

EXHIBIT LIST

Reference No: HOL/10018

Petitioner: EUSTON STANDARD PACK

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Frances Heron
Ampthill Square Tenants and Residents' Association
65 Oxenholme
Harrington Square
London
NW1 2JN

By email: franmheron@gmail.com

26 August 2016

Dear Ms Heron,

**High Speed Rail (London – West Midlands) Bill – House of Lords
Ampthill Square Tenants and Residents' Association**

I am writing to you as the chair of the Ampthill Square Tenants and Residents' Association in advance of the Euston community petitioners appearing before the House of Lords Select Committee considering the Bill in September.

As you know, in advance of the appearance of Camden petitioners before the House of Commons Select Committee considering the Bill last November/December we reached agreement with the London Borough of Camden on a range of assurances, which they described as follows:

“Camden Council has secured over 100 assurances on key measures that will help protect the lives and livelihoods of its residents and businesses from more than a decade of the worst aspects of High Speed 2 (HS2) construction...In what Camden understands to be the largest settlement for any local authority...Camden has secured over 100 assurances that address each of the mitigation asks it was within HS2 Ltd's power to address.”

Those assurances, set out in various letters and now recorded in the draft Register of Undertakings & Assurances¹, cover a wide range of issues, most of which are of direct relevance to the issues raised then, and now, by Euston community petitioners, including assurances on community engagement itself. The assurances given to the Greater London Authority (GLA)/Transport for London (TfL) are also relevant, and I attach at Annex A an extract from the Register with the 150+ assurances already given to the London Borough of Camden and GLA/TfL. You will see from the Register that during the passage of the Bill so far we have given over 2,000 assurances, to local

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authorities, individuals, residents associations and businesses etc, including a number of assurances given to individuals, businesses and community groups in the Euston area. I think the Register speaks for itself, in terms of demonstrating our willingness to engage and agree assurances with those affected by the Bill.

The assurances offered and recorded on the Register are of course in addition to the significant commitments we have already given as part of the Environmental Minimum Requirements for the project, which include things such as the draft Code of Construction Practice, which themselves commit us to put in place further measures, such as the Local Environmental Management Plan and a Routewide Traffic Management Plan. In addition, the Secretary of State has given a number of general assurances that apply routewide, including to Euston petitioners. I attach at Annex B a list of items that are relevant to Euston petitioners and address concerns raised in their petitions.

At a meeting with Simon Kirby, HS2 Chief Executive, on 29 June representatives of the Euston Community Representatives Group (ECRG) made it clear to us that the community felt that the London Borough of Camden did not represent them, and that the community wanted direct engagement with us, via ECRG, including negotiations in advance of the community petitioners appearing before the Committee in September. At the ECRG meeting on 14 July this was further discussed, with the community representatives present agreeing that they needed to first give some thought as to how they wanted to approach such a negotiation and how to organise themselves to undertake it, in advance of coming to us with proposals. At a follow-up meeting with Simon Kirby on 27 July it was explained that ECRG collectively needed to first think through its negotiating priorities. We said that whilst we would still prefer to engage in a community-wide negotiation via ECRG, if that were not to be forthcoming we would engage with the various separate groups of residents and, ultimately, individual petitioners, should they wish to engage with us. A number of groups have approached me directly for a meeting and separately we wrote to you as the chair for Amptill Square Tenants and Residents' Association on 10 August 2016 offering a meeting.

At the outset it might help if I set out the issues on which we have consistently explained we are not able to negotiate on, and that includes issues which go against the principle of the Bill and/or, now that we are in the House of Lords, and in the absence of an instruction from the House, would require what is known as an Additional Provision to the Bill (such as those that would require additional land outside the current limits of the Bill, or give rise to additional significant environmental effects). Our position on these was set out in my letter of 28 July to all Euston petitioners.

We have also made it consistently clear that for well-rehearsed reasons we are not able to agree to an urban compensation regime effectively extending the discretionary schemes in place in rural areas to Euston.

Before I turn to the assurances that we are prepared to offer, you will know that as in the House of Commons we are engaging in negotiations with the London Borough of Camden on their outstanding issues and hope to reach agreement on a number of additional assurances for them shortly. We have already reached agreement with TfL/GLA on a number of additional assurances (see Annex C).

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The assurances that we are prepared to offer the Ampthill Square and Residents' Association following our discussions and meetings with Euston community petitioners are set out at Annex D. They should be read in the context of the assurances already on the Register and those recently offered to TfL/GLA and those shortly to be offered to the London Borough of Camden. The beneficiary recorded in the Register of Undertakings and Assurances will be the Ampthill Square Tenants and Residents' Association.

These assurances are provided on the understanding that they reflect many of the Association's concerns.

If you require further assistance, please contact Laura Wise, by telephone on 020 7944 0541 or by email at laura.wise@hs2.org.uk, who will be able to discuss this further.

I am copying this letter to the community representatives on ECRG – Matt Hollier, Dorothea Hackman and Robert Latham. We will also inform all other Euston petitioners.

Yours sincerely

A handwritten signature in black ink, appearing to read 'R. Hargreaves', with a long horizontal line extending to the right.

Roger Hargreaves
Director
Hybrid Bill Delivery

High Speed Rail (London – West Midlands) Bill – House of Lords Amphill Square and Residents' Association Assurances

In these assurances:

"Authorised Works" means the works authorised by the Bill to construct the Proposed Scheme;

"the Bill" means the High Speed Rail (London – West Midlands) Bill introduced in the House of Lords on 23 March 2016 and includes any Act of Parliament enacting that Bill;

"the Promoter" means the Secretary of State for Transport or any successor Secretary of State or Minister holding the Transport portfolio;

"the Proposed Scheme" means Phase One of HS2;

"the Register of Assurances and Undertakings" means a register recording the binding commitments given by the Promoter during the passage of the Bill which are held by the Department of Transport and will be finalised when the Bill is given Royal Assent; and

"Works" means those of the Authorised Works to be carried out in the London Borough of Camden.

1. Pedestrian access

'Subject to obtaining any necessary consents, the Promoter will require the nominated undertaker to maintain pedestrian access between Hampstead Road and Barnby Street through the Amphill Square Estate, where reasonably practicable and safe to do so, during the utilities works on the Amphill Square Estate carried out as part of the Works, save for short periods where access may be restricted.'

2. Vehicular access and open space

'The Promoter will require the nominated undertaker to use reasonable endeavours to ensure that:

- i) access to Amphill Square Estate for service and delivery vehicles is maintained during the works; and
- ii) so far as reasonably practicable, the impacts of construction compounds located on the Estate upon the open space within the Estate are minimised.'

3. Parking

'The Promoter will require the nominated undertaker to use reasonable endeavours to reinstate any parking space at the Amphill Square Estate, removed due to the Works, during suitable extended periods of inactivity greater than 3 weeks within the construction programme for that part of the Works within the Amphill Square Estate where it is reasonable practicable and safe to do so.'

4. Perimeter fence

'Should the utilities works on the Amphill Square Estate carried out as part of the Works require the temporary removal of part of the existing perimeter fence around the Dalehead, Oxenholme and Gilfoot blocks ("the blocks"), the Promoter will require the nominated undertaker to use such

measures, for example replacement or alternative fencing, as are reasonably practicable to prevent the nominated undertaker from creating a gap, save for short periods from time to time, in the fencing on the boundary of the blocks.'

Ms Luisa Auletta
33 Arlington Road
London
NW1 7ES

By email: luisa@artslettres.com

26 August 2016

Dear Ms Auletta,

**High Speed Rail (London – West Midlands) Bill – House of Lords
Camden Cutting Group**

I am writing to you as the Agent for the Camden Cutting Group in advance of the Euston community petitioners appearing before the House of Lords Select Committee considering the Bill in September.

As you know, in advance of the appearance of Camden petitioners before the House of Commons Select Committee considering the Bill last November/December we reached agreement with the London Borough of Camden on a range of assurances, which they described as follows:

“Camden Council has secured over 100 assurances on key measures that will help protect the lives and livelihoods of its residents and businesses from more than a decade of the worst aspects of High Speed 2 (HS2) construction...In what Camden understands to be the largest settlement for any local authority...Camden has secured over 100 assurances that address each of the mitigation asks it was within HS2 Ltd’s power to address.”

Those assurances, set out in various letters and now recorded in the draft Register of Undertakings & Assurances¹, cover a wide range of issues, most of which are of direct relevance to the issues raised then, and now, by Euston community petitioners, including assurances on community engagement itself. The assurances given to the Greater London Authority (GLA)/Transport for London (TfL) are also relevant, and I attach at Annex A an extract from the Register with the 150+ assurances already given to the London Borough of Camden and GLA/TfL. You will see from the Register that during the passage of the Bill so far we have given over 2,000 assurances, to local authorities, individuals, residents associations and businesses etc, including a number of assurances

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given to individuals, businesses and community groups in the Euston area. I think the Register speaks for itself, in terms of demonstrating our willingness to engage and agree assurances with those affected by the Bill.

The assurances offered and recorded on the Register are of course in addition to the significant commitments we have already given as part of the Environmental Minimum Requirements for the project, which include things such as the draft Code of Construction Practice, which themselves commit us to put in place further measures, such as the Local Environmental Management Plan and a Routewide Traffic Management Plan. In addition, the Secretary of State has given a number of general assurances that apply routewide, including to Euston petitioners. I attach at Annex B a list of items that are relevant to Euston petitioners and address concerns raised in their petitions.

At a meeting with Simon Kirby, HS2 Chief Executive, on 29 June representatives of the Euston Community Representatives Group (ECRG) made it clear to us that the community felt that the London Borough of Camden did not represent them, and that the community wanted direct engagement with us, via ECRG, including negotiations in advance of the community petitioners appearing before the Committee in September. At the ECRG meeting on 14 July this was further discussed, with the community representatives present agreeing that they needed to first give some thought as to how they wanted to approach such a negotiation and how to organise themselves to undertake it, in advance of coming to us with proposals. At a follow-up meeting with Simon Kirby on 27 July it was explained that ECRG collectively needed to first think through its negotiating priorities. We said that whilst we would still prefer to engage in a community-wide negotiation via ECRG, if that were not to be forthcoming we would engage with the various separate groups of residents and, ultimately, individual petitioners, should they wish to engage with us. A number of groups have approached me directly for a meeting including the Camden Cutting Group and we subsequently met on 3 August.

At the outset it might help if I set out the issues on which we have consistently explained we are not able to negotiate on, and that includes issues which go against the principle of the Bill and/or, now that we are in the House of Lords, and in the absence of an instruction from the House, would require what is known as an Additional Provision to the Bill (such as those that would require additional land outside the current limits of the Bill, or give rise to additional significant environmental effects). Our position on these was set out in my letter of 28 July to all Euston petitioners.

We have also made it consistently clear that for well-rehearsed reasons we are not able to agree to an urban compensation regime effectively extending the discretionary schemes in place in rural areas to Euston.

Before I turn to the assurances that we are prepared to offer, you will know that as in the House of Commons we are engaging in negotiations with the London Borough of Camden on their outstanding issues and hope to reach agreement on a number of additional assurances for them shortly. We have already reached agreement with TfL/GLA on a number of additional assurances (see Annex C).

The assurances that we are prepared to offer the Camden Cutting Group following our discussions and meetings with Euston community petitioners are set out at Annex D. They should be read in the context of the assurances already on the Register and those recently offered to TfL/GLA and

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Further to our meeting on 3 August, these assurances are provided on the understanding that they reflect a number of the Camden Cutting Group's concerns.

If you require further assistance, please contact Laura Wise, by telephone on 020 7944 0541 or by email at laura.wise@hs2.org.uk, who will be able to discuss this further.

I am copying this letter to the community representatives on ECRG – Matt Hollier, Dorothea Hackman and Robert Latham. We will also inform all other Euston petitioners.

Yours sincerely

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Roger Hargreaves
Director
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“the Bill” means the High Speed Rail (London – West Midlands) Bill introduced in the House of Lords on 23 March 2016 and includes any Act of Parliament enacting that Bill;

“the ECRG” means the Euston Community Representatives Group which was established on 18 May 2015;

“the Independent Assessor” means the person appointed by the nominated undertaker to carry out an independent survey of an additional group of residential properties in part of the London Borough of Camden pursuant to the assurance provided to the London Borough of Camden dated 23 February 2016 and included on the Register of Assurances and Undertakings at number 1145.

“the nominated undertaker” means the relevant nominated undertaker appointed under the Bill and, in the period prior to the Promoter appointing a nominated undertaker and imposing the requirements on it referred to in these assurances, HS2 Ltd;

“the Promoter” means the Secretary of State for Transport or any successor Secretary of State or Minister holding the Transport portfolio;

“the Proposed Scheme” means Phase One of HS2;

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“Works” means those of the Authorised Works to be carried out in the London Borough of Camden.

1. Respite periods

‘The Promoter will require the nominated undertaker to have regard to the benefits for local residents of periods of respite from construction works that give rise to significant noise effects when considering the programme of construction of the Works in the vicinity of and approach to Euston station but nothing in this assurance shall restrict the powers of the nominated undertaker in respect of it scheduling such works involving or requiring railway possessions.’

2. Use of percussive piling

‘The Promoter will require the nominated undertaker to review whether it can reduce the use of percussive piling (if any is planned) in the construction of the Works in the Euston area in so far as it is reasonably practicable to do so and in so far as doing so would not prejudice the timely and economic delivery of Phase One of HS2 or give rise to any new or different significant environmental effects from those reported in the Environmental Statement deposited with the Bill.’

3. Independent assessor – sample properties

'If the ECRG provides the Promoter or the nominated undertaker by 30 September 2016 with a list of properties in the areas listed below, which it considers may be suitable for inclusion in the representative sample of properties to be assessed by the Independent Assessor ("the List"):

- (i) within the area bounded by Augustus Street, Robert Street, Hampstead Road and Granby Terrace, including any properties directly facing onto Robert Street and Augustus Street, but excluding the replacement housing being built by the London Borough of Camden;
- (ii) within the Amptill Estate, bounded by Eversholt Street to the north of Calgarth, Lidlington Place and Hampstead Road; and
- (iii) the Camden Cutting Area including Mornington Terrace and Delancey Street.'

Then the Promoter will require the nominated undertaker to ensure that regard is had to the List when considering the representative sample for the Independent Assessor. Nothing in this assurance shall require the nominated undertaker to include any of the properties in the List in the representative sample, which is to be agreed between the nominated undertaker and the London Borough of Camden.'

4. Local information drop-in centre

'The Promoter will require the nominated undertaker to, during the Works and so long as there is reasonable demand for such a facility, continue to operate a local information drop-in centre in the Euston area (currently operating as 'HS2 in Euston'), save for periods of relocation during the course of the Works, which the local community can attend to find out more about the HS2 works in the area surrounding Euston station.'

5. Mornington Street overbridge satellite compound

'The Promoter will require the nominated undertaker to use reasonable endeavours to ensure that the northern and southern extents of the Mornington Street Overbridge Satellite Compound do not extend beyond the boundary illustrated on the CT-05-001 map (Doc No: C220-ARP-EV-DPL-01A-100100-AP03) published in the HS2 Supplementary Environmental Statement 2 and Additional Provision 3 Environmental Statement, Volume 2, CFA 1 Euston Station and Approach Map Book.

Where the Mornington Street Overbridge Satellite Compound is not required to support the Works for a period of 3 months or greater, the Promoter will require the nominated undertaker to reduce the extents of the compound as far as is reasonably practicable during that period, in order to reduce the impacts of the Mornington Street Overbridge Satellite Compound on parking provision on Mornington Terrace during that period.'

6. Trees

'Save for in the event that ground anchors are required to be installed at Mornington Terrace and subject to any construction requirements identified following site investigations, the Promoter will require the nominated undertaker to use reasonable endeavours to retain those trees in close proximity to the temporary Mornington Street Bridge, during the Works.'

7. Steps to temporary Mornington Street bridge

'The Promoter will require the nominated undertaker to design and construct the temporary Mornington Street Bridge to include access to the bridge, at both ends, via a (separate) ramp and steps.'

8. Engagement on design

'The Promoter will require the nominated undertaker to engage the public, in the locality where the infrastructure is located, on the external appearance, including height, of the proposed Granby Terrace intervention building, Mornington Street ventilation building and Park Village East headhouse; and to have regard, where reasonably practicable, to the comments and suggestions made by the public on the design of such infrastructure.'

9. Design of hoardings

'The Promoter will require the nominated undertaker to ensure that the design process for the hoardings around construction activities used during the Works shall include consideration of the character of the surrounding townscape and the use of artwork or vegetation on hoardings where appropriate.'

10. Site briefings and toolbox talks

'The Promoter will require the nominated undertaker to, in carrying out the Works, use site briefings and toolbox talks to equip the relevant staff with knowledge on health, safety, community relations and environmental topics as relevant to the London Borough of Camden.'

11. Identification of HS2 construction vehicles

'The Promoter will require the nominated undertaker to ensure that vehicles over 3.5t axle weight regularly attending a worksite(s) used for the purpose of the Works display a notice that identifies the vehicle as being operated as for the purposes of the Proposed Scheme.'

Robert Latham
28 Silsoe House
50 Park Village East
London
NW1 7QH

By email: r.latham@doughtystreet.co.uk

26 August 2016

Dear Mr Latham,

**High Speed Rail (London – West Midlands) Bill – House of Lords
HS2 Euston Action Group**

I am writing to you as a representative of the HS2 Euston Action Group in advance of the Euston community petitioners appearing before the House of Lords Select Committee considering the Bill in September.

As you know, in advance of the appearance of Camden petitioners before the House of Commons Select Committee considering the Bill last November/December we reached agreement with the London Borough of Camden on a range of assurances, which they described as follows:

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Director
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"Works" means those of the Authorised Works to be carried out in the London Borough of Camden;

"Construction Commissioner" means the person appointed by the nominated undertaker to the role with that job title as set out in HS2 Information Paper G3: Construction Commissioner;

"the ECRG" means the Euston Community Representatives Group which was established on 18 May 2015; and

"the ECRG Terms of Reference" means the document titled "Terms of Reference for Independent Chair" adopted by the ECRG on 14 July 2016.

1. Mitigation of adverse environmental impacts

'In line with the requirements specified in the General Principles of the Environmental Minimum Requirements, the Promoter will require the nominated undertaker to seek to use reasonable endeavours to adopt mitigation measures that will further mitigate any adverse environmental impacts as a result of the works, in so far as these mitigation measures do not add unreasonable costs to the Proposed Scheme or unreasonable delays to the Proposed Scheme construction programme.'

2. Construction Commissioner

'The Promoter will require the nominated undertaker to ensure that a Construction Commissioner is appointed by the time the Works begin.'

3. Drummond Street pedestrian access

'The Secretary of State will require the nominated undertaker to maintain reasonably direct pedestrian connectivity between Euston Station and Drummond Street at all times during the Works, subject to powers in the Bill, except: as required to implement traffic management measures; in the case of circumstances outside the nominated undertaker's control; if such pedestrian connectivity cannot be delivered in accordance with safety requirements; or if doing so would prejudice the safe, economic and timely delivery of the Proposed Scheme.'

4. Air quality monitoring

'The Promoter will require the nominated undertaker to provide information on air quality monitoring in relation to the Works to the local community at engagement events held under the community engagement framework up to 4 times a year, including any action proposed to be taken by the nominated undertaker or its contractor in response to the results of the monitoring.'

5. Provision of information

'The Promoter will require the nominated undertaker to, so long as there is reasonable demand for such measures, give effect to a combination of measures as part of its community engagement in the Euston area, to help ensure the local community has access to information about the Works, and such measures may include:

- A quarterly 'HS2 in Euston' newsletter;
- A dedicated online engagement tool for HS2 in Euston, providing information about the Works programme and facilitating community feedback online;
- Quarterly information open day for community members to meet a range of the nominated undertaker's staff;
- Monthly construction team surgeries and monthly construction team open evenings (for example, to hear the latest programme developments from the nominated undertaker's construction team);
- Monthly land and property team surgeries (for example, to enable particular issues or concerns to be raised by members of the local community);
- Advance notice of utility works undertaken as part of the Works;
- A series of factsheets to provide area and topic specific information;
- The continued development of topic led information events (expected to be held at the HS2 in Euston information centre); and
- Ongoing outreach to community groups in the Camden area; or
- Other such measures as seem appropriate to the nominated undertaker as the Works are carried out.'

6. Community engagement points of contact

'The Promoter will require the nominated undertaker to ensure that the names and contact details, including relevant email addresses, of the appropriate key personnel acting as community engagement point(s) of contact for the local community during the Works will be made available online for the duration of the Works.'

7. Euston Community Representatives Group (ECRG)

'The Promoter will require the nominated undertaker to hold meetings of the ECRG on a quarterly basis and continue to provide secretarial support for an independent chair of the ECRG, as set out in the ECRG Terms of Reference, for such period of the Works as the ECRG remains in existence.'

Christy Rogers & Elizabeth Birch
C/o Park Village East Heritage Group
36 Park Village East
London
NW1 7PZ

By email: christy.rogers@gmail.com; ebirch@3vb.com

26 August 2016

Dear Ms Rogers and Ms Birch,

**High Speed Rail (London – West Midlands) Bill – House of Lords
Park Village East Heritage Group**

I am writing to you as the co-chairs of the Park Village East Heritage Group in advance of the Euston community petitioners appearing before the House of Lords Select Committee considering the Bill in September.

As you know, in advance of the appearance of Camden petitioners before the House of Commons Select Committee considering the Bill last November/December we reached agreement with the London Borough of Camden on a range of assurances, which they described as follows:

“Camden Council has secured over 100 assurances on key measures that will help protect the lives and livelihoods of its residents and businesses from more than a decade of the worst aspects of High Speed 2 (HS2) construction...In what Camden understands to be the largest settlement for any local authority...Camden has secured over 100 assurances that address each of the mitigation asks it was within HS2 Ltd’s power to address.”

Those assurances, set out in various letters and now recorded in the draft Register of Undertakings & Assurances¹, cover a wide range of issues, most of which are of direct relevance to the issues raised then, and now, by Euston community petitioners, including assurances on community engagement itself. The assurances given to the Greater London Authority (GLA)/Transport for London (TfL) are also relevant, and I attach at Annex A an extract from the Register with the 150+ assurances already given to the London Borough of Camden and GLA/TfL. You will see from the Register that during the passage of the Bill so far we have given over 2,000 assurances, to local

¹ See <https://www.gov.uk/government/publications/high-speed-rail-london-west-midlands-bill-register-of-undertakings-and-assurances>. As explained in paragraph 3.6 of HS2 Information Paper B4, Compliance with Undertakings & Assurances, the Register does not include assurances that have either been carried out already or that will be carried out during the passage of the Bill; the purpose of the Register is to capture assurances that will be carried out once the Bill is enacted and construction starts.

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authorities, individuals, residents associations and businesses etc, including a number of assurances given to individuals, businesses and community groups in the Euston area. I think the Register speaks for itself, in terms of demonstrating our willingness to engage and agree assurances with those affected by the Bill.

The assurances offered and recorded on the Register are of course in addition to the significant commitments we have already given as part of the Environmental Minimum Requirements for the project, which include things such as the draft Code of Construction Practice, which themselves commit us to put in place further measures, such as the Local Environmental Management Plan and a Routewide Traffic Management Plan. In addition, the Secretary of State has given a number of general assurances that apply routewide, including to Euston petitioners. I attach at Annex B a list of items that are relevant to Euston petitioners and address concerns raised in their petitions.

At a meeting with Simon Kirby, HS2 Chief Executive, on 29 June representatives of the Euston Community Representatives Group (ECRG) made it clear to us that the community felt that the London Borough of Camden did not represent them, and that the community wanted direct engagement with us, via ECRG, including negotiations in advance of the community petitioners appearing before the Committee in September. At the ECRG meeting on 14 July this was further discussed, with the community representatives present agreeing that they needed to first give some thought as to how they wanted to approach such a negotiation and how to organise themselves to undertake it, in advance of coming to us with proposals. At a follow-up meeting with Simon Kirby on 27 July it was explained that ECRG collectively needed to first think through its negotiating priorities. We said that whilst we would still prefer to engage in a community-wide negotiation via ECRG, if that were not to be forthcoming we would engage with the various separate groups of residents and, ultimately, individual petitioners, should they wish to engage with us. A number of groups have approached me directly for a meeting and separately we wrote to you as the co-chairs of the Park Village East Heritage Group on 10 August 2016 offering a meeting. We subsequently met on 18 August.

At the outset it might help if I set out the issues on which we have consistently explained we are not able to negotiate on, and that includes issues which go against the principle of the Bill and/or, now that we are in the House of Lords, and in the absence of an instruction from the House, would require what is known as an Additional Provision to the Bill (such as those that would require additional land outside the current limits of the Bill, or give rise to additional significant environmental effects). Our position on these was set out in my letter of 28 July to all Euston petitioners.

We have also made it consistently clear that for well-rehearsed reasons we are not able to agree to an urban compensation regime effectively extending the discretionary schemes in place in rural areas to Euston.

Before I turn to the assurances that we are prepared to offer, you will know that as in the House of Commons we are engaging in negotiations with the London Borough of Camden on their outstanding issues and hope to reach agreement on a number of additional assurances for them shortly. We have already reached agreement with TfL/GLA on a number of additional assurances (see Annex C).

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The assurances that we are prepared to offer the Park Village East Heritage Group following our discussions and meetings with Euston community petitioners are set out at Annex D. They should be read in the context of the assurances already on the Register and those recently offered to TfL/GLA and those shortly to be offered to the London Borough of Camden. The beneficiary recorded in the Register of Undertakings and Assurances will be the Park Village East Heritage Group.

These assurances are provided on the understanding that they reflect a number of the group's concerns.

If you require further assistance, please contact Laura Wise, by telephone on 020 7944 0541 or by email at laura.wise@hs2.org.uk, who will be able to discuss this further.

I am copying this letter to the community representatives on ECRG – Matt Hollier, Dorothea Hackman and Robert Latham. We will also inform all other Euston petitioners.

Yours sincerely

A handwritten signature in black ink, appearing to read 'RH Hargreaves', with a long horizontal flourish extending to the right.

Roger Hargreaves
Director
Hybrid Bill Delivery

**High Speed Rail (London – West Midlands) Bill – House of Lords
Park Village East Heritage Group Assurances**

In these assurances:

“Authorised Works” means the works authorised by the Bill to construct the Proposed Scheme;

“the Bill” means the High Speed Rail (London – West Midlands) Bill introduced in the House of Lords on 23 March 2016 and includes any Act of Parliament enacting that Bill;

“the Promoter” means the Secretary of State for Transport or any successor Secretary of State or Minister holding the Transport portfolio;

“the Proposed Scheme” means Phase One of HS2;

“the Register of Assurances and Undertakings” means a register recording the binding commitments given by the Promoter during the passage of the Bill which are held by the Department of Transport and will be finalised when the Bill is given Royal Assent; and

“Works” means those of the Authorised Works to be carried out in the London Borough of Camden.

