

All Information Papers

Reference	Title of Information Paper	Date of change	Summary of changes	Version no.
All	All	06.07.22	Paragraph 1.4, deletion of: “, a connection onto the West Coast Main Line (WCML),”	2

A Series: Route development

Reference	Title of Information Paper	Date of change	Summary of changes	Version no.
A1	Development of the Proposed Scheme	03.07.23	<p>Section 3.1 – addition of:</p> <p>“July 2023: Deposit of the second Additional Provision, containing a set of proposed scheme refinements focused on the northern end of the route, requiring changes to the Bill. A summary of the changes is set out in paragraph 10.16 below.”</p> <p>Addition of section 10.16:</p> <p>“A further set of key changes made as part of the second Additional Provision to the Bill on 6 July 2022 include:</p> <ul style="list-style-type: none"> • Temporary realignment of the M56 and permanent reconfiguration of Junction 6; • Relocation of the Palatine Road vent shaft to The Hollies; • Modifications to road realignments and junctions, property or maintenance access and pedestrian and cycle path provision and diversions; and • Changes to works access routes and utilities diversions.” 	3
A1	Development of the Proposed Scheme	06.07.22	<p>Paragraph 3.1, additional bullet points added:</p> <p>“• June 2022: Parliament agreed the principle of the Bill at Second Reading and agreed to remove the “Golborne Link,” the originally proposed connection between HS2 and the West Coast Main Line, from the Bill.</p> <p>• July 2022: Deposit of Additional Provision 1, a set of proposed changes to the Bill, including the instruction to remove the Golborne Link.”</p> <p>Paragraph 4.1, 2nd bullet point changed from:</p> <p>“• enable significant enhancements to the conventional rail network across the North-West and North, by freeing up much needed capacity on the existing network and providing critical infrastructure to allow the delivery of NPR and new Metrolink routes”</p> <p>to:</p> <p>“• enable significant enhancements to the conventional rail network across the North-West and North, freeing up much needed capacity on key bottlenecks as well as providing critical infrastructure to allow the delivery of NPR and new Metrolink routes;”</p> <p>Paragraph 4.1, 3rd bullet point changed from:</p> <p>“• align to and support delivery of local authority growth strategies pivoting investment around the new HS2 stations at Manchester Piccadilly and Manchester Airport and enabling the development and transformation of key sites station”</p> <p>to:</p> <p>“• support development and regeneration across the North-West through the alignment to and support of local authority growth strategies, enabling the development and transformation of key sites at Manchester Piccadilly and Manchester Airport;”</p> <p>Paragraph 4.1, 4th bullet point changed from:</p> <p>“• support government plans through the direct and indirect expansion of investment in the skills the UK needs. Phase 2b will continue the pipeline of skills development work that has started with Phase One”</p> <p>to:</p> <p>“• support government plans to build back better through the direct and indirect expansion of investment in the development of technical skills needed to bring the UK in line with other leading economies; and”</p>	2

Reference	Title of Information Paper	Date of change	Summary of changes	Version no.
			<p>Paragraph 4.1, 5th bullet point changed from:</p> <p>“• provide a sustainable long-term transport solution that supports the UK’s net zero carbon target and provides a vital contribution to the UK’s environmental targets, alongside economic prosperity.”</p> <p>to:</p> <p>“• provide a sustainable long-term transport solution that supports the UK’s net zero carbon target and aims to provide a net 10% gain in biodiversity, alongside economic prosperity”</p> <p>Paragraph 7.1, changed from:</p> <p>“The route proposals from the West Midlands to Manchester included:”</p> <p>to:</p> <p>“At Bill deposit, the route proposals from the West Midlands to Manchester included:”</p> <p>Section 9, insertion of paragraphs 9.1 to 9.4</p> <p>Paragraph 10.1, changed from:</p> <p>“The Proposed Scheme, for which powers are now sought in the Bill as deposited in Parliament in January 2022, is described below.”</p> <p>to:</p> <p>“The Proposed Scheme, for which powers are now sought in the Bill is described below. The Bill as deposited in Parliamentary in January 2022, but with the Golborne Link removed, is described first. This is followed by a list of the key proposed changes to the design of the Proposed Scheme since Bill deposit, which were deposited as Additional Provision 1 in July 2022.”</p> <p>Paragraph 10.2, changed from:</p> <p>“The route of the Proposed Scheme will run from Crewe to Manchester and to the WCML near Bamfurlong, a total length 85km (52 miles)...”</p> <p>to:</p> <p>“The route of the Proposed Scheme will run from Crewe to Manchester a total length 63km (38.5miles)...”</p> <p>Paragraph 10.5, changed from:</p> <p>“...The route will then cross over the M6 on a viaduct before diverging at Hoo Green where the HS2 WCML connection will continue north towards Golborne and the HS2 will continue east towards Manchester...”</p> <p>to:</p> <p>“...The route will then cross over the M6 on a viaduct before diverging at Hoo Green where a short stub of railway would allow a future connection to the WCML and the main route will continue east towards Manchester...”</p> <p>Paragraph 10.6, changed from:</p> <p>“The HS2 Manchester spur will continue in a north-easterly direction towards Manchester. Bearing east, the spur will pass to the north-west of...”</p> <p>to:</p> <p>“The Proposed Scheme will continue in a north-easterly direction towards Manchester. Bearing east, the route will pass to the north-west of...”</p> <p>Paragraph 10.7, changed from:</p> <p>“Continuing in an easterly direction, the HS2 Manchester spur will cross the Mid-Cheshire Line on a viaduct before heading northwards, passing beneath the M56, east of Warburton Green. The HS2 Manchester spur will then continue to...”</p> <p>to:</p> <p>“Continuing in an easterly direction, the route will cross the Mid-Cheshire Line on a viaduct before heading northwards, passing beneath the M56, east of Warburton Green. The HS2 route will then continue to...”</p> <p>Deletion of Paragraph 10.9</p> <p>Paragraph 10.13, changed from:</p>	

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			<p>“...that will serve destinations on the WCML predominantly starting or terminating in Carlisle, but also some from or for Glasgow or Edinburgh. Infrastructure required includes...”</p> <p>to:</p> <p>“...that will serve destinations on the WCML predominantly starting or terminating in Carlisle, but also some from or for Glasgow. Infrastructure required includes...”</p> <p>Paragraph 10.15, changed from:</p> <p>“This section lists the key changes made to the design of the Proposed Scheme since the publication of the Working Draft Environmental Statement and Equality Impact Assessment report. It should be noted that those reports, published in 2018, set out the effects of both the Crewe – Manchester and West Midlands – Leeds section of Phase 2b. Since then, two Design Refinement Consultations have been held on the route, in 2019 and 2020.”</p> <p>to:</p> <p>“This section lists the key changes made as part of the Additional Provision to the Bill on 6 July 2022:</p> <ul style="list-style-type: none"> • Realignment and extension of Crewe tunnel including associated works to vent shafts, headhouse buildings, overhead power lines and power supply; • Realignment and amendments to reception tracks at Crewe North rolling stock depot; • M6 works including the provision of temporary traffic signals and the realignment of the M6 between junction19 and junction 20; • Realignment and extension of the viaduct at the A556 Shurlach Road and Winnington Wood; • Modifications to road realignments and junctions, property or maintenance access and pedestrian and cycle path provision and diversions; and • Landscape earthworks, landscape mitigation planting and surface water drainage.” <p>Deletion of paragraph 10.17</p> <p>Paragraph 11.6 changed from:</p> <p>“The WCML will connect directly with Crewe North RSD. A further connection to the WCML will be provided near Bamfurlong in the Risley to Bamfurlong area (MA05).”</p> <p>to:</p> <p>“The WCML will connect directly with Crewe North RSD.”</p>	
A2	Strategic Case for the Phase 2b Western Leg	06.07.22	<p>Paragraph 2.1, changed from:</p> <p>“...It has new stations at Manchester Piccadilly and Manchester Airport, and a connection to the West Coast Main Line. It also has some works away from the main route, including a depot for train storage and maintenance at Annandale in Scotland. Connections with the ordinary, non-high-speed rail network will enable HS2 trains to provide services beyond the HS2 network.”</p> <p>to:</p> <p>“...It has new stations at Manchester Piccadilly and Manchester Airport. It also has some works away from the main route, including a depot for train storage and maintenance at Annandale in Scotland.”</p> <p>Paragraph 2.5, changed from:</p> <p>“Economic modelling carried out prior to the deposit of the hybrid Bill indicate that the benefits of the Proposed Scheme outweigh the costs. Alternative rail plans for this part of the route have been considered...”</p> <p>to:</p> <p>“Alternative rail plans for this part of the route have been considered...”</p> <p>Paragraph 3.3, changed from:</p> <p>“As well as connecting our biggest cities, the HS2 Crewe - Manchester Scheme will provide high speed connectivity to smaller towns in the North-West, such as Preston, Lancaster and Wigan. The Scheme also enables them to receive more trains, goods, and passengers.”</p>	2

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			<p>to:</p> <p>“As well as connecting our biggest cities, the HS2 Crewe - Manchester Scheme will enable better high speed connectivity to Preston and Carlisle by allowing 400m HS2 trains to call at the stations.”</p> <p>Paragraph 4.2, changed from:</p> <p>“The HS2 Crewe - Manchester scheme will build on the benefits generated by Phases One and 2a of HS2 and provide high speed infrastructure between Manchester and Crewe. The frequency of service will enable 14 trains per hour between London and the Midlands and the North and Scotland.”</p> <p>to:</p> <p>“The HS2 Crewe - Manchester scheme will build on the benefits generated by Phases One and 2a of HS2 and provide high speed infrastructure between Manchester and Crewe. Manchester Piccadilly High Speed station would be served by three HS2 services per hour from London and two HS2 services per hour from Birmingham via Crewe.”</p> <p>Paragraph 4.5, changed from:</p> <p>“The HS2 Crewe - Manchester scheme allows for linking the HS2 line with the West Coast Main Line near Golborne. The Union Connectivity Review (UCR) suggested that an alternative connection to the West Coast Main Line (WCML) might be able to further improve the connection with Scotland. The UCR recommended that the Government should review such alternatives to the WCML Link. The Government is considering its response to the UCR and whether an alternative design may provide greater benefits.”</p> <p>to:</p> <p>“The Government is also looking to give Scotland the transport connections it deserves. Sir Peter Hendy’s Union Connectivity Review questioned the originally proposed connection between the HS2 route and the West Coast Main Line, known as the Golborne Link. The Review recommended that the Government review alternative options. Therefore the Government is committed to exploring alternatives that deliver similar benefits to the Golborne Link, within the £96bn envelope of the Integrated Rail Plan.”</p> <p>Paragraph 7.3, changed from:</p> <p>“...The Scheme reduces journey times and increases train capacity between city centre locations across the UK, including Scotland...”</p> <p>to:</p> <p>“The Scheme reduces journey times and increases train capacity between city centre locations across the UK...”</p>	

