038 (opening year) to help inform the visual impact assessment. The design of the Proposed Scheme may be subject to design development in response to consultation. Development of detail design after Hybrid Bill submission will not result in any significant adverse change in the environmental effects reported in the assessment. Where new planting is proposed, it has been shown as immature plants which would mature over time to further integrate the Proposed Scheme into the landscape.

Each individual image represents a 39.6° horizontal field of view with planar projection. At this scale the images do not lend themselves to direct comparison out in the field. Therefore, for viewing in the field, it is recommended that each image from the panoramic photomontage is printed individually, onto an A3 landscape sheet (image size 297mm x 420mm) to be viewed at a comfortable arms length. For further details on the selection of photomontage locations, verifiable methodology and presentation of landscape and visual assessment Technical Note - Approach to verifiable photomontages (SMR Volume 5: Appendix CT-001-00001).



Map Number	LV-01-764
Map Name	Verifiable Photomontage Operation Year 1 (2038) - Winter Viewpoint 332-03-001
Community Area :	MA06

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Date: Jan 2021

Viewpoint 332-03-001: view north-west from Footpath Ringway 13, near Pigleystair Bridge

This viewpoint is representative of views experienced by users of Footpaths Ringway 12, 13 and 14 and Ashley 10/1 and 11/1.

Current baseline - summer view

Date taken: 16/08/2018 Time taken: 15:11



Summer verifiable photomontage - operation year 15

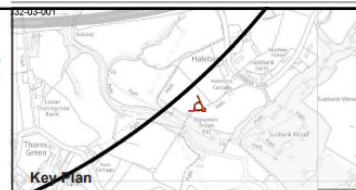


The viewpoint has been taken approximately 86m away from the Proposed Scheme. Viewpoint location shown on Map LV-01-765. For full details of the visual assessment at viewpoint 332-03-001 refer to Volume 5: Appendix LV-001-0MA06, Part 3.

This verifiable photomontage (Type 4 as described in Visual Representation of Development Proposals LI TGN 06/19) provides an illustration of how the Proposed Scheme may look in 2053 (15 years after opening) to help inform the visual impact assessment. The design of the Proposed Scheme may be subject to design development in response to consultation. Development of detail design after Hybrid Bill submission will not result in any significant adverse change in the environmental effects reported in the assessment. Where new planting is proposed, it has been shown as semi-mature trees which have put on 15 years of growth to illustrate how the Proposed Scheme will further integrate into the landscape over time.

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Camera:	Sony a7RII, FFS, Zeiss Loxia 50mm f/2.0 lens		
Approximate GPS co-ordinates ref.	379623.658, 384235.244	Direction of View:	300.48°
Elevation:	46.821m AOD	Height of Camera:	1.714m



Map Number	LV-01-765
Map Name	Verifiable Photomontage Operation Year 15 (2053) - Summer Viewpoint 332-03-001
Community Area :	MA06

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Date: Jan 2021

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Phase 2b Western Leg Information Paper

D1: Design

This paper outlines the design policy for the Proposed Scheme which includes aesthetics and quality.

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

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High Speed Two Phase 2b

Guide for Farmers and Growers

November 2022

2.1.5 As part of the wider engagement with farmers, landowners and rural business owners, HS2 Ltd will be required to consult with the owner/tenant of an agricultural holding regarding the detailed design of works proposed to be undertaken on any part of that holding and HS2 Ltd will take account of those responses, and as far as reasonably practicable (having regard to all other relevant factors):

- seek to minimise the loss of Grade 1, 2 and 3a agricultural land; and
- through engagement, seek to accommodate reasonable proposals to modify the detailed design of the works for the purposes of facilitating the efficient management of the agricultural holding in question, following completion of construction of the Phase 2b Western Leg works and in so far as reasonably practicable.

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Phase 2b Western Leg Information Paper C11: The Community and Environment Fund and Business and Local Economy Fund

This paper outlines information relating to the Community and Environment Fund and the Business and Local Economy Fund.

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Phase 2b Western Leg Information Paper E1: Control of environmental impacts

This paper outlines how environmental commitments will be met through controls both within and outside the Bill.

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High Speed Rail (Crewe – Manchester)

Environmental Minimum Requirements

General Principles

DRAFT

M344



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Phase 2b Western Leg Information Paper B5: Compliance with undertakings and assurances

This paper outlines how HS2 Ltd will record and comply with any undertakings and assurances given during the passage of the High Speed Rail (Crewe - Manchester) Bill.

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High Speed Rail (Crewe – Manchester) Environmental Statement

Volume 5: Appendix CT-002-00000

Cross-topic

Draft Code of Construction Practice

M96

1.1.3 The controls contained in the EMRs, along with powers contained in the High Speed Rail (Crewe – Manchester) Bill (the Bill) and the Undertakings given by the Secretary of State, will ensure that impacts which have been assessed in the ES will not be exceeded, unless any new impact or impacts in excess of those assessed in the ES:

- results from a change in circumstances which was not likely at the time of the ES¹; or
- would not be likely to be environmentally significant²; or
- results from a change or extension to the project, where that change or extension would not itself fall within the description of EIA development under paragraph 24 of Schedule 1, or paragraph 13 of the table in Schedule 2 to the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 or the equivalent Regulations applicable in Scotland; or
- would be considered as part of a separate consent process (and therefore further EIA if required).

I now undertake on behalf of the Secretary of State to this House in the following terms. Insofar as the environmental minimum requirements are not directly enforceable against any person appointed as the nominated undertaker, the Secretary of State will take such steps as he considers reasonable and necessary to secure compliance with those requirements.

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Phase 2b Western Leg Information Paper

D12: Borrow pits

This information paper describes need for and controls on the excavation of material from borrow pits during construction of the Proposed Scheme.

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Phase 2b Western Leg Information Paper

D13: Tunnels

This paper outlines the range of proposed tunnelling methods to be deployed on the Proposed Scheme, the factors that influence the choice of method and the means of mitigating the construction and operational impacts associated with tunnelling.

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.

The Helpdesk can be contacted:

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Phase 2b Western Leg Information Paper E3: Management of traffic during construction

This paper outlines the framework for the control and management of traffic associated with the construction of the Proposed Scheme.

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

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Phase 2b Western Leg Information Paper F1: Manchester Piccadilly Station

This paper outlines the proposals for the Manchester Piccadilly High Speed Station of the Proposed Scheme. It explains the proposed location of the station, its facilities and operation.

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

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E2: Ecology

This information paper outlines the approaches taken to assessing, mitigating and compensating ecological impacts of the Proposed Scheme.

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

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Phase 2b Western Leg Information Paper B6: Environmental impact assessment and human rights

This paper outlines the process of environmental impact assessment for the High Speed Rail (Crewe - Manchester) Bill, including public participation in the process, and the human rights issues raised by 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.

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