1. Parking mitigation

‘In the period prior to commencement of construction of the Works and for the duration of the construction of the Works which result in the loss of vehicular parking along Park Village East, the Promoter will require the nominated undertaker to explore, with the London Borough of Camden as the relevant local highway authority, potential measures to mitigate the impact of any such loss of parking on the residents of Park Village East.’

2. Emergency access

‘The Promoter will require the nominated undertaker to, when preparing the relevant Local Traffic Management Plan(s) in accordance with the HS2 Phase 1 Route-wide Traffic Management Plan, consider the requirements for maintaining access for emergency services to the properties on Park Village East during the Works.’

3. Replacement parapet wall and planters

‘During construction of those parts of the Works along Park Village East, subject to the appropriate consents being secured, the Promoter will require the nominated undertaker to ensure that such parts of the parapet wall and planters along Park Village East that are removed in connection with the Works are replaced by a parapet wall and planters which incorporate similar brick detail to the parapet wall and planters that are removed, except for in the location of the Park Village East headhouse and Mornington Street ventilation building, so far as is reasonably practicable to do so and so far as doing so does not compromise the timely and economic delivery of the Proposed Scheme, and secure operation of the railway.’

Steven Christofi
Regent's Park Estate Tenants and Residents' Association
Flat 5 Ennerdale
Varndell Street
London
NW1 3QD

By email: sch.rpta@mail.com

26 August 2016

Dear Mr Christofi,

**High Speed Rail (London – West Midlands) Bill – House of Lords
Regent's Park Estate Tenants and Residents' Association**

I am writing to you as the Agent for the Regent's Park Estate Tenants and Residents' Association in advance of the Euston community petitioners appearing before the House of Lords Select Committee considering the Bill in September.

As you know, in advance of the appearance of Camden petitioners before the House of Commons Select Committee considering the Bill last November/December we reached agreement with the London Borough of Camden on a range of assurances, which they described as follows:

“Camden Council has secured over 100 assurances on key measures that will help protect the lives and livelihoods of its residents and businesses from more than a decade of the worst aspects of High Speed 2 (HS2) construction...In what Camden understands to be the largest settlement for any local authority...Camden has secured over 100 assurances that address each of the mitigation asks it was within HS2 Ltd's power to address.”

Those assurances, set out in various letters and now recorded in the draft Register of Undertakings & Assurances¹, cover a wide range of issues, most of which are of direct relevance to the issues raised then, and now, by Euston community petitioners, including assurances on community engagement itself. The assurances given to the Greater London Authority (GLA)/Transport for London (TfL) are also relevant, and I attach at Annex A an extract from the Register with the 150+ assurances already given to the London Borough of Camden and GLA/TfL. You will see from the Register that during the passage of the Bill so far we have given over 2,000 assurances, to local

¹ See <https://www.gov.uk/government/publications/high-speed-rail-london-west-midlands-bill-register-of-undertakings-and-assurances>. As explained in paragraph 3.6 of HS2 Information Paper B4, Compliance with Undertakings & Assurances, the Register does not include assurances that have either been carried out already or that will be carried out during the passage of the Bill; the purpose of the Register is to capture assurances that will be carried out once the Bill is enacted and construction starts.

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authorities, individuals, residents associations and businesses etc, including a number of assurances given to individuals, businesses and community groups in the Euston area. I think the Register speaks for itself, in terms of demonstrating our willingness to engage and agree assurances with those affected by the Bill.

The assurances offered and recorded on the Register are of course in addition to the significant commitments we have already given as part of the Environmental Minimum Requirements for the project, which include things such as the draft Code of Construction Practice, which themselves commit us to put in place further measures, such as the Local Environmental Management Plan and a Routewide Traffic Management Plan. In addition, the Secretary of State has given a number of general assurances that apply routewide, including to Euston petitioners. I attach at Annex B a list of items that are relevant to Euston petitioners and address concerns raised in their petitions.

At a meeting with Simon Kirby, HS2 Chief Executive, on 29 June representatives of the Euston Community Representatives Group (ECRG) made it clear to us that the community felt that the London Borough of Camden did not represent them, and that the community wanted direct engagement with us, via ECRG, including negotiations in advance of the community petitioners appearing before the Committee in September. At the ECRG meeting on 14 July this was further discussed, with the community representatives present agreeing that they needed to first give some thought as to how they wanted to approach such a negotiation and how to organise themselves to undertake it, in advance of coming to us with proposals. At a follow-up meeting with Simon Kirby on 27 July it was explained that ECRG collectively needed to first think through its negotiating priorities. We said that whilst we would still prefer to engage in a community-wide negotiation via ECRG, if that were not to be forthcoming we would engage with the various separate groups of residents and, ultimately, individual petitioners, should they wish to engage with us. A number of groups have approached me directly for a meeting and separately we wrote to you as the agent for the Regent's Park Tenants and Residents' Association on 10 August 2016 offering a meeting.

At the outset it might help if I set out the issues on which we have consistently explained we are not able to negotiate on, and that includes issues which go against the principle of the Bill and/or, now that we are in the House of Lords, and in the absence of an instruction from the House, would require what is known as an Additional Provision to the Bill (such as those that would require additional land outside the current limits of the Bill, or give rise to additional significant environmental effects). Our position on these was set out in my letter of 28 July to all Euston petitioners.

We have also made it consistently clear that for well-rehearsed reasons we are not able to agree to an urban compensation regime effectively extending the discretionary schemes in place in rural areas to Euston.

Before I turn to the assurances that we are prepared to offer, you will know that as in the House of Commons we are engaging in negotiations with the London Borough of Camden on their outstanding issues and hope to reach agreement on a number of additional assurances for them shortly. We have already reached agreement with TfL/GLA on a number of additional assurances (see Annex C).

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The assurance that we are prepared to offer the Regent's Park Estate Tenants and Residents' Association following our discussions and meetings with Euston community petitioners are set out at Annex D. This should be read in the context of the assurances already on the Register and those recently offered to TfL/GLA and those shortly to be offered to the London Borough of Camden. The beneficiary recorded in the Register of Undertakings and Assurances will be the Regent's Park Estate Tenants and Residents' Association.

The assurance is provided on the understanding that it reflects the Association's concern regarding traffic.

If you require further assistance, please contact Laura Wise, by telephone on 020 7944 0541 or by email at laura.wise@hs2.org.uk, who will be able to discuss this further.

I am copying this letter to the community representatives on ECRG – Matt Hollier, Dorothea Hackman and Robert Latham. We will also inform all other Euston petitioners.

Yours sincerely

A handwritten signature in black ink, appearing to read 'RH Hargreaves', with a vertical line to its right.

Roger Hargreaves
Director
Hybrid Bill Delivery

**High Speed Rail (London – West Midlands) Bill – House of Lords
Regent’s Park Estate Tenants and Residents’ Association Assurances**

In this assurance:

“replacement Granby Terrace Bridge” means the bridge to be provided in replacement for the existing Granby Terrace Bridge, NW1 as part of Work No. 1/13 in Schedule 1 of the Bill and authorised by the Bill.

“the Promoter” means the Secretary of State for Transport or any successor Secretary of State or Minister holding the Transport portfolio;

“the Bill” means the High Speed Rail (London – West Midlands) Bill introduced in the House of Lords on 23 March 2016 and includes any Act of Parliament enacting that Bill;

“the nominated undertaker” means the relevant nominated undertaker appointed under the Bill and, in the period prior to the Promoter appointing a nominated undertaker and imposing the requirements on it referred to in these assurances, HS2 Ltd; and

“Works” means the constriction of the works authorised by the Bill in the Euston area.

1. Use of Granby Terrace for construction traffic

‘The Promoter will require the nominated undertaker to consider as part of detailed design whether, following the opening of Granby Terrace, NW1 to HS2 construction traffic after the provision of the replacement Granby Terrace Bridge, Granby Terrace, NW1 could be used for two way HS2 construction traffic with the aim of seeking to reduce so far as reasonably practicable the HS2 construction traffic on Stanhope Street during the Works, subject to any safety requirements and obtaining any relevant consents and so long as doing so would not prejudice the safe, timely and economic delivery of Phase One of HS2 or give rise to any new or different significant environmental effects from those reported in the Environmental Statement deposited with the Bill.’

Dorothea Hackman
39 Mornington Terrace
London
NW1 7RS

By email: dorotheahackman@btinternet.com

26 August 2016

Dear Ms Hackman,

**High Speed Rail (London – West Midlands) Bill – House of Lords
St Pancras Parish Church Euston PCC**

I am writing to you as the Agent for the St Pancras Parish Church Euston PCC in advance of the Euston community petitioners appearing before the House of Lords Select Committee considering the Bill in September.

As you know, in advance of the appearance of Camden petitioners before the House of Commons Select Committee considering the Bill last November/December we reached agreement with the London Borough of Camden on a range of assurances, which they described as follows:

“Camden Council has secured over 100 assurances on key measures that will help protect the lives and livelihoods of its residents and businesses from more than a decade of the worst aspects of High Speed 2 (HS2) construction...In what Camden understands to be the largest settlement for any local authority...Camden has secured over 100 assurances that address each of the mitigation asks it was within HS2 Ltd’s power to address.”

Those assurances, set out in various letters and now recorded in the draft Register of Undertakings & Assurances¹, cover a wide range of issues, most of which are of direct relevance to the issues raised then, and now, by Euston community petitioners, including assurances on community engagement itself. The assurances given to the Greater London Authority (GLA)/Transport for London (TfL) are also relevant, and I attach at Annex A an extract from the Register with the 150+ assurances already given to the London Borough of Camden and GLA/TfL. You will see from the Register that during the passage of the Bill so far we have given over 2,000 assurances, to local authorities, individuals, residents associations and businesses etc, including a number of assurances

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given to individuals, businesses and community groups in the Euston area. I think the Register speaks for itself, in terms of demonstrating our willingness to engage and agree assurances with those affected by the Bill.

The assurances offered and recorded on the Register are of course in addition to the significant commitments we have already given as part of the Environmental Minimum Requirements for the project, which include things such as the draft Code of Construction Practice, which themselves commit us to put in place further measures, such as the Local Environmental Management Plan and a Routewide Traffic Management Plan. In addition, the Secretary of State has given a number of general assurances that apply routewide, including to Euston petitioners. I attach at Annex B a list of items that are relevant to Euston petitioners and address concerns raised in their petitions.

At a meeting with Simon Kirby, HS2 Chief Executive, on 29 June representatives of the Euston Community Representatives Group (ECRG) made it clear to us that the community felt that the London Borough of Camden did not represent them, and that the community wanted direct engagement with us, via ECRG, including negotiations in advance of the community petitioners appearing before the Committee in September. At the ECRG meeting on 14 July this was further discussed, with the community representatives present agreeing that they needed to first give some thought as to how they wanted to approach such a negotiation and how to organise themselves to undertake it, in advance of coming to us with proposals. At a follow-up meeting with Simon Kirby on 27 July it was explained that ECRG collectively needed to first think through its negotiating priorities. We said that whilst we would still prefer to engage in a community-wide negotiation via ECRG, if that were not to be forthcoming we would engage with the various separate groups of residents and, ultimately, individual petitioners, should they wish to engage with us. A number of groups and representatives have approached me directly for a meeting, including yourself and we subsequently met on 18 August 2016.

At the outset it might help if I set out the issues on which we have consistently explained we are not able to negotiate on, and that includes issues which go against the principle of the Bill and/or, now that we are in the House of Lords, and in the absence of an instruction from the House, would require what is known as an Additional Provision to the Bill (such as those that would require additional land outside the current limits of the Bill, or give rise to additional significant environmental effects). Our position on these was set out in my letter of 28 July to all Euston petitioners.

We have also made it consistently clear that for well-rehearsed reasons we are not able to agree to an urban compensation regime effectively extending the discretionary schemes in place in rural areas to Euston.

Before I turn to the assurances that we are prepared to offer, you will know that as in the House of Commons we are engaging in negotiations with the London Borough of Camden on their outstanding issues and hope to reach agreement on a number of additional assurances for them shortly. We have already reached agreement with TfL/GLA on a number of additional assurances (see Annex C).

The assurances that we are prepared to offer the St Pancras Parish Church Euston PCC following our discussions and meetings with Euston community petitioners are set out at Annex D. They should be read in the context of the assurances already on the Register and those recently offered

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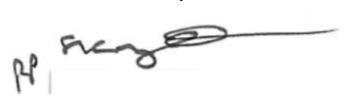
to TfL/GLA and those shortly to be offered to the London Borough of Camden. The beneficiary recorded in the Register of Undertakings and Assurances will be the St Pancras Parish Church Euston PCC.

These assurances are provided on the understanding that they reflect many of the Church's concerns.

If you require further assistance, please contact Laura Wise, by telephone on 020 7944 0541 or by email at laura.wise@hs2.org.uk, who will be able to discuss this further.

I am copying this letter to the other community representatives on ECRG – Matt Hollier and Robert Latham. We will also inform all other Euston petitioners.

Yours sincerely

A handwritten signature in black ink, appearing to read 'RH Hargreaves', with a vertical line to its right.

Roger Hargreaves
Director
Hybrid Bill Delivery

**High Speed Rail (London – West Midlands) Bill – House of Lords
St Pancras Parish Church Euston PCC Assurances**

In these assurances:

"the Bill" means the High Speed Rail (London – West Midlands) Bill as introduced in the House of Lords on 23 March 2016;

"the nominated undertaker" means the relevant nominated undertaker appointed under the Bill and, in the period prior to the Promoter appointing a nominated undertaker and imposing the requirements on it referred to in these assurances, HS2 Ltd;

"the Promoter" means the Secretary of State for Transport or any successor Secretary of State or Minister holding the Transport portfolio;

"Heritage Memorandum" means the draft Heritage Memorandum being Annex 3 to the Draft Environmental Minimum Requirement's (November 2013) deposited in Parliament with the Bill or any Memorandum (in draft of final form) superseding that draft.

"monument" has the meaning given by clause 27(3) of the Bill;

"relevant parish church" means the parish church for the Church of England parish in which St James's Gardens is located; and

"Works" means the works authorised by the Bill to be carried out at St James's Garden, Cardington Street, London.

1. Burial grounds

1.1 Subject to paragraph 1.4, the Promoter will require the nominated undertaker to:

- a) explore with the parochial church council of the relevant parish church and, in so far as the relevant parish church is not St Pancras Church, Euston Road, the parochial church council of St Pancras Church and other relevant parties including the Archbishops' Council whether the crypt of St Pancras Church could be used as a proposed reburial site for any human remains removed from St James's Garden as part of the Works; and
- b) engage with the parochial church council of the relevant parish church as part of the preparation of the location specific written scheme of investigations for the burial grounds at St James's Gardens in accordance with paragraph 5.6.2 of the Heritage Memorandum.

1.2 Subject to paragraph 1.4, if the crypt at St Pancras Church, Euston Road is used as a reburial site for any human remains removed from St James's Garden as part of the Works then the Promoter will require the nominated undertaker to make a contribution to the reasonable and proper costs incurred by the parochial church council of St Pancras Church in connection with the relocation of such human remains to its crypt, subject to written agreement being reached between the nominated undertaker and the parochial church council of St Pancras Church on the terms of such a contribution prior to any works being commissioned or undertaken.

- 1.3 Subject to paragraph 1.4, the Promoter will require the nominated undertaker to give consideration to whether the non-listed monuments(s) to be removed from St James's Gardens in line with paragraph 7(4) of Schedule 20 could be incorporated into any composite memorial monument erected to commemorate the persons removed from St James's Gardens or incorporated into the local streetscape.
- 1.4 These assurances are subject to the provisions of Schedule 20 to the Bill, and in particular the rights of a relative or a personal representative of a deceased conferred by Schedule 20, and the Undertaking given to the Archbishops' Council dated 1 April 2015 and, for the avoidance of doubt, nothing in these assurances shall affect the duty imposed on the nominated undertaker pursuant to paragraph 7(5) of Schedule 20 to the Bill.'

2. Playground provision

'The Promoter will require the nominated undertaker to review opportunities for the provision, by the nominated undertaker or in conjunction with other parties, of temporary recreational facilities in the vicinity of Euston Station during the period of construction of the works authorised by the Bill at Euston Station.'

No	To Whom	Subject	Reference	Text (where relevant)
970	Transport for London	Consultation with the GLA on the detailed design for the HSE Euston station works	Letter from Mr Roger Hargreaves (HS2 Ltd) to Mr Richard De Cani (Transport for London) Assurance 5	The Secretary of State will require the Nominated Undertaker to consult with the GLA on the detailed design for the HS2 Euston station works in advance of making any application to the Local Authority for approval of plans and specifications under Schedule 17. Any issues raised by the GLA in relation to Schedule 16 submissions relating to Euston Station which are not adopted by the Nominated Undertaker will be passed to LB Camden alongside the relevant Schedule 17 submission. Any Schedule 16 submissions to LB Camden relating to Euston Station will be copied to the GLA.
1080	London Borough of Camden	Euston Strategic Board	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 1.1	The Secretary of State will require the Nominated Undertaker to continue to participate in the Euston Strategic Board and any future appropriate governance arrangements established by the London Borough of Camden, the Greater London Authority or Transport for London, to manage shared objectives for the local area in Euston including the integration of the HS2 Euston Station with other committed or proposed projects and the wider regeneration plans for the area, until the completion of the HS2 works in the area. The Terms of Reference for this group will (amongst other things) continue to include the delivery and implementation of the Euston Area Plan (EAP).
1081	London Borough of Camden	Euston Station Strategic Redevelopment Board (ESSRB): Terms of Reference	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 1.2	<p>As expeditiously as possible following the confirmation that the London Borough of Camden will not be pursuing opposition to the Bill on issues of the design and implementation of HS2 Euston Station and comprehensive redevelopment, the Promoter will set up the Euston Station Strategic Redevelopment Board (ESSRB) which will include, as members, the above organisations and Network Rail. The Promoter will commence engagement with the organisations named above with a view to agreeing full Terms of Reference for this group by the end of March 2016 including a forward work programme for the following year. The Terms of Reference will include, as a minimum, providing advice to the Secretary of State, working with and sharing reports and data with the Euston Strategic Board on issues relating to strategic regeneration, deliberating and publishing reports, advice and other documents as the ESSRB sees fit and overseeing:</p> <p>the integration of the delivery of the following projects (subject to future funding decisions and approvals):</p> <p>(a) the HS2 Euston Station;</p> <p>(b) the rebuild of the Euston Mainline Station (as and when such rebuild may be funded and authorised), and supporting the timely consideration of this to reflect the London Borough of Camden's ambitions to limit disruption;</p> <p>(c) the Crossrail 2 proposals at Euston; and</p> <p>(d) Over site development and related development opportunities above the Euston Station and tracks in line with the Euston Area Plan</p> <p>the strategic vision for the Euston station and tracks and the proposed Euston Schemes, taking into account the need for permeability in the design and a comprehensive and integrated development;</p> <p>the integration of the proposed Euston Schemes, including details of phasing of the various works for the proposed Euston Schemes;</p> <p>the appointment of a master development partner for over site development and related non-transport works;</p> <p>the identification of any additional powers necessary for the integration of the proposed Euston Schemes and the process and responsibility for obtaining such powers;</p> <p>proposals for mitigating disruption to the station and local community during construction of the proposed Euston Schemes;</p> <p>strategic issues and risks;</p>
1082	London Borough of Camden	Euston Integrated Programme Board	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 1.3	<p>As expeditiously as possible following confirmation that the London Borough of Camden will not be pursuing opposition to the Bill on issues of Euston Station design, the Secretary of State will require the Nominated Undertaker to invite officers from the London Borough of Camden, the Greater London Authority and Transport for London to be full members of the Euston Integrated Programme Board (EIPB) together with Network Rail. The EIPB will, with terms of reference to be reviewed periodically, manage the integrated plan for the HS2 works in Euston and coordinate the integration with other projects which may come forward such as redevelopment of the existing Network Rail station, oversite development and integration with Crossrail 2.</p> <p>The EIPB will:</p> <ul style="list-style-type: none"> Bring together HS2 work streams; Provide member organisations with information on progress; Support coordination between member organisation activities; Report to, as appropriate, the ESSRB, and as necessary and appropriate work with the Euston Strategic Board; Monitor the progress of community engagement in accordance with the Community Engagement Framework (3.2).
1083	London Borough of Camden	Euston Action Plan and detailed design of Euston Station	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 2.1	The Secretary of State will require the Nominated Undertaker to design HS2 Euston Station, so far as is reasonably practicable and within the limits and powers set out in the HS2 Act, having regard to all relevant parts of the Euston Area Plan and any other relevant Opportunity Area Frameworks or Guidance and any other commitments or undertakings given to the London Borough of Camden, the Greater London Authority or Transport for London.
1187	London Borough of Camden	Expedition of detailed design for Euston station	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 2.2	The Secretary of State will require the Nominated Undertaker to expedite production of the detailed design for the HS2 Euston Station so far as reasonably practicable.
1084	London Borough of Camden	Euston Station Design Panel	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 2.3	As expeditiously as reasonably possible, the Secretary of State will require the Nominated Undertaker to establish the Euston Station Design Panel in relation to which the Nominated Undertaker will use reasonable endeavours to agree the chairperson and other members jointly with the London Borough of Camden, Transport for London and the Greater London Authority and with Network Rail.

No	To Whom	Subject	Reference	Text (where relevant)
1085	London Borough of Camden	Euston Station Design Panel: involvement	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 2.4 - 2.5	2.4 The Secretary of State will require the Nominated Undertaker to involve the Station Design Panel in the design development for HS2 Euston Station from the date of the Station Design Panel's establishment. 2.5 The involvement of the Station Design Panel must include as a minimum: 2.5.1 an opportunity for the Station Design Panel to comment on the initial design brief of HS2 Euston Station; 2.5.2 an opportunity for the Station Design Panel to comment on the designs for HS2 Euston Station prior to those designs progressing to the detailed design stage; and 2.5.3 an opportunity for the Station Design Panel to comment on the detailed design for HS2 Euston Station prior to the Nominated Undertaker seeking approval for the design of Euston Station under Schedule 17 to the HS2 Act.
1086	London Borough of Camden	Engagement with LB Camden and the Greater London Authority	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 2.6	The Secretary of State will require the Nominated Undertaker to engage actively with the London Borough of Camden and the Greater London Authority as to the preparation of agendas and the content of papers to be put to the Station Design Panel. The London Borough of Camden and the Greater London Authority will be given the opportunity to address the Station Design Panel on such matters as they wish.
1087	London Borough of Camden	Station Design Panel comments	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 2.7	The Secretary of State will require the Nominated Undertaker to have regard to all comments made by the Station Design Panel under paragraph 2.5 prior to further progression of the design.
1088	London Borough of Camden	Changes suggested by the Station Design Panel	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 2.8	The Secretary of State will require the Nominated Undertaker to use reasonable endeavours to incorporate any changes to the design for HS2 Euston Station suggested by the Station Design Panel under paragraph 2.5 where such changes: 2.8.1 are within the scope of the limits and powers set out in the HS2 Act; and 2.8.2 in so far as they are relevant to: 2.8.3 the grounds on which the relevant planning authority would be entitled to refuse approval of plans and specifications under Schedule 16 of the Act; or 2.8.4 relate to the integration of the Euston Station with the wider Opportunity Area; 2.8.5 are consistent with any other relevant approvals required under the Act, including any highways approvals required under Schedule 4 and Part 1 of Schedule 32 and with approvals required under any asset protection agreements with Network Rail and Transport for London. 2.8.6 are consistent with the operational requirements for Euston Station.
1089	London Borough of Camden	Station Design Panel: continuation and incorporation of changes	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 2.9	If requested by the Station Design Panel, the Secretary of State will require the Nominated Undertaker to notify the London Borough of Camden and the Greater London Authority of the full reasons for failing to incorporate into the design any changes suggested by the Station Design Panel under paragraph 2.5. 2.9.1 The Station Design Panel will continue in existence and operation until all the HS2 Works at or relating to HS2 Euston Station are completed.