B Series: Hybrid Bill

Reference	Title of Information Paper	Date of change	Summary of changes	Version no.
B1	Understanding the Bill	04.11.22	<p>Section 17 paragraph 17.1 changed from:</p> <p>“Crown land includes land that forms part of the Crown Estate, land owned by the Queen”</p> <p>to:</p> <p>“Crown land includes land that forms part of the Crown Estate, land owned by the King”</p>	3
B5	Compliance with undertakings and assurances	10.02.23	<p>Paragraph 2.1 changed from:</p> <p>“This information paper outlines how the Promoter will ensure that any commitments given to Parliament on its behalf during the passage of the Bill will be recorded and complied with.</p> <p>to:</p> <p>This information paper outlines how the Promoter will ensure that any commitments entered into by the Promoter during the passage of the Bill will be recorded and complied with.</p>	3

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B6	Environmental impact assessment and human rights	03.07.23	<p>Paragraph 3.17 changed from:</p> <p>“It is expected that the Secretary of State will give an undertaking to Parliament in relation to the enforcement of the EMRs, as he did in relation to the Bills to authorise Phase One and Phase 2a of HS2. This would state that, insofar as the Environmental Minimum Requirements are not directly enforceable against any person appointed as a nominated undertaker, the Secretary of State would take such steps as he considers are reasonable and necessary to secure compliance with those requirements. That undertaking would also apply in a case where a statutory undertaker is carrying out development in connection with the Proposed Scheme in reliance on planning permission enjoyed under Schedule 17 to the Bill.”</p> <p>To:</p> <p>“The Secretary of State has given an undertaking to Parliament in relation to the enforcement of the EMRs, as he did in relation to the Bill to authorise Phase One and Phase 2a of HS2. On the first day of the Select Committee on the Bill in the House of Commons (31 January 2023) the Secretary of State gave an undertaking that, insofar as the Environmental Minimum Requirements are not directly enforceable against any person appointed as a nominated undertaker, the Secretary of State would take such steps as he considers are reasonable and necessary to secure compliance with those requirements. That undertaking would also apply in a case where a statutory undertaker is carrying out development in connection with the Phase 2b Project in reliance on planning permission enjoyed under Schedule 31 to the Bill.”</p>	3
B9	Introduction to hybrid Bill powers	03.07.23	<p>Text change in section 2.2 from “work” to “works” plural.</p> <p>Deletion of text which was true at the time of Bill deposit, but which may be inaccurate and/or confusing with the deposit of subsequent Additional Provisions.</p> <p>Correction of formatting error in section 7.2, in which there was no space between section 7.2 and section 7.3.</p>	3

C Series: Property and Compensation

Reference	Title of Information Paper	Date of change	Summary of changes	Version no.
C2	Rural landowners and occupiers guide	21.07.23	<p>Paragraph 7.1, insert text: ‘The estimate will include a breakdown on an equivalent basis as provided for in the Petitioner’s detailed request, and if the agricultural/rural business owner has provided a reasonable explanation of how they have calculated the amount of the estimated claim, provide a similar reasonable explanation.’</p> <p>Insert new paragraph 7.4: ‘Once the Promoter has received an advance payment request, if this has been sent to the Promoters email address as follows; LPClaims@hs2.org.uk, reasonable endeavours will be made for an automated acknowledgement email to be sent within five days of receipt.’</p> <p>Paragraph 7.5, text changed from:</p> <p>‘In making an advance payment of compensation to an agricultural/rural business owner in accordance with section 52 (2A) and (4) of the Land Compensation Act 1973, the Promoter will provide to the agricultural/rural business owner a breakdown of the advance payment of compensation being made.’</p> <p>To:</p> <p>‘Following the making an advance payment of compensation to an agricultural/rural business owner in accordance with section 52 (2A) and (4) of the Land Compensation Act 1973, the Promoter will provide to the agricultural/rural business owner a breakdown of the advance payment of compensation being made and, if the agricultural/rural business owner has provided a reasonable explanation of how they have calculated the advance payment, and the land to which it relates, provide a similar reasonable explanation.’</p>	6

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			<p>Insert new paragraph 10.2: "Without prejudice to paragraph 10.1 but subject to paragraph 10.3 any private water supply pipes damaged during construction will be repaired or replaced as quickly as reasonably practicable and normally within 24 hours of the damage being brought to the attention of the nominated undertaker. Within the first 12 hours beginning with the time at which the damage and /or interruption of the water supply is first brought to the attention of the nominated undertaker and until water supplies are reinstated and tested, the nominated undertaker will use reasonable endeavours to provide bottled water and/or a tanker as a temporary measure as appropriate to affected parties including for livestock as appropriate.</p> <p>Insert new paragraph 10.3.1: 'For the avoidance of doubt, the repair of any damage to public water supplies caused by utility companies working on behalf of the nominated undertaker will be the responsibility of that utility company in accordance with the service delivery requirement applicable as between that company as a statutory undertaker and the farming business concerned, and'</p> <p>Insert new paragraph 10.3.2: 'Where damage to public water supplies does occur in the circumstances mentioned in paragraph 10.3.1 and the water utility company is not under a service delivery requirement towards the farming business concerned to temporarily supply bottled water and/ or a tanker within 12 hours of damage and/or interruption being brought to the nominated undertaker, the nominated undertaker will use reasonable endeavours to procure or provide bottled water and/or a tanker to that farming business as a temporary measure.'</p> <p>Insert new text in paragraph 11.1: 'and where relevant accommodation works will be determined in accordance with section 68 of the Railways Clauses Consolidation Act 1845.'</p> <p>Insert new text in paragraph 11.2: "and including both the current and reasonably foreseeable operational needs of the landowner. Where shared use of accommodation bridges or underpasses would enable current or future operational needs of a landowner severed by the railway to be accommodated, the nominated undertaker will in a timely way discuss with the landowner the process of finalising the detailed design of the Proposed Scheme'</p> <p>Insert new paragraph 13.1: 'Without prejudice to paragraph 13.2, when exercising powers under clause 14 of the Bill the nominated undertaker will have due regard to the access requirements of the farmer concerned and will use reasonable endeavours to minimise inconvenience to the farmers use of the private access road for agricultural purposes'</p>	
C2	Rural landowners and occupiers guide	04.05.23	<p>New paragraph 4.3 inserted: 'Land referred to in paragraph 4.2 includes land on which a construction or accommodation access has been constructed from an adjacent public highway and which, following completion of the works, is not required for use by the nominated undertaker or any third party and is to be retained for agricultural use by the former owner.'</p> <p>New paragraph 7.3 inserted: 'Paragraph 7.4 shall apply where an agricultural/rural business owner submits to the Promoter a request for an advance payment of compensation pursuant to section 52 (1) and (2) of the Land Compensation Act 1973 arising from the authorisation of the compulsory acquisition of an agricultural /rural business ("an advance payment request"). An advance payment request must be made in accordance with section 52(2) of the Land Compensation Act 1973.'</p> <p>New paragraph 7.4 inserted: 'In making an advance payment of compensation to an agricultural/rural business owner in accordance with section 52 (2A) and (4) of the Land</p>	5

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			<p>Compensation Act 1973, the Promoter will provide to the agricultural/rural business owner a breakdown of the advance payment of compensation being made.'</p> <p>New paragraph 7.5 inserted: 'A breakdown provided by the Promoter under paragraph 7.4 will identify the component elements of the advance compensation payment made to the agricultural/rural business owner, including disturbance payable in respect of the prospective compulsory purchase of that agricultural land/rural business.'</p> <p>Paragraph 10.1 changed from:</p> <p>'Where an existing private water supply to a farm is adversely and directly affected by the construction of the Proposed Works, the nominated undertaker will, if requested by the farmer or landowner to do so, provide or procure or meet the reasonable cost of the provision of an alternative supply of water where reasonably practicable to do so and if there is no other practicable alternative means of supply available.'</p> <p>To:</p> <p>'Where an existing private water supply to a farm is adversely and directly affected by the construction of the Proposed Works, and if requested by the farmer or landowner to do so, the nominated undertaker will take all necessary steps as quickly as practicable to either:</p> <ul style="list-style-type: none"> • meet the reasonable cost incurred by the farmer or landowner in the provision by the farmer or landowner of an alternative supply of water where there is no other practicable alternative means of supply available; or • provide or procure on behalf of the farmer or landowner an alternative supply of water where reasonably practicable to do so if there is no other practicable alternative means of supply available.' <p>Paragraph 10.2 deleted.</p> <p>New section 14 'Agricultural Liaison Officer' and section 15 'Statement of Impact and timing for replacement buildings' inserted. Following sections renumbered.</p>	
C2	Rural landowners and occupiers guide	10.02.23	<p>Paragraph 2.3 changed from:</p> <p>"...Complaint and dispute resolution processes are noted in Section 13."</p> <p>to:</p> <p>"...Complaint and dispute resolution processes are noted in section 14."</p> <p>Paragraph 5.3 changed from:</p> <p>"...It will also include a procedure for handling complaints and a complaint resolution system, as detailed from section 13 onwards in this paper."</p> <p>to:</p> <p>"...It will also include a procedure for handling complaints and a complaint resolution system, as detailed from section 14 onwards in this paper."</p> <p>Paragraph 6.2 changed from:</p> <p>"Notwithstanding the requirements under the Bill to give 28 days' notice of entry under Part 1 of Schedule 15 of the Bill in relation to the temporary occupation of land the nominated undertaker will use reasonable endeavours, and in advance of any formal notification required under the Bill, to notify an agricultural or rural landowner in writing of the expected quarter of the calendar year in which the land is planned to be occupied temporarily under the Bill.</p> <p>to:</p> <p>Notwithstanding the requirements under the Bill to give 28 days' notice of entry under Part 1 of Schedule 15 of the Bill in relation to the temporary occupation of land the nominated undertaker will use reasonable endeavours in all cases to provide a minimum of three month's written notice, and furthermore in advance of any formal notification required under the Bill, to notify an agricultural or rural landowner in writing of the</p>	4

