

EXHIBIT LIST

Reference No: HOL/10024

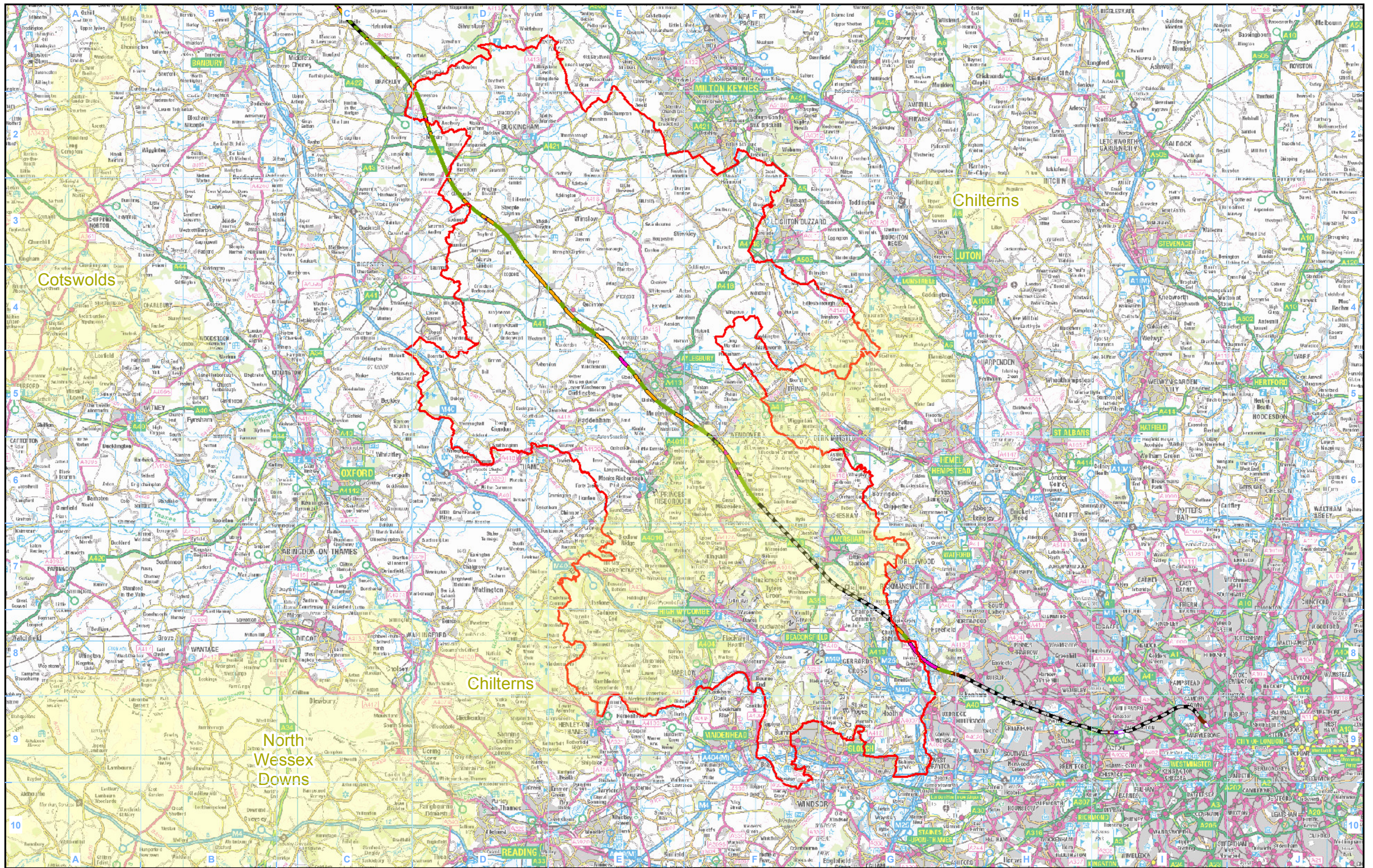
Petitioner: Buckinghamshire Standard Pack

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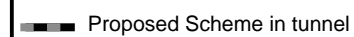



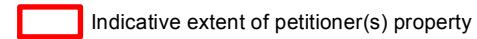
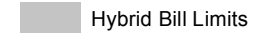


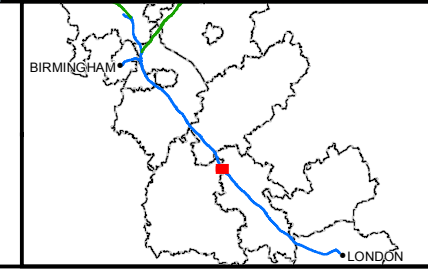
P3722 (1)

Legend

HS2 Phase One Hybrid Bill Scheme


-  Cutting
-  Embankment
-  Viaduct
-  Proposed Scheme in tunnel

-  Area of Outstanding Natural Beauty (AONB)
-  Indicative extent of petitioner(s) property
-  Hybrid Bill Limits




High Speed Two
Petitioner Location Plan
Reference Drawing

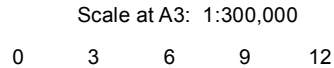
Buckinghamshire Map 1 of 3



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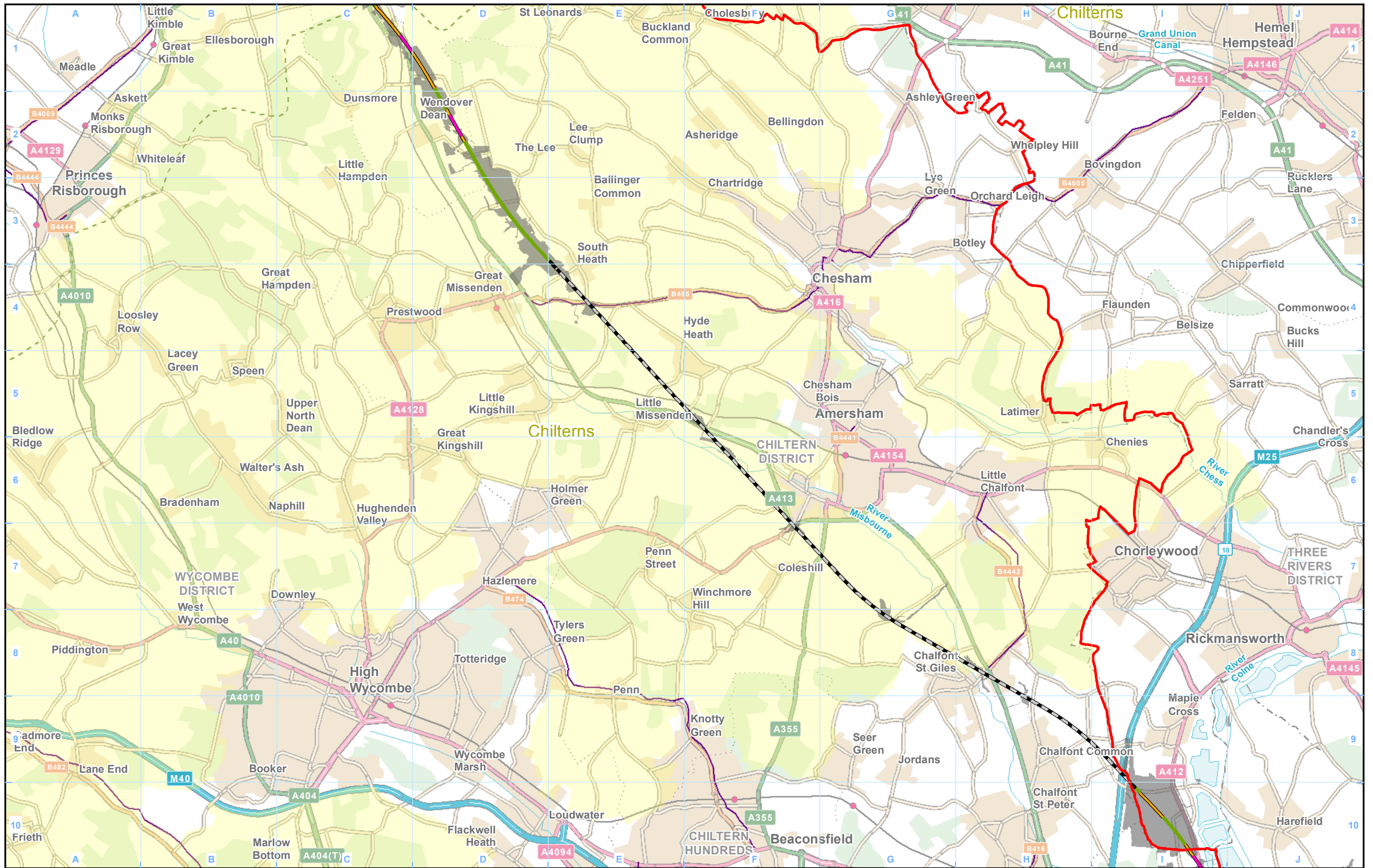