No	To Whom	Subject	Reference	Text (where relevant)
1090	London Borough of Camden	Design principles for Euston Station	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 2.10	<p>2.10 The Secretary of State will require the Nominated Undertaker to, in so far as is reasonably practicable and within the allocated HS2 budget and any additional financial resources identified by the Secretary of State or other third parties, together with the limits and powers set out in the Bill, design Euston Station having due regard to the following design principles:</p> <p>2.10.1 Simple and Clear - the station must be easy to find and use with simple and clear spaces and self-evident routes to and from trains supported by lucid orientation and wayfinding</p> <p>2.10.2 Safe and Secure - the design will create open and welcoming spaces without hidden corners and difficult areas to monitor, safe for both passengers and staff.</p> <p>2.10.3 Inclusive and Accessible - the station will be equally accessible to all and provide step-free access from street to platform level.</p> <p>2.10.4 Welcoming & User-friendly - provide facilities commensurate for a 21st century station that ensures passenger comfort and convenience.</p> <p>2.10.5 Functional and Operable - Simplify the surveillance and safe operation of the station facilities by creating simple and uncomplicated spaces that have easy to operate systems.</p> <p>2.10.6 Maintainable and Flexible - The building and materials specified must be of high quality, robust, durable and easy and maintain. The designs shall make provision for maintenance access and future flexibility.</p> <p>2.10.7 Sustainable - The highest sustainable targets will be set and the design will actively seek to reduce the environmental impacts arising from the construction and operation of the station</p> <p>2.10.8 Value for money - Ensure that there is balance between the long-term costs of operating the station and its functionality</p> <p>2.10.9 Connectivity, permeability and integrated - The design needs to maximise site permeability and provide the best solutions for transport interchange including for pedestrians and cyclists.</p>
1093	London Borough of Camden	Public engagement to inform the design development of Euston Station	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 4.1	The Secretary of State will require the Nominated Undertaker to undertake public engagement to inform the design development of Euston Station. Whilst the nature of this engagement will be developed in line with the commitment outlined in 4.2 below, this is envisaged to be an open engagement exercise, with public exhibitions, leaflet drops, interactive online materials and related publicity. The Nominated Undertaker will engage with the community in 2016 and no later than 6 months following the appointment of the design team, on preferred options for the design of Euston Station Design and on a preferred option prior to submission to the planning authority for approval. Further consultation will then take place in advance of the Schedule 17 approval.
1094	London Borough of Camden	Community engagement framework	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 4.2	The Secretary of State will require the Nominated Undertaker to engage with the London Borough of Camden on the development of a community engagement framework aimed at ensuring all sections of the community, including businesses and individuals, are made aware of developments in relation to the construction programme and local impacts.
1095	London Borough of Camden	Advance information sheets	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 4.3 - 4.4	<p>4.3 The Nominated Undertaker will require that its contractors must produce advance information sheets that:</p> <p>4.3.1 describe the works to be carried out;</p> <p>4.3.2 explain the expected disruption; and</p> <p>4.3.3 explain the measures being taken to minimise or mitigate the adverse impact of the works.</p> <p>4.4 Where it is reasonably possible to do so these information sheets will be circulated at least two weeks before the construction works start and be made available online.</p>

No	To Whom	Subject	Reference	Text (where relevant)
1096	London Borough of Camden	Community engagement personnel	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 4.5 - 4.6	<p>4.5 The Secretary of State will require the Nominated Undertaker to ensure that appropriately experienced community engagement personnel are appointed to manage the community relations framework and stakeholder and community relationships during the development of HS2 in the London Borough of Camden area. The community relations team will include:</p> <p>4.5.1 a single point of contact for local authorities in the London Borough of Camden area;</p> <p>4.5.2 named individual points of contact for affected property owners; and</p> <p>4.5.3 a named senior manager accountable for effective implementation of the Code of Construction Practice in the London Borough of Camden area.</p> <p>4.6. The broad duties of individuals will include, but will not be limited to:</p> <p>4.6.1 being the first point of contact for communities and local authorities in the London Borough of Camden;</p> <p>4.6.2 managing relationships with the local communities, businesses, local authorities and other stakeholders within the London Borough of Camden;</p> <p>4.6.3 raising issues from the London Borough of Camden community within HS2 Ltd and if necessary within the Department for Transport for escalation, resolution or clarification;</p> <p>4.6.4 monitoring the progress of each item raised and keeping stakeholders informed of progress (to include taking reasonable steps to respond to reasonable suggestions);</p> <p>4.6.5 monitoring the implementation of the HS2 stakeholder engagement framework for the Scheme in the London Borough of Camden;</p> <p>4.6.6 attending regular meetings with the Nominated Undertaker and its contractors, local authority, local community and other stakeholders to discuss construction issues and forthcoming programmes of works; and</p> <p>4.6.7 advising on the appropriate support mechanisms to be provided by the Nominated Undertaker which will be available to local businesses, land owners, voluntary and community organisations that may be affected by the works.</p>
1097	London Borough of Camden	Movement of materials by rail	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 5.1.1	<p>The Secretary of State will require the Nominated Undertaker to:</p> <p>5.1.1 seek to maximise, in so far as reasonably practicable and within existing Bill powers, the volume of excavated and construction material from the construction of Euston Station and approaches to be brought in and removed by rail whilst balancing the wider environmental impacts to the local community and on passenger services.</p>
1098	London Borough of Camden	Plan for movement of materials	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 5.1.2	<p>The Secretary of State will require the Nominated Undertaker to: engage actively with the London Borough of Camden, the Greater London Authority and Transport for London to develop a plan for the bringing in and removal of such excavated and construction materials to and from Euston Station by rail. This plan will include consideration of options that would require separate planning permissions that may be granted by the London Borough of Camden or the Greater London Authority.</p>
1099	London Borough of Camden	Plan for movement of materials submission	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 5.1.3-5.1.4	<p>5.1.3 Upon completion, "the plan" will be submitted to the Euston Integrated Programme Board and the ESSRB for comment. This will be no later than May 2016. The Promoter will require the Nominated Undertaker to use all reasonable endeavours to incorporate comments from the EIPB and ESSRB into the plan.</p> <p>5.1.4 The plan will then be submitted to the Secretary of State for his consideration. The Secretary of State will then notify the EIPB of his decision in regards to implement the proposals contained within the plan, no later than one month from the date of the plans submission.</p>
1100	London Borough of Camden	Management of waste and materials	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 5.2	<p>The Secretary of State will require that the Nominated Undertaker and its contractors will act to minimise the waste generated from their construction activities where reasonably practicable in the London Borough of Camden. This will include:</p> <p>5.1 careful storage of materials on-site;</p> <p>5.2 minimisation of packaging;</p> <p>5.3 use of re-usable packaging etc.;</p> <p>5.4 the application of designing-out waste principles to minimise construction waste;</p> <p>5.5 working towards a cut and fill balance in relation to excavation and tunnelling arisings; and</p> <p>5.6 the segregation of construction and demolition materials on-site, or through the use of a suitable waste contractor, to maximise diversion from landfill via re-use, recycling and recovery.</p>
1101	London Borough of Camden	Waste from the construction process	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 5.3	<p>The Secretary of State will require the Nominated Undertaker to identify, measure and record the types, quantities and fate of waste generated during the construction process by way of a site waste management plan. The information identified shall be reported to the EIPB on a periodic basis to facilitate monitoring of any key performance indicators and to measure progress against any waste management performance targets that may apply.</p>
1102	London Borough of Camden	Reduction workforce related traffic	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 5.4 - 5.5	<p>5.4 The Secretary of State will require that the Nominated Undertaker prepare construction workforce travel plans, through engagement with the relevant highways authority, with the aim of encouraging the use of sustainable modes of transport to reduce the impact of workforce travel on local residents and businesses in the London Borough of Camden.</p> <p>5.5 The Nominated Undertaker's objectives to support these aims will include:</p> <p>effective management of construction worker traffic to minimise damage to the environment, impact on the surrounding road network, danger to road users and disturbance to neighbouring properties; and</p> <p>the introduction of measures to reduce single occupancy car journeys by staff working on construction sites through the encouragement of car-sharing, use of available public transport, cycling and walking to work where reasonably practicable.</p>
1103	London Borough of Camden	Impacts of construction traffic	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 6.1.2	<p>The Secretary of State will require that the Nominated Undertaker during construction works, will ensure, insofar as is reasonably practicable that the impacts from construction traffic on the local community in the London Borough of Camden (including all local residents and businesses and their customers, visitors to the area, and users of the surrounding transport network) are mitigated by its contractors where reasonably practicable.</p> <p>For the avoidance of doubt, the Secretary of State confirms that transport assurances provided to the London Borough of Camden shall be subject to the Nominated Undertaker securing all requisite consents under Schedule 4 and 17 of the Bill.</p>

No	To Whom	Subject	Reference	Text (where relevant)
1104	London Borough of Camden	Impacts of construction traffic	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 6.1.3	The Secretary of State will require the Nominated Undertaker to prepare Local Traffic Management Plans in liaison with the London Borough of Camden, Transport for London and the emergency services. For the avoidance of doubt, the Secretary of State confirms that transport assurances provided to the London Borough of Camden shall be subject to the Nominated Undertaker securing all requisite consents under Schedule 4 and 17 of the Bill.
1105	London Borough of Camden	Impacts of construction traffic	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 6.1.4	The Secretary of State will require the Nominated Undertaker to ensure that Traffic Liaison Group (TLG) meetings will take place to enable consultation on the temporary management programme, enable the highway authority to carry out its obligations to ensure there is a co-ordinated approach to traffic management in its area and ensure that local authorities, emergency services and bus operators are aware of programme construction activities that could have an impact on the local strategic road network. The TLG meetings will take into account concurrent construction activities from other schemes. For the avoidance of doubt, the Secretary of State confirms that transport assurances provided to the London Borough of Camden shall be subject to the Nominated Undertaker securing all requisite consents under Schedule 4 and 17 of the Bill.
1943	London Borough of Camden	EURO VI Engines	Letter of assurances regarding Petition Issues from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, LB of Camden), paragraph 6.2	The Secretary of State will require that all Heavy Duty Vehicles (with a weight greater than 3.5 tonnes) relating to the construction of the HS2 works entering the London Low Emission Zone will be powered by EURO VI (or lower emission) engines. The Secretary of State will require the Nominated Undertaker to explore the potential for adopting a) a London Borough of Camden-specific requirement benchmark for the percentage of contractor ultra low emissions light vehicles below 3.5 tonnes entering worksites and b) a London Borough of Camden-specific requirement that all vehicles used during the construction of the scheme be powered by Euro VI/6 (or lower emission) engines by 2020. This information will be provided to the London Borough of Camden before the petitioning period for the House of Lords.
1106	London Borough of Camden	Public access	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 6.3	The Secretary of State will require that the Nominated Undertaker will maintain public access along the highway and over other areas where the public has access, where reasonably practicable, and appropriate measures will be implemented to ensure the local community, economy and transport networks in the London Borough of Camden can continue to operate effectively. Where this is not reasonably practicable, alternative measures shall be identified by the Nominated Undertaker to maintain continual public access, especially for pedestrians and cyclists, to routes in the vicinity of the construction sites within the London Borough of Camden. The impact of road based construction traffic will be reduced by implementing and monitoring clear controls on vehicle types, hours of site operation, parking and routes for large goods vehicles. Without prejudice to any other requirements to do so, the Nominated Undertaker will take reasonable steps to ensure that the London Borough of Camden is notified of those controls and informed of any changes to them.
1107	London Borough of Camden	Construction routes used by pedestrians and cyclists	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 6.4	The Secretary of State will require the nominated undertaker to, where reasonably practicable, retain access for pedestrians and cyclists where safe and appropriate to do so, including where a highway is closed to other traffic under the powers of the Bill. Prior to any formal application under the Bill relating to traffic or highways proposals, site specific measures will be discussed with highway authorities and emergency services through the Traffic Liaison Group meetings established in accordance with the Code of Construction Practice and the Route-wide Traffic Management Plan. Examples of the measures will include: Details about specific traffic management measures; Installation of appropriate signage indicating all temporary diversions or where reasonably appropriate, alternative routes; Measures to minimise impact on highway users.
1108	London Borough of Camden	Local Traffic Management Plans	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 6.5.1 - 6.5.2	6.5 Local Transport Management Plans 6.5.1. The Secretary of State will require the Nominated Undertaker, to produce Local Traffic Management Plans (LTMPs) within the London Borough of Camden prior to the commencement of any works under the Bill and keep them updated, in consultation with the highway and traffic authorities, the emergency services and other relevant key stakeholders. The LTMP(s) will include, as appropriate: details of permitted access routes and accesses for construction traffic; details of site boundaries and the main access/egress points for worksites and compounds; details of temporary and permanent closures and diversions of highways and other public rights of way (including timing); a list of roads which may be used by construction traffic in the vicinity of the site including any restrictions to construction traffic on these routes, such as the avoidance of large goods vehicles operating adjacent to schools during drop off and pick-up periods and any commitments set out in the register of Undertakings and Assurances; details of phasing of works; the proposed traffic management strategy; other measures which will affect the highway, such as lorry holding areas (including timing of use); proposals for the regular operation of traffic liaison groups with key stakeholders to ensure that programmes of HS2 works are shared and which will assist with the highways authorities to carry out their network management duties; and a register of applications for consents associated with temporary traffic management measures. 6.5.2. In relation to lorry management, LTMPs will include details of the following, where appropriate; timing of site operations and timing of traffic movements; local routes to be used by lorries generated by construction activity; lorry holding areas; lorry holding areas on- or off-highway, how they will be laid out and operated (including timing of operation); and weighbridge(s) at a suitable location(s) on site to monitor compliance with vehicle weight restrictions.
1109	London Borough of Camden	Lorry routes	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 6.5.3	Lorry routes will be set out in the LTMPs and as set out in the Planning Memorandum, the Nominated Undertaker will have forward discussions, where reasonably practicable, on lorry route applications prior to submission.

No	To Whom	Subject	Reference	Text (where relevant)
1110	London Borough of Camden	Traffic Management Measures	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 6.6	The Secretary of State will require the Nominated Undertaker to produce and update (where reasonably required) site specific traffic management measures within the London Borough of Camden and where reasonably practicable to discuss the site specific traffic management measures with the highways authorities and the emergency services. The site specific traffic management measures will include the following, as appropriate: details about specific traffic management, within site specific plans; road traffic management layouts and signage including works necessary for site access for construction traffic, which will be subject to consultation with the relevant highway authority; installation of appropriate signage indicating all temporary and permanent diversions of PRoW measures to be implemented to reduce construction traffic impacts, or impacts associated with parking on residential streets; measures to minimise impact on highway users; retaining access for cyclists and pedestrians, where safe and appropriate; timing of traffic management operations, if their scope can be undertaken during off-peak, night or weekend working; parking controls; measures to ensure that construction vehicles do not cause damage to highways, and measures to ensure that any damage to grass verges is repaired and reinstated; requirements relating to the movement of traffic from business and commercial operators of road vehicles, including goods vehicles; controls to reduce environmental impacts to nearby receptors and consideration of temporary reduced speed limits around worksites; co-ordination with utility companies and service diversions; and winter gritting plans, which will complement those of the relevant highway authority.
1111	London Borough of Camden	Monitoring	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 6.7	The Secretary of State shall require that the Nominated Undertaker and its contractors shall carry out such monitoring as is necessary to ensure compliance with the requirements of the CoCP, and this will include the maintenance of records of traffic management measures. The monitoring programme, the approach to regular consultation with highway authorities and emergency services and the control processes will be required to be set out in the Environmental Minimum Requirements. The Secretary of State will require the nominated undertaker to set out within the Route-wide Traffic Management Plan, in accordance with the Code of Construction Practice, appropriate measures to require monitoring for the purpose of identifying deviation of Large Goods Vehicles from authorized construction routes , and where there has been an identified deviation, this may result in the issue of a Traffic Enforcement Notice (TEN) and the principal contractor will be alerted to this breach.
1112	London Borough of Camden	Temporary interference with highways	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 6.8	The Promoter confirms that it will propose amendments to Table 3 in Schedule 4 to the Bill so as to remove the following highways: St Pancras Way, Wrotham Road, Baynes Street, Agar Grove, Randolph Street, Rousden Street, Camden Road, Royal College Street, Bonny Street, Prowse Place, Camden Street, Camden Gardens, Kentish Town Road, Torbay Street, Leybourne Road, Haven Street, Castlehaven Road, Chalk Farm Road, Tottenham Court Road and Warren Street.
1113	London Borough of Camden	Route Management, Improvement and Safety Plan	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 6.9	The Secretary of State will require the nominated undertaker to prepare and maintain a Route Management, Improvement and Safety Plan (ROMIS) as set out within the Route-wide Traffic Management Plan prepared in accordance with the Code of Construction Practice. The objective of the ROMIS plan will be to demonstrate that the traffic grounds for refusal of a route as set out in Schedule 16 to the Bill have been appropriately considered. The ROMIS plan shall: set out the construction routes to be approved in accordance with Schedule 17 to the Bill; consider what physical changes to the highway and other land are necessary to enable use by Large Goods Vehicles; confirm that the measures related to safety and free flow of traffic have been considered and, as necessary, mitigated in the proximity of the construction access points.
1114	London Borough of Camden	Construction Logistics for Cyclist Safety (CLOCS) standards and the First Operator Recognition System (FORS)	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 6.10	The Secretary of State will require the nominated undertaker to comply, as far as reasonably practicable, with the Construction Logistics for Cyclist Safety (CLOCS) standards and the First Operator Recognition System (FORS) or such equivalent or better standards or system that may replace them.
1115	London Borough of Camden	Flexible working	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 6.11	The Secretary of State will require the nominated undertaker to work with the London Borough of Camden (including through the production and periodic review (with the participation of the London Borough of Camden and TfL) of the Local Traffic Management Plan and through the Traffic Liaison Group) to ensure the Nominated Undertaker supports them as the local highway authority to enable them to carry out their obligations to ensure there is a coordinated approach to traffic management in their area and address local issues as they arise. The Local Traffic Management Plan for Euston will be the subject of regular review to enable it to continue to address local circumstances while recognising HS2's cost and programme constraints.
1116	London Borough of Camden	Taxi arrangements	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 6.13	In relation to the provision of arrangements for taxis and private hire vehicles at Euston Station, the Secretary of State will require the nominated undertaker to work with the London Borough of Camden through the station design process to seek to maximize convenience to station users and minimize any adverse impacts on the local community, including local residential communities and open space. These principles would be applied both in determining the final design and the provision of interim taxi facilities. The nominated undertaker will work with the London Borough of Camden and TfL to ensure that there is appropriate management of both the interim and final taxi arrangements.
1117	London Borough of Camden	Local authority costs	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 6.14	In accordance with Information Paper C13 'Local Authority Funding and New Burdens Arising from HS2', the Secretary of State and the Nominated Undertaker are committed to providing funding to LB Camden to meet their reasonable costs in giving highway authority approvals under the Bill. The Secretary of State or the Nominated Undertaker will enter into a Service Level Agreement to address these costs which may provide, if the level of work requires it, funding for a dedicated transport officer. The Promoter acknowledges that the London Borough of Camden may continue its opposition to the Bill in relation to the matter of local authority costs recovery as part of the route wide case being led by Warwickshire County Council.

No	To Whom	Subject	Reference	Text (where relevant)
1118	London Borough of Camden	Construction skills centre	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 7.1	The Secretary of State will require the Promoter to actively engage with the London Borough of Camden regarding the development of a Euston construction skills centre (building, as appropriate, on the Kings Cross skills centre). Subject to agreement of full terms, to include: an audit of existing accounts (if appropriate); governance; objectives and performance measures, the Secretary of State will require the nominated undertaker to make a contribution up to a maximum of £4,100,000. ("the Contribution") towards the cost of the construction (if required), property costs, fitting out and ongoing running costs of the skills centre.
1119	London Borough of Camden	Construction skills centre	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 7.2	The objectives referred to in assurance 4.1 should include, but not be limited to: the provision of advice and information on finding work in the construction industry local to Euston, and the provision of training and apprenticeships relevant to the HS2 project for people who are out of work or carrying out unskilled work.
1120	London Borough of Camden	Construction skills centre	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 7.3	On the 9th year following the opening of the construction skills centre (or earlier by agreement) the Secretary of State will consider further funding for the ongoing provision of this facility. In consideration of further funding the Secretary of State will review: 7.3.1 Whether the objectives of the skills centre have been met 7.3.2 Whether performance targets have been met 7.3.3 Recommendations from the Euston Station Strategic Redevelopment Board (or equivalent) 7.3.4 Additional funding sources including other developers operating in the Euston Area
1121	London Borough of Camden	Contribution to the construction skills centre	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 7.4	The Contribution will be payable to the London Borough of Camden and must be used solely for the purposes of funding a construction skills centre within the Euston area. The Contribution shall be paid following agreement of the full terms on the date agreed as a single payment to the London Borough of Camden in full and final settlement of any future claim by the London Borough of Camden in respect of a construction skills centre or mitigation relating to employment and training that the London Borough of Camden consider to be required as a consequence of construction of the Proposed Scheme. In the event that the Contribution or any part thereof payable pursuant to clause 7.1 of this assurance is not applied towards the purposes set out in the agreement referred to in 7.1 within fifteen years of the receipt of the Contribution to refund to the Secretary of State such unexpended contribution or part thereof (as the case may be) together with interest thereon calculated at the base rate of such Bank as to be agreed in the detailed agreement from time to time from the date of such payment until the date of repayment.
1122	London Borough of Camden	Equality of opportunity	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 7.5	The Secretary of State will require the Nominated Undertaker, insofar as it is lawful to do so, to consider equality of opportunity in order to encourage the recruitment of local, disadvantaged or under-represented groups in the London Borough of Camden. The Secretary of State will require the Nominated Undertaker to work with the London Borough of Camden prior to the commencement of the HS2 works to agree a target for apprenticeships in the Camden area to connect local people from the Camden area to jobs in the construction of the high speed railway in the Camden area.
1123	London Borough of Camden	Consultation on the development of a business support strategy	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 8.1	The Secretary of State will require the nominated undertaker to consult the London Borough of Camden on the development of a business support strategy, which will be subject to review by the EIPB. This strategy will include consideration of: a. Engagement with business pre construction b. Engagement of business during construction c. Business promotion and marketing d. Support for businesses and business operations that may be affected by the HS2 works e. Wider business support activities
1124	London Borough of Camden	Finding suitable alternative premises for existing businesses within the London Borough of Camden	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 8.2	The Secretary of State will provide assistance to existing businesses within the London Borough of Camden area to find suitable alternative premises as a result of needing to move due to the Proposed Scheme to find suitable alternative premises. The Secretary of State will establish an agency service at his expense (or that of his Nominated Undertaker). The agency service will: help firms identify their property needs; advise firms on what suitable property might be available; and establish close contacts with property agents, landowners, developers and local authorities to ensure that reliable and effective information is provided. The agency scheme is expected to be established to commence work at last one year before construction of the main works begin.
1125	London Borough of Camden	Replacement of trees	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 9.1	Subject to paragraph 9.3, the Promoter will require the Nominated Undertaker to secure provision of the number of suitable replacement trees to replace the same number of lost trees.
1126	London Borough of Camden	Recording lost trees and replacement trees	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 9.2	The Promoter will require the Nominated Undertaker to maintain a record of the number of the lost trees and of those replacement trees planted by the Nominated Undertaker.
1127	London Borough of Camden	Replacement of trees	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 9.3	Insofar as it is not reasonably practicable for the Nominated Undertaker to plant the same number of replacement trees on land within its control to replace all the lost trees, the Promoter will require the Nominated Undertaker to: 9.3.1 invite the Council to identify appropriate locations for further replacement trees; and 9.3.2 fund the cost to the Council of providing suitable replacement trees in accordance with the London Borough of Camden's policies on tree replacement, so far as such replacements and costs are reasonable; 9.3.3 with a view to achieving the same number of replacement trees at appropriate locations in the London Borough of Camden to replace the number of lost trees.

No	To Whom	Subject	Reference	Text (where relevant)
1128	London Borough of Camden	Regular review of the number of lost and replacement trees	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 9.4	The Promoter will require the Nominated Undertaker to undertake regular reviews and estimates of the numbers of lost and replacement trees throughout the design and construction phases of the authorised works and to engage actively with the Council with a view to ensuring that replacement trees are planted, whether by the Nominated Undertaker or by the London Borough of Camden, as soon as is reasonably practicable and are of a size and species appropriate for their locations. It is acknowledged that planting of replacement trees should commence as soon as reasonably practicable after Royal Assent.
1129	London Borough of Camden	Tree line of Euston Square Gardens	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 9.5	The Promoter will require the Nominated Undertaker to use reasonable endeavours when designing and constructing the authorised works in and around Euston Square Gardens to preserve the existing tree line around the edge of those Gardens during construction.
1130	London Borough of Camden	Agreement of arrangements in Paragraphs 9.1 - 9.5	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 9.6	These arrangements (Paragraphs 9.1 - 9.5) will be set out in an agreement between the Secretary of State or Nominated Undertaker as appropriate and the London Borough of Camden.
1131	London Borough of Camden	Improvements to Existing Open Space and Play Spaces	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 9.7 (repeated)	The Secretary of State will enter into an agreement ("the Agreement") with the London Borough of Camden in a form agreeable to both parties (acting reasonably) which provides, amongst other things (including details of how scope of works and costs will be agreed under paragraph 9.7) for the matters set out in paragraphs 9.7 to 9.18.
1133	London Borough of Camden	Improvements to open spaces and play spaces in order to mitigate the impact of construction	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 9.9	The Promoter will require the Nominated Undertaker to fund the London Borough of Camden's reasonable proposals for improvements to existing open spaces and play spaces (other than those listed in paragraph 9.7 above) in order to mitigate the impact of the construction of the authorised works on the local community. The funding referred to in this paragraph is capped at £2m (of which £500,000 is intended for use in providing nature conservation enhancements).
1134	London Borough of Camden	Signage and wayfaring to existing and new open spaces and play areas	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 9.10	The Promoter will require the Nominated Undertaker to give proper consideration to opportunities for implementing and/or funding the London Borough of Camden to implement signage and wayfaring to existing and new open spaces and play areas.
1135	London Borough of Camden	Provision of temporary open spaces	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 9.11	The Promoter will require the Nominated Undertaker to liaise with the London Borough of Camden throughout the design and construction of the authorised works with a view to identifying opportunities on land within the Nominated Undertaker's control for, and implementing the provision of, temporary open space during the authorised works to mitigate that lost to the community in so far as it does not impact the timely, economic and safe delivery of the railway or create a safety risk to the community.
1136	London Borough of Camden	Creation of short-term areas of open space and play space	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 9.12	Insofar as is reasonably practicable and does not create any safety risk to the community or risk to the construction programme for the authorised works, the Promoter will require the Nominated Undertaker to take advantage of opportunities to create short-term areas of open space and play space on sites that are temporarily not required for construction of the authorised works.
1137	London Borough of Camden	Ensuring quality of open space provided	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 9.14	The Promoter will require the Nominated Undertaker to actively engage with the London Borough of Camden to ensure the provision of high quality permanent replacement open space and play space within the design for the authorised works in the London Borough of Camden in so far as is reasonably practicable within the limits of the Bill and without impacting the timely and economic delivery of the railway.
1140	London Borough of Camden	Green and open space along pedestrian and cycle routes - Phoenix Road and North Gower Street	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 9.16.1 and 9.16.2	The Agreement will provide for the payment by the Secretary of State to the London Borough of Camden of a financial contribution up to a maximum of £3m ("the Contribution") towards the cost of developing the following within the London Borough of Camden: 9.16.1 creation of open space through green infrastructure and other enhancements of Phoenix Road potentially including a linear park and nature conservation measures (to be determined by the London Borough of Camden). 9.16.2 creation of open space through green infrastructure and other enhancements to the pedestrianized section of North Gower Street
1141	London Borough of Camden	Green and open space along pedestrian and cycle routes including the walking route	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 9.17 - 9.18	9.17 The Contribution will be payable to the London Borough of Camden and must be used solely for the purposes of funding the enhancements in accordance with paragraphs 7.16.1 and 7.16.2 of these assurances within the London Borough of Camden ("the Enhancements") or (if those enhancements are not, as a result of the response to consultation with the local community, not taken forward by the London Borough of Camden), then the Contribution may be used for other similar enhancements in the vicinity, including as a minimum, enhancing the walking route between Euston Station and St Pancras Station. 9.18 The Contribution shall be paid in accordance with the terms agreed by the Secretary of State in the Agreement: 9.18.1 the London Borough of Camden will obtain any necessary consents for the delivery of the Enhancements; 9.18.2 the enhancements will (subject to the obtaining of consents and to the response of the local community to consultation) include a pedestrian route down Phoenix Road to link HS1 and HS2 the parameters of which should be agreed by HS2 9.18.3 following Royal Assent, the Contribution will be paid as single payment to the London Borough of Camden in full and final settlement of any future claim by the London Borough of Camden against the Secretary of State arising from the HS2 Bill in respect of the HS2 works in the London Borough of Camden affecting the quantum or quality of public open spaces in the London Borough of Camden; and 9.18.4 the London Borough of Camden will use reasonable endeavours to construct and have open for public use the pedestrian and cycle route in clause 8.16 on or before the opening of High Speed 2 for public traffic; and 9.18.5 the Agreement will include a mechanism for resolving disputes.
1142	London Borough of Camden	Construction noise mitigation package	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 10.1	In line with the Draft Code of Construction Practice and Environmental Minimum Requirements, the Promoter has identified 1025 properties identified in Volume 2 of the SES2 and AP3 ES, section 14.3 which have been assessed as being significantly affected by HS2 construction noise and will therefore qualify for noise mitigation in accordance with HS2 policy. The Nominated Undertaker will develop a construction noise mitigation package for those affected properties identified in Volume 2 of the SES2 and AP3 ES, section 14.3, giving due consideration to ventilation, in consultation with the London Borough of Camden. The package of measures available will be agreed with the London Borough of Camden.