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			<p>expected quarter of the calendar year in which the land is planned to be occupied temporarily under the Bill.</p> <p>New section 13 added:</p> <p>“Use of private access roads across agricultural land</p> <p>13.1 The Nominated Undertaker will engage with the owner and occupier of agricultural land with respect to the particular purpose(s) he expects to exercise the powers under clause 14 of the Bill, the type of vehicle(s) to be used, the purpose of the use and the expected frequency and period of use.”</p> <p>Section 13 renumbered to 14</p> <p>Section 14 renumbered to 15</p> <p>Section 15 renumbered to 16</p> <p>Section 16 renumbered to 17</p>	
C2	Rural landowners and occupiers guide	13.12.22	<p>Paragraph 2.3 changed from:</p> <p>“...Complaint and dispute resolution processes are noted in paragraph 8.8.”</p> <p>to:</p> <p>“...Complaint and dispute resolution processes are noted in section 13.”</p> <p>New paragraph 3.3 added:</p> <p>“3.3 In circumstances where agricultural land is permanently required for the purposes of the construction of the permanent railway corridor forming part of the Proposed Scheme, the Secretary of State will not exercise their temporary powers of acquisition prior to its permanent acquisition. There are a number of exceptions to this where agricultural land may still be occupied temporarily in advance of compulsory purchase and details of where land may be occupied temporarily in advance of acquisition are set out in Appendix 1 of this Information Paper.”</p> <p>New section 4 added:</p> <p>“Land disposal and the Crichel Down rules”</p> <p>Paragraph 3.3 renumbered to 4.1</p> <p>Paragraph 3.4 renumbered to 4.2</p> <p>Section 4 renumbered to 5</p> <p>Paragraph 4.1 renumbered to 5.1</p> <p>Paragraph 4.2 renumbered to 5.2</p> <p>Paragraph 4.3 renumbered to 5.3 and changed from:</p> <p>“...It will also include a procedure for handling complaints and a complaint resolution system, as detailed from paragraph 8.8 onwards of this paper.”</p> <p>to:</p> <p>“...It will also include a procedure for handling complaints and a complaint resolution system, as detailed from section 13 onwards in this paper.”</p> <p>New paragraph 5.4 added:</p> <p>“The Promoter will require the nominated undertaker to use reasonable endeavours to keep affected agricultural/rural businesses informed of the progress of the Bill and of likely target dates for implementation of the Proposed Scheme.”</p> <p>Paragraph 4.4 renumbered to 5.5</p> <p>Section 5 renumbered to 6</p> <p>Paragraph 5.1 renumbered to 6.1</p> <p>New paragraph 6.2 added:</p> <p>“Notwithstanding the requirements under the Bill to give 28 days’ notice of entry under Part 1 of Schedule 15 of the Bill in relation to the temporary occupation of land the nominated undertaker will use reasonable endeavours, and in advance of any formal notification required under the Bill, to notify an agricultural or rural landowner [in writing] of the expected quarter of the calendar year in which the land is planned to be occupied temporarily under the Bill.”</p>	3

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			<p>Paragraph 5.2 renumbered to 6.3</p> <p>“The nominated undertaker will seek to be in regular communication with landowners during the construction of the Proposed Scheme and will seek to provide advice on the proposed timescale for the start and duration of works affecting their properties”.</p> <p>New section 7 added:</p> <p>“7 Estimated claims for compensation in respect of agricultural land/rural businesses</p> <p>7.1 Where an agricultural/rural business owner submits to the Promoter detailed particulars of an estimated claim for compensation arising from the compulsory acquisition of agricultural land/a rural business (a “detailed request”), the Promoter will provide in writing within three months of receipt of the detailed request the nominated undertaker’s estimate of the compensation (including for disturbance) payable in respect of the compulsory purchase of that agricultural land/rural business.</p> <p>7.2 Where possession of land is taken by the nominated undertaker under Schedule 15 of the Bill and an owner occupier or agricultural tenant submits to the Promoter a particularised and evidenced claim for compensation based upon agricultural losses arising from the temporary occupation of agricultural land pursuant to paragraph 1 of Part 1 of Schedule 15 to the Bill (a “compensation request”), the Promoter will make interim payments of compensation as appropriate on a case-by-case basis. For example, payments could be made on a three monthly, six monthly or (as a minimum) annual basis taking account of the particular characteristics of the agricultural business in question. Before making the interim payments, the nominated undertaker may require the owner occupier or agricultural tenant to enter into a temporary possession agreement in advance of the exercise of powers.”</p> <p>Section 6 renumbered to 8</p> <p>Paragraph 6.1 renumbered to 8.1</p> <p>Paragraph 6.2 renumbered to 8.2</p> <p>Paragraph 6.3 renumbered to 8.3</p> <p>Paragraph 6.4 renumbered to 8.4</p> <p>Paragraph 6.5 renumbered to 8.5</p> <p>Section 7 renumbered to section 9</p> <p>Paragraph 7.1 renumbered to 9.1</p> <p>Sub heading changed from:</p> <p>“Generally”</p> <p>to:</p> <p>“General construction arrangements”</p> <p>Paragraph 7.2 renumbered to 9.2</p> <p>Paragraph 7.3 renumbered to 9.3</p> <p>Paragraph 7.4 renumbered to 9.4</p> <p>Paragraph 7.5 renumbered to 9.5</p> <p>Paragraph 7.6 renumbered to 9.6</p> <p>Paragraph 7.7 renumbered to 9.7</p> <p>Paragraph 7.8 renumbered to 9.8</p> <p>Paragraph 7.9 renumbered to 9.9</p> <p>Paragraph 7.10 renumbered to 9.10</p> <p>Paragraph 7.11 renumbered to 9.11</p> <p>Paragraph 7.12 renumbered to 9.12</p> <p>New paragraph 9.13 added:</p> <p>“The nominated undertaker will work with agricultural and rural landowners whose productive soils are temporarily affected by the construction of the Proposed Scheme and/or are affected temporarily as a result of land raising. Where there is the intention to bring agricultural soils back to enable their former use before construction of works for the Proposed Scheme, the nominated undertaker shall prepare in consultation with the</p>	

Reference	Title of Information Paper	Date of change	Summary of changes	Version no.
			<p>relevant agricultural or rural landowner and the relevant local authority an agricultural soils plan and more information on this is provided in Information Paper E19: Soil handling for land restoration”.</p> <p>Paragraph 7.13 renumbered to 9.14</p> <p>New section 10 added:</p> <p>“10 Water Supply</p> <p>10.1 Where an existing private water supply to a farm is adversely and directly, affected by the construction of the Proposed Works, the nominated undertaker will, if requested by the farmer or landowner to do so, provide or procure or meet the reasonable cost of the provision of an alternative supply of water where reasonably practicable to do so and if there is no other practicable alternative means of supply available.</p> <p>10.2 “Where the supply is so affected temporarily by the construction of works for the Proposed Scheme, then the alternative supply need only be supplied for the period during which it is so affected.”</p> <p>Section 8 renumbered to 11</p> <p>Paragraph 8.1 renumbered to 11.1</p> <p>Paragraph 8.2 renumbered to 11.2</p> <p>Paragraph 8.3 renumbered to 11.3</p> <p>Paragraph 8.4 renumbered to 11.4</p> <p>Paragraph 8.5 renumbered to 11.5</p> <p>Subheading “Utilities” changed to section 12</p> <p>Paragraph 8.6 renumbered to 12.1</p> <p>Paragraph 8.7 renumbered to 12.2</p> <p>Subheading “Disputes” changed to section 13</p> <p>Paragraph 8.8 renumbered to 13.1</p> <p>Paragraph 8.9 renumbered to 13.2</p> <p>New paragraph 13.3 added:</p> <p>“The Secretary of State confirms that the nominated undertaker will be liable to agricultural and rural business owners for the actionable acts and omissions of the nominated undertaker's contractors and sub-contractors in constructing the works authorised by the Bill, and as a consequence the Secretary of State will require the nominated undertaker to set in place arrangements to deal promptly with any claims made by agricultural and rural business owners arising as a consequence of the construction of the works authorised by the Bill (including as a consequence of the acts or omissions of the nominated undertaker's contractors and sub-contractors)”.</p> <p>New paragraph 13.4 added:</p> <p>“The Secretary of State will require the nominated undertaker to implement contractual monitoring, reporting and enforcement procedures to ensure that third party claims against the nominated undertaker arising out of the execution of HS2 works on the agricultural/rural business owner's land are being dealt with promptly and effectively”.</p> <p>Paragraph 8.10 renumbered to 14.8</p> <p>Section 9 renumbered to 14</p> <p>Paragraph 9.1 renumbered to 14.1</p> <p>Paragraph 9.2 renumbered to 14.2</p> <p>Paragraph 9.3 renumbered to 14.3</p> <p>Paragraph 9.4 renumbered to 14.4</p> <p>Paragraph 9.5 renumbered to 14.5</p> <p>Paragraph 9.6 renumbered to 14.6</p> <p>Paragraph 9.7 renumbered to 14.7</p> <p>Section 10 renumbered to 15</p> <p>Paragraph 10.1 renumbered to 15.1</p>	

Reference	Title of Information Paper	Date of change	Summary of changes	Version no.
			<p>Paragraph 10.2 renumbered to 15.2</p> <p>Section 13 renumbered to 16</p> <p>Paragraph 13.1 renumbered to 16.1</p> <p>New Appendix 1 added:</p> <p>Section 3 above in general provides that where agricultural land is permanently required for the purposes of the construction of the permanent railway corridor, the Secretary of State will not exercise temporary powers of acquisition rather than occupy any of that agricultural land temporarily prior to its permanent acquisition. There are some circumstances where, however, agricultural land may be occupied temporarily pending its eventual acquisition under compulsory powers and those limited circumstances are set out below.</p> <p>1.1 Where -</p> <ul style="list-style-type: none"> • detailed design plans of the proposed railway works are sufficiently advanced to enable the Secretary of State to assess, in his opinion, the extent of relevant land required permanently for the construction, operation and maintenance of the permanent railway corridor comprised within the Scheduled Works for the Bill, and • the exercise of such powers is in his opinion required for the timely and economic delivery of the Proposed Scheme, <p>the Secretary of State will exercise acquisition powers over relevant land rather than the nominated undertaker seeking to exercise temporary possession powers over relevant land.</p> <p>1.2 In advance of the exercise by the Secretary of State of acquisition powers over relevant land pursuant to paragraph 1.1, the nominated undertaker shall not, save where otherwise agreed with the relevant landowner, or where subject to paragraph 1.3, exercise temporary possession powers over relevant land.</p> <p>1.3 Pursuant to paragraph 1.2, the nominated undertaker may exercise temporary possession powers over relevant land in advance of acquisition powers where in the reasonable opinion of the nominated undertaker, the relevant land is required to be occupied temporarily for the purpose of -</p> <ul style="list-style-type: none"> • programme critical construction works including but not limited to, works to establish construction access routes, • environmental mitigation works, • utility works; or • highway works, <p>which cannot be undertaken pursuant to the exercise of acquisition powers whilst also being consistent with the timely and economic delivery of the Proposed Scheme.</p> <p>1.4 In this Appendix -</p> <p>“acquisition powers” means the power of compulsory acquisition of land to be conferred on the Secretary of State under clause 4 of the Bill;</p> <p>“agricultural land” means land classified as agricultural land as described in the Agricultural Land Classification of England and Wales, published by the Ministry of Agriculture, Fisheries and Food in October 1988;</p> <p>“relevant landowner” means the freehold owner and occupier of agricultural land;</p> <p>“relevant land” means the whole or part of agricultural land belonging to the relevant landowner which is subject to the exercise by the Secretary of State of acquisition powers for the purposes of the construction, operation and maintenance of the permanent railway corridor comprised within the Scheduled Works for the Bill;</p> <p>“Scheduled Works” has the same meaning as in clause 63 of the Bill;</p> <p>“temporary possession powers” means the power of temporary occupation of land to be conferred on the nominated undertaker under paragraph 1(2) of schedule 15 to the Bill.</p>	
C2	Rural landowners and occupiers guide	21.06.22	<p>Paragraph 2.3, changed from:</p> <p>“...Complaint and dispute resolution processes are noted in Section 8.7.”</p>	2