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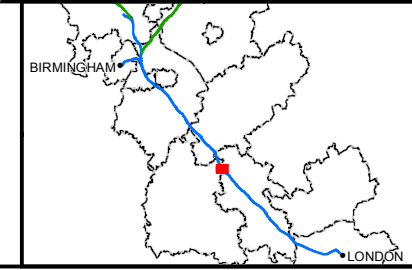
P3722 (2)

Legend

HS2 Phase One Hybrid Bill Scheme


- Cutting
- Embankment
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- Hybrid Bill Limits




High Speed Two
Petitioner Location Plan
Reference Drawing

Buckinghamshire Map 2 of 3

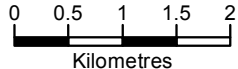


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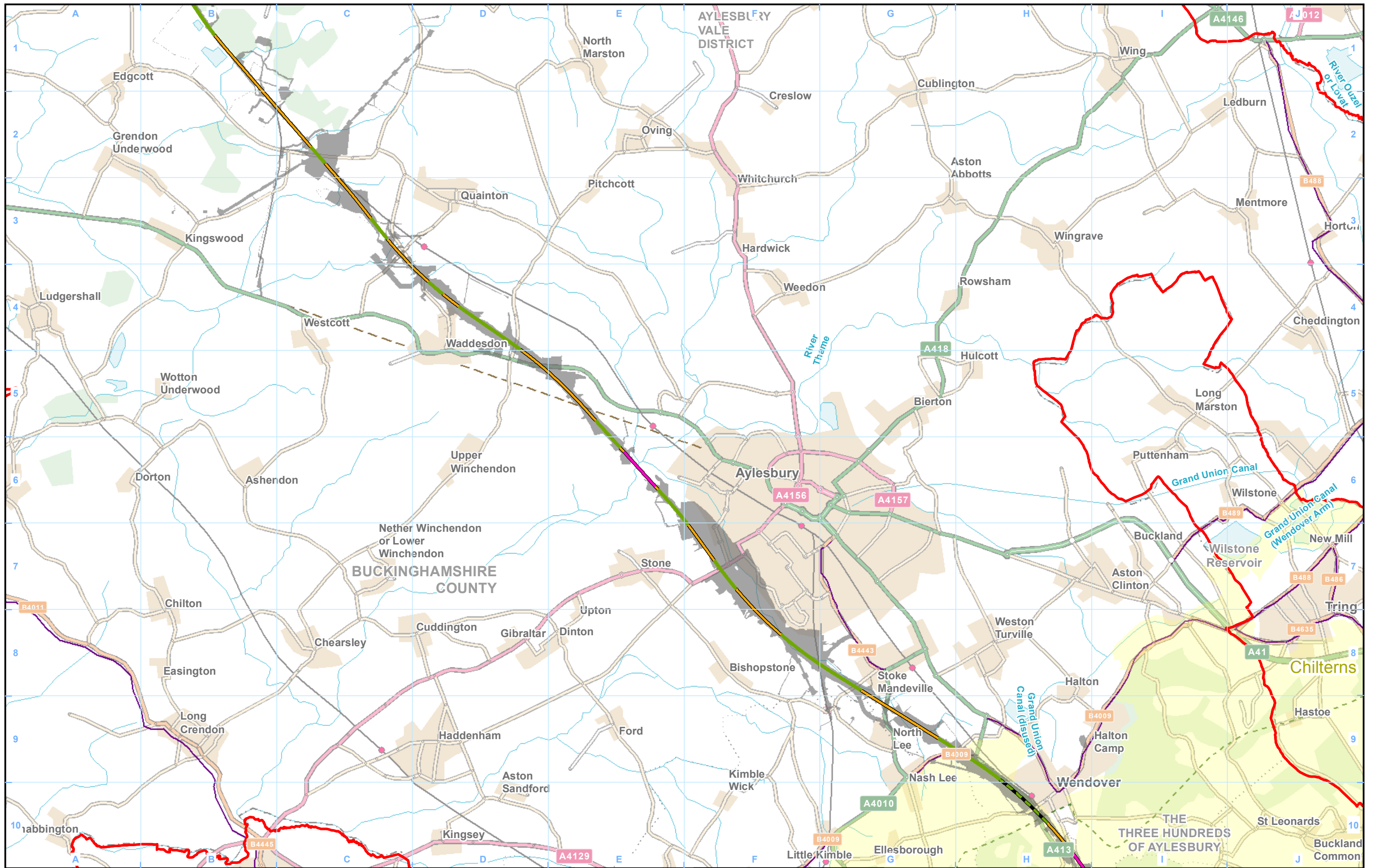


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HOL/10024/0003



P3722 (3)

Legend

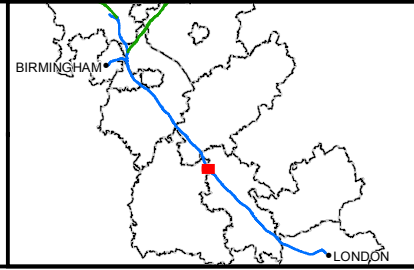
HS2 Phase One Hybrid Bill Scheme

- Cutting
- Embankment
- Viaduct
- Proposed Scheme in tunnel

Area of Outstanding Natural Beauty (AONB)

Indicative extent of petitioner(s) property

Hybrid Bill Limits



High Speed Two
Petitioner Location Plan
Reference Drawing

Buckinghamshire Map 3 of 3

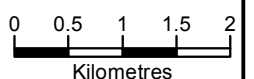


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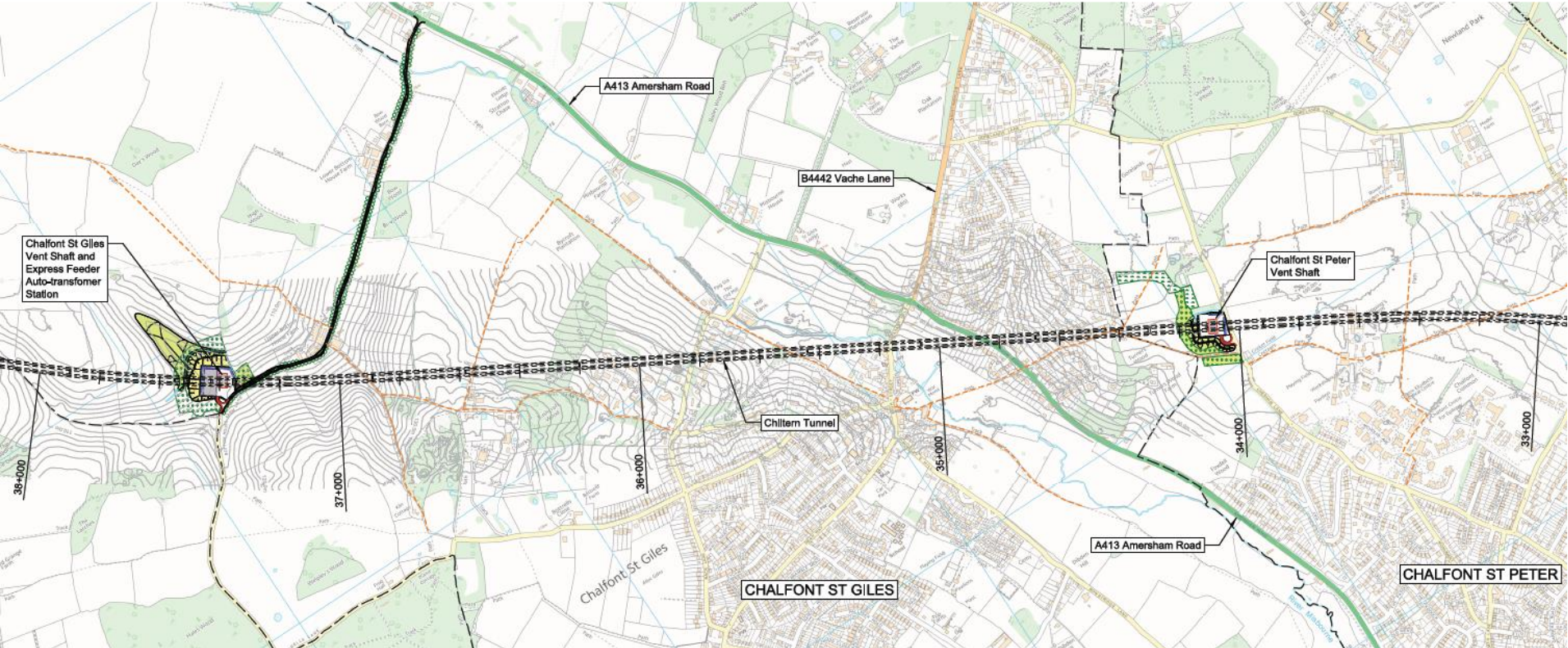
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HOL/10024/0004

Route summary: Chalfont St Peter / Chalfont St Giles



Route summary:

Chalfont St Peter / Chalfont St Giles

Passing through the area entirely in deep twin-bore tunnels with two associated vent shafts, the alignment will run 180m to the north of Chalfont St Peter and will pass under the outskirts of Chalfont St Giles.