No	To Whom	Subject	Reference	Text (where relevant)
1143	London Borough of Camden	Consultation and pre-installation survey works	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 10.2 - 10.3	10.2 The process of consultation and pre-installation survey works should commence in Spring 2016 to enable installation of the noise insulation mitigation to those properties in line with the commitments referred to in 10.3 below. 10.3 Any ventilation to be installed by the Nominated Undertaker will be consistent with the specifications in the Noise Insulation Regulations, will be installed if agreed with the London Borough of Camden and the householder so that any additional requirements of relevant Building Regulations relating to the ventilation of dwellings are complied with in respect of the dwelling in question and will have regard to the obligations of landlords to maintain properties in ways which comply with the Housing Health and Safety Rating System (HHSRS) and be installed accordingly.
1144	London Borough of Camden	Installation of noise mitigation prior to commencement of HS2 works	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 10.4	The Secretary of State will require the Nominated Undertaker to use reasonable endeavours to ensure, subject to securing the necessary access and consents (and the construction timetable), that those qualifying properties have the appropriate mitigation installed before commencement of those 'HS2 Works' that trigger the need for noise insulation.
1145	London Borough of Camden	Independent survey of noise insulation	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 10.5	The Nominated Undertaker, in consultation with the London Borough of Camden, will commission a suitably qualified and experienced person to carry out an independent survey of an additional group of residential properties whether or not they have been identified in the ES as being subject to significant effect/likely to require noise insulation. The surveys will apply to a representative sample, as agreed by the Nominated Undertaker and LB Camden, of those properties in the following areas: (i) within the area bounded by Augustus Street, Robert Street, Hampstead Road and Granby Terrace, including any properties directly facing onto Robert Street and Augustus Street, but excluding the replacement housing being built by LB Camden (ii) within the Amptill Estate, bounded by Eversholt Street to the north of Calgarth, Lidlington Place and Hampstead Road (iii) the Camden Cutting Area including Mornington Terrace and Delancey Street. The Promoter will use reasonable endeavours to complete the independent surveys to enable installation pursuant to 10.4. This survey is required due to the perception that these properties would be particularly vulnerable to increased noise due to the design and condition of the buildings. The survey will consider the likelihood of acoustic mitigation being required due to the anticipated effects of HS2, and in accordance with the HHSRS the acoustic and ventilation performance of existing windows and doors facing the works (or a highway carrying construction traffic) and the ventilation otherwise available in the properties in order to assess the risk of the build-up of excess heat or damp/mould through inadequate ventilation.
1146	London Borough of Camden	Significant detriment identified by independent survey	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 10.6	In the event that the independent survey identifies that due to the particular design and the current condition of the property, and the predicted effects of the Proposed Scheme, the occupiers are likely to experience significant detriment to their occupancy as a result of the HS2 works with regard to noise and insufficient ventilation, the nominated undertaker will seek to agree with the London Borough of Camden appropriate remedial measures having regard to the duties of LB Camden, including the HHSRS. These measures may include improved ventilation, without other elements of the noise insulation package. Any ventilation to be installed by the Nominated Undertaker will be consistent with the specifications in the Noise Insulation Regulations and will be installed if agreed with the London Borough of Camden and the householder so that any additional requirements of relevant Building Regulations relating to the ventilation of dwellings are complied with in respect of the dwelling in question.
1147	London Borough of Camden	Installation of appropriate mitigation pre HS2 Works	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 10.7	The Secretary of State will require the Nominated Undertaker to use reasonable endeavours to ensure, subject to the necessary access and consents (and the construction timetable), that those qualifying properties have the appropriate mitigation installed before the commencement of those 'HS2 Works' that trigger the need for mitigation.
1148	London Borough of Camden	Further independent noise surveys	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 10.8	Where impacts change or in circumstances where a property has not been identified at this stage but can be demonstrated that there are similar circumstances as outlined above then an independent survey will be commissioned to assess the requirement for appropriate noise and/or ventilation mitigation which will be installed if necessary.
1149	London Borough of Camden	Costs of noise insulation	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 10.9	All costs of the provision of noise insulation, making good, maintenance and running costs of mechanical ventilation units or any other electrical items provided under this paragraph 10 are to be borne by the Nominated Undertaker for the duration of the relevant HS2 works. The costs of removal of the noise mitigation and making good where requested or required (for example in relation to listed buildings) is to also be borne by the Nominated Undertaker.
1150	London Borough of Camden	Consideration of special cases	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 10.10	The Secretary of State will consider special cases including night workers, those needing a particularly quiet home environment to work in, or those that have a medical condition which will be seriously aggravated by construction noise, to be considered on a case by case basis. Whilst these discretionary arrangements only apply to residential properties, buildings which may be particularly sensitive to noise (including, commercial, educational and community) will be subject to individual consideration by the nominated undertaker on the application of anybody or person responsible for, or holding a legal interest or estate in, any such building.
1153	London Borough of Camden	Engagement with Camden	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 10.15	The Nominated Undertaker will, from the date of these assurance continue meaningful and regular engagement with the London Borough of Camden in relation to the Implementation of the provisions of paragraphs 10.1 to 10.13 above. That Engagement will include (but not be limited to) engagement on: 10.15.1. the terms of the independent assessment, survey and evaluations to be carried out under paragraphs 10.1, 10.4 and 10.9 above; 10.15.2. the details of any acoustic installation or ventilation mitigation to be installed and in particular having regard to the requirements in paragraphs 10.3 and 10.5 regarding compliance with HHSRS; 10.15.3 the identification of and installation of remedial measures and mitigation under paragraphs 10.5 and 10.6.
1154	London Borough of Camden	Review of effectiveness of acoustic installation or ventilation	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 10.16	The Nominated Undertaker will in conjunction with the London Borough of Camden take reasonable steps to review the effectiveness of any acoustic installation or ventilation installed in accordance with this paragraph 10 during the construction period.
1155	London Borough of Camden	Opportunities for 'meanwhile' uses of vacant or blighted buildings	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 11.1	The Secretary of State will require the nominated undertaker to use reasonable endeavours to engage with the London Borough of Camden throughout detailed design and construction to identify opportunities for possible meanwhile uses for vacant or blighted buildings resulting from HS2 works in the London Borough of Camden area. Where these opportunities are identified the nominated undertaker will so far as reasonably practicable enable third parties to use the facilities for the duration of the opportunity insofar as it does not impact the timely, economic and safe delivery of the Proposed Scheme, and subject to necessary consents and costs being obtained by the third party.

No	To Whom	Subject	Reference	Text (where relevant)
1156	London Borough of Camden	Joint use of construction sites	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 11.2	The Secretary of State will require the nominated undertaker so far as reasonably practicable to consider opportunities for joint use of construction sites with other construction projects within the London Borough of Camden area insofar as it does not impact the timely, economic and safe delivery of the Proposed Scheme.
1157	London Borough of Camden	Maintenance of permeability through and around construction sites	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 11.3	The Secretary of State will require the nominated undertaker, in carrying out the detailed design of the project, so far as reasonably practicable to maintain permeability through and around construction sites within the London Borough of Camden area.
1158	London Borough of Camden	Coordination of various construction activities	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 11.4	The Secretary of State will require the nominated undertaker so far as reasonably practicable to coordinate activities on and relating to the various construction sites in the London Borough of Camden so as to reduce the combined impact of HS2 construction within the London Borough of Camden area insofar as it does not impact the timely, economic and safe delivery of the Proposed Scheme. This will include, but not be limited to, the coordination of applications for consent under section 61 of the Control of Pollution Act 1974.
1160	London Borough of Camden	Reduction of effects on schools	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 12.2	The Secretary of State will require the Nominated Undertaker to seek reasonably practicable measures to further reduce or avoid significant effects on schools, in doing so the Promoter will continue to consult the London Borough of Camden and the schools. Such measures could include but are not limited to: 12.2.1 the provision of acoustic installations, including glazing, and associated ventilation; 12.2.2 the provision of air handling equipment; 12.2.3 the provision of high hoardings; 12.2.4 no noisy works being carried out in the vicinity of the school during examination periods; 12.2.5 the use of additional lorry control methods and banksmen.
1162	London Borough of Camden	Pedestrian access to and from schools	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 12.4	The Secretary of State will require the Nominated Undertaker and/or its contractors, in accordance with paragraph 6(2) of Schedule 4 to the Bill, to maintain pedestrian access to and from the relevant schools during term time and normal operating hours of the relevant schools save where it is necessary to temporarily suspend access in the case of an emergency or for the implementation of traffic and pedestrian measures.
1163	London Borough of Camden	Consultation regarding development of the Local Traffic Management Plans	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 12.5	The Secretary of State will, during detailed design and during construction planning of the HS2 works in the London Borough of Camden, require the Nominated Undertaker and/or its contractors to consult the local community, the London Borough of Camden and other Stakeholders in the London Borough of Camden in order to develop the Local Traffic Management Plans (LTMPs). These LTMPs will develop mechanisms and requirements for the management of protecting school pupils and other vulnerable road users (including all pedestrians).
1164	London Borough of Camden	Consultation regarding impacts and possible mitigation of schools in Camden	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 12.6	The Promoter will continue to consult the local community, local schools and the Local Education Authority to understand the potential impact of the scheme on schools and what mitigation might be provided in the event that the construction of HS2 does significantly impact the school or impact on the viability of the school.
1165	London Borough of Camden	Engagement on impacts and possible mitigation on schools	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 12.7	The Secretary of State will require the Nominated Undertaker to engage with the London Borough of Camden and schools to fully understand any impacts that may occur and identify and reasonable measures to mitigate as identified within the Code of Construction Practice.
1166	London Borough of Camden	Reduction of disruption to arrival and departure of pupils, staff and visitors to schools	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 12.8	The nominated undertaker shall engage with the London Borough of Camden prior to completion of the detailed design of the traffic management associated with the construction work at Euston station and elsewhere, with a view to reducing as far as reasonably practicable any disruption caused by such works to the efficient arrival and departure of pupils, staff and other visitor to and from school premises.
1167	London Borough of Camden	Reasonable advance notice of construction works around schools	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 12.9	The nominated undertaker shall, in accordance with the Code of Construction Practice, give reasonable advance notice of the construction works taking place around schools to the London Borough of Camden.
1168	London Borough of Camden	Suitable alternative facility for the Motorcycle Club	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 13.1.1	The Secretary of State will enter into an agreement ("the Agreement") with the London Borough of Camden in a form agreeable to the Secretary of State (acting reasonably) which provides for the Secretary of State to require the Nominated Undertaker, at the appropriate time, to: work with the London Borough of Camden to locate a suitable alternative facility for the Motorcycle Club
1169	London Borough of Camden	Reasonable costs for the Motorcycle Club	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 13.1.12 - 13.1.3	The Secretary of State will enter into an agreement ("the Agreement") with the London Borough of Camden in a form agreeable to the Secretary of State (acting reasonably) which provides for the Secretary of State to require the Nominated Undertaker, at the appropriate time, to: 13.1.2 fund the reasonable costs up to £160,000 to the London Borough of Camden of fitting out the facility for the purposes of its use by the Motorcycle Club; and 13.1.3 for the London Borough of Camden to be able to use the £160,000 for other community facilities, should a suitable alternative facility not be found (in that case the £160,000 to be set off as appropriate against any claim for compensation made by the London Borough of Camden in relation to the compulsory acquisition of Silverdale Tenants Hall.

No	To Whom	Subject	Reference	Text (where relevant)
1170	London Borough of Camden	Escalation of concerns	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 14	<p>14.1 Where the London Borough of Camden has concerns about the nominated undertaker not doing any of the things mentioned in paragraph 14.4 frequently enough or timeously, then it may invoke the procedure set out in paragraph 14.3 and the nominated undertaker must follow it.</p> <p>14.2 The London Borough of Camden and the Nominated Undertaker shall use all reasonable endeavours to cooperate with each other and to resolve amicably all issues arising between them relating to the subject matter of this paragraph 14.</p> <p>14.3 The procedure is:</p> <p>14.3.1 The London Borough of Camden must notify the nominated undertaker in writing setting out its concerns and making clear what steps it expects the nominated undertaker to take and when and stating that the notification is given under this paragraph.</p> <p>14.3.1. Unless the Nominated Undertaker considers the notification is frivolous or vexatious, it must, no later than 28 days after the receipt of the notice, respond to it in writing setting out what steps (if any) it proposes to take in response to the notice and explaining why, if appropriate, it does not intend to take the steps expected of it by the London Borough of Camden.</p> <p>14.3.3. If the London Borough of Camden is dissatisfied with the response it may require by notice in writing the issue to be considered by a director of the Nominated Undertaker or person of comparable seniority and if it is dissatisfied with the outcome of that consideration, to the Secretary of State.</p> <p>14.4. This paragraph 14 applies to the following:</p> <p>14.4.1. the undertaking of community engagement under paragraph 4.1;</p> <p>14.4.2 any engagement or consultation with the London Borough of Camden required under any of the assurances;</p> <p>14.4.3. keeping stakeholders informed of progress under paragraph 4.6.4;</p> <p>14.4.4. attending regular meetings with the Nominated Undertaker and its contractors, local authority, local community and other stakeholders under paragraph 4.6.4;</p> <p>14.4.6. reporting to EIPD about waste under paragraph 5.5;</p> <p>14.4.7 the production and updating of site specific traffic management measures under paragraph 6.6;</p> <p>14.4.8 working with the London Borough of Camden to ensure a coordinated approach to traffic management, and reviewing plans under paragraph 6.11.</p>
1171	London Borough of Camden	Engagement with the London Borough of Camden in good faith	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 15	<p>Where under any of the assurances the Promoter or the Nominated Undertaker is required to engage with the London Borough of Camden, the process of engagement with the London Borough of Camden shall be carried out in good faith and shall include but not be limited to the following requirements:</p> <p>15.1.1 the London Borough of Camden must be given the opportunity to comment on proposals and to make proposals of its own;</p> <p>15.1.2 the Nominated Undertaker must consider comments made by the London Borough of Camden unless it reasonably considers them to be frivolous or vexatious;</p> <p>15.1.3 the Nominated Undertaker must take reasonable steps to provide reasons to the London Borough of Camden in cases where it does not agree with any reasonable recommendation of the London Borough of Camden.</p>
2031	London Borough of Camden	Saving relating to land outside Bill limits	Letter on Petition Issues from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, LB of Camden), paragraph 16.1	<p>These assurances are offered subject to the Council obtaining all necessary licences, consents and permissions required in order for the Nominated Undertaker to relocate the item or items concerned in land outside Bill limits.</p>
2032	London Borough of Camden	Non-Designated Heritage Assets	Letter on Petition Issues from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, LB of Camden), paragraph 16.2	<p>Subject to obtaining the consent of the owner of the Asset concerned, the Promoter will require the Nominated Undertaker to use reasonable endeavours to integrate each Asset into the design for the public realm at Euston following completion of the authorised works. With respect to the "Piscator Sculpture" and "Time Benches", this commitment requires the Nominated Undertaker to use reasonable endeavours to seek to integrate them on Network Rail owned land at Euston. This assurance is offered subject to the consent of Network Rail as the owner of that land.</p>
2033	London Borough of Camden	Non-Designated Heritage Assets	Letter on Petition Issues from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, LB of Camden), paragraph 16.3	<p>In the event that it is not reasonably practicable to relocate any particular Assets within the public realm at Euston, the Promoter will require the Nominated Undertaker to:</p> <p>a. engage with the Council to find a suitable alternative location for that Asset; and</p> <p>b. install the Asset at such alternative location within Bill limits.</p>
2034	London Borough of Camden	Non-Designated Heritage Assets	Letter on Petition Issues from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, LB of Camden), paragraph 16.4	<p>The Promoter will require the Nominated Undertaker:</p> <p>c. to work with the Council to find suitable alternative locations for the Memorials within the London Borough of Camden; and</p> <p>d. in the event that suitable alternative locations are identified, and in accordance with the procedure set out in Schedule 20 to the Bill (Burial Grounds), to install the Memorials at their new locations.</p>
2035	London Borough of Camden	Grade II Listed Drinking Fountain, formerly at St James' Gardens	Letter on Petition Issues from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, LB of Camden), paragraph 16.5	<p>The Promoter will require the Nominated Undertaker to fund up to £10,000 (ten thousand pounds) of the Council's reasonable costs of renovating the Grade II listed drinking fountain ("the drinking fountain"), formerly located at St James' Gardens, prior to its relocation.</p>
2036	London Borough of Camden	Grade II Listed Drinking Fountain, formerly at St James' Gardens	Letter on Petition Issues from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, LB of Camden), paragraph 16.6	<p>The Promoter will require the Nominated Undertaker to relocate the drinking fountain in accordance with the provisions of a heritage agreement relating to it made between the Promoter and the Council or, in the absence of such agreement, in accordance with Schedule 18 to the Bill (Listed Buildings).</p>
1202	The Greater London Authority and Transport for London	Euston Station Strategic Redevelopment Board (ESSRB) - participation	Letter from Roger Hargreaves (HS2 Ltd) to Mr Richard de Cani (Managing Director, Planning Transport for London), paragraph 1.1	<p>The Secretary of State will require the Nominated Undertaker to continue to participate in the Euston Strategic Board and any future appropriate governance arrangements established by the London Borough of Camden, the Greater London Authority (GLA) or Transport for London (TfL), to manage shared objectives for the local area in Euston including the integration of the HS2 Euston Station with other committed or proposed projects and the wider regeneration plans for the area, until the completion of the HS2 works in the area. The Terms of Reference for this group will (amongst other things) continue to include the delivery and implementation of the Euston Area Plan (EAP).</p>

No	To Whom	Subject	Reference	Text (where relevant)
1203	The Greater London Authority and Transport for London	Euston Station Strategic Redevelopment Board (ESSRB) - role	Letter from Roger Hargreaves (HS2 Ltd) to Mr Richard de Cani (Managing Director, Planning Transport for London), paragraph 1.2	<p>As expeditiously as possible following the confirmation that the GLA or TfL will not be pursuing opposition to the Bill on issues of the design and implementation of HS2 Euston Station and comprehensive redevelopment, the Promoter will set up the Euston Station Strategic Redevelopment Board (ESSRB) which will include, as members, the above organisations, the Department for Transport and Network Rail. The Promoter will commence engagement with the organisations named above with a view to agreeing full Terms of Reference for this group by the end of March 2016 including a forward work programme for the following year. The Terms of Reference will include, as a minimum, providing advice to the Secretary of State, working with and sharing reports and data with the Euston Strategic Board on issues relating to strategic regeneration, deliberating and publishing reports, advice and other documents as the ESSRB sees fit and overseeing:</p> <p>the integration of the delivery of the following projects (the "proposed Euston schemes"), subject to future funding decisions and approvals:</p> <p>(a) the HS2 Euston Station;</p> <p>(b) the rebuild of the Euston Mainline Station (as and when such rebuild may be funded and authorised), and supporting the timely consideration of this to reflect the GLA's and TfL's ambitions to limit disruption;</p> <p>(c) the Crossrail 2 proposals at Euston; and</p> <p>(d) Over site development and related development opportunities above the HS2 Euston Station, Euston Mainline Station and tracks in line with the Euston Area Plan.</p> <p>the strategic vision for the Euston Station and tracks and the proposed Euston schemes, taking into account the need for permeability in the design and a comprehensive and integrated development;</p> <p>the integration of the proposed Euston schemes, including details of phasing of the various works for the proposed Euston schemes;</p> <p>the appointment of any single entity for the delivery of Euston Station and of a master development partner for over site development and related non-transport works;</p> <p>the identification of any additional powers necessary for the integration of the proposed Euston schemes and the process and responsibility for obtaining such powers;</p>
1204	The Greater London Authority and Transport for London	Euston Station Strategic Redevelopment Board (ESSRB) - role	Letter from Roger Hargreaves (HS2 Ltd) to Mr Richard de Cani (Managing Director, Planning Transport for London), paragraph 1.3	<p>The Promoter will operate the ESSRB so that members can work together to integrate the development of the relevant proposed schemes for Euston Station. Before the end of 2016, the ESSRB will agree a working schedule for all activities required to deliver all relevant schemes in the Euston Station area being considered by Board members. At least two months in advance of the publication of the Network Rail (NR) Initial Industry Plan for Control Period 6, NR will be invited by the Promoter to present any relevant elements of that draft Plan which relate to the redevelopment of the Euston Mainline Station for the ESSRB to consider. At least twelve months in advance of the publication of the Network Rail Strategic Business Plan for Control Period 6, NR will be invited by the Promoter to present any relevant elements of that draft Plan which relate to the redevelopment of the existing mainline station at Euston for the ESSRB to consider.</p>
1205	The Greater London Authority and Transport for London	Euston Integrated Programme Board members	Letter from Roger Hargreaves (HS2 Ltd) to Mr Richard de Cani (Managing Director, Planning Transport for London), paragraph 1.4	<p>As expeditiously as possible following confirmation that the GLA and TfL will not be pursuing opposition to the Bill on issues of HS2 Euston Station design, the Secretary of State will require the Nominated Undertaker to invite officers from the London Borough of Camden, the Greater London Authority and Transport for London to be full members of the Euston Integrated Programme Board (EIPB) together with Network Rail. The EIPB will, with terms of reference to be reviewed periodically,</p> <p>manage the integrated plan for the HS2 works in Euston and coordinate the integration with other projects which may come forward such as the redevelopment of the existing Network Rail station,</p> <p>oversite development and integration with Crossrail 2. The EIPB will:</p> <p>Bring together HS2 work streams;</p> <p>Provide member organisations with information on progress;</p> <p>Support coordination between member organisation activities;</p> <p>Report to, as appropriate, the ESSRB, and as necessary and appropriate work with the Euston Strategic Board;</p> <p>Make recommendations on scheme changes that would facilitate integration; and</p> <p>Monitor the progress of community engagement in accordance with the Community Engagement Framework</p>
1206	The Greater London Authority and Transport for London	Design of Euston Station	Letter from Roger Hargreaves (HS2 Ltd) to Mr Richard de Cani (Managing Director, Planning Transport for London), paragraph 2.1	<p>The Secretary of State will require the Nominated Undertaker to design HS2 Euston Station, so far as is reasonably practicable and within the limits and powers set out in the HS2 Act, having regard to all relevant parts of the Euston Area Plan and any other relevant Opportunity Area Frameworks or Guidance and any other commitments or undertakings given to the London Borough of Camden, the Greater London Authority or Transport for London.</p>
1207	The Greater London Authority and Transport for London	Expedition of production of detailed design for Euston Station	Letter from Roger Hargreaves (HS2 Ltd) to Mr Richard de Cani (Managing Director, Planning Transport for London), paragraph 2.2	<p>The Secretary of State will require the Nominated Undertaker to expedite production of the detailed design for the HS2 Euston Station so far as reasonably practicable.</p>
1208	The Greater London Authority and Transport for London	Euston Station Design Panel	Letter from Roger Hargreaves (HS2 Ltd) to Mr Richard de Cani (Managing Director, Planning Transport for London), paragraph 2.3	<p>As expeditiously as reasonably possible, the Secretary of State will require the Nominated Undertaker to establish the Euston Station Design Panel in relation to which the Nominated Undertaker will use reasonable endeavours to agree the chairperson and other members jointly with the London Borough of Camden, Transport for London and the Greater London Authority and with Network Rail.</p>