Reference	Title of Information Paper	Date of change	Summary of changes	Version no.
			<p>to:</p> <p>"...Complaint and dispute resolution processes are noted in Section 8.8."</p> <p>Section 3, title changed from:</p> <p>"Land acquisition and Compensation Code"</p> <p>to:</p> <p>"Land acquisition, disposal and the Compensation Code".</p> <p>Insert paragraph 3.3:</p> <p>"Where any land has been compulsorily acquired for the construction of the Proposed Scheme and is no longer required for the satisfactory completion of the works, or not required in connection with the operation of the Proposed Scheme, it may be offered back to the original owner in line with the Crichel Down Rules."</p> <p>Insert paragraph 3.4:</p> <p>"The Crichel Down Rules provide that the obligation to offer back land to a former owner does not apply where the land has been materially changed in character as a result of the works. However, in a case where surplus land previously had a long-term authorised agricultural or forestry use, and there is a good faith intention to resume the long-term authorised agricultural or forestry use, the Secretary of State may decide that the property should be offered back under the Land Disposal Policy as set out in Information Paper C6; Disposal of surplus land, notwithstanding that the land has been materially changed in character. This means that the 'material change' exception to the Crichel Down Rules will not apply. Further information on the Crichel Down Rules is explained in Information Paper C6: Disposal of surplus land."</p> <p>Paragraph 4.3, changed from:</p> <p>"...It will also include a procedure for handling complaints and a complaint resolution system, as detailed from paragraph 8.7 onwards of this paper."</p> <p>to:</p> <p>"...It will also include a procedure for handling complaints and a complaint resolution system, as detailed from paragraph 8.8 onwards of this paper."</p>	
C3	Land Acquisition Policy	21.06.22	<p>Paragraph 3.3, changed from:</p> <p>"...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 to be reasonably required following the detailed design of the Proposed Scheme."</p> <p>to:</p> <p>"...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 him will to 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."</p>	2
C6	Disposal of Surplus Land	21.06.22	<p>Paragraph 3.1, changed from:</p> <p>"Virtually all the land compulsorily acquired for the Proposed Scheme will be used permanently for the construction and operation of the new railway. However, there may be some circumstances where land compulsorily acquired becomes surplus to requirements after construction works are complete..."</p> <p>to:</p> <p>"The majority of land compulsorily acquired for the Proposed Scheme will be used permanently for the construction and operation of the new railway. However, in some cases there will be circumstances where land compulsorily acquired becomes surplus to requirements after construction works are complete..."</p> <p>Paragraph 4.3, changed from:</p> <p>"... and The Crichel Down Rules (see link at 8.2)..."</p>	2

Reference	Title of Information Paper	Date of change	Summary of changes	Version no.
			<p>to: “... and The Crichel Down Rules (see link at 8.1)...”</p> <p>Paragraph 4.5, changed from: “...Following completion of the railway works some of these sites (or parts of former sites) may become available for disposal; in such circumstances, it is unlikely the Crichel Down Rules would require an offer back, as there will have been a material change in character of the land.”</p> <p>to: “...Following completion of the railway works some of these sites (or parts of former sites) may become available for disposal. However, it is unlikely the Crichel Down Rules would require an offer back in these circumstances, as there will have been a material change in character of the land. However, where land is used for the purposes of long-term agriculture or forestry, an exception is provided for under the Land Disposal Policy in certain circumstances so as to require an offer to be made to a former owner for the former owner to buy back land under the Crichel Down Rules notwithstanding that there has been a material change in character of the land. Further information is contained in Information Paper C2: Rural landowners and occupiers guide.”</p>	
C8	Compensation code for compulsory purchase	13.12.22	<p>New section 6 added: “6 Prompt payment of compensation 6.1 The Promoter will, in line with wider government policies, require the nominated undertaker to pay promptly compensation that has been agreed or determined by the Upper Tribunal of the Lands Chamber to be payable to a claimant under the Bill in respect of the compulsory acquisition of land.”</p> <p>Section 6 renumbered to 7 Paragraph 6.1 renumbered to 7.1 Paragraph 6.2 renumbered to 7.2 Paragraph 6.3 renumbered to 7.3 Paragraph 6.4 renumbered to 7.4 Section 7 renumbered to 8 Paragraph 7.1 renumbered to 8.1 Section 8 renumbered to 9 Paragraph 8.1 renumbered to 9.1 Paragraph 8.2 renumbered to 9.2 Paragraph 8.3 renumbered to 9.3 Paragraph 8.4 renumbered to 9.4 Paragraph 8.5 renumbered to 9.5 Paragraph 8.6 renumbered to 9.6 Paragraph 8.7 renumbered to 9.7 Paragraph 8.8 renumbered to 9.8 Section 9 renumbered to 10 Paragraph 9.1 renumbered to 10.1 Paragraph 9.2 renumbered to 10.2 Paragraph 9.3 renumbered to 10.3 Section 10 renumbered to 11 Paragraph 10.1 renumbered to 11.1 Paragraph 10.2 renumbered to 11.2 Paragraph 10.3 renumbered to 11.3 Paragraph 10.4 renumbered to 11.4 Paragraph 10.5 renumbered to 11.5</p>	3

Reference	Title of Information Paper	Date of change	Summary of changes	Version no.
			Paragraph 10.6 renumbered to 11.6 Section 11 renumbered to 12 Paragraph 11.1 renumbered to 12.1	
C10	Small Claims Scheme	03.07.23	Section 3.1 delete 'it will use a speedy process and without the need for a formal tribunal hearing'. Section 3.3 change 'deal with to 'oversee the handling of' Section 4.1 change 'land owner' to 'member of the public' . Delete 'or other effects' Section 4.3 change 'complaint' to 'claim'. Delete 'it will be passed to'. Add 'will pass the claim to the responsible party'. Section 4.3 change 'small claims administrator' to 'responsible party' Section 5.3 text changed from: 'It does not include payment for any potential loss in the value of property due to restricted access, liability for any personal injury or damage/loss forming part of a compensation claim' To: 'It does not include payment for any potential loss in the value of property due to restricted access, liability for any personal injury, damage/loss forming part of a substantive compensation claim under the Bill when enacted or amounts to a claim for compensation derived from an assurance or undertaking benefitting the claimant or otherwise attributable to any discretionary scheme of financial compensation introduced by the Secretary of State, and applicable to claims for compensation arising during the construction of the Proposed Scheme.'	3
C11	The Community and Environment Fund and Business and Local Economy Fund	03.07.23	Section 3.3 – deletion of repetitive word 'disrupted' Section 4.2 – Change figure for CEF Strategic from £75,000 to £75,001 Section 4.4 – change to text on who will be invited to apply to bring it in line with other programme documents. Schools and Social Enterprises can still apply – the examples provided are simply more relevant Section 5.3 – changes to initiatives to bring them in line with other programme documents Section 5.4 – reordering of paragraph Section 6.1 - Change figure for CEF Strategic from £75,000 to £75,001 Section 7.3 - deletion of repetitive phrase 'and potential bidders' Section 7.3 – change text from under to up to £75,000 in line with delegated authority levels	3
C12	Local authority funding and new burdens	25.07.22	Appendix A, Activity 4 changed from: "Attendance of Phase 2a Planning Forum and associated Sub Groups. (Highways, Heritage and Environmental Health.)" to: "Attendance of Phase 2b Planning Forum and associated subgroups (Highways, Heritage, Flooding & Drainage and Environmental Health)."	3

D Series: Construction

Reference	Title of Information Paper	Date of change	Summary of changes	Version no.
D1	Design	03.07.23	Addition of new row in Appendix A, Table 1 inserting new text "Middlewich Street Vent Shaft".	4
D1	Design	10.02.23	Additional item in Table 1 in Appendix A: 11. Wilmslow Road Vent Shaft	3

Reference	Title of Information Paper	Date of change	Summary of changes	Version no.
D1	Design	06.07.22	<p>Paragraph 4.1, changed from:</p> <p>“The principles support the requirements defined by the Promoter to HS2 Ltd. The key requirements are noted below and are not repeated in the design policy:”</p> <p>to:</p> <p>“The nine principles set out in HS2 Design Vision support the requirements defined by the Promoter to HS2 Ltd. The key requirements are noted below and are not repeated in the design policy:”</p> <p>Paragraph 5.1, changed from:</p> <p>“...As part of the development of the design following Royal Assent the nominated undertaker will need to apply for approval of the detailed design of a range of elements of the Proposed Scheme from planning authorities along the route, as set out in the planning regime of the Bill.”</p> <p>to:</p> <p>“...As part of the development of the design following Royal Assent the nominated undertaker will need to apply for approval of the detailed design of a range of elements of the Proposed Scheme from planning authorities along the route, as explained in Information Paper B2: Main provisions of the planning regime.”</p> <p>Paragraph 7.1, changed from:</p> <p>“...The HS2 Independent Design Panel’s remit is across all phases and includes the Proposed Scheme.”</p> <p>to:</p> <p>“...The HS2 Independent Design Panel’s remit is across all phases of HS2 and includes the Proposed Scheme.”</p> <p>Paragraph 7.3, changed from:</p> <p>“...Further information on the role of the Panel can be found at the link in the references section at the end of this paper.”</p> <p>to:</p> <p>“...Further information on the role of the Design Panel can be found at the link in the references section at the end of this paper.”</p> <p>Appendix A, deletion of key design elements:</p> <p>“7 M62 West Viaduct”</p> <p>“8 Bridgewater Canal Viaduct”</p> <p>“9 Manchester Ship Canal Viaduct”</p>	2
D6	Inclusive Design Policy	03.07.23	Text change in section 3.2 from “2022” to “2021”.	3
D6	Inclusive Design Policy	06.07.22	<p>Paragraph 3.2, 2nd bullet point changed from:</p> <p>“• British Standard 8300-1:2018 Design of an inclusive and built environment - Part 1: External environment - code of practice;”</p> <p>to:</p> <p>“• British Standard 8300-1:2018 Design of an accessible and inclusive built environment - Part 1: External environment - code of practice;”</p> <p>Paragraph 3.2, 4th bullet point changed from:</p> <p>“• Inclusive Mobility, DfT 2013;”</p> <p>to:</p> <p>“• Inclusive Mobility, 2022;”</p>	2
D8	Maintenance of public utilities	06.07.22	<p>Paragraph 2.2, changed from:</p> <p>“There are approximately 1,200 individual utilities assets (including water, sewerage, electricity, gas and telecommunications) contained within the area affected by the Proposed Scheme.”</p> <p>to:</p>	2