The vertical and horizontal alignments at this point are constrained by these communities, the desire to reduce the numbers of properties directly overlying the tunnel sections and the need to reduce risks to the River Misbourne.

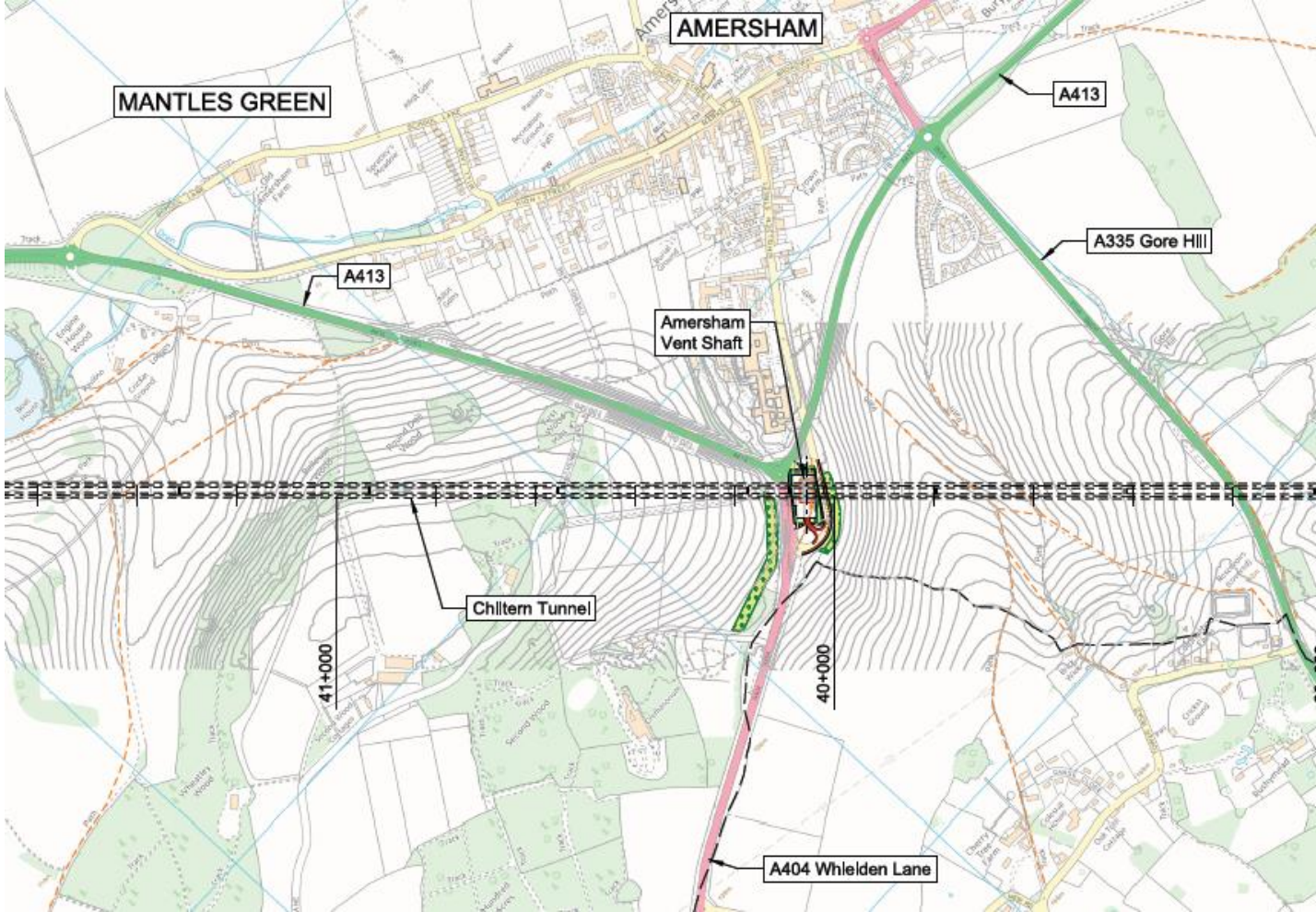
Mitigation:

- Landscape earthworks to screen views of vent shaft; and
- Planting to screen views of vent shafts.

Scheme developments since publication of hybrid Bill in 2013:

- No further scheme changes incorporated.

Route summary: Amersham



Route summary: Amersham

With the increase in tunnel length, allowance has been made for additional tunnel cooling equipment and accompanying electrical switchgear at the Amersham vent shaft.

The Chiltern tunnel passes to the south and west of Amersham with an associated vent shaft located to the south of the town between Whielden Lane and the A404.

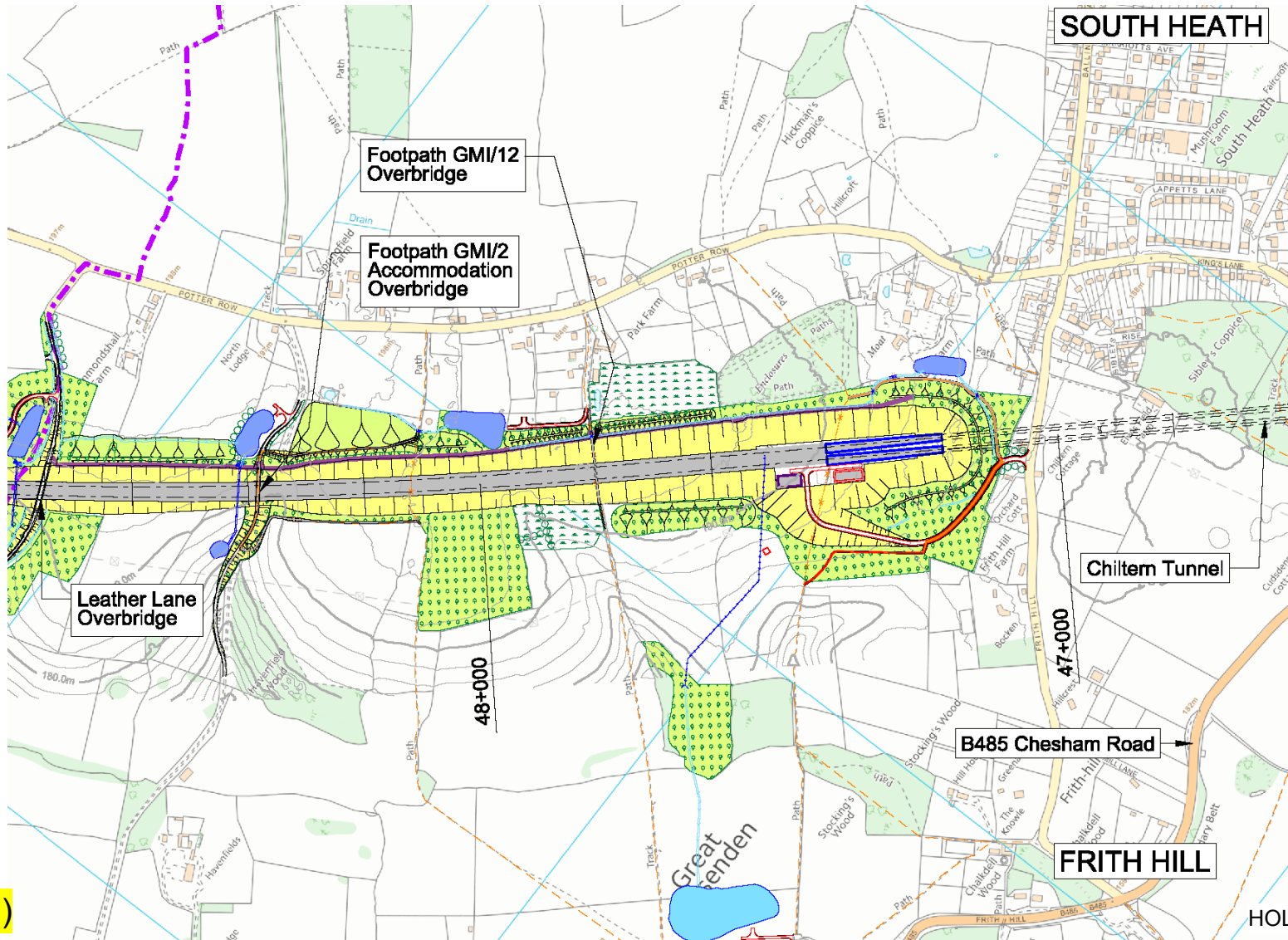
Mitigation:

- Landscape earthworks to screen views of vent shaft; and
- Planting to screen views of vent shafts.

Scheme developments since publication of hybrid Bill in 2013:

- No further scheme changes incorporated.

Route summary: South Heath



Route summary: South Heath

The north portal of the Chiltern tunnel, including a 200m porous portal, is in an approx. 17m deep cutting, lying immediately north of Frith Hill, South Heath. From the portal the railway continues northwards for approximately 3km, passing under Leather Lane and Bowood Lane in cutting, varying from approx. 3.5m to 14m deep. Approximately 500m north of Bowood Lane the railway passes over the Wendover Dean viaduct, some 500m long and up to 18m high.