No	To Whom	Subject	Reference	Text (where relevant)
1209	The Greater London Authority and Transport for London	Euston Station Design Panel involvement	Letter from Roger Hargreaves (HS2 Ltd) to Mr Richard de Cani (Managing Director, Planning Transport for London), paragraph 2.4 - 2.5	2.4 The Secretary of State will require the Nominated Undertaker to involve the Station Design Panel in the design development for HS2 Euston Station from the date of the Station Design Panel's establishment. 2.5 The involvement of the Station Design Panel must include as a minimum: 2.5.1 an opportunity for the Station Design Panel to comment on the initial design brief of HS2 Euston Station; 2.5.2 an opportunity for the Station Design Panel to comment on the designs for HS2 Euston Station prior to those designs progressing to the detailed design stage; and 2.5.3 an opportunity for the Station Design Panel to comment on the detailed design for HS2 Euston Station prior to the Nominated Undertaker seeking approval for the design of the HS2 Euston Station under Schedule 17 to the HS2 Act.
1210	The Greater London Authority and Transport for London	Engagement regarding the Euston Station Design Panel	Letter from Roger Hargreaves (HS2 Ltd) to Mr Richard de Cani (Managing Director, Planning Transport for London), paragraph 2.6	The Secretary of State will require the Nominated Undertaker to engage actively with the London Borough of Camden and the Greater London Authority as to the preparation of agendas and the content of papers to be put to the Station Design Panel. The London Borough of Camden and the Greater London Authority will be given the opportunity to address the Station Design Panel on such matters as they wish.
1211	The Greater London Authority and Transport for London	Comments by the Station Design Panel	Letter from Roger Hargreaves (HS2 Ltd) to Mr Richard de Cani (Managing Director, Planning Transport for London), paragraph 2.7	The Secretary of State will require the Nominated Undertaker to have regard to all comments made by the Station Design Panel under paragraph 2.5 prior to further progression of the design.
1212	The Greater London Authority and Transport for London	Incorporation of changes suggested by the Station Design Panel	Letter from Roger Hargreaves (HS2 Ltd) to Mr Richard de Cani (Managing Director, Planning Transport for London), paragraph 2.8	The Secretary of State will require the Nominated Undertaker to use reasonable endeavours to incorporate any changes to the design for HS2 Euston Station suggested by the Station Design Panel under paragraph 2.5 where such changes: 2.8.1 are within the scope of the limits and powers set out in the HS2 Act; and 2.8.2 in so far as they are relevant to: a) the grounds on which the relevant planning authority would be entitled to refuse approval of plans and specifications under Schedule 17 of the Act; and b) relate to the integration of the Euston Station with the wider Opportunity Area; and c) are consistent with any other relevant approvals required under the Act, including any highways approvals required under Schedule 4 and Part 1 of Schedule 32 and with approvals required under any asset protection agreements with Network Rail and Transport for London; and d) are consistent with the operational requirements for Euston Station.
1213	The Greater London Authority and Transport for London	Notification of lack of incorporation of changes	Letter from Roger Hargreaves (HS2 Ltd) to Mr Richard de Cani (Managing Director, Planning Transport for London), paragraph 2.9	If requested by the Station Design Panel, the Secretary of State will require the Nominated Undertaker to notify the London Borough of Camden and the Greater London Authority of the full reasons for failing to incorporate into the design any changes suggested by the Station Design Panel under paragraph 2.5. 2.9.1 The Station Design Panel will continue in existence and operation until all the HS2 Works at or relating to HS2 Euston Station are completed.
1214	The Greater London Authority and Transport for London	Design principles for the design of Euston Station	Letter from Roger Hargreaves (HS2 Ltd) to Mr Richard de Cani (Managing Director, Planning Transport for London), paragraph 2.10	The Secretary of State will require the Nominated Undertaker to, in so far as is reasonably practicable and within the allocated HS2 budget and any additional financial resources identified by the Secretary of State or other third parties, together with the limits and powers set out in the Bill, design the HS2 Euston Station having due regard to the following design principles: 2.10.1 Simple and Clear - the station must be easy to find and use with simple and clear spaces and self-evident routes to and from trains supported by lucid orientation and wayfinding 2.10.2 Safe and Secure- the design will create open and welcoming spaces without hidden corners and difficult areas to monitor, safe for both passengers and staff. 2.10.3 Inclusive and Accessible - the station will be equally accessible to all and provide step-free access from street to platform level. 2.10.4 Welcoming & User-friendly - provide facilities commensurate for a 21st century station that ensures passenger comfort and convenience. 2.10.5 Functional and Operable - Simplify the surveillance and safe operation of the station facilities by creating simple and uncomplicated spaces that have easy to operate systems. 2.10.6 Maintainable and Flexible - The building and materials specified must be of high quality, robust, durable and easy to maintain. The designs shall make provision for maintenance access and future flexibility. 2.10.7 Sustainable - The highest sustainable targets will be set and the design will actively seek to reduce the environmental impacts arising from the construction and operation of the station 2.10.8 Value for money- Ensure that there is balance between the long-term costs of operating the station and its functionality 2.10.9 Connectivity, permeability and integrated - The design needs to maximise site permeability and provide the best solutions for transport interchange including for pedestrians and cyclists. 2.10.10 A quality of both design and materials that reflects the importance of the station as a mechanism for the regeneration of Euston and that creates a step change for station design and experience. 2.10.11 Integration of the station with the current local transport network having regard to the principles of a strategic, efficient and accessible transport interchange. 2.10.12 Integration with future planned transport developments, including Crossrail 2 and upgrades to the Northern line, having regard to the principles of efficient, convenience and accessible transport interchange

No	To Whom	Subject	Reference	Text (where relevant)
1215	The Greater London Authority and Transport for London	The Crossrail Study	Letter from Roger Hargreaves (HS2 Ltd) to Mr Richard de Cani (Managing Director, Planning Transport for London), paragraph 3	<p>3.1 The Promoter will require the Nominated Undertaker to engage actively with the GLA and TfL to carry out a study ("the Crossrail study") to assess proposals for the provision of a shorter passenger link between HS2 Euston Station and Crossrail/2 beneath the existing Euston Mainline Station, which would require changes to the spine building proposed as part of the HS2 Euston Station and the safeguarding of space within the footprint of the Euston Mainline Station to provide for connection with that passenger link.</p> <p>3.2 Upon completion, the Crossrail study will then be submitted to the EIPB for comment. This will be no later than May 2016. The Promoter will require the Nominated Undertaker to use reasonable endeavours to incorporate comments from the EIPB into the final Crossrail study.</p> <p>3.3 The final Crossrail study will then be submitted to the Promoter for his consideration. The Promoter will then notify the EIPB of his decision in regards to the implementation of the proposals contained within the Crossrail study, no later than one month from the date of the plan's submission.</p> <p>3.4 In the light of the Promoter's decision, if the GLA and TfL consider that the discharge of their statutory functions requires them to petition in the House of Lords, the Promoter will ensure that this does not affect their membership of the EIPB or ESRB.</p>
1216	The Greater London Authority and Transport for London	The Parcel Deck study	Letter from Roger Hargreaves (HS2 Ltd) to Mr Richard de Cani (Managing Director, Planning Transport for London), paragraph 4	<p>4.1 The Promoter will require the Nominated Undertaker to engage actively with the GLA, TfL and Network Rail to carry out a study ("the Parcel Deck study") to assess proposals for the provision of a pedestrian route across the end of Euston Mainline Station utilising the existing Parcel Deck. The Parcel Deck study will consider options that may require separate planning permissions that may be granted from the LBC/or use the Permitted Development Rights of Network Rail.</p> <p>4.2 Upon completion, the Parcel Deck study will then be submitted to the EIPB for comment. This will be no later than May 2016. The Promoter will require the Nominated Undertaker to use reasonable endeavours to incorporate comments from the EIPB into the final Parcel Deck study.</p> <p>4.3 The final Parcel Deck study will then be submitted to the Promoter for his consideration. The Promoter will then notify the EIPB of his decision in regards to the implementation of the proposals contained within the Parcel Deck study, no later than one month from the date of the plan's submission.</p> <p>4.4 In the light of the Promoter's decision, if the GLA and TfL consider that the discharge of their statutory functions requires them to petition in the House of Lords, the Promoter will ensure that this does not affect their membership of the EIPB or ESRB.</p>
1217	The Greater London Authority and Transport for London	Replacement Hampstead Road Bridge	Letter from Roger Hargreaves (HS2 Ltd) to Mr Richard de Cani (Managing Director, Planning Transport for London), paragraph 5.1	The Promoter will require the Nominated Undertaker to design the replacement Hampstead Road Bridge with 4 vehicular lanes plus segregated cycle lanes and pedestrian walkway.
1218	The Greater London Authority and Transport for London	The Hampstead Road Bridge study	Letter from Roger Hargreaves (HS2 Ltd) to Mr Richard de Cani (Managing Director, Planning Transport for London), paragraph 5.2 - 5.5	<p>5.2 The Promoter will require the Nominated Undertaker to engage actively with the GLA, TfL and Network Rail to carry out a study ("the HR Bridge study") to assess proposals for minimising the height increase of the Hampstead Road Bridge as a result of the HS2 works.</p> <p>5.3 Upon completion, the HR Bridge study will then be submitted to the EIPB for comment. This will be no later than May 2016. The Promoter will require the Nominated Undertaker to use reasonable endeavours to incorporate the comments of the EIPB in the final HR Bridge study.</p> <p>5.4 The final HR Bridge study will then be submitted to the Promoter for his consideration. The Promoter will then notify the EIPB of his decision in regards to the implementation of the proposals contained within the plan, no later than one month from the date of the plan's submission.</p> <p>5.5 In the light of the Promoter's decision, if the GLA and TfL consider that the discharge of their statutory functions requires them to petition in the House of Lords, the Promoter will ensure that this does not affect their membership of the EIPB or ESRB.</p>
1219	The Greater London Authority and Transport for London	Excavated and construction material	Letter from Roger Hargreaves (HS2 Ltd) to Mr Richard de Cani (Managing Director, Planning Transport for London), paragraph	<p>6.1 The Promoter will require the Nominated Undertaker to:</p> <p>6.1.1. seek to maximise, in so far as reasonably practicable and within existing Bill powers, the volume of excavated and construction material from the construction of the HS2 Euston Station and approaches to be brought in and removed by rail whilst balancing the wider environmental impacts to the local community and on passenger services.</p>

No	To Whom	Subject	Reference	Text (where relevant)
1220	The Greater London Authority and Transport for London	Plan for the transport of excavated and construction material by train	Letter from Roger Hargreaves (HS2 Ltd) to Mr Richard de Cani (Managing Director, Planning Transport for London), paragraph	<p>6.1.1. The Promoter will require the Nominated Undertaker to:</p> <p>6.1.2 In addition to 6. 11, engage actively with the London Borough of Camden, the Greater London Authority and Transport for London to develop the scoping brief for and a plan that seeks to maximise, in so far as reasonably practicable the volume of excavated and construction material from the construction of the HS2 Euston Station and approaches to be brought in and removed by rail whilst balancing the wider environmental impacts to the local community and on passenger services. This plan, carried out in accordance with the scoping brief, will include consideration of ambitious options that would require, amongst other things, separate planning permissions that may be granted by the London Borough of Camden or the Greater London Authority. The plan will include the identification of targets to measure future progress.</p> <p>6.1.3 Upon completion, "the plan" will be submitted to the Euston Integrated Programme Board and the ESSRB for comment. This will be no later than May 2016. The Promoter will require the Nominated Undertaker to use all reasonable endeavours to incorporate comments from the EIPB and ESSRB into the plan.</p> <p>6.1.4 The plan will then be submitted to the Secretary of State for his consideration. The Secretary of State will then notify the EIPB of his decision in regards to implement the proposals contained within the plan, no later than one month from the date of the plans submission.</p> <p>6.1.5 In the light of the Promoter's decision, if the GLA and TfL consider that the discharge of their statutory functions requires them to petition in the House of Lords, the Promoter will ensure that this does not affect their membership of the EIPB or ESSRB.</p>
1221	The Greater London Authority and Transport for London	Through running of services - avoiding the need	Letter from Roger Hargreaves (HS2 Ltd) to Mr Richard de Cani (Managing Director, Planning Transport for London), paragraph 7.1.2	The Promoter will require the Nominated Undertaker to engage actively with TfL to consider all reasonable techniques to avoid the need for through running of services.
1222	The Greater London Authority and Transport for London	Through running of services - specific requirement	Letter from Roger Hargreaves (HS2 Ltd) to Mr Richard de Cani (Managing Director, Planning Transport for London), paragraph 7.1.3 7.1.5	<p>7.1.3 Should the Nominated Undertaker determine there is a specific requirement for through running, then it will submit to the EIPB a report outlining the reasons why there is no reasonable and appropriate alternative. The Promoter will require the Nominated Undertaker to use reasonable all endeavours to incorporate the comments of the EIPB in the final report.</p> <p>7.1.4 The report will then be submitted to the Promoter for his consideration. TfL may also submit a report to the Promoter for his consideration. The Promoter will then notify the EIPB if he agrees with the Nominated Undertaker, no later than one month from the date of the plan's submission.</p> <p>7.1.5 If the Promoter agrees with the Nominated Undertaker, the Nominated Undertaker will seek TfL 's consent to such through-running pursuant to the provisions of the Protective Provisions Agreement.</p>
1223	The Greater London Authority and Transport for London	Euston Bus Station	Letter from Roger Hargreaves (HS2 Ltd) to Mr Richard de Cani (Managing Director, Planning Transport for London), paragraph 7.2	<p>7.2 Bus Station</p> <p>7.2.1 The Promoter recognises TfL's concern for construction traffic using Euston Bus Station for access to the HS2 Works.</p> <p>7.2.2 Prior to the commencement of works that would require construction traffic using the Euston Bus Station, the Promoter will require the Nominated Undertaker to engage actively with TfL to consider reasonable measures to avoid the use of the Euston Bus Station for access to the HS2 Works.</p> <p>7.2.3 Following the engagement with TfL, should the Nominated Undertaker determine there is a requirement for construction traffic to use Euston Bus Station for access to the HS2 Works, then it will submit to the EIPB a report outlining the reasons why there is no reasonable and appropriate alternative. The Promoter will require the Nominated Undertaker to use all reasonable endeavours to incorporate the comments of the EIPB in the final report.</p> <p>7.2.4 The report will then be submitted to the Promoter for his consideration. TfL may also submit a report to the Promoter for his consideration. The Promoter will then notify the EIPB if he agrees with the Nominated Undertaker, no later than one month from the date of the plan's submission.</p> <p>7.2.5 If the Promoter agrees with the Nominated Undertaker that the use of the bus station for construction traffic is reasonably necessary, the Nominated Undertaker will seek TfL 's consent pursuant to the provisions of the Protective Provisions Agreement.</p>
1224	The Greater London Authority and Transport for London	Cycle Super Highway	Letter from Roger Hargreaves (HS2 Ltd) to Mr Richard de Cani (Managing Director, Planning Transport for London), paragraph 7.3	<p>7-3 -1 The Promoter will require the Nominated Undertaker to engage with TfL and the LBC to carry out a study to assess proposals for reasonable alternatives for the lorry holding facility planned at Park Crescent. Upon completion, the study will then be submitted to the EIPB for comment. This will be no later than May 2016. The Promoter will require the Nominated Undertaker to use reasonable endeavours to incorporate the comments of the EIPB in the final study.</p> <p>7-3.2 The final study will then be submitted to the Promoter for his consideration. The Promoter will then notify the EIPB of his decision in regards to the implementation of the proposals contained within the study, no later than one month from the date of the study's submission.</p>

No	To Whom	Subject	Reference	Text (where relevant)
1225	The Greater London Authority and Transport for London	Draft Routewide Traffic Management Plan	Letter from Roger Hargreaves (HS2 Ltd) to Mr Richard de Cani (Managing Director, Planning Transport for London), paragraph 8	<p>8.1 The Promoter confirms any changes made to the draft Routewide Traffic Management Plan before it is finalised will not lessen the level of environmental protection contained in the current draft.</p> <p>8.2 The Promoter will amend the general principles of the Environmental Minimum Requirements to include the following:</p> <p>8.2.1 References in any of the documents in the Annexes to specific standards or guidance represents a minimum requirement for the project. This does not preclude consideration of alternative approaches where the standards or guidance become obsolete or are superseded by new standards or guidance.</p> <p>8.2.2 Where the Nominated Undertaker proposes to update any part of these documents in response to new guidance or standards it will consult the Planning Forum, the National Environmental Forum or a relevant sub-group of these bodies as appropriate on the wording of such a change.</p> <p>8.3 The Promoter will require the Nominated Undertaker to continue to work with TfL and the GLA through the HS2 Planning Forum to develop further the Code of Construction Practice (CoCP) and related documentation to mitigate the impacts of the construction of the HS2 works in Greater London.</p> <p>8.4 Areas of the CoCP and associated documents to be considered through the HS2 Planning Forum include provisions relating to:</p> <p>(a) air quality;</p> <p>(b) the safety of vulnerable road users;</p> <p>(c) the mechanisms for the amendment of the CoCP over time to reflect changes in standards, legislation and guidance; and</p> <p>(d) the Route Wide Traffic Management Plan and associated documents.</p> <p>8.5 The Promoter will require the Nominated Undertaker to ensure that the CoCP and other environmental controls set out in information paper E1 will reflect best practice from other major infrastructure projects (including, in London, any guidance issued by the Mayor).</p>
1919	London Borough of Camden	Change in Bill provisions	Letter on planning from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, LB of Camden), paragraph 1	The Secretary of State will remove para. 2(7)(a) and para. (3)(7)(a) of Schedule 17 of the Bill.
1920	London Borough of Camden	Amendment of text of Planning Memorandum: site restoration scheme	Letter on planning from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, LB of Camden), paragraph 2	The Secretary of State will require the Promoter to include additional text in the Planning Memorandum to state: 'The nominated undertaker will use reasonable endeavours to submit a site restoration scheme, for the agreement of the qualifying authority, prior to the discontinuation of the use of any site for carrying out operations ancillary to the construction of any of the scheduled works.'
1921	London Borough of Camden	Amendment of text of Planning Memorandum: early and constructive engagement	Letter on planning from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, LB of Camden), paragraph 3	<p>The Secretary of State will require the Promoter to amend or include additional text in the Planning Memorandum, as follows:</p> <p>Additional text at para. 1.1.2 will state: The nominated undertaker will work with qualifying authorities to support the determination of requests for approval, which will include early and constructive engagement, in accordance with the obligations set out in this Memorandum.</p> <p>Para. 7.5.1 will be amended to state: To facilitate effective consultation and ensure requests for approval are determined within the timetable referred to above, the nominated undertaker shall engage in proportionate forward discussions about prospective requests for approval with the qualifying authority and statutory consultees. Forward discussions will, as relevant, include design development, submission dates and planning committee cycles.</p> <p>Para. 7.5.2 will be amended to state: In order to assist qualifying authorities in their resource planning, the nominated undertaker will every quarter provide a forward plan of requests for approval anticipated in the next six months. The nominated undertaker will provide information to Planning Forum, prior to Royal Assent, on the programming of submissions, so far as reasonably practicable.</p> <p>Para. 7.6.2 will be amended to state: Prior to an authority being disqualified the nominated undertaker and the Secretary of State will discuss with the qualifying authority concerns regarding its performance and the performance of the nominated undertaker.</p> <p>Additional text at para. 7.3.1 to state: If the content of requests for approvals, as set out in the relevant Planning Forum Note is not provided, then an extended determination period will be agreed between the qualifying authority and the Nominated Undertaker in accordance with Schedule 17 section 22, para. (4).</p> <p>Paragraph 7.3.1 - will be amended to substitute the words 'reasonable endeavours' for 'its best endeavours'</p>
1922	London Borough of Camden	Amendment of text of Planning Memorandum: Class approvals	Letter on planning from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, LB of Camden), paragraph 4	The Secretary of State will require the Promoter to include additional text in the Planning Memorandum, at paragraph 6 Class Approvals to state that 'Generic measures approved under a Class Approval will be subject to the same planning authority enforcement processes as would apply to construction arrangements approved under para. 4 of Schedule 17.
1923	London Borough of Camden	Costs arising from exceeding EU limits	Letter on Air Quality from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, LB of Camden), paragraph 1	In accordance with the New Burdens policy and process, any additional local authority costs which arise as a consequence of exceedances in air quality caused by the construction of HS2 will be reimbursed. This will include additional costs arising from the establishment, maintenance and removal of Air Quality Management Areas, and consideration will be given to baseline air quality and sources other than HS2.

No	To Whom	Subject	Reference	Text (where relevant)
1924	London Borough of Camden	Air Pollution Highways Monitoring- pre and during construction	Letter on Air Quality from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, LB of Camden), paragraph 2	The Secretary of State will incorporate the following text into the draft Code of Construction Practice in substantially the form in which they appear below and the draft Code of Construction Practice will not be further revised so as to make these commitments less onerous on the Nominated Undertaker than the text below. "The Nominated Undertaker will manage air quality effects adjacent to the highways, where these have been identified as significant in the Hybrid Bill Environmental Statement (as amended) or subsequent assessments. In order to manage significant impacts related to highway traffic changes and interventions, the Nominated Undertaker will put in place a management process to manage those impacts through measurement of air quality and regular assessments of the air quality situation as affected by the construction of the scheme. Where significant effects are still predicted, action plans will be put in place with the objective of removing those significant effects. This management process is modelled on Defra Local Air Quality Management (for which the statutory duties of Local Authorities and London Boroughs are set out in Part IV of the Environment Act 1995), and the periodic reviews and action plans are envisaged as being similar to those produced in that process. This process comprises: measure - review- action plan. Baseline (pre-works) air quality monitoring will be required in locations where potential significant effects are predicted. Forecast baseline and with HS2 construction traffic flows will be reviewed and updated in these locations, if necessary. These baseline measurements will be reviewed and an air quality assessment-produced at an appropriate stage to determine whether significant effects are still predicted. Where significant effects are still predicted, the air quality monitoring should be continued, and an air quality action plan should be drawn up, with the objective of removing the significant effects, as soon as, and as far as practicable. The action plan should be presented at Transport Liaison Group meetings (as set out in the Route-Wide Transport Management Plan) and Planning Forum sub-group for Environmental Health meetings. The process of reviewing highway and air quality impacts should be repeated at appropriate intervals (e.g. annual or biannual), until no significant effects are predicted or detected (as far as practicable), or two years after the completion of construction, whichever is the sooner. The monitoring, reviews, assessments and action plans will be developed in consultation with local authorities. The necessary provisions will be made in Local Environmental Management Plans."
1925	London Borough of Camden	Provision of monitoring data	Letter on Air Quality from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, LB of Camden), paragraph 3	The Secretary of State will require the Nominated Undertaker to provide Local Authorities, where potential significant air quality effects are being managed by HS2, with information on an annual basis, which will include, as a minimum, breakdown of the number of vehicles accessing site, vehicle types, and monitoring data on road traffic in order to establish whether EU limits have been breached.
1927	London Borough of Camden	Non-Road Mobile Machinery emissions standards	Letter on Air Quality from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, LB of Camden), paragraph 5	The Secretary of State will incorporate the following text and tables into the draft Code of Construction Practice in substantially the form in which they appear below and the draft Code of Construction Practice will not be further revised so as to make these commitments less onerous on the Nominated Undertaker than the text and tables [identified in the letter]. The exemptions and retrofit policy for these requirements will be revised in line with that of the Greater London Authority, where appropriate. It will be published in High Speed Two Information Paper E31: Air Quality. The policy for 2020 will be revised in due course, when Stage V regulations are finalised. Revisions to the policy will be published in Information Paper E31.
1928	London Borough of Camden	Euston Station - Air Quality	Letter on Air Quality from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, LB of Camden), paragraph 6	The Secretary of State will require the Nominated Undertaker to adopt additional measures to ensure that air quality impacts at Euston Station are minimised as far as reasonably practicable including but not restricted to the usage of low emission vehicles to service the station and controls to ensure zero emissions capable vehicles operate in zero emission mode around the station.
1929	London Borough of Camden	Engagement on details of CoCP	Letter on COCP from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, LB of Camden), paragraph 1	The Secretary of State will require the Nominated undertaker to continue to engage on the detail of the Code of Construction Practice with the London Borough of Camden and other local authorities through the Planning Forum. The Promoter will use reasonable endeavours to incorporate comments received and will provide explanation where it is not possible for comments to be included.
1930	London Borough of Camden	Publication of revised draft CoCP	Letter on COCP from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, LB of Camden), paragraph 2	The Secretary of State will require the Nominated Undertaker to publish a revised draft Code of Construction Practice following the publication of the House of Commons Select Committee report and at least one month before the House of Lords petitioning period.
1931	London Borough of Camden	Engagement on Local Environmental Management Plans	Letter on COCP from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, LB of Camden), paragraph 3	The Secretary of State will require the Nominated Undertaker to engage with the Local Authorities and the community on the development of Local Environmental Management Plans and to have reasonable regard to comments received.
1932	London Borough of Camden	Review of Local Environmental Management Plans	Letter on COCP from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, LB of Camden), paragraph 4	The Secretary of State will require the Nominated Undertaker to review the Local Environmental Management Plan for Camden during construction at a point in time between the completion of phase A and commencement of phase B1 station works.
1933	London Borough of Camden	CoCP to represent best practice	Letter on COCP from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, LB of Camden), paragraph 5	The Secretary of State will require the Nominated Undertaker to ensure that the CoCP and other environmental controls set out in Information Paper E1 will reflect best practice from other major infrastructure projects (including, in London, any guidance issued by the Mayor).
1934	London Borough of Camden	Report on sustainability issues	Letter on COCP from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, LB of Camden), paragraph 6	The Secretary of State will require the Nominated Undertaker to report, at least annually, on sustainability issues which will, as a minimum include noise, vibration and air quality, with information and data made available to the public on a more regular basis as consistent with the LEMP.

No	To Whom	Subject	Reference	Text (where relevant)
1935	London Borough of Camden	Statement of Expectations regarding applications under s.61 of the Control of Pollution Act 1974	Letter on Construction noise, vibration and s.61 consents from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, LB of Camden), paragraph 1.1	The Promoter will ensure that the Nominated Undertaker and its contractors will have regard to the Statement Of Expectations (SOE) submitted to Select Committee on 2 December 2015 by the HS2 Local Authorities Noise Consortium, or updated or amended versions as agreed by the Nominated Undertaker and the relevant local authority, in the preparation of applications under s.61 of the Control of Pollution Act 1974 and the engagement with the relevant local authority prior to these applications where: a local authority has indicated in writing to the Nominated Undertaker that it would like the Nominated Undertaker and its contractors to have regard to the relevant version of the Statement of Expectation; and insofar as any of the measures identified in SOE are relevant and proportionate to the application in question.
1936	London Borough of Camden	Update of Information Papers	Letter on Construction noise, vibration and s.61 consents from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, LB of Camden), paragraph 2.1	The Promoter will ensure that the technical references listed in Paragraph 20, Appendix A of Information Paper E23, and any consequent changes to the numerical values or noise and vibration indicators in Tables 2 and 4 of Appendix A of Information Paper E23, will be updated to the corresponding published versions current at the time of Royal Assent.
1937	London Borough of Camden	Temporary housing policy	Letter on Construction noise, vibration and s.61 consents from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, LB of Camden), paragraph 3.1	The Promoter will require the Nominated Undertaker to develop its policy of temporary rehousing to include measures to compensate for, or otherwise fund, the reasonable costs directly caused by being temporarily rehoused. Such measures to be incorporated in the Noise Insulation and Temporary Rehousing policy currently outlined in Appendix B of information paper E23 by Royal Assent. Reasonable costs are expected to include, where appropriate and without prejudice to generality of meaning, the cost of: a. Appropriate temporary alternative accommodation b. Removals c. Storage and insurance of personal effects d. Insurance for vacated properties during any period of temporary rehousing e. Kennelling and/or catteries for pets f. Disconnection/ re-connection of utilities
1938	London Borough of Camden	Provision of advice to the public regarding the construction noise and vibration mitigation package	Letter on Construction noise, vibration and s.61 consents from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, LB of Camden), paragraph 4.1	The Promoter will actively engage with HS2LANC on the provision of advice to the public in relation to eligibility and application of the construction noise and vibration mitigation package. Such considerations will include but not be limited to an independent advisory service. The Promoter will progress the engagement and will report back to the House of Commons Select Committee on progress, and in only event will aim to conclude considerations by the time the Bill reaches the House of Lords.
1939	London Borough of Camden	Early engagement on section 61	Letter on Construction noise, vibration and s.61 consents from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, LB of Camden), paragraph 5.1	5.1 The Secretary of State will incorporate the following text into the draft Code of Construction Practice in substantially the form in which they appear below and the draft Code of Construction Practice will not be further revised so as to make these commitments less onerous on the Nominated Undertaker than the text below. 5.1.1 The contractor will be required to undertake early engagement with the relevant local authority on Section 61 matters. Where reasonably practicable, a draft version of any Section 61 application shall be submitted in advance of the submission of the final version to allow the relevant Local Authority sufficient time to review and comment 5.1.2 Where works that are to take place in one local authority area are predicted to give rise to noise that could cause disturbance in a neighbouring local authority area, the Section 61 application will be made to the authority within which the construction activities are located and include a noise assessment carried out at locations that represent all neighbouring noise sensitive receptors, and with a copy sent to the relevant neighbouring local authority or authorities.
1940	London Borough of Camden	Engagement with Local Authorities on works	Letter on Construction noise, vibration and s.61 consents from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, LB of Camden), paragraph 5.2	The Promoter will require the Nominated Undertaker and its contractors to use reasonable endeavours to engage with relevant local authorities, as early as is reasonably practicable after each lead contractor is appointed, in a series of regular meetings leading up to, and during, the works that will be carried out under the relevant contract for construction of HS2 in a local authority area. Without prejudice to what may or may not be included in such meetings, it is envisaged that initially these meetings will focus on sharing information relating to the local authority area as to the forward programme of design activities, s.61 submissions under the Control of Pollution Act 1974 and subsequent construction works. As early as is reasonably practicable, the Nominated Undertaker and its lead contractors shall use such meetings to share the intended construction plan for works in the relevant local authority area and the Best Practicable Means (BPM) planned for these works at that stage of design. These meetings shall then be used to update the local authority as to the development of construction plans and BPM with a view to expediting the consent process under s.61 Control of Pollution Act 1974.
1941	London Borough of Camden	Maximisation of the volume of excavated material removed by rail	Letter on Construction noise, vibration and s.61 consents from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, LB of Camden), paragraph 6	6.1 The Secretary of State will incorporate the following text into the draft Code of Construction Practice in substantially the form in which they appear below and the draft Code of Construction Practice will not be further revised so as to make these commitments less onerous on the Nominated Undertaker than the text below. 6.1.1. The Nominated Undertaker will explore options for maximising, in so far as reasonably practicable and within existing Bill powers, the volume of excavated material removed by rail whilst balancing the wider environmental impacts to the local community with the impact on rail passenger services.
1942	London Borough of Camden	Preservation of setting of sites of archaeological or historic interest	Letter on heritage from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, LB of Camden), paragraph 9.1	In the statutory guidance issued under paragraph 26 of Schedule 16 to the Bill the Secretary of State will include clarification that the reference in paragraph 2(s)(a)(iii) of Schedule 17 to preserving a site of archaeological or historic interest should be taken as including reference to preserving its setting.