Reference	Title of Information Paper	Date of change	Summary of changes	Version no.
			<p>"There are approximately 950 individual utilities assets (including water, sewerage, electricity, gas and telecommunications) contained within the area affected by the Proposed Scheme."</p> <p>Paragraph 3.2, changed from:</p> <p>"Within the area of the Proposed Scheme there are approximately 350 instances where no additional work is required to the existing utility infrastructure. Where work is required, approximately 50 utility mains and services can be protected or strengthened and approximately 450 are required to be diverted."</p> <p>to:</p> <p>"Within the area of the Proposed Scheme there are approximately 300 instances where no additional work is required to the existing utility infrastructure. Where work is required, approximately 50 utility mains and services can be protected or strengthened and approximately 350 are required to be diverted."</p>	
D10	Maintaining access to residential and commercial property during construction	10.02.23	<p>Section 6 title changed from:</p> <p>"Further provisions"</p> <p>to:</p> <p>"Further provisions regarding access"</p>	3
D11	Track possessions for engineering work	03.07.23	<p>Section 3.2 diagram updated</p> <p>Section 6.1 text changed from:</p> <p>'The information below summarises the high level estimate of blockades required. It should be noted that the number and duration of blockades required could only be estimated at Bill deposit stage. Factors such as revisions to the engineering design, more detailed construction planning, feedback from operators, possessions required on the conventional railway for other works or unforeseen delays during construction can all affect the timing and duration of blockades.'</p> <p>To:</p> <p>'The information below summarises the high level estimate of blockades required for the Proposed Scheme as amended by Additional Provision 2. Factors such as revisions to the engineering design, more detailed construction planning, feedback from operators, possessions required on the conventional railway for other works or unforeseen delays during construction can all affect the timing and duration of blockades.'</p> <p>Section 6.2 changed from:</p> <p>'A connection to the West Coast Main Line (WCML) north of Crewe is proposed to facilitate HS2 trains moving between the HS2 mainline and Rolling Stock Depot and the conventional railway.'</p> <p>To:</p> <p>'Crewe Northern Connection is a proposed connection between the HS2 main line and the West Coast Main Line (WCML) north of Crewe. This connection will enable future Northern Powerhouse Rail (NPR) services to connect with HS2 but will also link the proposed HS2 Rolling Stock Depot in Wimboldsley to the WCML.'</p> <p>Section 6.5: 'Manchester tunnel portal' changed to 'Manchester tunnel north portal'</p> <p>Sections 6.8, 6.9 and 6.10 relating to the Golborne link have been deleted. Numbering of subsequent sections has been changed to reflect this.</p> <p>Appendix A updated to reflect AP2 changes.</p>	3
D12	Borrow Pits	06.07.22	<p>Paragraph 3.2, text added to end of paragraph:</p> <p>"The assessment of the site won materials has been revisited and has led to the revision of this Information Paper to reflect the changes reported in the Supplementary Environmental Statement 1 and Additional Provision 1 Environmental Statement."</p> <p>Paragraph 3.6, changed from:</p> <p>"...The general process for excavating, backfilling and restoring borrow pits is set out in Volume 1 of the ES."</p>	2

Reference	Title of Information Paper	Date of change	Summary of changes	Version no.
			<p>to:</p> <p>“...The general process for excavating, backfilling and restoring borrow pits has not changed and is as set out in Volume 1 of the ES deposited with the Bill in January 2022 (‘the main ES’).”</p> <p>Paragraph 4.3, changed from:</p> <p>“Further details regarding borrow pits and the depth of excavation are presented in the ES within the relevant Volume 2, MA02 Community Area report, the Volume 5 Borrow Pit Report and map book and other relevant Volume 5 topic reports.”</p> <p>to:</p> <p>“Three sites in close proximity to the route of the Proposed Scheme are predicted to contain sufficient cohesive material of an appropriate quality one site remote (4.5km) from the route of the Proposed Scheme is anticipated to contain sufficient granular material of an appropriate quality. These sites were therefore proposed for use as borrow pits within the Bill and were subject to environmental assessment set out in the main ES.”</p> <p>Paragraph 4.4, changed from:</p> <p>“Three sites in close proximity to the route of the Proposed Scheme are predicted to contain sufficient cohesive material of an appropriate quality and have therefore been proposed for use as borrow pits.”</p> <p>to:</p> <p>“Further details regarding borrow pits and the depth of excavation are presented in the main ES within the relevant Volume 2, MA02 Community Area report, the Volume 5 Borrow pit report and map book of the main ES and other relevant Volume 5 topic reports of the main ES.”</p> <p>Paragraph 4.5, changed from:</p> <p>“One site remote (4.5km) from the route of the Proposed Scheme is anticipated to contain sufficient granular material of an appropriate quality.”</p> <p>to:</p> <p>“Since the deposit of the main ES, the Secretary of State has decided not to pursue the HS2 West Coast Main Line (WCML) connection (also referred to as the ‘Golborne Link’).”</p> <p>Paragraph 4.6, changed from:</p> <p>“The land required for the proposed borrow pits is, for the most part, currently in agricultural use. The land has also been identified by the local authorities as part of their forward planning for mineral extraction.”</p> <p>to:</p> <p>“The removal of the Golborne Link, along with other changes to the Proposed Scheme, has resulted in the reassessment of the type and quantity of materials required for construction. As a result, the requirement for the volume of material that would have been excavated from the granular borrow pit is no longer required and this borrow pit has been removed from the Proposed Scheme. The demand for granular material will be met through the re-distribution of granular material generated through construction and the import of additional acceptable engineering materials from quarries.”</p> <p>Paragraph 4.7, changed from:</p> <p>“The key factors that informed the final selection of the three cohesive borrow pits were their close proximity to the Proposed Scheme. The other key consideration is the capability of the three borrow pits to provide the required quantity of acceptable engineering materials within the required timescales and at reasonable cost. This will enable the cohesive materials to be extracted and reused with no additional construction traffic on the public highway network.”</p> <p>to:</p>	

Reference	Title of Information Paper	Date of change	Summary of changes	Version no.
			<p>“Although the requirement for granular material can largely be met through excavations from the MA03, MA06, MA07 and MA08 areas, some material will need to be imported from quarries. Information on the traffic movements for importation of granular material for construction has been assessed on a route-wide basis and can be found in Volume 3 of the SES1 and AP1 ES.”</p> <p>Paragraph 4.8, changed from:</p> <p>“The location of the granular borrow pit was chosen based on available geotechnical information. This indicated that the available depth and extent of granular material would be greater at this location (in comparison to other identified locations) and would provide sufficient material to construct the Proposed Scheme in this area within the required timescales and at reasonable cost.”</p> <p>to:</p> <p>“Further details regarding the removal of the granular borrow pit is presented within Volume 2, MA03 Community Area report of the Supplementary Environmental Statement (SES) 1 and Additional Provision 1 Environmental Statement (AP1 ES), the Volume 5 Borrow pit report of SES1 and AP1 ES and the other relevant Volume 5 topic reports of SES1 and AP1 ES.”</p> <p>Paragraph 4.9, changed from:</p> <p>“The removal of MA02 Borrow Pits A, B, C and D would substantially increase overall HGV vehicle distances travelled...”</p> <p>to:</p> <p>“It is not proposed to remove the three cohesive borrow pits from the Proposed Scheme as to do so would substantially increase overall HGV vehicle distances travelled...”</p> <p>Paragraph 4.11 changed from:</p> <p>“These borrow pits will be excavated over a period of several years as shown in Table 1, Appendix A, and will be followed by a period of restoration activity.”</p> <p>to:</p> <p>“The cohesive borrow pits will be excavated over a period of several years as shown in Table 1, Appendix A, and will be followed by a period of restoration activity.”</p> <p>Section 6, title changed from:</p> <p>“Detailed design”</p> <p>to:</p> <p>“Design development”.</p> <p>Paragraph 7.1, changed from:</p> <p>“The approach to the restoration of the borrow pit sites can be found in Section 9 of the Volume 5 Borrow Pits Report.”</p> <p>to:</p> <p>“The approach to the restoration of the three cohesive borrow pit sites can be found in Section 9 of the Volume 5 Borrow pit report of the main ES.”</p> <p>Paragraph 7.2, changed from:</p> <p>“The four selected borrow pits will be made available to be returned to their original land use, which is agricultural.”</p> <p>to:</p> <p>“The three selected cohesive borrow pits will be made available to be returned to their original land use, which is agricultural.”</p> <p>Paragraph 8.1, changed from:</p>	

Reference	Title of Information Paper	Date of change	Summary of changes	Version no.
			<p>“As described in the ES, an aftercare plan will be set out in the site specific restoration plan for each borrow pit.”</p> <p>to:</p> <p>“As described in Volume 1 and the Volume 5, Borrow pit report of the main ES, an aftercare plan will be set out in the site specific restoration plan for each borrow pit.”</p> <p>Appendix A: deletion of the last row in the table</p>	
D13	Tunnels	03.07.23	Added more information and clarity to: 5.4, 6.5, 8.1, 10.1	3

E Series: Environment

Reference	Title of Information Paper	Date of change	Summary of changes	Version no.
E2	Ecology	03.07.23	<p>Text change in section 3.7 from “CT-001-002” to “CT-001-00001”</p> <p>Section 4.1, text changed from:</p> <p>‘The Proposed Scheme has the objective of aiming to deliver a net gain in biodiversity for replaceable habitats. To demonstrate progress towards this objective, habitat losses and gains will be measured using a modified version of the Department for Environment, Food and Rural Affairs’ (Defra) biodiversity offsetting metric (the ‘HS2 metric’). The HS2 metric was developed from the Defra biodiversity offsetting pilot metric in consultation with Defra and Natural England to make it appropriate for use on a large linear infrastructure scheme.’</p> <p>To:</p> <p>‘The Proposed Scheme’s plans for nature recovery include seeking to achieve a 10% net gain in biodiversity excluding irreplaceable habitats. To demonstrate progress towards this objective, habitat losses and gains will be measured using a biodiversity metric.’</p> <p>Section 4.2 deleted</p> <p>Section 4.2, ‘HS2 metric’ changed to ‘biodiversity metric’</p> <p>Section 4.3. text changed from:</p> <p>‘While every effort has been made to avoid losses of irreplaceable habitats (such as ancient woodland), there are some instances where due to other design constraints, losses are unavoidable. HS2 Ltd acknowledges that ancient woodland is an irreplaceable habitat and as such, losses as well as associated compensation measures will not be considered within the scope of the biodiversity accounting calculation. A separately produced Ancient Woodland Strategy which outlines the specific measures being taken to compensate for unavoidable losses at each confirmed ancient woodland site can be found on: www.gov.uk/government/publications/hs2-ancient-woodland-reports’</p> <p>To:</p> <p>‘While every effort has been made to avoid losses of irreplaceable habitats (such as ancient woodland), there are some instances where due to other design constraints, losses are unavoidable. HS2 Ltd acknowledges that the biodiversity losses of irreplaceable habitats as well as the biodiversity gained through associated compensation measures will not form part of the biodiversity accounting calculations. HS2 Ltd’s response to irreplaceable habitat loss will be reported separately. A separate Ancient Woodland Strategy, which outlines the anticipated losses at each ancient woodland site and the specific measures being taken to compensate for these unavoidable losses, has been produced. The Ancient Woodland Strategy can be found on: www.gov.uk/government/publications/hs2-ancient-woodland-reports</p>	3