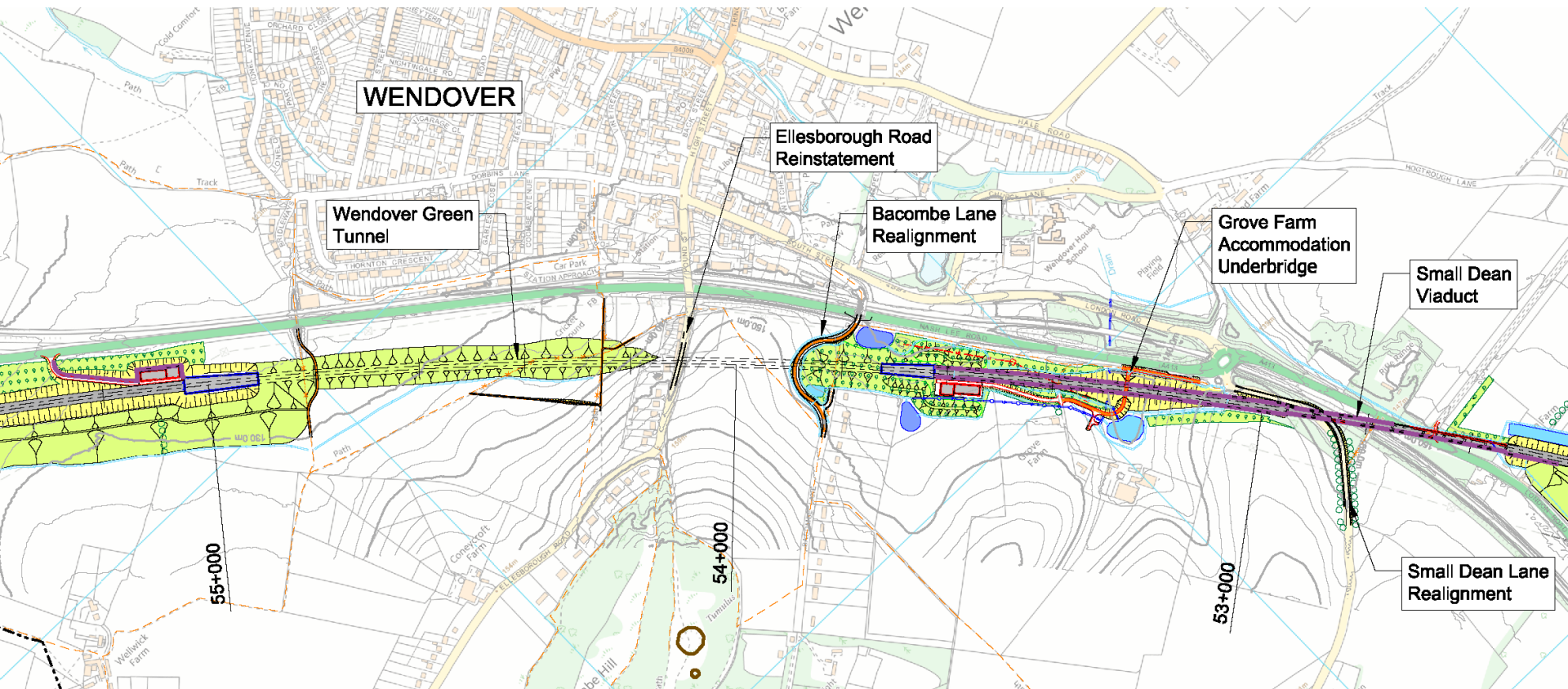
Mitigation:

- A 3m high noise fence barriers at the top of the cutting on the eastern side;
- A 2m high landscape earthworks screening views of the noise fence barrier; and
- Landscape planting adjacent to Stocking's Wood to screen views of the portal from the west.

Scheme developments since publication of hybrid Bill in 2013:

- A reduction in the landscape and visual effects on South Heath during both construction and operation due to the extension of the Chiltern bored tunnel to beyond South Heath (AP₄);
- Land severance impacts on agriculture and habitat will be reduced;
- A reduction in the number of demolitions required;
- An overall reduction in traffic and transport impacts, particularly in South Heath; and
- Amenity effects will no longer arise due to lower noise levels, both during construction and operation.

Route summary: Wendover



Route summary: Wendover

From the Wendover Dean viaduct the Proposed Scheme passes from cutting onto embankment, before passing over the A413 and the Chiltern line on the 400m long Small Dean viaduct. The railway then continues to the west of Wendover through the Wendover green tunnel, emerging just beyond the northern edge of Wendover in cutting. There will be a temporary realignment of Ellesborough Road during the tunnel construction before it is reinstated on its existing alignment. Bacombe Lane will be reinstated on an alternative alignment over the green tunnel. The railway alignment requires works to the National Grid overhead lines adjacent to both north and south tunnel portals.

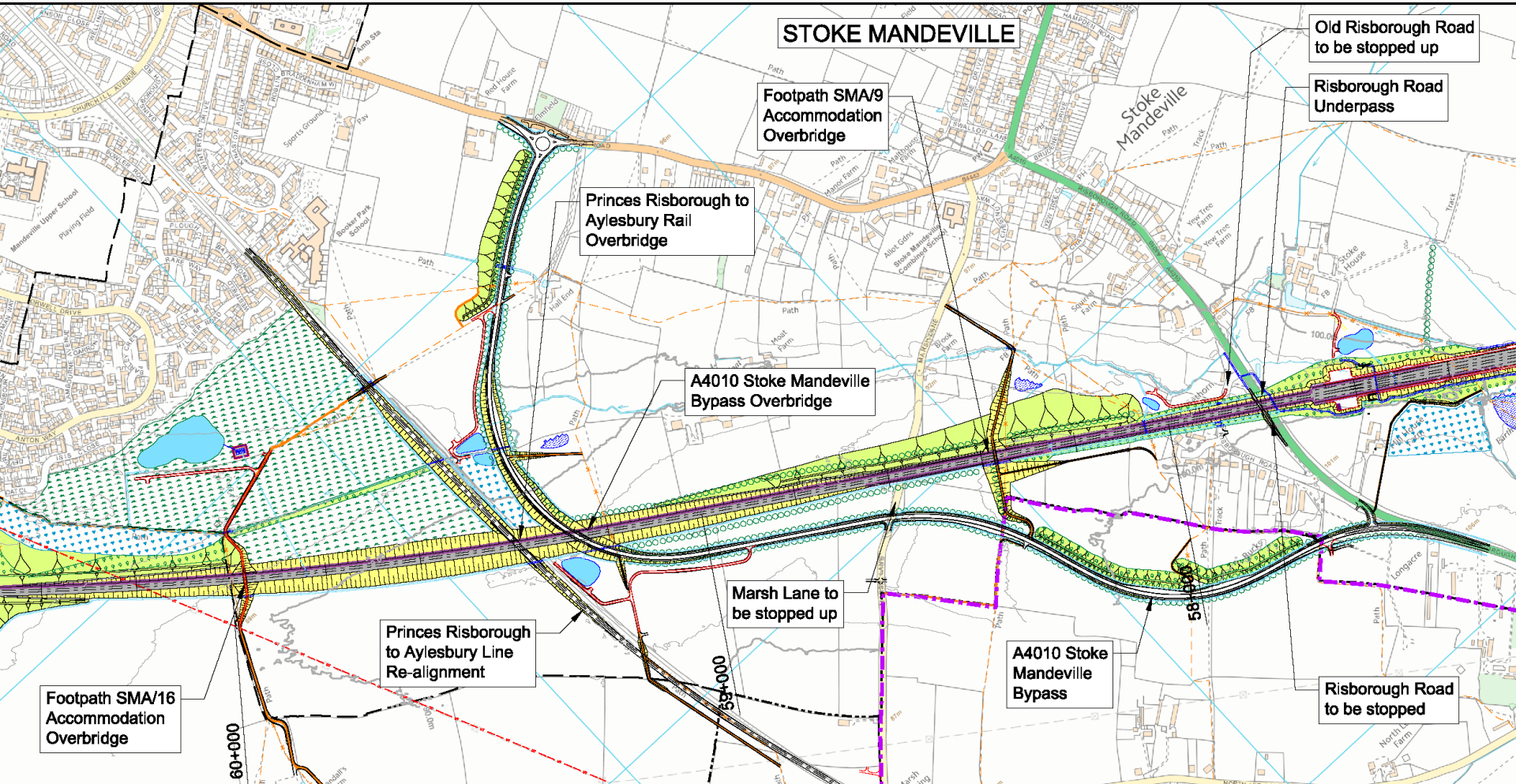
Mitigation:

- 6m trackside noise fence barrier approximately 780m in length along the eastern side of the route, between the Small Dean viaduct and the Wendover Green Tunnel; and additional 6m high, approximately 340m long, noise fence barrier on the eastern side of the Wendover North Cutting; and
- Earthworks would also be constructed along the HS2 route to reduce the visual impact of the noise fence.