No	To Whom	Subject	Reference	Text (where relevant)
1944	London Borough of Camden	Schedule 17 - Listed buildings: Heritage memorandum	Letter on Heritage from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, LB of Camden), paragraph 1	The Promoter will require the Nominated Undertaker to review the terminology of the Heritage Memorandum and consider how to better reflect the nature of engagement, in future iterations of the Heritage Memorandum.
1945	London Borough of Camden	Archaeology (Human remains):Heritage memorandum	Letter on Heritage from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, LB of Camden), paragraph 2	The future iterations of the Heritage Memorandum will reflect more succinctly the wording in the undertaking provided to the Archbishops' Council.
1040	Maria Fidelis RC Convent School and the London Borough of Camden	Engagement with petitioner	Letter from Roger Hargreaves (HS2 Ltd) to Clive Coombes (Maria Fidelis RC Convent School), paragraphs 1-2	<p>1. The Secretary of State for Transport will require the nominated undertaker to engage with the Maria Fidelis school and LB Camden to manage the HS2 works at Euston so as to minimise as far as reasonably practicable impacts on the Maria Fidelis lower school (currently located on North Gower Street) whilst it remains in situ, and in particular the nominated undertaker will;</p> <p>1.1 identify, agree with the school and implement appropriate mitigation measures (as highlighted in assurance 12.2 from the LB Camden petition assurance letter) in accordance with the Code of Construction Practice</p> <p>1.2 have regard to and continue to review the potential impact of the works on travel to and from the school and how this can be avoided or minimised</p> <p>1.3 agree an engagement plan with the school, to include sharing in advance, the construction programme on a periodic basis (the frequency to be agreed with the school) with a view to understanding construction activities which are likely to significantly disrupt learning or public examinations.</p> <p>1.4 identify a single point of contact for the school within the HS2 project team</p> <p>1.5 maximise planning of works during school holidays where reasonably practicable to do so.</p> <p>2. This assurance applies to the HS2 works authorised by the Bill and any preparatory works carried out for the purpose of the HS2 project in advance of Royal Assent to the Bill. These assurances will be included in the Register of Undertakings and Assurances</p>
1091	London Borough of Camden	Adelaide Road and Alexandra Place vent shaft sites design	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 3.1	The Secretary of State will require the Nominated Undertaker to include within the scope of the independent Design Panel consideration of the design of the Adelaide Road and Alexandra Place vent shaft sites. This will include consideration for the provision of active ground floor uses at the Alexandra Place vent shaft site and green enhancements at the Adelaide Road vent shaft site.
1092	London Borough of Camden	Alexandra Place vent shaft site design	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 3.2	The Secretary of State will require that the Promoter brings forward a design for consideration by the Design Panel for the Alexandra Road vent shaft site which actively considers the inclusion of ground floor uses, such as shops, in so far as it is within existing Bill Powers and does not impact the timely, economic and safe delivery and operation of the railway. The Promoter will have reasonable regard for the conclusions of the Design Panel and will provide written comments where the conclusions have not been taken forward prior to submission to the London Borough of Camden for approval under Schedule 17.
1132	London Borough of Camden	Improvements to open spaces in order to mitigate the impact of construction	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 9.8	<p>The Promoter will require the nominated undertaker to fund improvements to the following open spaces in order to mitigate the impact of the construction of the authorised works on the local community:</p> <ul style="list-style-type: none"> Munster Square Hope Gardens Clarence Gardens Cumberland Market Amphill Estate Lancing Street Tolmers Square <p>The scope of work for the improvement works referred to in this paragraph will be agreed between the Promoter and the London Borough of Camden.</p>
1138	London Borough of Camden	Land alongside Langdale open space	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 9.14	<p>The Promoter will require the nominated undertaker to fund improvements to the following open spaces:</p> <p>9.14.1 Land alongside Langdale open space</p> <p>The scope of work for these improvement works will be agreed between the Promoter and the London Borough of Camden.</p>
1139	London Borough of Camden	Decking over of a portion of the taxi rank	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 9.15	<p>The Promoter will require the nominated undertaker to explore the following as part of the detailed design process:</p> <p>9.15.1 Decking over of a portion of the taxi rank alongside the Northern open space</p>
1151	London Borough of Camden	Individual evaluation of Cartmel	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraphs 10.11 and 10.12	<p>10.11 Recognising the special circumstances of occupiers of the six ground floor properties fronting Hampstead Road in Cartmel, the Nominated Undertaker, in consultation with the London Borough of Camden, will commission a suitably qualified and experienced person to carry out to conduct an independent evaluation of the HS2 assessments in relation to these properties taking into account the latest construction and operational information and the statutory duty to make reasonable adjustments in accordance with the Equalities Act 2010. The Nominated Undertaker will use reasonable endeavours to complete the evaluation by end April 2016.</p> <p>10.12 The results of the above evaluation will be shared with the London Borough of Camden on an open and transparent basis.</p>

No	To Whom	Subject	Reference	Text (where relevant)
1152	London Borough of Camden	Individual evaluation of Cartmel	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 10.13-10.14	10.13 Following the evaluation the Nominated Undertaker will engage actively with the London Borough of Camden and residents of the relevant properties to seek to agree appropriate mitigations. This will include consideration of the need for permanent or temporary relocation. 10.14 The implementation of any further mitigations, such as rehousing, will be subject to the further agreement of terms with the London Borough of Camden.
1159	London Borough of Camden	Quarterly meetings regarding Maria Fidelis School sites	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 12.1	The Secretary of State will work with the Secretary of State for Education to seek, as far as reasonably practicable, to minimise delays to the consolidation of the Maria Fidelis School sites and impacts on the school. This will include quarterly review meetings between senior officials from the relevant departments and organisations (including the London Borough of Camden) to discuss progress and consider appropriate intervention. Regular reports on the progress of the work will be provided to the London Borough of Camden and Maria Fidelis School.
1161	London Borough of Camden	Regard to effects on Maria Fidelis School	Letter from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, London Borough of Camden), paragraph 12.3	Particular regard will be had to the effects on Maria Fidelis School if despite paragraph 12.1 the consolidation of its sites is not likely to be or has not been completed before construction of HS2 commences in the vicinity of the school.
1926	London Borough of Camden	Control of Dust	Letter on Air Quality from Roger Hargreaves (HS2 Ltd) to Mike Cooke (Chief Executive, LB of Camden), paragraph 4	The Secretary of State will require the Nominated Undertaker to ensure that the standards used at construction sites in London will be of an equivalent standard to the Mayor of London's 2014 SPG 'the Control of Dust and Emissions during Construction and Demolition' and route-wide to the IAQM 'Guidance on the assessment of dust from demolition and construction', and any superseding guidance.

General Assurances

These are general commitments which cover our existing and general policies on certain matters extracted from the Code of Construction Practice (CoCP) and the draft Register of Undertakings and Assurances.

Assurance Reference No. 41: Access for people with restricted mobility

'The nominated undertaker will ensure that people with restricted mobility continue to have access to services and buildings where such access and services are temporarily disrupted during the HS2 Phase One construction works.'

Assurance Reference Nos. 42-43: Alternative routes for wheelchairs users and ambulant disabled persons and further provisions

'Where the normal means of access must be diverted or blocked off, alternative safe routes for wheelchair users and ambulant disabled persons will be identified, taking into account existing hazards and obstructions such as pavement kerbs and lamp-posts.'

'Where particular difficulties are identified, arrangements will be made on a case-by-case basis.'

Assurance Reference Nos. 23-24: Small Claims Scheme

'The Secretary of State or his nominated undertaker will establish a small claims scheme, modelled on those operated for the construction of the Crossrail and the Channel Tunnel Rail Link, to provide a positive and clear mechanism to the public for settling minor construction related residential, business or agricultural claims, using a speedy process and without the need for a formal Tribunal hearing.'

The nominated undertaker will be required by the Secretary of State to appoint an administrator to deal with small claims upon start of construction.'

Assurance Reference No. 111: Principles of Community Engagement

The nominated undertaker will be required to follow the general principles of community engagement set out below: respond quickly to emergencies, complaints or other communications, whether these are through the helpdesk or by any other recognised means. Where practical and reasonably possible, the nominated undertaker will respond to complaints with an update within 24 hours; liaise closely with the emergency services, local authority officers and other agencies (through established contacts) who may be involved in incidents or emergency situations; liaise with appropriate local community projects, employment and educational initiatives (see Information Paper G4: Local Training and Employment); ensure that there is a comprehensive emergency crisis plan for each section of the work and contractual recognition that the nominated undertake will coordinate with the relevant emergency services. Preparation should include desktop rehearsals. This will ensure that, in the case of an emergency, the community can be kept fully informed; it will also ensure that adequate arrangements are in place to evacuate an affected area if necessary, on the advice of the emergency services; provide a point of contact for a small claims procedure, relating to claims of physical damage to property. The nominated undertaker will help to ensure that claims are progressed promptly by liaising with an administrator that it has appointed (see Information Paper C10: Small Claims Scheme); advertise community relations information and contact

details (including the HS2 website) on site signboards at prominent site egress and access points; and maintain and advertise a telephone helpline. This will be staffed 24 hours a day to handle public enquiries about construction activities. It will also act as a first point of contact and information in the event of an emergency. All calls (and the responses given) will be logged; action will be taken to address the caller's concerns and a response will be provided promptly. The helpline will be widely advertised and displayed on site signboards. It will also be possible to contact the helpline service via HS2 Ltd.'s website. Statistical information on complaints will be sent to local authorities and the Planning Forum on a regular basis.

Assurance Reference Nos. 108-110: Community Relations Strategy and Contractor Information Sheets

'The nominated undertaker will develop a community relations strategy, which will include the following responsibilities:
monitoring and managing contractor and sub-contractor compliance with undertakings and performance of commitments, local agreements and specific community requirements throughout the project; and ensuring that local residents, occupiers, businesses, local authorities and parish councils are informed in advance of works taking place locally.'

'The contractors will be required to produce advance information sheets that: describe the works to be carried out; explain the expected disruption; and explain the measures being taken to minimise or mitigate the adverse impact of the works.'

'Where it is reasonably possible to do so: these information sheets will be circulated at least two weeks before the construction works start; a liaison plan will be issued to local authorities listing the communications mechanisms and materials to be offered to local communities. A liaison plan will outline who the project will speak to, when and why and will be created to work in conjunction with the Local Environmental Management Plan (LEMP); and in the case of emergency works, the local authority and residents will be advised as soon as reasonably practicable. Potentially affected residents will also be notified of a 24-hour, seven-days-a-week public helpline number.'

Assurance Reference No. 2105: Engagement

'The Promoter recognises that residents in Camden whose homes are particularly close to the construction works for HS2, such as Amptill Estate, will wish to be consulted on the mitigation measures for these works. HS2 will engage with local community representatives on the Local Environment Management Plans (LEMPs). Furthermore, engagement on the Community Liaison Plans will include mechanisms for residents associations and other established groups to communicate their preferences regarding how the impacts of the construction programme can be moderated, including consideration of construction breaks and non-working Saturdays.'

Assurance Reference Nos. 25-26: Design policy and design development and public engagement

'The Promoter and the nominated undertaker will seek to ensure that:

- the design is safe, efficient, and meets with the requirements of whole life operation and maintenance alongside initial buildability;
- the design contributes to the government's pursuit of sustainable development, as set out in the National Planning Policy Framework, which involves seeking positive improvements

in the quality of the built, natural and historic environment, as well as in people's quality of life;

- the design of all visible elements of the built and landscaped environment in both rural and urban areas are sympathetic to their local context, environment and social setting;
- the design cohesion is achieved through a strong aesthetic ethos and a recognisable architectural language;
- the design is developed through engagement to seek peoples' views and ideas on the aesthetic design of the visible buildings and permanent structures; the design has a culture of cost awareness to give cost/quality decisions which achieve best value for the funders;
- the design innovation is encouraged to generate best value to funders, users and those affected by the railway; and
- the design considers the passenger experience.'

'The Promoter recognises the importance of public engagement in the design development process. However, the exact scope and nature of public engagement will depend on the element being designed. For example, the project would expect a higher degree of public engagement on those parts of the railway that have the most significant impact on people, such as stations.

The Promoter plans to adopt the following approach for public engagement in design development:

Stations: the Promoter will undertake public engagement for stations designs. While the exact form and nature of such engagement will be developed closer to the time, it is likely to be an open engagement exercise, with public exhibitions, leaflet drops, interactive on-line materials and related publicity, reflecting the complexities of station design and the importance of their existing and potential contexts.

Key design elements: the Promoter will engage the public on the design development of key elements of infrastructure - including main viaducts, depot buildings and key ventilation shafts in sensitive areas. The engagement exercise is likely to include many of the elements outlined for stations, but will focus more on engaging the public in the locality where the infrastructure is located.

Common design elements: the Promoter will develop standard or common designs for certain permanent structures associated with the railway (such as road-bridges, foot-bridges, noise barriers). The Promoter will undertake wider public engagement on design development for common design elements, including for example interactive on-line materials, with associated local and route-wide publicity.'

Assurance Reference No. 2104: Air quality

'Due to the particular circumstances of duration and intensity of construction in Camden, the Promoter will monitor air quality to identify where air quality has deteriorated materially as a direct result of HS2 construction and in the event that such deterioration has occurred the Promoter will work with the London Borough of Camden to seek to agree appropriate mitigations, including rehousing if appropriate.'

Assurance Reference No. 10: Acquisition of smaller areas of land within limits

'If it is practicable to acquire a smaller area of land without compromising the Secretary of State's ability to secure the construction and implementation of the project in a timely and economic manner and it becomes clear that not all the land within limits is required, the Secretary of State will not generally seek to acquire this land and will be prepared to give necessary assurances to the landowners in question.'

CoCP Paragraph Nos. 12.2.1-12.2.2, 12.2.6: Protection of trees and tree planting and replacement

- 12.2.1 The nominated undertaker will require its contractors to employ an arboricultural consultant to oversee works relating to the protection of trees.
- 12.2.2 Retained trees will be protected in line with the recommendations in BS 5837: Trees in relation to design, demolition and construction.
- 12.2.6 Trees intended to be retained which may be accidentally felled or die as a consequence of construction works will be replaced. Where reasonably practicable, the size and species of replacement trees will be selected to achieve a close resemblance to the original trees in line with the HS2 Landscape Design Approach document and taking cognisance of any management plans for immediately adjacent areas of woodland.

CoCP Paragraph No. 5.3.1: Construction site layout and good housekeeping

- 5.3.1 To reduce the likelihood of an environmental incident or nuisance occurring, the following measures will be used, where relevant:
- treatment of perimeters, cleanliness on site, provision of staff facilities, waste management;
 - effective preventative pest and vermin control and prompt treatment of any pest and vermin infestation, including arrangements for disposing of food waste or 1 This does not refer to cut-and-cover tunnels. High Speed Rail (London - West Midlands) - Draft Code of Construction Practice 15 other attractive material. If infestation occurs, the contractor will take action to eliminate the infestation and prevent further occurrence;
 - prohibition of open fires, and a requirement to take measures to minimise likelihood of fires;
 - removal or stopping and sealing of drains and sewers taken out of use;
 - no discharge of site run-off to ditches, watercourses, drains, sewers or soakaways without agreement of the appropriate authority;
 - maintenance of wheel-washing facilities or other containment measures;
 - location of storage, machinery, equipment and temporary buildings to minimise environmental effects and, where practicable, outside flood risk areas;
 - the use of less intrusive noise alarms that meet the particular safety requirements of the site, such as broadband reversing warnings, or proximity sensors to reduce the requirement for traditional reversing alarms;
 - controls on lighting/illumination to minimise visual intrusion or any adverse effect on sensitive ecology;

- the location of site accommodation to avoid overlooking residential property;
- management of staff congregating outside the site prior to commencing or leaving work;
- security measures, including closed circuit television (CCTV). The location and direction of view of security cameras or blocking software to prevent intrusion to residential properties will be considered;
- avoidance of use of loudspeaker or loudhailer devices;
- containing and limiting visual intrusion of construction sites, as far as reasonably practicable;
- provision of maps showing sensitive areas and buffer zones where no pollutants are to be stored or used;
- where reasonably practicable, maintenance of public rights of way (PRoW) (including diversions) for pedestrians, cyclists and equestrians affected by the Proposed Scheme, including reasonable adjustments to maintain or achieve inclusive access;
- where reasonably practicable, maintenance of inclusive access (including for people with reduced mobility) to services and buildings where they have been temporarily disrupted during the works;
- where the normal means of access has to be diverted or blocked off, alternative safe routes for persons with restricted mobility will be identified, taking into account existing hazards and obstructions such as pavement kerbs and street lighting standards (poles);
- adequate welfare facilities for staff;
- smoking areas at site offices/compounds or work sites equipped with containers for smoking wastes - these would not be located at the boundary of working areas or adjacent to neighbouring land; and
- the implementation of a construction workers travel plan to encourage use of public transport by project staff and control off-site parking.

CoCP Paragraph No. 6.2.11: Measures to reduce potential impacts on agricultural, forestry and soil resources

- 6.2.11. The requirements of Section 9 of this CoCP in relation to measures to prevent the spread of invasive and non-native species will be met. Measures to prevent the spread of weeds generally from the construction site to adjacent land will also be implemented.

CoCP Section 9: Ecology

- 9.1 Ecology management – general provisions
- 9.1.1 Appropriate measures will be adopted to protect the ecology of the area through which the Proposed Scheme is constructed, with special attention to specified areas of ecological value, as identified within the ES.
- 9.1.2 The nominated undertaker will require its contractors to manage impacts from construction on ecological resources, including the following:

- designated sites including Sites of Special Scientific Interest (SSSIs), nature reserves and local wildlife sites (i.e. non-statutory sites designated for nature conservation);
- protected and notable species; and
- other habitats and features of ecological importance (including ancient woodlands, linear/ecological corridors and surface and groundwater bodies).

9.1.3 Where reasonably practicable, environmental mitigation will be provided via the design and implemented by the contractors within the works. An Ecological Review Group will be established to provide independent advice on the monitoring of created habitats. This may require preparatory work to be undertaken ahead of the start of construction to permit timely progress of the programme.

9.1.4 Ecological management measures will include the following, as appropriate:

- summary of features of interest for all known areas of nature conservation interest (as identified within the ES) which may be affected due to construction;
- plans (e.g. within the relevant LEMP) showing the locations of all known areas of nature conservation interest that may be affected due to construction, including access routes;
- provision of guidance on ecological best practice methods to be followed in order to mitigate potential ecological effects during construction;
- plans (e.g. within the relevant LEMP) showing the location for all fences/barriers to be erected for the purpose of controlling animal movements during and after construction (e.g. deer, badger and amphibian fencing);
- plans showing the location of any ecological features which are to be created/ installed prior to construction (e.g. bat roosting features/boxes, otter holts);
- procedures to be adopted in the event of unanticipated discovery or disturbance of protected species or important habitats;
- reference to the relevant procedures, including any special measures, to be implemented in the event of a pollution incident, where this occurs on or adjacent to a designated nature conservation site or where protected or notable species are known to be present, or other habitats and features of ecological importance; and
- ecology site management plans and European protected species licences to include the information above (where appropriate) for:
 - terrestrial habitats;
 - wetland habitats;
 - European protected species (e.g. great crested newt, dormouse, otter and bats); and
 - other protected and/or notable species as appropriate (e.g. badgers, breeding birds, freshwater fish - including migratory species and their migration patterns, water vole, white-clawed crayfish, common reptiles, invertebrates, and Schedule 9 (Wildlife and Countryside Act 1981) invasive species, such as Japanese knotweed).

- 9.1.5 The contractors will, where it is reasonably practicable reduce any habitat loss within the land required for the Proposed Scheme by keeping the working area to the minimum required for construction of the Proposed Scheme.
- 9.2 Measures to reduce potential impacts on ecological resources
- 9.2.1 Management measures for potential ecological impacts are addressed in other sections of this document and are not repeated here. These include measures relating to:
- protection of retained habitat, including trees (see Section 12);
 - control of dust (see Section 7);
 - control of water quality and flow (see Section 16);
 - control of noise and vibration (see Section 13); and
 - lighting (see Section 5.4).
- 9.2.2 The programming of construction works will take cognisance of the requirements set out in the ES, other relevant project documents, and ecological best practice guidance. In particular, the timing of construction works will be undertaken with due regard to the following:
- site clearance works – to mitigate potential impacts on protected and/or notable species; and
 - works within watercourses – to mitigate potential impacts on plants, migratory fish, mammals, birds, amphibians and invertebrates.
- 9.2.3 In addition to the measures described in other sections, management of construction activities to minimise ecological effects will include, where relevant:
- provision of appropriate watching briefs to be implemented during construction works;
 - relocation or translocation of species, soils and plant material;
 - reinstatement of any areas of temporary habitat loss and any arrangements necessary for displaced species to maintain long-term conservation status of those species concerned;
 - restoration and replacement planting (e.g. trees, hedgerows, scrub, grassland, etc) to reinstate any retained habitats adversely effected during construction; and
 - use of by-products of construction to enhance mitigation provision (e.g. use of felled timber to provide dead wood habitat).
- 9.2.4 Prior to and during construction, there will be consultation with Natural England, the Environment Agency, local wildlife trusts, and LPAs as appropriate.
- Statutory designated sites, non-statutory sites, protected habitats and species
- 9.2.5 The nominated undertaker will require its contractors to manage impacts upon all statutory designated sites of ecological interest (including SSSIs), non-statutory sites of ecological interest, and other areas of notable habitat.

9.2.6 The nominated undertaker will require its contractors to obtain and comply with the requirements of any wildlife licences, including all protected species licences necessary for construction of the Proposed Scheme.

Control of invasive and non-native species

9.2.7 Appropriate measures for the treatment/control of invasive, non-native species (both plants and animals) and injurious weeds will be implemented.

9.2.8 Appropriate construction, handling, treatment and disposal procedures will be implemented in relation to these and any other species listed in Schedule 9, Part I or Part II of Section 62 the Wildlife and Countryside Act 1981, as amended, or the Weeds Act 1959 to prevent the spread of such species. Advice in the Environment Agency's publication: Managing invasive nonnative plants, April 2010, will also be referenced in determining the strategy.

9.2.9 Route-wide measures will be implemented to promote bio-security and minimise the risk that invasive non-native species and diseases are spread as a consequence of the project.

9.2.10 A programme of works will be implemented which will reflect the fact that it can take a number of years to eradicate invasive species such as Japanese knotweed.

9.2.11 Removal of invasive species will take account of ecological best practice guidance and appropriate measures will be taken to identify and protect other features of environmental importance (e.g. heritage assets).

9.3 Monitoring

9.3.1 The nominated undertaker will define a programme for undertaking ecological surveys prior to and during construction. The surveys will be used to verify the baseline ecological conditions described in the ES, to refine the mitigation and control measures required during construction as appropriate, and to provide appropriate monitoring during construction.

9.3.2 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.

Assurance Reference No. 40: Vehicular access to residential and commercial premises

'Where reasonably practical, vehicular access will be maintained to residential and commercial premises.'