Reference	Title of Information Paper	Date of change	Summary of changes	Version no.
			<p>Replacement of text on impacts to designated sites in Section 5.1 from:</p> <p>'The EIA undertaken for the Proposed Scheme has taken account of internationally, nationally and locally designated sites for wildlife. The Proposed Scheme will not directly affect any internationally designated sites. There are 12 sites of international importance for nature conservation that are relevant to the assessment. Of these 12, an HRA screening process has confirmed that there are no likely significant effects on the integrity of five of the sites. Further studies to inform the HRA and appropriate assessment have concluded that with the inclusion of mitigation measures there will be no adverse effect on the integrity of a further six of the sites. On the information currently available, it has not been possible to rule out such adverse effects on one site, the Rochdale Canal SAC, and on a precautionary basis it is therefore concluded that there may be an adverse effect on the SAC that is significant at the international level. Further assessment will be carried out in accordance with the Conservation of Habitats and Species Regulations 2017 (as amended).'</p> <p>To:</p> <p>The EIA undertaken for the Proposed Scheme has taken account of internationally, nationally and locally designated sites for wildlife. The Proposed Scheme will not directly affect any internationally designated sites. There are 13 statutory designated nature conservation sites where it has not been possible to rule out significant effects as a result of the AP2 revised scheme at this stage of the assessment. These effects arise as a result of construction and/or operational phase traffic emissions effects. These designated sites comprise 5 sites of international conservation value and 8 of national conservation value, five of which are component parts of the aforementioned international sites. Further assessment of the potential effects will continue in accordance with the requirements of Regulation 63 of the Conservation of Habitats and Species Regulations 2017 (as amended).</p> <p>Deletion of section 5.4, section numbering updated</p> <p>Text change in section 5.4 from:</p> <p>'As reported in the ES 30 non-statutory wildlife sites comprising 28 Local Wildlife Sites (LWS) and two locally designated Sites of Biological Interest (SBI)...'</p> <p>To:</p> <p>'As reported in the ES, as amended by AP1 and AP2, 36 non-statutory wildlife sites comprising 32 Local Wildlife Sites (LWS) and four locally designated Sites of Biological Interest (SBI)...'</p> <p>Text added in section 5.4 to include post HB amendments: ", and Volume 2 Community Area reports for SES1 and AP1 ES and SES 2 and AP2 ES"</p> <p>Updated Section 4 to reflect change in biodiversity accounting approach. Also includes minor wording updates on the irreplaceable habitat text to make it clearer.</p> <p>Included reference to HS2 Environmental Sustainability Vision in Section 4.</p> <p>Section 5.5 text changed from:</p> <p>'This review found that the Proposed Scheme will result in loss of approximately 5.6ha of ancient woodland across 18 sites, 15 of which were already on the AWI.'</p> <p>To:</p> <p>'This review found that the Proposed Scheme will result in loss of up to approximately 5.1ha of ancient woodland across 15 sites, 15 of which were already on the AWI.'</p> <p>Section 5.6, text changed from 'HS2 Ltd recognises that ancient and veteran trees are an irreplaceable resource' to 'HS2 Ltd recognises that ancient and veteran trees are also an irreplaceable habitat'</p> <p>Capitalised "Habitat of Principal Importance".</p> <p>Corrected reference to Lawton Review principles to "bigger, better, more and joined up".</p>	

Reference	Title of Information Paper	Date of change	Summary of changes	Version no.
			<p>Updated terminology from “net gains in biodiversity in replaceable habitats” to “10% net gain in biodiversity excluding irreplaceable habitats” in accordance with request from Natural England.</p> <p>Added reference link to Phase 2b Draft CoCP</p>	
E2	Ecology	06.07.22	<p>Paragraph 4.2, changed from:</p> <p>“The HS2 metric was amended following an independent review by Natural England in late 2016. It was then amended further in 2020 to incorporate functionality of the Defra Biodiversity Metric 2.0 (beta-testing version) that was published in 2018. Details of the HS2 metric are set out in the SMR addendum (Methodology for Demonstrating No Net Loss in Biodiversity, Volume 5: Appendix CT-001-002) of the ES. HS2 Ltd will continue to work with Defra and Natural England to determine the feasibility of updating the HS2 metric following the publication of the Biodiversity Metric 3.0 in July 2021.”</p> <p>to:</p> <p>“The HS2 metric was amended following an independent review by Natural England in late 2016. It was then amended further in 2020 to incorporate functionality of the Defra Biodiversity Metric 2.0 (beta-testing version) that was published in 2018. In 2021, Natural England published Biodiversity Metric 3.0 which supersedes the Defra Biodiversity Metric 2.0. The HS2 metric was amended further to incorporate changes introduced in the Biodiversity Metric 3.0 as far as possible and has been developed in close consultation with Natural England.”</p> <p>Paragraph 4.4, changed from:</p> <p>“...A separately produced Ancient Woodland Strategy will be published online which outlines the specific measures being taken to compensate for unavoidable losses at each confirmed ancient woodland site.”</p> <p>to:</p> <p>“...A separately produced Ancient Woodland Strategy which outlines the specific measures being taken to compensate for unavoidable losses at each confirmed ancient woodland site can be found on:</p> <p>www.gov.uk/government/publications/hs2-ancient-woodland-reports”</p> <p>Insertion of paragraph 4.5</p> <p>Paragraph 5.1, changed from:</p> <p>“...Of these 12, a HRA screening process has confirmed that there are no likely significant effects on the integrity of five of the sites. Further studies to inform the HRA and appropriate assessment have concluded that with the inclusion of mitigation measures there will be no adverse effect on the integrity of a further six of the sites. On the information currently available, it has not been possible to rule out such adverse effects on one site, the Rochdale Canal SAC, and on a precautionary basis it is therefore concluded that there may be an adverse effect on the SAC that is significant at the international level. Further assessment will be carried out in accordance with the Habitat Regulations.”</p> <p>to:</p> <p>“...Of these 12, an HRA screening process has confirmed that there are no likely significant effects on the integrity of five of the sites. Further studies to inform the HRA and appropriate assessment have concluded that with the inclusion of mitigation measures there will be no adverse effect on the integrity of a further six of the sites. On the information currently available, it has not been possible to rule out such adverse effects on one site, the Rochdale Canal SAC, and on a precautionary basis it is therefore concluded that there may be an adverse effect on the SAC that is significant at the international level. Further assessment will be carried out in accordance with the Conservation of Habitats and Species Regulations 2017 (as amended).”</p> <p>Paragraph 5.2, changed from:</p> <p>“Habitats Regulations Assessment (HRA) screening reports and associated addenda for any international sites considered as part of the assessment are available in the SMR (Volume 5: Appendix EC-017-001 to Appendix EC-017-005) of the ES.”</p> <p>to:</p>	2

Reference	Title of Information Paper	Date of change	Summary of changes	Version no.
			<p>“Habitats Regulations Assessment (HRA) screening reports and associated addenda for any international sites considered as part of the assessment are available in the SMR (Ecological Principles of Mitigation, Volume 5: Appendix CT-001-002) of the ES.”</p> <p>Paragraph 5.4, changed from:</p> <p>“The Proposed Scheme will affect two nationally designated Sites of Special Scientific Interest (SSSI). These are Cotteril Clough SSSI and Rochdale Canal SSSI. Compensation to address any residual impact will be incorporated into the Proposed Scheme. Further opportunities to avoid or reduce effects to these sites, will be considered as the design develops. In addition there are eight Local Nature Reserves (LNRs) that are relevant to the assessment, but none where the impacts will result in a significant adverse effect.”</p> <p>to:</p> <p>“The Proposed Scheme will affect two nationally designated Sites of Special Scientific Interest (SSSI). These are Sandbach Flashes SSSI and Rochdale Canal SSSI. Compensation to address any residual impact will be incorporated into the Proposed Scheme. Further opportunities to avoid or reduce adverse effects to these sites, will be considered as the design develops. In addition there are eight Local Nature Reserves (LNRs) that are relevant to the assessment, but none where the impacts will result in a significant adverse effect.”</p> <p>Paragraph 5.5, changed from:</p> <p>“As reported in the ES, 35 non-statutory wildlife sites comprising 30 Local Wildlife Sites (LWS) and five locally designated Sites of Biological Interest (SBI)...”</p> <p>to:</p> <p>“As reported in the ES, 30 non-statutory wildlife sites comprising 28 Local Wildlife Sites (LWS) and two locally designated Sites of Biological Interest (SBI)...”</p> <p>Paragraph 5.6, changed from:</p> <p>“HS2 Ltd has carried out an early review to identify existing ancient woodlands along the line of route not already listed on the respective ancient woodland inventories (AWI) in England and Scotland. This review found that the Proposed Scheme will result in loss of approximately 5.7ha of ancient woodland across 18 sites, 15 of which were already on the AWI. To seek to partially compensate for the loss of ancient woodland the nominated undertaker will use best practice measures such as re-using the ancient woodland soils where practicable, enhancement of retained woodland and creating new mixed deciduous woodland. However, it is acknowledged that it is not possible to replace ancient woodland. Losses of habitats that are irreplaceable are reported in the ES as permanent adverse effects.”</p> <p>to:</p> <p>“HS2 Ltd has carried out a review, as part of the Ancient Woodland Strategy, to identify existing ancient woodlands along the line of route not already listed on the respective ancient woodland inventories (AWI) in England and Scotland. This review found that the Proposed Scheme will result in loss of approximately 5.6ha of ancient woodland across 18 sites, 15 of which were already on the AWI. To seek to partially compensate for the loss of ancient woodland the nominated undertaker will use best practice measures such as re-using the ancient woodland soils where practicable, enhancement of retained woodland and creating new mixed deciduous woodland. However, it is acknowledged that it is not possible to replace ancient woodland. Losses of habitats that are irreplaceable are reported in the ES as permanent adverse effects. Further details can be found in the Ancient Woodland Strategy.”</p> <p>Insertion of paragraph 5.8</p> <p>Paragraph 7.4, changed from:</p> <p>“Habitat creation and enhancement measures will contribute towards the HS2 Green Corridor, which is an extensive environmental programme HS2 has that will run alongside the railway; to create a network of bigger, better-connected, climate-resilient habitats and new green spaces for nature and people...”</p> <p>to:</p> <p>“Habitat creation and enhancement measures will contribute towards the HS2 Green Corridor, being an extensive environmental programme included in the Proposed Scheme to run alongside the railway and create a network of bigger, better-connected, climate-resilient habitats and new green spaces for nature and people...”</p>	

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			<p>Paragraph 8.2, changed from: “...These aim to result in areas of habitat creation which will also enhance and connect habitat parcels within the local area and where possible contribute to local, regional and national conservation strategies...” to: “...These aim to result in areas of habitat creation which will also enhance and connect habitat parcels within the local area and where possible contribute to local, regional and national conservation strategies...”</p> <p>Paragraph 8.3, changed from: “...The need for each will be assessed on a case by case basis during detailed design.” to: “...The need for each will be assessed on a case by case basis during design development.”</p> <p>Section 9, title changed from: “Detailed design and further approvals” to: “Design development and further approvals”.</p> <p>Paragraph 9.1, changed from: “...Following Royal Assent, detailed design will be undertaken, during which contractors will be required...” to: “...Following Royal Assent, design development will be undertaken, during which contractors will be required...”</p> <p>Paragraph 9.2, changed from: “Further surveys will be undertaken to verify the baseline ecological conditions described in the ES and inform detailed design work.” to: “Further surveys will be undertaken to verify the baseline ecological conditions described in the ES and inform design development work.”</p> <p>Paragraph 9.3, changed from: “Bespoke Ecology Site Management Plans will be prepared at detailed design stage, which will...” to: “Bespoke Ecology Site Management Plans will be prepared at design development stage, which will...”</p> <p>Paragraph 9.4, changed from: “Further controls are included in the Bill to ensure that the Proposed Scheme has adequately mitigated its impacts on ecological receptors.” to: “Further controls are included in the Bill to ensure that the Proposed Scheme includes adequate mitigation of the impacts on ecological receptors.”</p> <p>Paragraph 9.7, changed from: “When undertaking detailed design of the ecological measures proposed in the Environmental Statement...” to: “When undertaking design development of the ecological measures proposed in the Environmental Statement...”</p> <p>Paragraph 10.1, changed from: “Impacts on ecological receptors will be managed during the construction phase through Section 9 of the Draft CoCP...” to:</p>	