Scheme developments since publication of hybrid Bill in 2013:

- Green tunnel extended by 100m southward and increased noise fence barriers removing significant operational noise effect on St Marys Church, Wendover.

Route summary Stoke Mandeville



Route summary: Stoke Mandeville

The Proposed Scheme approaches Stoke Mandeville on an embankment up to 5m high as it crosses over the A4010 Risborough road. Immediately to the south of Risborough Road, the railway corridor is widened to provide for maintenance loops, approximately 1km long and providing a single extra line either side of the main alignment. Northwards from Stoke Mandeville, the route then descends into cutting to pass under the realigned Princes Risborough railway line, before passing to the west of Aylesbury on a series of shallow embankments or cuttings. The Proposed Scheme includes the closure of the existing A4010 Risborough road into Stoke Mandeville and the provision of a new Stoke Mandeville bypass running to the west and north of the town.

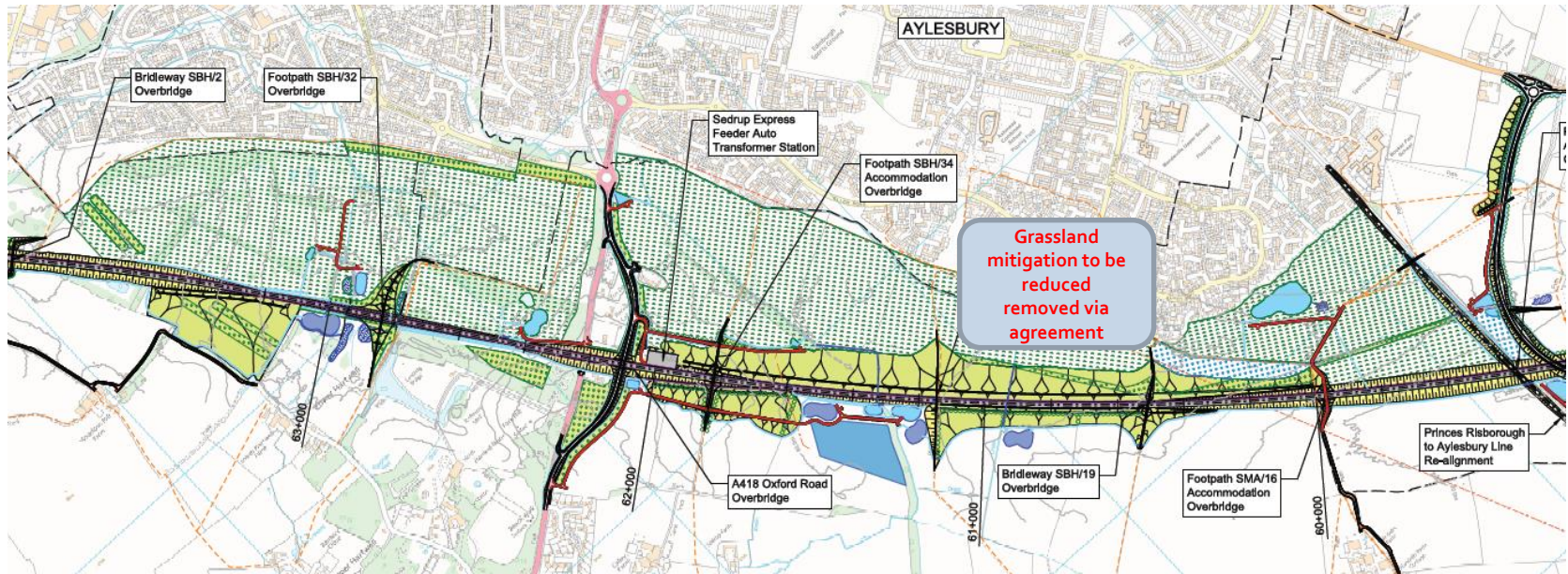
Mitigation:

- 4m (or effective height) high noise fence barrier on both sides of the scheme past Stoke Mandeville;
- Landscape planting to screen the maintenance loop;
- Hedgerow planting to incorporate the Proposed Scheme, and new Stoke Mandeville Bypass and overbridge, into the landscape;
- Landscape earthworks to integrate the Proposed Scheme and the Footpath SMA/9 Overbridge into the landscape; and
- Future twin tracking of the Princes Risborough railway line allowed for in the earthworks and bridge over the HS2 alignment.

Scheme developments since publication of hybrid Bill in 2013:

- Additional screen planting introduced alongside the HS2 alignment;
- noise bunds included alongside the Stoke Mandeville bypass;
- An underpass included under the realigned Princes Risborough line to make provision for future access for a potential development area/south west link to the A418; and
- noise fence barriers increased from 3m to 4m by the Risborough Road.

Route summary: Aylesbury



Route summary: Aylesbury

The Proposed Scheme passes to the west of Aylesbury initially in a cutting, approximately 2km long and up to 7m deep, then on embankment approximately 1.3km long and up to 6m high.

North of the A418 Oxford Road overbridge, the alignment runs between Aylesbury and the National Trust property of Hartwell House on a series of shallow cuttings and embankments. It then crosses the River Thames on the Thames Valley Viaduct, approximately 1km long and up to 6m high..

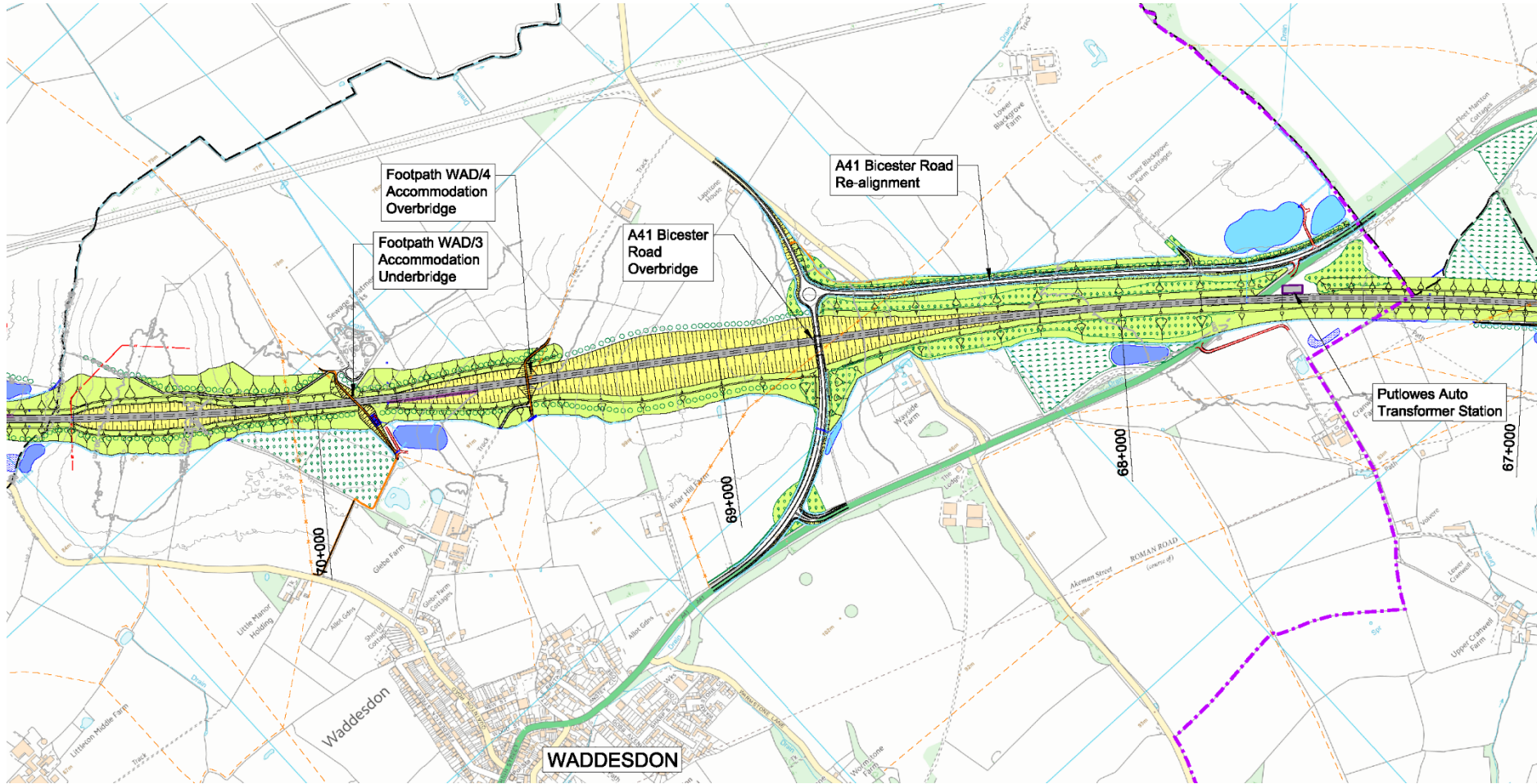
Mitigation:

- A noise fence barrier up to 5m high is included along the eastern side of the railway to reduce noise impacts on surrounding areas, with landscape earthwards up to 5m in height included to screen the noise fence barriers;
- Mitigation earthworks or noise fence barriers are included along the western extent of the route past Aylesbury;
- Landscape planting to integrate the scheme into the surrounding landscape; and
- Approximately 50ha of habitat creation north of the Oxford Road.