CoCP Paragraph No. 14.2.2: Traffic and transport management - route-wide measures

14.2.2 Generic measures, which will apply route-wide, will be discussed in advance with the local highway authorities and any other appropriate authorities. Prior to the commencement of the works, the nominated undertaker will ensure that a route-wide traffic management plan (RTMP) will be produced in consultation with the

highway and traffic authorities and the emergency services and other relevant key stakeholders. The RTMP will include, as appropriate:

- Measures to ensure that the maintenance and condition of public roads, cycleways and PRoW do not deteriorate due to the construction traffic, including monitoring arrangements with local highway authorities;
- measures which may include engagement with vulnerable road users (pedestrians, motorcyclists, cyclists, equestrians), to provide for road safety for all modes for the public and construction staff during traffic management works and temporary traffic control measures;
- contractor quality plans for management of construction vehicles through the supply chain;
- contractor implementation of driver training programmes relevant for their specific environment (e.g. to protect pedestrians and non-motorised traffic);
- vehicle safety measures including signage, mirrors, prevention of under-running and use of technology to remove blind spots according to vehicle size;
- process of submission and, as necessary, approval of site-specific traffic management measures;
- procedures to be followed for the temporary or permanent closure or diversion of roads, PRoW or accesses;
- procedures to be followed to obtain consent to work on or over railways, highways and canals;
- measures for highway reinstatement;
- the arrangements for liaison with the relevant highway authorities and emergency services (including air ambulances) and protecting corridors for emergency vehicles;
- procedures to address any highway incidents or vehicle breakdowns relating to construction traffic, especially at peak times;
- emergency access protocols;
- monitoring requirements;
- lorry route-signing strategy;
- means of monitoring lorry use and any routes prohibited from use;
- dealing with large goods vehicles and abnormal loads;
- clear identification for construction heavy goods vehicles under the lead contractors' control;
- introduction of a GPS vehicle location and tracking system for tipper lorries within the lead contractors' control to be used for the movement of materials and waste in bulk and/or appropriate tracking solutions for the measurement of HS2-related traffic flows;
- monitoring for deviation from authorised routes; and
- controls on reversing alarms.

Assurance Reference No. 65: Communication with affected parties on closure of roads or public right of way

'The nominated undertaker will require contractors to communicate regularly with parties affected by the works. Local residents and businesses will be informed - appropriately and in advance of the dates and durations of any closures of roads or public right of way, and will be provided with details of diversion routes at least two weeks in advance or when final details are

available. Advance warning signs of road closures will be provided for users of roads and public of rights of way.'

Assurance Reference No. 66: Traffic liaison meetings

'Once contractors have been appointed, regular traffic liaison meetings will be arranged with highway authorities, bus operators, taxi and trade representation (as appropriate), and the police - other emergency services will be included, as appropriate. These meetings will provide an opportunity for contractors to present proposals for future works affecting the highway, including methods of construction and proposed programme, and for a review of the associated traffic management requirements.'

Assurance Reference No: 2132: Management and control of construction vehicles

'2.2 The construction of a project on the scale of HS2 will require the removal and delivery of large quantities of materials throughout the main construction phase along the line of route. For this paper, construction traffic means all vehicles over 3.5 tonnes which are making deliveries of construction equipment or materials, or moving quantities of spoil on public roads. Controls on the movement of construction traffic will only apply to large goods vehicles over 7.5t, where there are more than 24 movements to and from a site each day. The safety requirements will apply to all construction vehicles and drivers regularly accessing the worksites, not just large goods vehicles.

2.3 Construction vehicles and their impact on road safety will be managed, monitored and controlled by:

- a vehicle booking system;
- vehicle flow monitoring;
- vehicle identification;
- driver training in vulnerable road user awareness and rural road driving;
- requirements for vehicle safety equipment and blind spot minimisation;
- the implementation of fleet operator quality schemes; and
- the implementation of route and flow monitoring, including monitoring that the driver and vehicle safety requirements are being met.'

Assurance Reference No. 2133: Vehicle booking system

'3.1 The vehicle booking system will:

- enable the nominated undertaker to manage and monitor the overall flow of construction vehicle movements and seek to avoid vehicles queuing on the highway;
- monitor the overall volume of vehicles passing a specific location during particular hours where required through an undertaking or assurance; and
- enable principal contractors to plan their scheduling of vehicle movements for each site in advance of arrivals.

3.2 Principal contractors will be required to use the system to advise the nominated undertaker of future planned vehicle movements to ensure that site capacities are not exceeded and movements are only planned for permitted working hours.

3.3 Principal contractors will, through linked mobile devices, enter into the system actual vehicle

arrival times at construction sites and provide management information such as registration, vehicle type, operator, load type, utilisation, origin, driver details and vehicle safety equipment compliance.

3.4 The system will enable the production of reports covering adherence to plans, actual movement details and safety compliance.'

Assurance Reference No. 2134: Automatic Number Plate Recognition (ANPR) technology

'A number of undertakings and assurances require that HS2 large goods vehicles or all construction traffic flows on specific roads do not exceed a specified hourly volume. Automatic Number Plate Recognition (ANPR) technology will be used on such routes, and the data checked against the vehicle booking system.'

Assurance Reference No: 2135: Mobile NPR monitoring and GPS

'4.2 Mobile ANPR monitoring will also take place on roads which are not approved lorry routes to ensure that no more than 24 HS2-related large goods vehicles per day to or from a site are using the route, for example in response to complaints.

4.3 Certain fleet vehicles will also be required to use technology, such as Global Positioning Satellite vehicle tracking to enable compliance to be demonstrated over a wider area.'

Assurance Reference No. 2136: Vehicle identification

'5.1 All vehicles over 3.5t employed on construction will be required to display an A4 size identifier, stating 'HS2', inside the cab windscreen in a position that does not obscure the driver's visibility. It should only be in use when the vehicle is on HS2 business.

5.2 The purpose of the identifier is to allow emergency services, stakeholders and the public to identify HS2 vehicles when off permitted routes, parked inappropriately, badly driven or when involved in a road traffic incident.'

Assurance Reference No. 2137: Fleet Operator Recognition Scheme (FORS) standard and ISO39001

'Fleet operators of vehicles employed on HS2 construction will ensure their operation meets the standards of an approved, annual, independent fleet management audit. Such quality standards are the Fleet Operator Recognition Scheme (FORS) standard or, for non-UK operators, ISO39001. Other quality management plans may also be considered, so long as they address the themes of the FORS standard and have independent auditing. Light van fleets can follow the Van Excellence code in place of FORS.'

Assurance Reference No: 2138: Production of quality plans

'Prior to construction, principal contractors will be required to produce quality plans which will set out how they will adopt:

- a quality operation with audit and annual re-inspection;
- driver safety measures;
- vehicle safety measures; and

- environmental impact measures.

Assurance Reference No. 2139: The Construction Logistics and Cyclist Safety (CLOCS)

'The Construction Logistics and Cyclist Safety (CLOCS) standard is a voluntary standard that has been developed to protect vulnerable road users. Principal Contractors, and their supply chain, will be required to follow appropriate CLOCS requirements.'

Assurance Reference No. 2140: Driver training for vehicles over 3.5t

7.2 Drivers of vehicles over 3.5t who regularly attend any HS2 worksites must have been trained in vulnerable road user awareness on a course approved by HS2. Further training will be required regarding rural driving and fuel efficient driving.

7.3 The nominated undertaker will approve courses but principal contractors will be responsible for ensuring drivers in their supply chain are appropriately trained.

7.4 If, after a period of regularly driving for HS2 contractors, appropriate training has not been undertaken, the driver will be disqualified from attending any HS2 worksite until training has been completed.'

Assurance Reference No. 2141: Vehicle safety - over 3.5t

'Vehicles over 3.5t regularly attending any HS2 worksite, as well as complying with all legal regulations and standards, will be required to have the following safety equipment fitted and in full working order at the start of each working day:

- prominent signage warning other road users not to get too close to the vehicle. (This will also apply to certain construction vehicles less than 3.5t);
- side under run guards on both sides, unless site conditions mean that they are not capable of being fitted;
- blind spot minimisation, which may be a combination of Class IV, V and VI mirrors, a camera system for blind spots, audible or visual front nearside driver alerts and audible nearside left turn and reversing external warnings. Fresnel lenses will not be considered adequate for blind spot minimisation.

Assurance Reference No. 2142: Vehicle safety - over 7.5t

'Vehicles over 7.5t used for the movement of mass material must also have a four-way or 360 degree camera system fitted that can store up to two weeks data and which may be viewed by the principal contractor on a 'just cause' basis.'

Assurance Reference No. 2143: Vehicle safety compliance

7.7 Vehicles failing to comply with any of the above requirements will not be allowed on HS2 worksites, and drivers would be subject to suspension from all HS2 worksites.

7.8 Other vehicle safety standards will also apply and whilst failure to comply will result in vehicles being turned away from HS2 worksites, a driver suspension policy would not apply. The additional standards are:

- no tinted windows;

- clean standard registration plates;
- have a working beacon fitted;
- only carry passengers for the number of seats fitted;
- not carry alcohol;
- carry emergency aids, such as a first aid kit;
- not carry children or pets; and
- have winter tyres fitted where it is an employer policy for works vehicles.

7.9 Where appropriate, vehicle safety measures can be extended, so that as technology and vehicle design improves these could be adopted sooner by the project as a business case allows.

Assurance Reference No. 2144: Dedicated monitoring and compliance team

'Monitoring of compliance will be led by a dedicated monitoring and compliance team employed by the Nominated Undertaker.'

Assurance Reference No. 2145: Review of contractor performance and compliance

'The administrators of the vehicle booking system will review contractor performance and compliance with driver and vehicle safety, as well as ensuring that contractors comply with approved lorry routes and relevant undertakings and assurances.'

Assurance Reference No. 2130: Meeting needs for cyclists and other vulnerable road users

'During the construction phase, meeting the needs for cyclists and other vulnerable road users will be a key consideration when plans are prepared for road closures or other works in the highway that could disrupt existing routes'

Assurance Reference No. 56 and 2129: Maintaining bus routes & effect of construction on bus routes

'Where bus routes are affected by temporary road closures during construction, a diversionary route and (where necessary) temporary bus stops will be identified. In a few cases, there may be permanent changes to bus routes the nominated undertaker will work with local authorities and transport operators to develop suitable alternative arrangements'

'In the case of other bus services provided by local authorities under statutory and policy based obligations, such as home to school transport and adult social care services, these may also be subject to temporary diversion and to some delay. The nominated undertaker will discuss any potential implications arising during construction with the relevant local authorities during preparation of local traffic management plans and again in advance of works taking place in those locations.'

CoCP Paragraph No. 14.2.9: Road cleanliness

14.2.9 All reasonably practicable measures will be put in place to avoid/limit and mitigate the deposition of mud and other debris on the highway. These measures will have regard to the nature and use of the site(s) in question, and will include:

- hardstanding at the access and egress points will be cleaned at appropriate intervals;

- vehicle wash-down points to clean vehicle wheels at each exit point onto the highway;
- the correct loading of vehicles and sheeting of loads where necessary to avoid spillage during their journeys;
- appropriate wheel-cleaning measures will be employed to prevent the transfer and accumulation of mud and other granular deposits on the public highway;
- the use of mechanical road sweepers combined with water sprays for the suppression of dust to clean hardstandings, roads and footpaths in the vicinity of the site;
- measures to avoid water run-off onto the adjacent highway (footways or carriageways), including avoiding ponding adjacent to hoardings on the carriageway;
- ensure no material is deposited onto the public highway which will affect drainage interceptors, etc; and
- the flushing of gullies in the vicinity of the site.

Assurance Reference Nos. 32-33: Service outages and notifications and community liaison arrangements

‘Significant planned service outages or road closures will be notified to residents in advance.’

‘Contractors that undertake utility diversions for the nominated undertaker will be required to establish and maintain community liaison arrangements with the owners and occupiers of property affected by their work. The contractors will be required to produce advance information sheets that will be circulated at least two weeks before the construction works are due to start, where it is reasonably possible to do so.’

Assurance Reference No. 2110: Improvements to open space at Ampt Hill Estate

‘The Promoter has committed to fund improvements to open space at Ampt Hill Estate to mitigate the impact of construction of the authorised works. The scope of this work will be agreed between the Promoter and the London Borough of Camden.’

Assurance Reference No. 96: Noise and Vibration

‘Initially eligibility for the scheme depends on the predicted noise level following the assessment that will be carried out for that purpose once detailed construction plans are in place. If those noise predictions indicate that a property is eligible, the offer of noise insulation or grant for noise insulation will be made and, if accepted and all necessary approvals obtained, the insulation will be installed before the works commence. However, the actual noise may turn out to be more or less than the prediction and therefore the noise levels will be monitored as work progresses. If it is found that noise levels are not as high as expected, the insulation package will not be removed. If it is found that the noise levels are higher than expected and meet the thresholds, you will be informed and the provisions will apply.’

Assurance Reference Nos. 97 - 99: Noise Insulation

‘Some buildings and/or their occupants will be treated as special cases: Mobile homes and houseboats will be treated on a case by case basis. Given that noise insulation does not represent a viable option for mobile homes, where eligibility is confirmed, appropriate alternative

mitigation measures will be adopted. The sorts of measures that will be considered include works management methods (e.g. adopting quiet times, rescheduling works, and imposing noise limits), or where this is not effective or appropriate, temporary re-housing will be offered.'

'Some buildings and/or their occupants will be treated as special cases: Night workers, those needing a particularly quiet home environment to work in, or those that have a medical condition which will be seriously aggravated by construction noise, will also be considered on a case by case basis.'

'Once the nominated undertaker has conducted an initial survey and the details of the insulation for your house are agreed with you, the nominated undertaker will either offer to do the work at his expense, or offer grant aid for you to carry out the works'

Assurance Reference No. 100: Procedure for Noise Insulation & Temporary Re-housing

'The procedure comprises of the following steps. The nominated undertaker will carry out an assessment in every area likely to be affected by HS2 construction noise, so as to predict what the noise levels will be. The nominated undertaker will then notify owners or occupiers of buildings which, on the basis of the assessment, the nominated undertaker considers qualify, and accordingly which type of assistance (noise insulation or temporary re-housing) they are eligible for. The nominated undertaker will also send an application form at this stage. If you receive such a notice and application form, you should complete and return the form to the nominated undertaker. The nominated undertaker will then assess your application and if acceptable notify you in writing. The nominated undertaker will then arrange to visit you in order to discuss the application with you generally; view your home and in the case of noise insulation take any necessary measurements; and identify any special issues or requirements (such as any other approvals that may be required in the case of noise insulation). The nominated undertaker will then assess your case in detail and, if it is accepted, notify you of: any further survey likely to be needed at your house, and (in insulation cases) the work the nominated undertaker thinks should be done and his offer to do it; or (in re-housing cases) either his proposals to re-house you temporarily or the information and guidance you need to make your own rehousing arrangements. In either case the proposals will be discussed with you and you will not be under any obligation to accept the offer. Assuming you agree, the noise insulation package or temporary re-housing plan (as the case may be) is then put into effect. The nominated undertaker reimburses you for any agreed costs, which you have incurred or (in grant cases) pays the balance of the grant. Alternatively, the nominated undertaker pays for noise insulation or removal/re-housing costs where he has done the work. A noise insulation package will not be offered if the noise trigger level is only exceeded whilst you are in temporary alternative accommodation.'

Assurance Reference Nos. 1949-1951: Noise and Vibration

'3.1 The Nominated Undertaker will take all reasonable steps to design and construct the Proposed Scheme so that noise and vibration from the construction of the Proposed Scheme does not exceed the lowest observed adverse effect levels² set out in Table 1 and 3 of Appendix A.'

'3.2 Where it is not reasonably practicable to achieve this objective, the nominated undertaker will reduce noise and vibration from the construction of the Proposed Scheme as far as is reasonably practicable.'

'3.3 Where noise or vibration from the construction of the Proposed Scheme exceed the significant observed adverse effect levels set out in Table 1 and 3 of Appendix A, noise insulation or temporary re-housing will be offered with the aim that noise and vibration from the construction of the Proposed Scheme does not give rise to significant adverse effects on health and quality of life. Eligibility for noise insulation and temporary re-housing is explained in Appendix B.'

Assurance Reference No. 1954: Noise Insulation - trigger value for residential housing

'The nominated undertaker will liaise with the local authority to determine appropriate noise insulation and temporary rehousing trigger values for residential special cases, where these are not explicitly set out above'

Assurance Reference No. 1955: Noise Insulation -particularly sensitive buildings

'Whilst the discretionary arrangements described above only apply to residential properties, buildings which may be particularly sensitive to noise (including, commercial, educational and community) will be subject to individual consideration by the nominated undertaker on the application of anybody or person responsible for, or holding a legal interest or estate in, any such building.'

Assurance Reference Nos. 2108-2109: Managing noise and vibration during construction and noise thresholds

'The Promoter has committed to minimising impacts at residential properties and their external amenity spaces, in accordance with Planning Practice Guidance. The lead contractors' Environmental Management System will include measures and processes for managing noise and vibration during construction, including any steps that would be taken when measured levels are greater than predicted.'

'The Promoter can confirm that it will conduct an assessment of compliance with noise thresholds six months after the start of main construction works. Furthermore, the Promoter will commence a survey within six months of the start of the works to consider health impacts experienced by residents that are attributed to noise from the construction of HS2. The results of this latter survey may be used to review the criteria of noise mitigation, noise thresholds and construction hours.'

Assurance Reference No. 2106: Night-time working

'With respect to survey works, the Promoter will use all reasonable endeavours to avoid night-time working hours unless it is necessary for these to be undertaken during the night-time for example for safety reasons, including where surveys need to be completed in close proximity to the railway and cannot therefore be completed when trains are in operation. Where it is identified that night surveys are required and have the potential to cause disturbance, these will be discussed with the London Borough of Camden, and where reasonably practicable the local residents will be notified prior to commencement.'

Assurance Reference No. 2: Repairs

'The Promoter will require the nominated undertaker to reimburse property owners for the reasonable cost they incur in remedying material physical damage arising from ground settlement caused by the authorised works, provided:

- the damage is caused by the nominated undertaker's works;
- the owner gives not less than 28 days' notice in writing to the nominated undertaker of the proposal to carry out the repair work;
- the owner takes reasonable steps to obtain three competitive quotes for the repairs beforehand where required by the nominated undertaker; and
- any claim is made before the end of the period of two years from the date of opening for public traffic of the railway comprised in the authorised works in the vicinity of the building, or if later, the end of the period of three months from the day on which any monitoring specific to the building ceased.'

Assurance Reference No. 76: Airborne Noise & Health

'3.3 Noise insulation will be offered with the aim that airborne noise from altered roads and the operational railway does not give rise to significant adverse effects on health and quality of life that would otherwise be expected when airborne noise exceeds the significant observed adverse effect levels set out in Table 1 of Appendix B. Eligibility for noise insulation is explained in Section 5 below.

5. Provision of noise insulation

Noise insulation measures, including ventilation where required, will be offered for qualifying buildings as defined in the Noise Insulation (Railways and Other Guided Transport Systems) Regulations 1996 and the Noise Insulation Regulations 1975 (as amended 1988)^{3,4,5}. Qualification for noise insulation under the Regulations will be identified and noise insulation offered at the time that the Proposed Scheme becomes operational.

In addition, following the general time-window of eligibility described in the Noise Insulation Regulations (Railways and Other Guided Transport Systems) 1996, where airborne noise from the use of new or additional railways authorised by the Bill, altered roads authorised by the Bill or the combined airborne noise from both, is predicted outside a permanent dwelling in all reasonably foreseeable circumstances to exceed the significant observed adverse effect levels set out in Table 1 of Appendix B, the nominated undertaker will offer noise insulation.

[please consult Information Paper E20 to view this table:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/374901/Control_of_airborne_noise.pdf]

Transport for London (TfL) / Greater London Authority (GLA) Assurances

These are the additional assurances offered to Transport for London (TfL) and Greater London Authority (GLA) in a letter dated 5 August 2016.

In these assurances:

"the July 2015 Assurances"	the assurances provided to Mr Richard de Cani on behalf of Transport for London ("TfL") and the Greater London Authority ("GLA") in a letter from Roger Hargreaves on behalf of the Promoter dated 1 July 2015;
"the December 2015 Assurances"	the assurances provided to Mr Richard de Cani on behalf of Transport for London ("TfL") and the Greater London Authority ("GLA") in a letter from Roger Hargreaves on behalf of the Promoter dated 7 December 2015;
"the Assessment"	means an assessment to be prepared considering (i) the impact on the HS2 construction programme, passengers and train operating companies by the implementation of the Platform 13 option and the Platform 18 option (or any other option(s) better meeting the Purpose) (ii) the benefits in terms of reducing numbers of HGV movements, of implementing those options. The Assessment will also include a calculation of the revised HGV peak movements required following the implementation of the Platform 13 option and the Platform 18 option (or any other option(s) better meeting the Purpose;
"the Bill"	means the High Speed Rail (London – West Midlands) Bill as introduced in the House of Lords on 23 March 2016;
"deposited plans"	has the meaning given in clause 60 of the Bill;
"HGV"	means a goods vehicle which, for the purposes of section 138 of the Road Traffic Regulation Act 1984, has an operating weight exceeding 7.5 tonnes;
"HS2 works"	means the works authorised by the Bill;
"Nominated Undertaker"	means the relevant nominated undertaker appointed under the Bill as enacted, and in the period prior to the Secretary of State appointing a nominated undertaker and imposing the requirements on it, referred to in these assurances, HS2 Ltd;

"the Promoter"

means the Secretary of State for Transport or any successor Secretary of State or the Minister holding the Transport portfolio; and

"the Purpose"

has the meaning set out in paragraph 1.

and references to Work Nos. are references to the works so numbered in Schedule 1 to the Bill and shown on the deposited plans. Terms referred to in the July 2015 Assurances and the December 2015 Assurances (as the case may be) have the same meaning in these assurances.

1. Material by rail

The Promoter is committed to requiring the Nominated Undertaker to seek to maximise, in so far as reasonably practicable and within the Bill powers, the volume of excavated and construction material from the construction of the HS2 Euston Station and its approaches to be brought in and removed by rail; whilst balancing the wider environmental impacts to the local community and on passenger services (all referred to in these Assurances as "the Purpose").

Further to the December 2015 Assurances in this regard, the Promoter has submitted a plan to Secretary of State for Transport that seeks to achieve the aims and objectives of these assurances. Having received direction from Secretary of State for Transport in response to this plan, the Promoter is prepared to offer the following assurances:

- 1.1 Subject to the satisfaction of all of the conditions set out in paragraph 1.2 the Promoter will require the Nominated Undertaker to implement both the Platform 13 option and the Platform 18 option, or such other option or options which may better meet the Purpose, in order to maximise, in so far as reasonably practicable, the volume of excavated and construction material moved by rail in connection with the construction of the HS2 Euston station.
- 1.2 The conditions referred to in paragraph 1.1 which must be satisfied, taking into account the full cost of transporting all construction materials by road and the potential benefits delivered by the options, are:
 - 1.2.1 The Promoter being satisfied by the results of the Assessment that any adverse impacts on passengers and train operating companies can be adequately mitigated within the scope of the powers and consents to be conferred under the Bill once enacted to the reasonable satisfaction of the Secretary of State and any potential costs associated with the implementation of the Platform 13 option and the Platform 18 option resulting from compensation payable to Train Operating Companies are considered reasonable by the Secretary of State bearing in mind the benefits of reducing the number of HGV movements and any associated cost savings stemming from that;
 - 1.2.2 The Promoter being satisfied by the result of the Assessment that any adverse impacts on the HS2 construction programme for the HS2 Euston station can be adequately mitigated within the scope of the powers and consents to be conferred under the Bill once enacted and that the implementation of the Platform 13 option and the Platform 18 option will not materially lengthen the HS2 construction programme for HS2 works at Euston;

- 1.2.3 the Nominated Undertaker having developed within the constraints of the Bill a design for the HS2 Euston Station that incorporates an initial Platform 13 option and an initial Platform 18 option, that those options (or such other option(s) identified that better meet the Purpose) remain appropriate and broadly compatible with the design for the HS2 Euston Station as the relevant options develop and should the detailed design of the HS2 Euston station change; and
 - 1.2.4 the Promoter gaining consent that is required from Network Rail through standard industry processes for implementing the Platform 13 option and the Platform 18 option (or any other option(s) better meeting the Purpose).
- 1.3 The Promoter will engage with Transport for London on any preparation of the Assessment and without prejudice to the generality of the above shall:
- 1.3.1 Upon completion, submit the Assessment to the Euston Integrated Programme Board (EIPB) and the Euston Station Strategic Redevelopment Board (ESSRB) for comment. The Promoter will require the Nominated Undertaker to use all reasonable endeavours to incorporate comments from the EIPB and ESSRB into the Assessment.
 - 1.3.2 The Assessment will then be submitted to the Secretary of State for his consideration. The Secretary of State will then notify the ESSRB of his decision in regards to Platform 13 option and the Platform 18 option or any other option(s) better achieving the Purpose put through the Assessment, no later than two months from the date of the Assessment's submission.

2. **Hampstead Road Bridge**

In line with paragraph 5 of the December 2015 Assurances, the Nominated Undertaker has completed the HR Bridge study. As a result, the Promoter is willing to offer the following assurances:

- 2.1 If the Nominated Undertaker proceeds with the replacement of Hampstead Road Bridge detailed in the AP3 scheme (and associated ES), the Promoter will require the Nominated Undertaker to:
 - 2.1.1 reduce the height of the road surface of the replacement Hampstead Road Bridge presented in the deposited plan for Greater London - London Borough of Camden Sheet no 1-01 by between 0.5m and 1m ; and
 - 2.1.2 continue to keep the height of Hampstead Road Bridge under review during the detailed design stage with a view to achieving further reduction in height from the AP3 design where reasonably practicable.

3. **Park Crescent Lorry Holding Facility**

- 3.1 The Promoter will require the Nominated Undertaker:

- 3.1.1 not to pursue the previously proposed lorry holding area adjacent the westbound carriageway of Park Crescent which is considered to conflict with Cycle Super Highway 11 and therefore will not implement this as part of the HS2 works;
- 3.1.2 only to utilise an alternative on street lorry holding facility in the Euston / Regent's Park area if the Nominated Undertaker can demonstrate to the Promoter's reasonable satisfaction that such a holding area is necessary and does not conflict with the proposed Cycle Super Highway 11;
- 3.1.3 if such a facility is demonstrated to be necessary pursuant to paragraph 3.1.2, to work collaboratively with TfL in order to further consider the options for an on street lorry holding facility and to agree a preferred option with TfL that provides a resilient construction plan and minimises the need for and duration of use of a secondary lorry holding facility, such agreement not to be unreasonably withheld; and
- 3.1.4 subject to the availability of necessary powers under the Bill or under any other instrument, to implement that preferred option as part of the HS2 works.

4. **Crossrail 2**

4.1 The Promoter will require the Nominated Undertaker to:

- 4.1.1 ensure that, notwithstanding the absence of any letter of no-objection from Network Rail, within the Royal Institute of British Architects stage 2 design specification for the HS2 Euston Station, passive provision (to the extent possible within the powers of the Bill), is made for Crossrail 2 pedestrian link connections (with the intention that any future implementation of those pedestrian link connections would not disrupt HS2 or London Underground operations) and that that design specification is agreed by TfL, such agreement not to be unreasonably withheld; and
- 4.1.2 seek agreement from TfL on any changes to the design specification which could reasonably be expected to have an impact on the Crossrail 2 pedestrian link connections.