Reference	Title of Information Paper	Date of change	Summary of changes	Version no.
			<p>“Impacts on ecological receptors will be managed during the construction phase through Section 9 of the Draft Code of Construction Practice (‘Draft CoCP’)...”</p> <p>Paragraph 10.4, changed from:</p> <p>“The nominated undertaker will require its contractors to undertake appropriate monitoring of the consequences of construction works on ecological resources and of the effectiveness of the management measures designed to control ecological effects, associated with works that may affect protected or notable species, statutory designated or non-statutory sites of ecological interest.”</p> <p>to:</p> <p>“The nominated undertaker will require its contractors to undertake appropriate monitoring of the consequences of construction works on ecological receptors and of the effectiveness of the management measures designed to control ecological effects, associated with works that may affect protected or notable species, statutory designated or non-statutory sites of nature conservation importance.”</p> <p>Paragraph 11.1, changed from:</p> <p>“The nominated undertaker will ensure compliance with applicable legislation for the protection of areas of nature conservation interest and of protected species. Relevant provisions include, but are not limited to, the following:</p> <ul style="list-style-type: none"> • Wildlife and Countryside Act 1981 (as amended); • The Conservation of Habitats and Species Regulations 2017; • Natural Environment and Rural Communities Act 2006; • Countryside and Rights of Way Act 2000; • Weeds Act 1959; and • Protection of Badgers Act 1992.” <p>to:</p> <p>“The nominated undertaker will ensure compliance with applicable legislation for the protection of areas of nature conservation interest and of protected species. Relevant provisions include, but are not limited to, the following:</p> <ul style="list-style-type: none"> • Wildlife and Countryside Act 1981 (as amended); • The Conservation of Habitats and Species Regulations 2017 (as amended); • Natural Environment and Rural Communities Act 2006; • Countryside and Rights of Way Act 2000; • Weeds Act 1959; • Protection of Badgers Act 1992; • Nature Conservation (Scotland) Act 2004; and • The Wildlife and Natural Environment (Scotland) Act 2011.” <p>Paragraph 11.9, changed from</p> <p>“...During the detailed design phase, the design of these areas will be developed...”</p> <p>to:</p> <p>“..During design development, the design of these areas will be developed...”</p> <p>Paragraph 11.11, changed from:</p> <p>“...Further discussions are in progress with Defra, Natural England, NatureScot and the Forestry Commission regarding an appropriate approach to on-going management, maintenance and monitoring beyond the establishment period.”</p> <p>to:</p> <p>“...Further discussions are in progress with Defra, Natural England, NatureScot, the Forestry Commission and the Environment Agency regarding an appropriate approach to on-going management, maintenance and monitoring beyond the establishment period.”</p> <p>Paragraph 11.12, changed from:</p> <p>“After an initial period of maintenance, the nominated undertaker will seek to return the majority of land to previous landowners or other interested parties...”</p>	

Reference	Title of Information Paper	Date of change	Summary of changes	Version no.
			<p>to:</p> <p>"After an initial period of maintenance, the nominated undertaker will seek to return the majority of land to previous landowners in the first instance and then to other interested parties..."</p> <p>References,</p> <p>Ancient Woodland Strategy changed from:</p> <p>https://www.gov.uk/government/publications/hs2-phase-one-ancient-woodland-strategy</p> <p>to:</p> <p>https://www.gov.uk/government/publications/hs2-ancient-woodland-reports</p> <p>New reference added:</p> <p>The Conservation of Habitats and Species Regulations 2017 (as amended):</p> <p>https://www.legislation.gov.uk/ukxi/2010/490/contents/made</p>	
E13	Control of Construction Noise and Vibration	04.11.22	<p>Paragraph 21 in Appendix A changed from:</p> <p>"Education Funding Agency (2012). Acoustics Performance Standards for the Priority Schools Building Programme. Department for Education. The Stationery Office Limited"</p> <p>to:</p> <p>"Building Bulletin 93. Acoustic design of schools: performance standards, 2015. Department for Education"</p>	3
E14	Air Quality	21.06.22	<p>Paragraph 4.7, changed from:</p> <p>"...Much larger changes in air quality than are predicted as a consequence of the scheme would be needed to cause significant impacts on health at the level of an individual person"</p> <p>to:</p> <p>"...Much larger changes in air quality than are predicted as a consequence of the Proposed Scheme, would represent a change causing significant impacts on health at the level of individual people."</p> <p>Paragraph 4.8, changed from:</p> <p>"...from dust-generating activities during construction and mineral works, after the provisions of the Code of Construction Practice (CoCP) have been applied..."</p> <p>to:</p> <p>"...from dust-generating activities during construction and mineral works, after the measures set out in the Code of Construction Practice (CoCP) are applied..."</p> <p>Paragraph 4.10, changed from:</p> <p>"...but this is confined to a discrete area in Crewe, a small number of properties near the M6 and M60 and a property near Manchester Piccadilly Station..."</p> <p>to:</p> <p>"...but this is confined to a property in Middlewich, a small number of properties near the M6 and M60 and a property near Manchester Piccadilly Station..."</p>	2
E16	Land Drainage	14.07.23	<p>Paragraph 5.4, insert text: 'and where shared use of a culvert can meet both current and reasonably foreseeable land drainage needs of the existing farming business the nominated undertaker will use reasonable endeavours to incorporate the requirements for such a culvert in finalising the detailed design for the scheme provided that the farming business concerned engages in a timely way with the nominated undertaker that is consistent with the timely, economic and efficient delivery of the HS2 works.'</p>	
E17	Excavated material and waste management	03.07.23	<p>Section 3.1. Excavated material quantity and reuse %age updated. Para added re changes to assumptions at AP2.</p> <p>Section 3.2 Demolition waste quantity updated</p> <p>Section 3.3 Construction waste quantity updated</p>	3

Reference	Title of Information Paper	Date of change	Summary of changes	Version no.
E17	Excavated material and waste management		<p>Paragraph 3.1, changed from:</p> <p>“The construction of the Proposed Scheme will lead to the generation of approximately 29 million tonnes of excavated material, approximately 74% of which will be likely to be reused as part of the Proposed Scheme for...”</p> <p>to:</p> <p>“The construction of the Proposed Scheme will lead to the generation of approximately 21.5 million tonnes of excavated material, approximately 84% of which will be likely to be reused as part of the Proposed Scheme for...”</p> <p>Paragraph 3.2, changed from:</p> <p>“The Proposed Scheme will also lead to the generation of approximately 565,000 tonnes of demolition material...”</p> <p>to:</p> <p>“The Proposed Scheme will also lead to the generation of approximately 476,000 tonnes of demolition material...”</p> <p>Paragraph 3.3, changed from:</p> <p>“It is estimated that construction of the Proposed Scheme will lead to the generation of approximately 1.5 million tonnes of construction waste...”</p> <p>to:</p> <p>“It is estimated that construction of the Proposed Scheme will lead to the generation of approximately 1.6 million tonnes of construction waste...”</p>	2
E18	Land Quality (Contamination)	03.07.23	<p>1.1 Change to text in 2.1 from:</p> <p>“This information paper outlines HS2 Ltd’s approach to the assessment and treatment of land contamination affected by the proposed scheme”</p> <p>To:</p> <p>“This information paper outlines HS2 Ltd’s approach to the assessment and treatment of land contamination affected by and potentially affecting the Proposed Scheme”</p> <p>Text change in 3.3 from:</p> <p>“A total of 1785 sites were assessed along the route of the Proposed Scheme.”</p> <p>To:</p> <p>“A total of 1907 sites were assessed along the route of the Proposed Scheme.”</p> <p>Text change in 3.3 from:</p> <p>“Of these sites, 343 were taken forward for further assessment...”</p> <p>To:</p> <p>“Of these sites, 247 were taken forward for further assessment...”</p> <p>Change to text in 3.4 – Deleted – “Former MOD land including the former RAF base to the east of Byley:”</p> <p>Change to text in 3.4 – Deleted – “the Hollins Green Landfill adjacent to the Manchester Ship Canal and Risley Landfill adjacent to the M62”</p> <p>Change to text in 3.4 – Deleted – “Former collieries and mine shafts towards the northern end of the route of the Proposed Scheme”</p> <p>Change to text in 4.3 from</p> <p>“In addition, the draft Code of Construction Practice (CoCP) sets out a series of objectives and measures in relation to contamination to be applied by the nominated undertaker and its contractors throughout the construction period:”</p> <p>To:</p> <p>“In addition, to the above, the draft Code of Construction Practice (CoCP) sets out a series of objectives and measures in relation to contamination to be applied by the nominated undertaker and its contractors throughout the construction period:</p> <p>Change to text in 5.3 from</p>	3

Reference	Title of Information Paper	Date of change	Summary of changes	Version no.
			<p>"The Environment Agency may, amongst other matters, require the nominated undertaker, under the protective provisions in Part 4 of Schedule 32 to the Bill, to construct, at its own expense, protective works to safeguard controlled waters from the potential effects of any contamination during the construction of the works. 'Controlled waters' are defined in the Water Resources Act, 1991 and are also referred to in part 2A of the Environmental Protection Act 1990."</p> <p>To:</p> <p>"The Environment Agency may require the nominated undertaker, under the protective provisions in Part 4 of Schedule 32 to the Bill, to construct at its own expense, protective works to safeguard controlled waters from the potential effects of any contamination during the construction of the works. 'Controlled waters' are defined in the Water Resources Act, 1991 and are also referred to in part 2A of the Environmental Protection Act 1990."</p>	
E19	Soil handling for land restoration	03.07.23	<p>Section 3.4 text changed from:</p> <p>'These plans will allocate topsoils and subsoils to different land uses and set out the methods for soil handling and storage.'</p> <p>To:</p> <p>'These plans will present the baseline condition of the agricultural land and soil and set out the methods for soil handling and storage.'</p> <p>New section 3.6 added:</p> <p>'Where soil handling is required as part of habitat translocation works from sensitive donor sites, the soils will be translocated from the donor site to the receptor site without a period of storage. This soil will be subject to a separate method of handling. The donor and receptor site soil profiles will be assessed in detail for compatibility prior to being translocated and these detailed soil surveys, carried out by experienced soil practitioners, will help inform the methodology of the translocation.'</p> <p>Section 4.5, text added:</p> <p>'Soil resource management will include plans that allocate topsoils and subsoils to different land uses.'</p>	4
E19	Soil handling for land restoration	10.02.23	<p>New paragraph 7.3 added:</p> <p>The Secretary of State will require that the Nominated Undertaker:</p> <ul style="list-style-type: none"> • Provide the name and contact details of the agricultural liaison service provider(s) (and any replacement) to the NFU before he or she takes up his or her post; • Arrange meetings between the agricultural liaison service provider(s) and the NFU on a regular basis, and at least every three months to discuss the activities of the agricultural liaison service provider(s). 	3
E22	Mitigation of significant community effects on public open space and community facilities	03.07.23	<p>Para. 3.1, bullet 3. Change from 'open space' to 'open spaces' (grammatical correction)</p> <p>Para. 3.1, bullet 4. Insertion of comma between 'facilities' and 'with' (grammatical correction)</p> <p>Para. 4.1, bullet 4. Change from 'open space' to 'open spaces' (grammatical correction)</p> <p>Para. 4.1, bullet 5. Insertion of comma between 'facilities' and 'with' (grammatical correction)</p> <p>Para. 4.3, second line. Deletion of comma after 'or' (grammatical correction)</p> <p>Para 4.3, third line. Insert comma after closed bracket, before 'the' (grammatical correction)</p> <p>Para. 4.3, fifth line. Replace 'which' with 'that' (grammatical correction)</p> <p>Re-wording of paragraph 4.3 change from</p> <p>"with the affected landowner to help them identify a solution which that will enable them to continue to operate, on the basis that they could be eligible for compensation under the Compensation Code"</p>	3