Scheme developments since publication of hybrid Bill in 2013:

- Import of material for the mitigation earthworks from the south has allowed removal of the original proposed construction roadhead for materials movement by Sedrup and reduced construction traffic on the A418 Oxford Road;
- Improved landscape mitigation at Hartwell House;
- 3m high noise fence barrier introduced at Sedrup; and
- Habitat creation south of the Oxford Road removed.

Route summary: Waddesdon



Route summary: Waddesdon

Northwards from the Thame Valley viaduct the Proposed Scheme runs towards Waddesdon on shallow embankment, crossing the existing A41 alignment, before entering a typically 10-15m deep cutting for approximately 1.5km past the north of Waddesdon.

As part of the proposed works, the existing A41 alignment is realigned northwards to run parallel with the railway before new junctions link the realignment back to the existing road through Waddesdon. The realignment generally follows the existing ground profile, crossing over the railway where it lies in cutting.

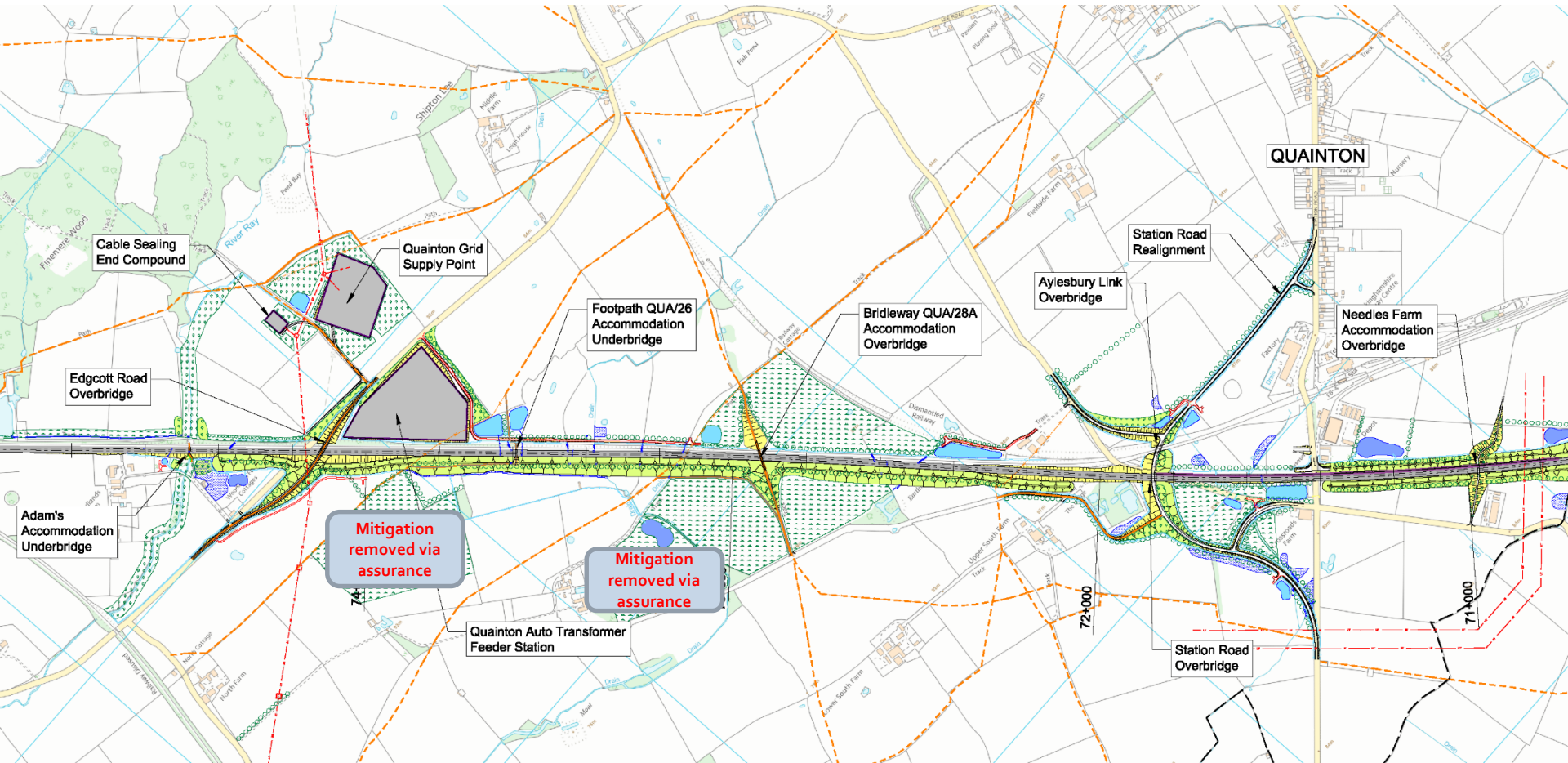
Mitigation:

- Replacement floodplain compensation areas;
- Landscape earthworks and planting to integrate the proposed scheme into the existing landscape;
- Planting on the eastern embankment of realigned A41 Bicester Road; and
- Ecological habitat creation areas west of the proposed scheme.

Scheme developments since publication of hybrid Bill in 2013:

- Planting and associated minor roadworks to maintain the setting of Waddesdon Manor gatehouse.
- Replacement of A41 Bicester Road and Blackgrove Road overbridges and raised embankments with a single low level overbridge at Waddesdon to reduce visual effects.

Route summary: Quainton



Route summary: Quainton

The Proposed Scheme passes to the south-west of Quainton on shallow cuttings or embankments. The route crosses Station Road on a shallow embankment, severing the existing road which is realigned to the north with a new bridge over the existing Aylesbury Link railway line and the HS2 alignment. Running northwards, the Proposed Scheme runs parallel and immediately to the west of the existing Aylesbury Link railway, typically on shallow embankment. Approximately 2.5km north of Station Road is the Quainton National Grid feeder station, providing power to the Proposed Scheme from the existing National Grid overhead lines in this area.

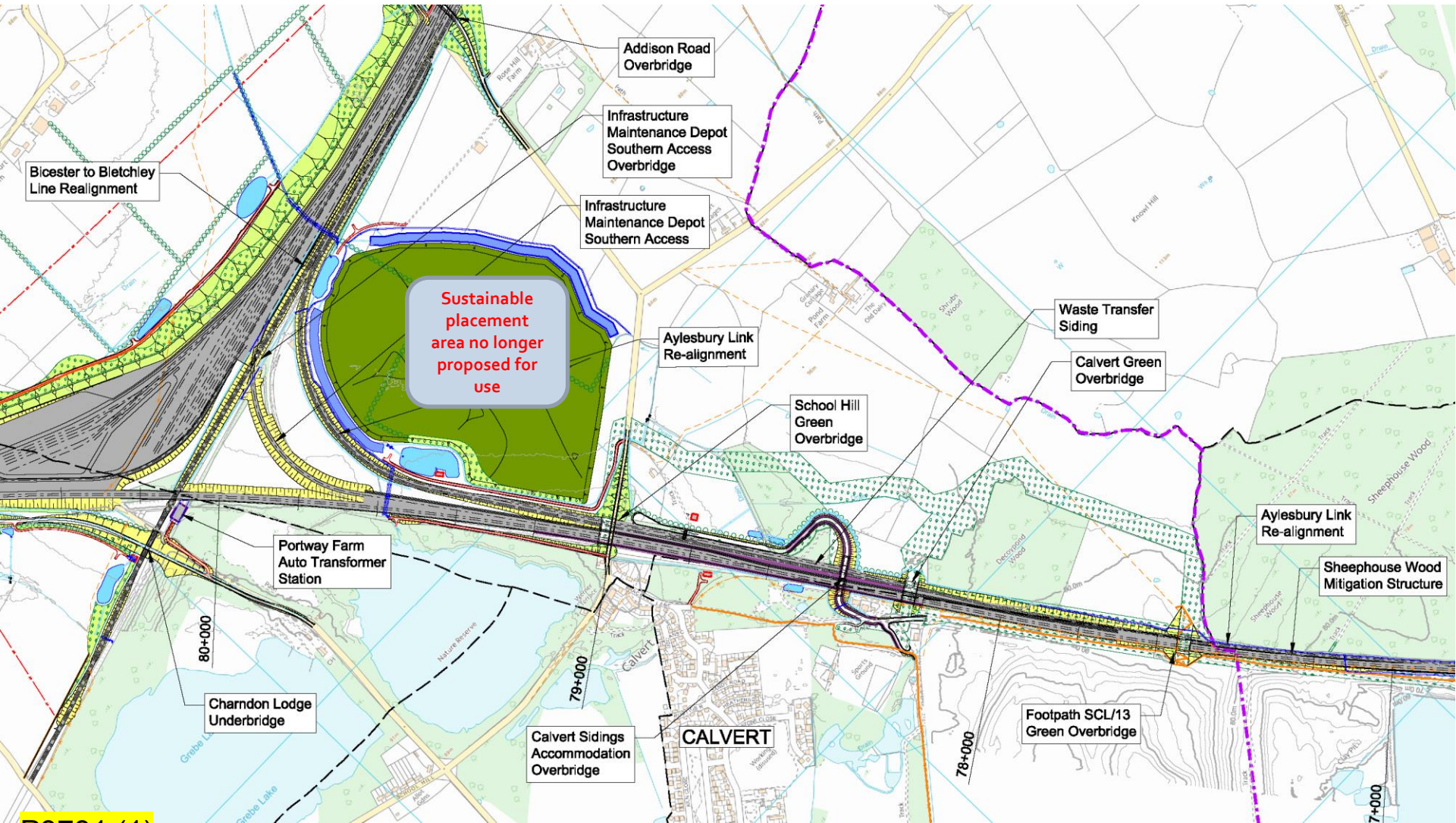
Mitigation:

- A 3m high noise fence barrier approximately of 1km in length;
- Landscape earthworks (false cutting) and landscape planting to integrate the scheme into the surrounding landscape; and
- Hedgerow planting to integrate the Station Road realignment and the Aylesbury Link Overbridge into the surrounding landscape.

Scheme developments since publication of hybrid Bill in 2013:

- Realignment of Station Road Overbridge and approaches to avoid impacts on the Buckinghamshire Railway museum carpark and proposed Faccenda Hatchery development; and
- Relocation of Quainton National Grid feeder station to east side of the scheme to reduce impacts on the Grade II listed Doddershall House.

Route summary: Calvert



Route summary: Calvert

Through this section, the Proposed Scheme will run in the Calvert cutting, which is approximately 4.1km long. The cutting runs along the western side of the realigned Aylesbury Link railway line for approximately 2.2km, before continuing north-west parallel to the former Great Central Main Line rail corridor for approximately 1.8km. The Bicester to Bletchley section of the East West Rail corridor will be raised on embankment to pass over the Proposed Scheme.

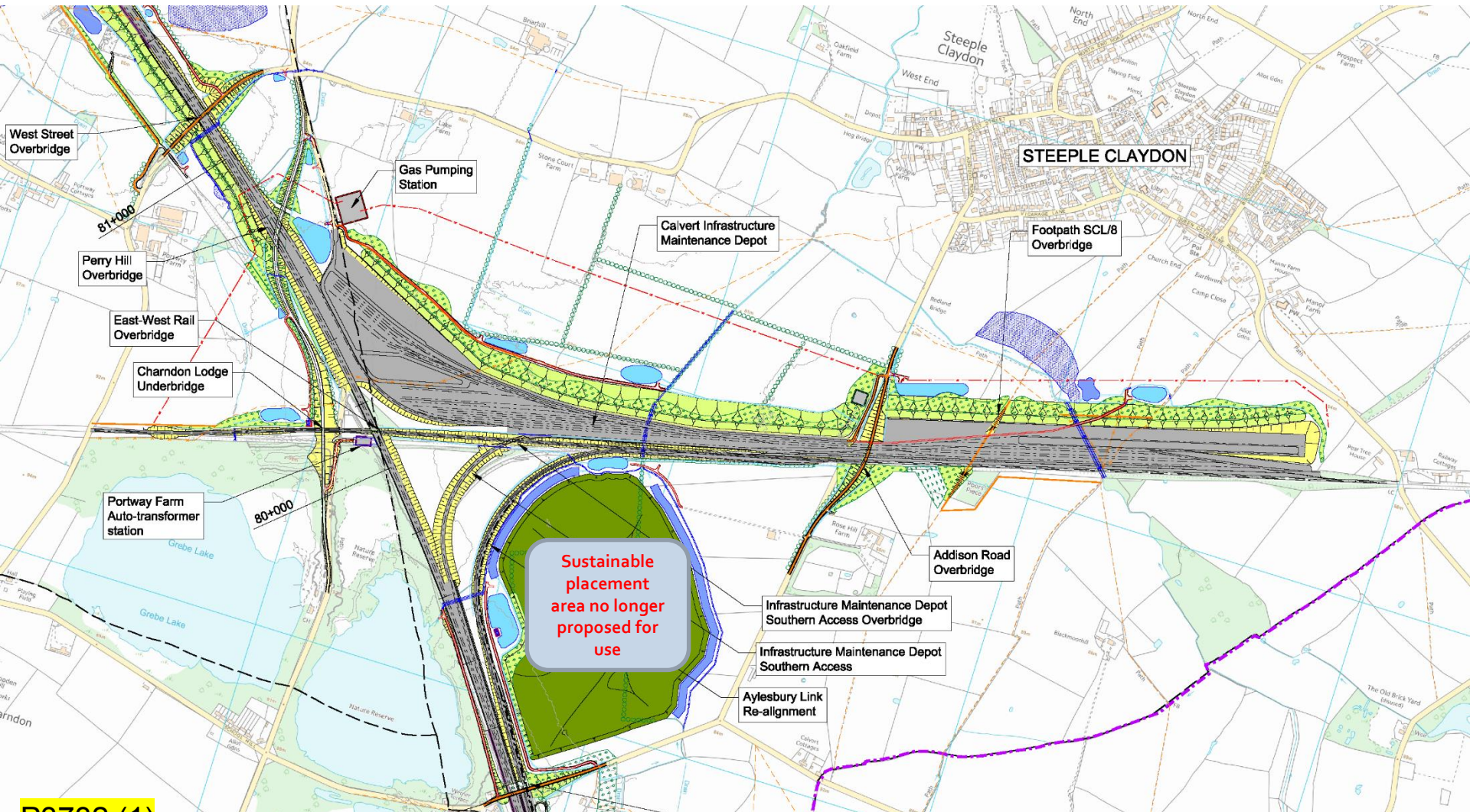
Mitigation:

- Noise fence barriers with a effective height of a 5m on the west side of the Proposed Scheme, continuing north up to School Hill green overbridge;
- Three green overbridges in the area (at School Hill, Footpath SCL/13 and Calvert Green) to maintain existing habitat links for bats and other wildlife;
- Areas of planting to maintain and enhance existing habitat corridors and links between woodland and the proposed green crossings; and
- A structure over the railway alongside Sheephouse Wood to further mitigate impact of the railway on bat flight paths over the railway corridor.

Scheme developments since publication of hybrid Bill in 2013:

- Reinstatement of Perry Hill offline (proposed closure in 2012 post consultation scheme);
- Promotion of Transport and Works Act Order to relocate of FCC Waste transfer sidings 2km from Calvert to south of Sheephouse Wood in lieu of hybrid Bill (AP4) scheme;
- Phasing of road closures during construction so that access is maintained between the three communities;
- Integration of the HS2 and East West Rail projects to optimise construction planning, realise cost efficiencies and reduce construction impacts; and
- Removal of the Shepherds Furze Farm sustainable placement area.

Route summary: Steeple Claydon



Route summary: Steeple Claydon

The Calvert IMD is located to the south-west of Steeple Claydon. The Bicester to Bletchley Line will be realigned up to 30m to the north and will run alongside the IMD.

Mitigation:

- Landscape earthworks designed to screen IMD and integrate it into surrounding landscape;
- Height of lighting installations within the IMD to be as low as possible, with low profile low energy lighting and automatic lighting controls to reduce light pollution;
- Landscape planting to integrate the scheme into the surrounding landscape; and
- Area of former railhead to be returned to agricultural land.

Scheme developments since publication of hybrid Bill in 2013:

- Phasing of road closures during construction so that access is maintained between the three communities;
- Integration of the HS2 and East West Rail projects to optimise construction planning, realise cost efficiencies and reduce construction impacts;
- Removal of the Shepherds Furze Farm sustainable placement area; and
- Additional temporary bunding introduced to screen railhead.

Route summary: Twyford

The Proposed Scheme rises out of the Calvert Cutting north of West Street and onto the Twyford embankment, approximately 2km long and up to 4.5m in height. Passing east of Twyford and crossing the Padbury Brook on the Twyford viaduct the route then continues northwards into the Twyford cutting.

