

## Northern Powerhouse Rail: Manchester Connection Information Paper

### B3: Limits on Parliamentary plans

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

Content will be maintained and updated as considered appropriate during the passage of the Bill.

HS2 Ltd's Rail Development Directorate are acting on behalf of the Secretary of State for Transport to develop and promote the Bill. If you have any queries about this paper or about how it might apply to you, please contact the Helpdesk in the first instance.

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# 1 Introduction

- 1.1 Northern Powerhouse Rail (NPR) is the government’s plan to provide more reliable and frequent services between key economic centres in the North of England. NPR forms the transport backbone of the Northern Growth Strategy and will deliver a “turn-up-and-go” railway linking Liverpool, Manchester, Leeds/Bradford, Sheffield and York, with regular onward services to Newcastle, Hull and Chester for North Wales connections.
- 1.2 NPR will be delivered in three phases:
- (1) early upgrades and electrification east of the Pennines (Leeds–Bradford, Sheffield-Leeds, Leeds–York);
  - (2) a new Liverpool–Manchester route via new stations at Warrington Bank Quay (Low Level) and Manchester Airport; and
  - (3) further cross-Pennine enhancements beyond the Transpennine Route Upgrade, including Manchester-Leeds, Manchester-Bradford and Manchester-Sheffield.
- 1.3 The first phase of NPR prioritises the upgrades to existing lines east of the Pennines. The adapted High Speed Rail (Crewe- Manchester) Bill, (hereafter ‘the Bill’) has been taken forward as part of the second phase of NPR to obtain the necessary powers to deliver the NPR route into Manchester via Manchester Airport (the Proposed Scheme). The Bill, formerly designed to deliver the route between Crewe to Manchester, has been adapted to retain only the section of route from the Parish of Millington and Rostherne to Manchester Piccadilly, via a new station at Manchester Airport (also known as NPR’s ‘Manchester Connection’). For further information about the development of the Bill, please see information paper A1.
- 1.4 The government has also confirmed its intention to ultimately complete a new line between Birmingham and Manchester. This is not included in this Bill and this would be progressed following the delivery of the three stages of NPR.
- 1.5 The work to produce the Bill includes an Equalities Impact Assessment and an Environmental Impact Assessment (EIA), the results of which are reported in an Environmental Statement (ES) submitted alongside the Bill. The Secretary of State for Transport has also published draft Environmental Minimum Requirements (EMRs), which set out the environmental and sustainability commitments that will be observed in the construction of the Proposed Scheme. For more information on the EMRs please see Information Paper E1: Control of environmental impacts.

- 1.6 The Secretary of State for Transport is the Promoter of the Bill through Parliament. The Promoter will also appoint a body responsible for delivering the Proposed Scheme under the powers granted by the Bill. Following Royal Assent this body will be the 'nominated undertaker'. There may be more than one nominated undertaker. However, any and all nominated undertakers will be bound by the obligations contained in the Bill, and the policies and commitments established in the EMRs, including any commitments provided in the information papers.
- 1.7 HS2 Ltd is a non-departmental public body and their Rail Development Directorate is responsible for developing and promoting these proposals for the purposes of the Bill. The company works under the terms of a Development Agreement entered into with the Secretary of State for Transport.
- 1.8 These information papers have been produced to explain the commitments made in the Bill and the EMRs and how they will be applied to the design and construction of the Proposed Scheme. They also provide information about the Proposed Scheme itself, the powers contained in the Bill and how particular decisions about the Proposed Scheme have been reached.
- 1.9 When they were originally published, the information papers for the Bill were consistent with the policies, schemes and standards that had been applied for HS2 Phase 1 and 2a, as the Proposed Scheme was intended to be part of that project. They have now been updated and republished to reflect the changes to the Bill. In light of the origin and continuation of the Bill, the information papers continue to generally reflect the policies and commitments originally set out for the Bill before it was adapted relating to the control of impacts on the environment and on property owners, communities and businesses. This includes adopting a version of the HS2 Environmental Policy for the purposes of this Bill. This reflects the Bill's advanced progress through Parliament; the Bill has been taken forward on the basis that these policies and commitments will apply and the government intends to honour them for reasons of fairness towards those affected or concerned.
- 1.10 This approach reflects the particular circumstances of this Bill, and the commitments set out in these Information Papers do not set, and should not be considered as setting, any precedent for future proposals connected to the NPR programme, or any other future rail scheme. The policies and commitments offered in relation to future schemes will need to be considered in the context of any applications for consent on their own merits.

## **2 Overview**

- 2.1 This information paper explains the purpose of the proposed limits shown on the Parliamentary plans deposited alongside the Bill, and how they will operate using the powers in the Bill.
- 2.2 The powers sought within the Bill are based on a preliminary design for the scheme. The powers must therefore be sufficiently flexible to allow for adjustments once detailed design has been carried out. This is achieved by setting limits on the plans and sections.

### **3 What are limits?**

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

## **4 Horizontal Limits of Deviation**

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

## **5 Vertical Limits of Deviation**

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

## 6 Exercise of Bill Powers

- 6.1 The powers in the Bill can only be used for purposes authorised by the Bill, therefore land to be acquired within the limits shown on the Parliamentary plans will be confined to land which appears to the Secretary of State to be required following the detailed design of the scheme.
- 6.2 It should be noted that the Bill will also confer powers to carry out works outside the limits shown on the Parliamentary plans for the following purposes:
- monitoring of buildings above tunnels;
  - carrying out works to buildings to protect them from the effects of ground movement;
  - dealing with trees affecting the Proposed Scheme;
  - installing noise mitigation measures in buildings; and
  - related ancillary activities.

## 7 More information

- 7.1 More detail on the Bill and related documents can be found at <https://www.gov.uk/guidance/northern-powerhouse-rail-manchester-connection>.