Reference	Title of Information Paper	Date of change	Summary of changes	Version no.
			<p>To</p> <p>“assist affected landowners to identify a solution to be implemented by the affected landowner which enables the affected landowner to continue to operate a community facility as a commercial entity, on the basis that they could be eligible for compensation under the Compensation Code”</p> <p>Para. 5.2, second line. Replace ‘which’ with ‘that’ (grammatical correction)</p> <p>Para. 5.3, fourth line. Replace ‘which’ with ‘that’ (grammatical correction)</p> <p>Para. 5.3 – addition of cross-reference to relevant IP. New sentence inserted: “For more information please refer to Information Paper D3: Code of Construction Practice.”</p> <p>Para 5.4 – deletion of comma between discretionary and measures (grammatical correction)</p>	
E23	Approach to sustainability	03.07.23	<p>Environmental Sustainability Vision section added (section 5) to replace references to net gain in biodiversity and carbon net zero action plan which have been identified as emerging actions plan at the time of the initial publication of E23 IP.</p> <p>Paragraphs 5.2 and 5.3 removed and superseded by the environmental sustainability vision section (section 5).</p> <p>Paragraph 8.3: “CEEQUAL” replaced with “BREEAM Infrastructure” as CEEQUAL has been rebranded.</p> <p>References section: Links to “HS2 Net Zero Carbon Plan” and “Environmental Sustainability Vision” added.</p>	3
E24	Archaeology	21.06.22	<p>Paragraph 3.3, changed from:</p> <p>“...to deepen our understanding of the history of England...”</p> <p>to:</p> <p>“...to deepen our understanding of history...”</p>	2
E26	Climate Change Adaption and Resilience	03.07.23	<p>Section 4.2, text changed from:</p> <p>“and this will inform the third CCRA, which is due in 2022. This assessment”</p> <p>to</p> <p>“and this informed the third CCRA, published in 2022. The Independent Assessment of UK Climate Risk”</p> <p>Section 4.3, delete “Following the CCRA”</p> <p>Section 6.1, insert:</p> <p>“An assessment was undertaken to determine if the AP2 amendments would be likely to result in any new, removed or different significant in-combination climate change effects from those reported in the main ES and outlined below. One significant effect was identified to be removed, see section 6.6.”</p> <p>Section 6.6, delete current text and replace with:</p> <p>“As a result of the AP2 revised scheme, the significant in-combination climate change effect reported in Volume 3 of the main ES is now no longer relevant and has been removed. This change is as a result of the AP2 amendment for additional land permanently required for modifications to wastewater drainage at Annandale depot (AP2-ORW-001), which provides an alternative means of wastewater drainage. The AP2 revised scheme will therefore no longer include an on-site wastewater treatment plant at Annandale depot and treated wastewater will not be released into surface watercourses near the depot.”</p> <p>Section 7.1, insert:</p> <p>“A scoping exercise was undertaken to determine if the AP2 amendments would be likely to result in a material difference to the assessment of climate change resilience reported</p>	3

Reference	Title of Information Paper	Date of change	Summary of changes	Version no.
			in the main ES. This determined that there would be no changes to the outcome of the climate change resilience assessment, as reported in the main ES and outlined below"	
E27	Carbon	03.07.23	<p>Para 7.3 changed from:</p> <p>'the Proposed Scheme will emit 2.2 gCO₂e/pkm, compared to the average of petrol and diesel cars (88.4 gCO₂e/pkm), electric cars (4.4 gCO₂e/pkm), intercity rail (22.9 gCO₂e/pkm) and UK domestic flights (95.1 gCO₂e/pkm), based on projected carbon emissions in 2038.'</p> <p>To:</p> <p>'the Proposed Scheme will emit 0.81 gCO₂e/pkm, compared to the average of petrol and diesel cars (94 gCO₂e/pkm), electric cars (1.8 gCO₂e/pkm), intercity rail (22.9 gCO₂e/pkm) and UK domestic flights (91.9 gCO₂e/pkm), based on projected carbon emissions in 2039.'</p> <p>Para 7.4 updated to reflect outcomes of AP2 greenhouse gas assessment and remove a note that the modal shift carbon benefit does not account for the removal of the WCML connection (this has now been accounted for).</p> <p>Para 7.5 updated to reflect revised DIS date.</p> <p>Para 7.8 deleted as the sensitivity analysis have not been updated to reflect the AP2 greenhouse gas assessment</p> <p>Table 2 updated to reflect outcomes of AP2 greenhouse gas assessment</p> <p>Table 3 updated to reflect outcomes of AP2 greenhouse gas assessment</p>	3
E27	Carbon	06.07.22	<p>Paragraph 7.3, changed from:</p> <p>"...In terms of emissions per passenger kilometre, the Proposed Scheme will emit 2.1 gCO₂e/pkm, compared to the average of petrol and diesel cars..."</p> <p>to:</p> <p>"...In terms of emissions per passenger kilometre, the Proposed Scheme will emit 2.2 gCO₂e/pkm, compared to the average of petrol and diesel cars..."</p> <p>Paragraph 7.4, changed from:</p> <p>"...The construction carbon footprint is estimated to be 5,022,000 tCO₂e. The Proposed Scheme's operational emissions are anticipated to result in 5,400,000 tCO₂e over the 120 year operational assessment period. The benefits and loads of the Proposed Scheme (modal shift) are anticipated to result in a saving of -3,888,000 tCO₂e over the 120 years."</p> <p>to:</p> <p>"...The construction carbon footprint is estimated to be 3,921,000 tCO₂e. The Proposed Scheme's operational emissions are anticipated to result in 2,996,000 tCO₂e over the 120 year operational assessment period. The benefits and loads of the Proposed Scheme (modal shift) are anticipated to result in a saving of -3,888,000 tCO₂e over the 120 years (Note that this does not account for the impact on modal shift resulting from removal of the West Coast Main Line connection – this will be accounted for in a future revision)."</p> <p>Paragraph 7.5, changed from:</p> <p>"...Construction carbon emissions from the Proposed Scheme are expected to contribute approximately 0.13% of the UK's total carbon budget between 2025 and 2038. Operational carbon emissions are projected to be less than 0.05% of UK total transport emissions in 2038 (the Proposed Scheme's opening year)."</p> <p>to:</p> <p>"...Construction carbon emissions from the Proposed Scheme are expected to contribute approximately 0.1% of the UK's total carbon budget between 2025 and 2038. Operational carbon emissions are projected to be less than 0.02% of UK total transport emissions in 2038 (the Proposed Scheme's opening year)."</p> <p>Paragraph 7.8, changed from:</p> <p>"The sensitivity analyses indicate that the construction carbon footprint could be reduced by up to 66% as a consequence of the decarbonisation of cement and steel production. The use stage carbon footprint could be reduced by 92% over 120 years..."</p> <p>to:</p>	2

Reference	Title of Information Paper	Date of change	Summary of changes	Version no.
			<p>"The sensitivity analyses indicate that the construction carbon footprint could be reduced by up to 60% as a consequence of the decarbonisation of cement and steel production. The use stage carbon footprint could be reduced by 91% over 120 years..."</p> <p>Appendix A, Table 2:</p> <p>Construction – Before use stage changed from "5,022,000" to "3,921,000"</p> <p>Operation – Use of stage changed from "391,000" to "200,000" and from "5,400,000" to "2,996,00"</p> <p>Table notes changed from:</p> <p>"The use stage is a net carbon emission figure, which includes a carbon sequestration benefit from tree planting estimated to be -102,000 tCO₂e up to 2050 and -747,000 tCO₂e over 120 years.</p> <p>The benefits and loads stage is the net carbon emission figure, which includes loads (i.e. increase in carbon emissions) from additional surface access journeys to access the Proposed Scheme, and benefits (i.e. reduction in carbon emissions) from freight and passenger modal shift."</p> <p>to:</p> <p>"The use stage is a net carbon emission figure, which includes a carbon sequestration benefit from tree planting estimated to be -14,000 tCO₂e up to 2050 and -116,000 tCO₂e over 120 years.</p> <p>The benefits and loads stage is the net carbon emission figure, which includes loads (i.e. increase in carbon emissions) from additional surface access journeys to access the Proposed Scheme, and benefits (i.e. reduction in carbon emissions) from freight and passenger modal shift (Note that this does not account for the impact on modal shift resulting from removal of the West Coast Main Line connection – this will be accounted for in a future revision)."</p> <p>Appendix A, Table 3:</p> <p>Figures changed from "2.08" to "2.1" and from "1.10" to "1.16"</p>	

F Series: Operation

Reference	Title of Information Paper	Date of change	Summary of changes	Version no.
F7	Rail Freight Operations	03.07.23	<p>Section 5.1 – deletion of line in second bullet "for example the construction of connections to the West Coast Main Line and works at stations"</p> <p>Section 7.1 – deletion of "around Crewe or from the West Coast Main Line connection"</p> <p>Section 7.2 – deletion of "and three TPH would do so at Golborne".</p>	3

H Series: Policy

Reference	Title of Information Paper	Date of change	Summary of changes	Version no.
H2	Skills and Employment	03.07.23	<p>Text change in section 3.8 from "benchmarks" to "requirements"</p> <p>Deletion of "benchmark" in section 3.8</p> <p>Deletion of text in section 3.11 "existing roles becoming"</p> <p>Addition of text in 3.11 "...being offered to the contractors' current workforce"</p> <p>Addition of text in section 3.13 "... and HS2 Skills, Employment and Education Strategy (2018)</p>	3
H3	Education Programme	03.07.23	Text change in section 2.2, updating the summary with up to date statistics.	3