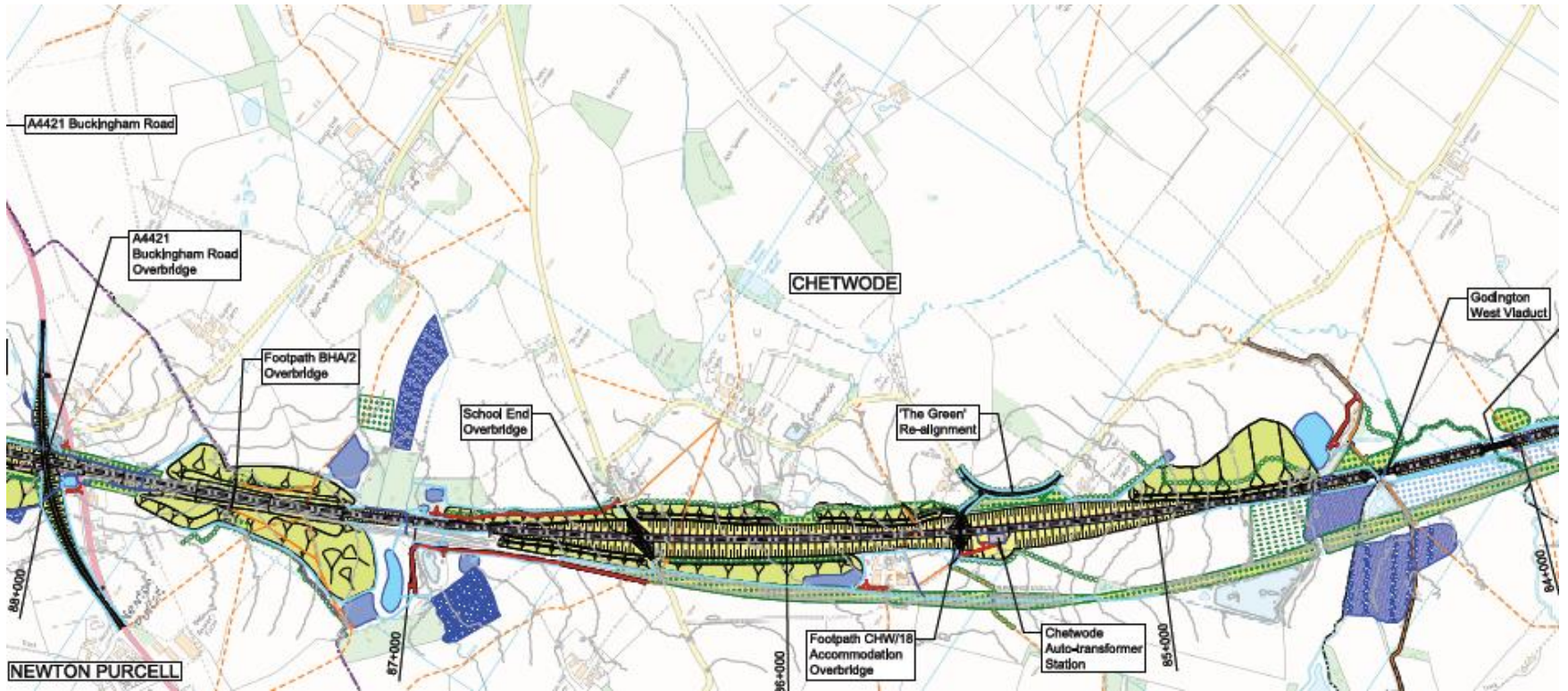
Mitigation:

- Noise fence barriers up to 5m above rail height along the west side of the route for screening of Twyford, approximately 1.3km in length;
- noise fence barrier 4m high on the west side of the Twyford Viaduct;
- landscape earthworks along the west side of the route providing visual screening to the railway; and
- retention and enhancement of existing vegetation along the former GCML corridor to provide visual screening.

Scheme developments since publication of hybrid Bill in 2013:

- Horizontal alignment moved between 100 and 150m away from Twyford post 2011 route consultation.
- Introduced south facing link to IMD to avoid having a siding on the norther link to the IMD for train run-around close to the village.

Route summary: Chetwode



Route summary: Chetwode

The Proposed Scheme will pass to the west of Chetwode in a cutting approximately 1.9km long and up to 10.5m deep. The route will exit the cutting to re-join the route of the former Great Central Main Line (GCML) on embankment at the county boundary of Buckinghamshire and Oxfordshire.

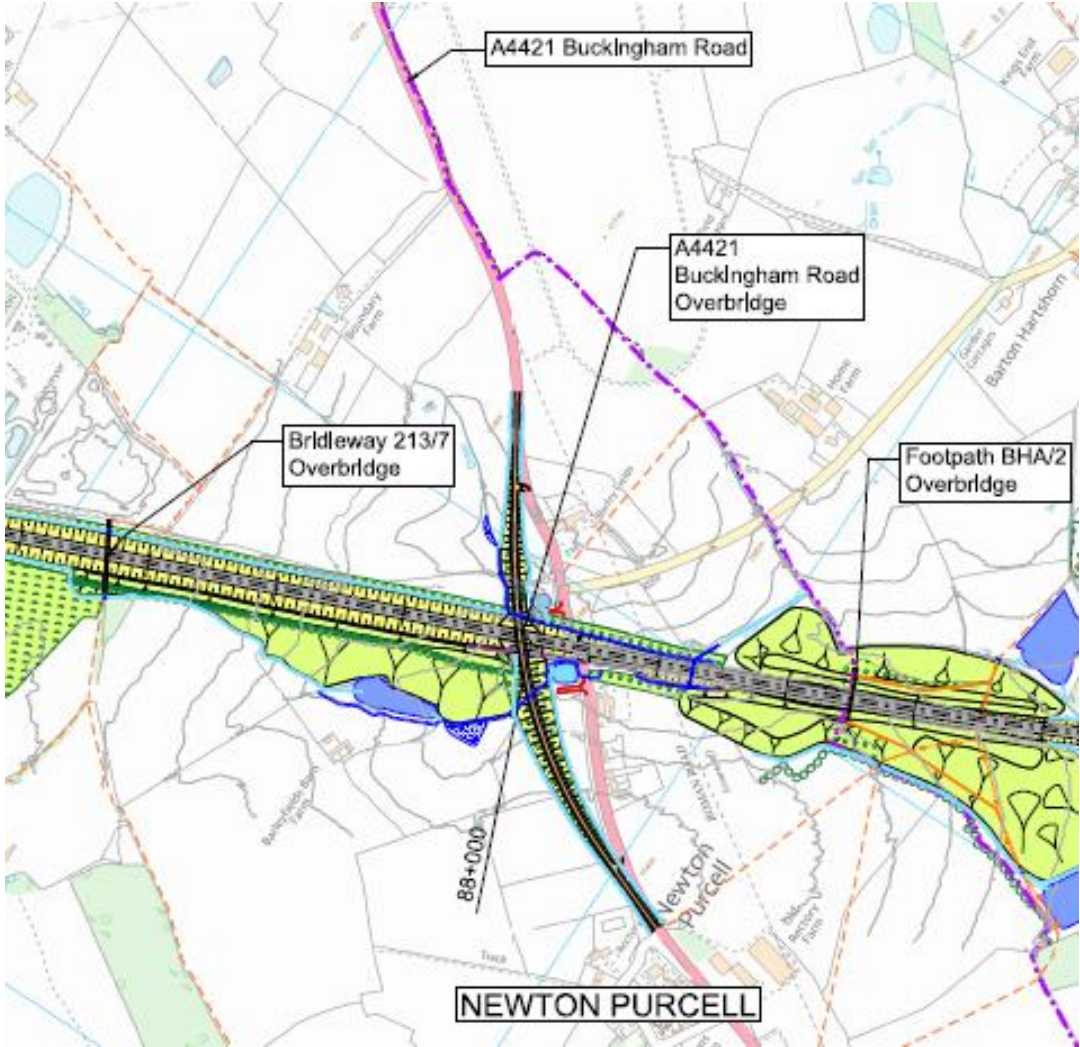
Mitigation:

- A trackside noise fence barrier approximately 5m in height and 2km in length on the east side of the scheme.
- Landscape earthworks of an approximate effective height of 12m on the east side of the proposed scheme to reduce noise impacts.
- The landscape earthworks also provide screening for the Chetwode Cutting and School End Overbridge.
- Landscape planting to integrate the scheme into the surrounding landscape.
- Retention and enhancement of existing vegetation along the former GCML corridor to provide visual screening.

Scheme developments since publication of hybrid Bill in 2013:

- Existing noise fence barrier raised from 4m to 5m on the east side of the scheme;
- 5m high noise fence barrier introduced, 800m in length on the east side of the scheme.

Route summary: Newton Purcell



Route summary: Newton Purcell

The route of the Proposed Scheme passes Newton Purcell within the Barton to Mixbury cutting, which is approximately 4km long, and up to 10m deep.

Mitigation:

- A noise fence barrier approximately 400m long and 3m high on the western side scheme;
- Landscape earthworks to the south of Newton Purcell approximately 3m in height;
- Landscape earthworks to the north of Newton Purcell approximately 3m in height; and
- Landscape planting to screen the railway.

Scheme developments since publication of hybrid Bill in 2013:

- Introduction of additional screen planting on the east side of the scheme between the existing and realigned A4421 Buckingham Road.