5. **East/West Link**

The Promoter has confirmed that the Parcel Deck study concluded that the provision of a pedestrian route from the existing Euston mainline station to the HS2 Euston Station ("the east/west link") is not feasible without the re-development of the mainline station. However, the Promoter shares TfL's ambitions for an integrated station and is therefore willing to offer the following assurances:

5.1 The Promoter will require the Nominated Undertaker to:

- 5.1.1 ensure that east/west pedestrian permeability forms part of the scope of the integrated station masterplan study identified in the December 2015 Assurances; and

- 5.1.2 make passive provision for east/west pedestrian permeability in the 'northern station area' to be provided as part of the HS2 works in connection with the HS2 Euston Station.

Robert Latham
HS2 Euston Action Group
28 Silsoe House
50 Park Village
London
NW1 7QH

By email: r.latham@doughtystreet.co.uk

1 September 2016

Dear Mr Latham,

**Assurances relating to High Speed Rail (London – West Midlands) Bill
Petition No. 472 – HS2 Euston Action Group**

I am the Director of Hybrid Bill Delivery at HS2 Ltd, which is acting on behalf of the Promoter of the High Speed Rail (London – West Midlands) Bill ('the Bill') currently before Parliament. I am writing to you on behalf of the Secretary of State for Transport to set out the assurance that the Secretary of State is willing to give in order to address the concerns of the HS2 Euston Action Group ("the Petitioner") regarding the impact of Phase One of HS2 (known as 'the Proposed Scheme').

ECRG representation on the Camden Community Panel

You will have received an email today notifying you of the additional assurances that have been issued to the London Borough of Camden. Pursuant to the assurance relating to the HS2 London Borough of Camden Community Panel, HS2 Ltd can now, on behalf of the Secretary of State, provide you with an assurance in the following terms:

'The Promoter will require the nominated undertaker to invite the ECRG to nominate one representative to be a member of the HS2 London Borough of Camden Community Panel.'

In this assurance:

'the Promoter' means the Secretary of State for Transport or any successor Secretary of State or the Minister holding the Transport portfolio;

'the nominated undertaker' refers to the body or bodies appointed by the Secretary of State to carry out the powers conferred under the Bill to construct and maintain the Proposed Scheme. The nominated undertaker may be HS2 Ltd, or it may be another body or bodies appointed to oversee the construction and operation of the Proposed Scheme; and

'the ECRG' means the Euston Community Representatives Group which was established on 18 May 2015.

This assurance will be included in the Register of Undertakings and Assurances maintained by the Secretary of State and the beneficiary recorded in the register will be the HS2 Euston Action Group. The High Speed Two (HS2) Limited Sanctuary Buildings, 20-22 Great Smith Street, London SW1P 3BT
T: 020 7944 4908 E: hs2enquiries@hs2.org.uk www.hs2.org.uk

High Speed Two (HS2) Limited, registered in England and Wales.

Registered office: One Canada Square, London E14 5AB. Company registration number: 06791686. VAT registration number: 181 4312 30.

nominated undertaker will be contractually obliged to comply with all relevant undertakings and assurances set out in the Register. Further information on how the Promoter will ensure compliance with assurances made by Hs2 Ltd is set out in Information Paper B4, Compliance with Undertakings and Assurances (a copy of which can be found at <http://www.gov.uk/search?q=hsHinformation+papers>).

If you require further assistance, please contact Lizzie Gomes by telephone on 020 7944 8156 or by email at lizzie.gomes@hs2.org.uk.

I am copying this letter to the other community representatives on ECRG – Matt Hollier and Dorothea Hackman. We are also informing all other Euston petitioners.

Yours sincerely

A handwritten signature in black ink, appearing to read 'RH' followed by a stylized name, with a long horizontal line extending to the right.

Roger Hargreaves
Director, Hybrid Bill Delivery
High Speed Two Limited

Mike Cooke
Chief Executive
London Borough of Camden
Camden Town Hall
Judd Street
WC1H 9JE

By email only

Dear Mr Cooke

14 September 2016

High Speed Rail (London – West Midlands) Bill

Petition No.HoL 563 London Borough of Camden – Assurances regarding Petition Issues

I am the Director of Hybrid Bill Delivery at HS2 Ltd, which is acting on behalf of the Promoter of the High Speed Rail (London – West Midlands) Bill ('the Bill') currently before Parliament. I am writing to you on behalf of the Secretary of State for Transport to set out the assurances that the Secretary of State is willing to give in order to address some of the concerns expressed by the London Borough of Camden (the Borough) regarding the impact of Phase One of HS2 (known as 'the Proposed Scheme').

With reference to the above petition the Promoter and the Borough have engaged extensively and sought to resolve the objections raised by the Borough. As a result of this engagement HS2 Ltd. is able to offer assurances in the following areas – the details of which are provided in the document entitled "London Borough of Camden: Assurances on High Speed Two Phase One 14 September 2016" enclosed with this letter:

1. Community engagement
2. Support for vulnerable people
3. Reducing the impacts of construction traffic
 - Material by Rail
 - EURO VI
4. Hampstead Road Bridge
5. Lorry holding facility
6. Amptill estate utilities
7. Environmental health officer
8. Adelaide Road
9. Environmental data sharing and Revisions to the Code of Constructions Practice
10. Construction Commissioner
11. Camden Fund
12. Other commitments which affect LB Camden
13. Comprehensive Station Redevelopment
14. Interpretation

High Speed Two (HS2) Limited Sanctuary Buildings, 20-22 Great Smith Street, London SW1P 3BT.
T: 020 7944 4908 E: hs2enquiries@hs2.org.uk www.hs2.org.uk

High Speed Two (HS2) Limited, registered in England and Wales.

Registered office: One Canada Square, London E14 5AB. Company registration number: 06791686. VAT registration number: 181 4312 30.

These assurances are in addition to the assurances that were offered previously to the London Borough of Camden in November 2015 on the below topics.

1. Delivering the Euston Vision and working collaboratively
2. Euston Station design
3. Vent shaft design
4. Community Engagement
5. Reducing amount of HS2 related construction traffic on the road
6. Further reducing impacts of construction traffic
7. Skills and employment
8. Business Mitigation
9. Open space
10. Residential mitigation
11. Effective management of construction sites
12. Schools
13. Motorcycle club
14. Escalation of concerns
15. Engagement with the London Borough of Camden
16. London Borough of Camden specific assurances regarding Heritage issues

Full details of these assurances are attached in the letter dated 23 February 2016.

These assurances are provided on the understanding that they reflect the entirety of the Borough's remaining concerns with the exception of HS2 discretionary property compensation schemes, Clause 48, Material By Rail and the development of the Network Rail Euston Station, on all of which the House of Lords HS2 Select Committee is considering the representations made by the Borough.

I have copied this letter to Alastair Lewis (Sharpe Pritchard), who I understand is acting as your appointed Parliamentary Agent.

Yours sincerely



Roger Hargreaves
Director, Hybrid Bill Delivery
High Speed Two (HS2) Limited

cc. Alastair Lewis (Sharpe Pritchard) alewis@sharpepritchard.co.uk

1. Community Engagement

The Promoter further recognises the need to ensure that engagement is meaningful, effective and timely in order to inform decision making where practicable.

1.1 The Nominated Undertaker will include a statement in the *Camden* community engagement framework as follows:

"HS2 Ltd. will engage early with stakeholders and community members in order to build relationships based on open communications. This engagement will be two way in nature with HS2 providing timely information, seeking views in a timely manner and taking views for consideration, answering questions, seeking suitable feedback and responding appropriately to the views of the community".

1.2 *The Camden community engagement framework will be updated before Royal Assent.*

The Promoter has already provided an assurance that "The SoS will require the NU to engage with the LB Camden and schools to fully understand any impacts that may occur and identify reasonable measures to mitigate as identified within the CoCP". These further assurances confirm how the Promoter will ensure that the Nominated Undertaker develops its plan for engagement with Schools and also for the most vulnerable in the community.

1.3 *The Secretary of State will require the Nominated Undertaker to develop a LB Camden 'schools engagement sub-framework' (to sit within the overarching Camden community engagement framework). This will be aimed at ensuring schools are made aware of development in relation to the construction programme and local impacts in their area.*

1.4 *Work to develop the schools engagement sub-framework will commence prior to Royal Assent. Both will be reviewed in at least six monthly intervals.*

2. Support for vulnerable people

2.1 *The Secretary of State will require the Nominated Undertaker, working with the LB Camden, to develop a LB Camden 'Vulnerable People Strategy' and 'vulnerable people communications sub-framework' (to sit within the HS2 overarching Camden community engagement framework).*

2.2 *The Vulnerable People Strategy will be aimed at ensuring that the Nominated Undertaker is able to identify vulnerable people within the community and assess their needs. The vulnerable people communications sub-framework will be aimed at ensuring that the Nominated Undertaker puts in place communications and engagement plans appropriate to these needs. An initial draft of the Vulnerable People Strategy will be shared with the London Borough of Camden as soon as reasonably practicable following the issuing of these assurances (but in any event no later than Royal Assent), following which the strategy will be implemented and thereafter reviewed in at least six monthly intervals.*

In addition to Hs2 Ltd's core team that will work, where required, with vulnerable people within the Camden area to communicate or assist if impacted by the scheme, it is acknowledged that due to the

circumstances present within the Camden area additional provision is required for support workers. The role will be to assist in identifying people who require support and ensuring that adequate assistance is provided by the appropriate HS2 existing services.

To deliver on this intention, the Promoter is willing to offer the following assurances:

- 2.3.1 *Subject to the Secretary of State reaching agreement with the London Borough of Camden including, but not limited to, the terms set out in paragraphs 2.3.2 to 2.3.8 below the Secretary of State will make a contribution up to a maximum of £190,000 ("the Contribution") towards the appointment of the support worker(s) for vulnerable people within the London Borough of Camden area who are affected by the HS2 Works.*
- 2.3.2 *The Contribution shall be used solely for the purposes of employing support worker(s) to be engaged exclusively on work related to HS2 for a fixed period of two years commencing as soon as reasonably practicable following signing of the undertaking referred to in clause 2.3.8.*
- 2.3.3 *The Contribution shall be paid in accordance with the following terms:*
- i) on the date provided for in accordance with the terms of the legal Agreement as a single payment to the London Borough of Camden payable pursuant to clause 2.3.1;*
 - ii) any future funding requirements in addition to the Contribution will be subject to the Secretary of State for Transport's review at the expiry of the fixed two year period specified in clause 2.3.2*
 - iii) Criteria for the review to include but not be limited to review of demand for the service in the previous period and forecast demand based on on-going need during the construction of Stage A of Euston Station as a result of HS2.*
- 2.3.4 *In the event that the Contribution or any part thereof payable pursuant to clause 2.3.1 of this assurance is not applied towards the purposes specified in clause 2.3.2 within two years of the receipt of the Contribution or any part thereof the London Borough of Camden will refund to the Secretary of State such unexpended contribution or part thereof (as the case may be) together with interest thereon calculated at the base rate from time to time from the date of such payment until the date of repayment.*
- 2.3.5 *Prior to the appointment of the support worker(s) following payment of the Contribution, the London Borough of Camden will provide the Nominated Undertaker with a copy of the proposed job description and objectives of the support worker ("the Job Description") for review and will, prior to the finalisation of the Job Description, take into account any reasonable representations made by the Nominated Undertaker.*
- 2.3.6 *From the date of the appointment of the support worker(s), the London Borough of Camden will report to the Nominated Undertaker on a quarterly basis on the performance and delivery against objectives of the support workers by reference to the Job Description.*
- 2.3.7 *The Nominated Undertaker will through the reporting process referred to in clause 2.3.6, monitor the performance of the support worker(s), and the London Borough of Camden acknowledges that in the event that the Nominated Undertaker deems the support worker is not delivering against the agreed*

objectives as defined in the job description, the Nominated Undertaker may request that the London Borough of Camden review the appointment.

- 2.3.8 *These arrangements relating to these assurances will be set out in a legal Agreement between the Secretary of State or Nominated Undertaker as appropriate and the London Borough of Camden.*

3 Reducing the impacts of construction traffic

HS2 Ltd. recognises that the impact of construction traffic remains a key concern for the London Borough of Camden, its residents and businesses in the area.

One of the important elements of our Environmental Minimum Requirements is that they place the Nominated Undertaker under a general obligation to continue to seek to further reduce adverse impacts during the detailed design, construction and operation phases of the scheme:

'The nominated undertaker will in any event, [...], use reasonable endeavours to adopt mitigation measures that will further reduce any adverse environmental impacts caused by Phase One of High Speed 2, insofar as these mitigation measures do not add unreasonable costs to the project or unreasonable delays to the construction programme.'

This general commitments includes using reasonable endeavours to adopt mitigation measures that will reduce the impacts of construction traffic.

Mindful of the above obligation, we are offering further assurances which will have significant benefits in terms of reducing the impacts of construction traffic in the London Borough of Camden. The mitigations include very substantial commitments on the engine type of HS2 construction vehicles with the view to reducing vehicle emissions. It also provides commitments which outline the process by which we will work collaboratively with contractors and members of ESSRB (that includes the London Borough of Camden) to continue to seek to maximise, as far as reasonably practicable, the amount of material that can be moved by rail and firmer commitments which are linked to the outcomes of the study conducted jointly with the London Borough of Camden following the House of Commons Select Committee process.

Maximising the amount of material that can be moved by rail remains a work in progress; as the design develops and contractors come on board, further options may arise which will continue to be considered on their merits, including the community and social benefits for Camden. It is currently predicted that compliance with Clause 3.4 will result in 28% of excavated material and 17% of imported construction material in the Euston area being moved by rail.

Material by Rail

- 3.1 *The Secretary of State will require the Nominated Undertaker to seek to further mitigate the construction traffic impacts of the Scheme in the Camden area by reducing the number of construction related Large Goods Vehicles and maximising the amount of materials moved by rail in so far as reasonably practicable. To this effect, the Secretary of State will require the Nominated Undertaker to:*

(a) continue to explore, during detailed design, additional and/or alternative opportunities to those referred to in Clause 3.3 including but not limited to the Backing Out Road 2 siding, for removing material by rail and will consider their implementation in so far as they are reasonably practical, within Bill powers and are within the scope of the environmental assessment carried out in connection with the Bill;

(b) identify and place an obligation on its contractors to identify opportunities to reduce the number of vehicles on the road, including but not limited to bringing forward options to move material by rail;

(c) give due consideration to proposals made by the London Borough of Camden and other members of ESSRB related to further reducing traffic impacts in the London Borough of Camden, including consideration of an on-site concrete batching plant.

- 3.2 *To support the delivery of paragraph 3.1 the Promoter will require the Nominated Undertaker to continue to work collaboratively with the London Borough of Camden during further project development and detailed design, both bilaterally and through the ESSRB and EIPB. The Promoter will require the Nominated Undertaker to keep the Euston Strategic Board (ESB) updated regarding its work to meet its obligations under paragraph 3.1 including regular reports on progress.*
- 3.3 *The Promoter will require the Nominated Undertaker to require its contractors, in constructing the Proposed Scheme in the London Borough of Camden, to use ready-mix concrete lorries with a minimum capacity of 8 cubic metres, except in the case of an emergency or where it is necessary in order to ensure the safe construction of the works to use vehicles of a lesser capacity.*
- 3.4 *Subject to the satisfaction of all of the conditions set out in paragraph 3.5 the Promoter will require the Nominated Undertaker to implement both the Platform 13 option and the Platform 18 option, or such other option or options which may better meet the Purpose, in order to maximise, in so far as reasonably practicable, the volume of excavated and construction material moved by rail in connection with the construction of the HS2 Euston station.*
- 3.5 *The conditions referred to in paragraph 3.4 which must be satisfied, taking into account the full cost (including the Economic Cost) of transporting all construction materials by road and the potential benefits delivered by the options, are:*
- 3.5.1 *The Promoter being satisfied, acting reasonably, by the results of the Assessment that any adverse impacts on passengers and train operating companies can be adequately mitigated within the scope of the powers and consents to be conferred under the Bill once enacted to the reasonable satisfaction of the Secretary of State and that any potential costs associated with the implementation of the Platform 13 option and the Platform 18 option resulting from compensation payable to Train Operating Companies are considered reasonable by the Secretary of State having regard to the benefits of reducing the number of HGV movements and any associated cost savings stemming from that;*
- 3.5.2 *The Promoter being satisfied by the result of the Assessment that any adverse impacts on the HS2 construction programme for the HS2 Euston station can be adequately mitigated within the scope of the powers and consents to be conferred under the Bill once enacted and that the implementation of the Platform 13 option and the Platform 18 option will not materially lengthen the overall HS2 construction programme for HS2 works at Euston;*
- 3.5.3 *The Nominated Undertaker having developed within the constraints of the Bill a design for the HS2 Euston Station that incorporates an initial Platform 13 option and an initial Platform 18 option, that in the reasonable opinion of the Promoter those options (or such other option(s) identified that better meet the Purpose) remain appropriate having regard to the Purpose and broadly compatible with the design for the HS2 Euston Station as the relevant options develop and should the detailed design of the HS2 Euston station change; and*

- 3.5.4 *The Promoter or the Nominated Undertaker as the case may be gaining any consent or approval that is required from Network Rail through standard industry processes and under any protective provisions and Asset Protection Agreements entered into with Network Rail for implementing the Platform 13 option and the Platform 18 option (or any other option(s) better meeting the Purpose).*
- 3.6 *The Promoter will require the Nominated Undertaker to work collaboratively with the London Borough of Camden on the preparation of the Assessment and without prejudice to the generality of the above shall:*
- 3.6.1 *Upon completion, submit the Assessment to the Euston Integrated Programme Board (EIPB) and the ESSRB for consideration and present the findings to the ESB. The Promoter will require the Nominated Undertaker to use all reasonable endeavours to incorporate all reasonable comments from the EIPB and ESSRB into the Assessment and notify them when submitted to the Promoter for decision.*
- 3.6.2 *The Assessment will then be submitted to the Secretary of State for his consideration. The Secretary of State will then notify the ESSRB of his decision in regards to Platform 13 option and the Platform 18 option or any other option(s) better achieving the Purpose put through the Assessment, no later than two months from the date of the Assessment's submission.*
- 3.7 *If the Promoter decides that the Platform 13 option and the Platform 18 option or any other option(s) better meeting the Purpose should not be implemented because of a failure to meet the condition set out in paragraph 3.5.2 and following that the completion of the Authorised Works at Euston is delayed by over 12 months, the Promoter shall, following a reasonable request by the London Borough of Camden, reconsider the results of the Assessment referred to under 3.5.2.*
- 3.8 *The Secretary of State will require the Nominated Undertaker to update ESSRB members throughout the construction period in respect of the implementation of these assurances and specifically the amount of material being carried by rail.*
- 3.9 *The Secretary of State will require the Nominated Undertaker to keep the public updated in respect of work towards maximising, so far as reasonably practicable, material being carried by rail through regular presentations and discussion of progress at the Euston Community Representatives Group.*

EURO VI engines

The Promoter working with Transport for London (TfL), Greater London Authority (GLA) and the London Borough of Camden has produced a study on the use of low emission vehicles in London during construction of HS2. As a result the Promoter is willing to give the following assurances. These supersede and replace assurances on Euro VI vehicles previously provided to the London Borough of Camden on 30 November 2015 and 23 February 2016 (Undertaking & Assurance ref 1943) .

- 3.9 *The Promoter will require the Nominated Undertaker to include in their contracts with all relevant contractors the following requirements and to enforce those requirements and to require those*

relevant contractors to pass down and enforce these requirements in contracts with any relevant sub-contractors:

Heavy vehicles (>3.5 tonnes)

- 3.9.1 Require contractors to use HGVs (vehicles with a permissible maximum weight greater than 3.5 tonnes) within the London Low Emission Zone and relating to the construction of the HS2 works, to be powered by Euro VI (or lower emission) engines, unless it is an exempt vehicle.
- 3.9.2 Require contractors to determine which vehicles are exempt and to report to the Nominated Undertaker HGV numbers by Vehicle Registration Number and Euro standard (including their subcontractors) including any exemptions and non-compliances for all relevant HS2 related works within the London Low Emission Zone. The exemptions shall be determined in a way that seeks to maximise the use of Euro VI (or lower emission) vehicles. This information to be forwarded to the London Borough of Camden, within one month of receipt by the Nominated Undertaker.
- 3.9.3 Certain HGVs (vehicles with a permissible maximum weight greater than 3.5 tonnes) may be exempted on the grounds of:
- a) **Specialism:** being a specialist vehicle (not readily available as Euro VI compliant); and/or
 - b) **Unforeseen circumstances:** for example breakdowns or mechanical failure requiring a replacement vehicle that is not readily available as Euro VI compliant; and/or
 - c) **Triviality:** if it is expected that a particular vehicle is planned to and only makes no more than 12 visits in any 12-month rolling period to all HS2 works in the London Low Emission Zone, then the vehicle may be given a specific exemption.

All exemptions must be obtained from the contractor designated by the Nominated Undertaker for that purpose and the reasons for seeking the exemption shall be recorded. The totality of the exemptions listed in this clause shall account for no more than 8% of unique vehicles on an annual basis. There may be certain circumstances where an exemption cannot be granted in advance and in this case, a retrospective exemption can be granted provided that:

- (a) the relevant documentation is submitted for consideration within two working days of the vehicle arriving at site;
 - (b) the vehicle falls within the grounds for an exemption; and
 - (c) the reasons for the retrospective application are recorded.
- 3.9.4 All principal contractors, shall set out in their Logistics Environment Sustainability and Safety Management Plans (ESSMPs), their exemptions management process and report vehicle numbers, exemptions and non-compliances to the Nominated Undertaker on a monthly basis for two years from start of works to be undertaken by those principal contractors. Following the end of the initial two year period the reporting period will be reduced in frequency by agreement as performance is established. Non-compliances are those HGVs (vehicles with a permissible maximum weight greater than 3.5 tonnes) which are not Euro VI compliant and have not been exempted under the agreed grounds for exemption (i.e. exempted vehicles are not considered to be non-compliances with the commitment). There shall be a transition period of 12 months from the signing of the assurance, during which the compliance regime will be established. Where Enabling Works Contractors do not produce ESSMPs, they shall

make equivalent provisions to those set out in this paragraph, and agree them with the Nominated Undertaker. Such plans or provisions shall be consistent with the principle of avoiding pollutant emissions to air as far as reasonably practicable, as set out in Information Paper E31: Air Quality.3.3. The LB Camden will be provided with this information in accordance with the third assurance given by the Promoter in the Route-Wide Air Quality assurance dated 23 February 2016.

3.9.5 For HGVs, contractors shall prepare and agree an Action Plan with the Nominated Undertaker:

a) if there is less than 100% Euro VI compliance; or

or

b) if the number of exemptions increases on the previous three months.

Light vehicles (vehicles less than tonnes)

3.9.6 Require all light vehicles used by contractors in relation to the construction of the HS2 works in the London Low Emission Zone (vehicles with a permissible maximum weight less than or equal to 3.5 tonnes) to be Euro 4 petrol and Euro 6 diesel compliant by 2020, (without an exemptions regime, with annual reporting).

3.9.7 Require contractors, as part of their Logistics Environment Sustainability and Safety Management Plans (ESSMPs), to produce a plan to work towards achieving target percentages of ULEVs to be used in the fleet of light vehicles relating to the construction of HS2 for the purposes of their contract, entering the London Low Emission Zone. An 'Ultra Low Emission Vehicle' (ULEV) is defined here based on advice from the Office for Low Emission Vehicles as: 'emissions lower than 75gCO₂/km and zero-emission range greater than 10 miles'. The target percentage of ULEVs shall be proportionate to the size and duration of the contract, and take into account the vehicle activity included in it. This plan should be agreed with the Nominated Undertaker and progress against the plan shall be measured and reported.

3.9.8 The use of cars (for the purposes of construction activities) by contractors is expected to be minimal during HS2 construction in inner urban areas within London. Contractors shall aim to adopt ULEV cars from the start of works under the act (and report actual usage measured as annual vehicle mileage, not unique vehicles), working towards a target of 100% ULEV use (or other percentage agreed with the Nominated Undertaker who shall have regard to what is proportionate given the size and duration of the contract) over the course of their contract, taking into account the contract size, duration and vehicle activity. For vans, contractors shall aim towards meeting a target of 75% ULEV use (or other percentage agreed with the Nominated Undertaker), measured as annual vehicle mileage). Benchmarks (defined here as numbers against which performance will be evaluated) are set for contractor fleet average CO₂ emissions as follows (and will be subject to review):

a) fleet average for cars of 75gCO₂/km from start of works authorised under the Bill, decreasing by 5gCO₂/km every 3 years; and

b) fleet average for vans of 160gCO₂/km from start of works authorised under the Bill, decreasing by 20gCO₂/km every 3 years).

Additional Notes on Compliance monitoring and reporting

- 3.9.9 *For the metrics for all vehicles referred to above, contractors shall be required to establish a baseline of vehicle use, exemptions and compliance percentages within the first two months of starting their activities.*
- 3.9.10 *Data shall be reported to the Nominated Undertaker initially on a monthly basis; once continuous improvement is shown in each of three separate adjacent months, the frequency of reporting may be reduced (with the agreement of the Nominated Undertaker). Contractors shall also provide annual (calendar year) statistics to the Nominated Undertaker to enable aggregate reports to be compiled.*
- 3.9.11 *In keeping with HS2's principle of avoiding pollutant emissions to air as far as reasonably practicable, keep under review the potential for further updating this assurance to respond to potential future changes to vehicle emissions standards, technology and/or legislation. This could include, but is not restricted to, updating requirements to reflect future vehicle emission standards, and the introduction of automatic monitoring of vehicles relating to the construction of HS2 works.*

4. Hampstead Road Bridge

Pursuant to the assurance given to TfL, the Nominated Undertaker working with TfL and the London Borough of Camden has completed the Hampstead Road Bridge study required as a result of assurances given to TfL on 7 December 2015. As a result, the Promoter is willing to offer the following assurances:

- 4.1 *The Nominated Undertaker will continue to keep the requirement for and design of the replacement Hampstead Road Bridge under review during the detailed design stage with a view to further mitigating the impacts on the community in so far as is reasonably practicable, within Bill powers and is within the scope of the environmental assessment carried out in connection with the Bill.*
- 4.2 *The Nominated Undertaker will consider for implementation reasonable alternatives for the design of the replacement Hampstead Road Bridge proposed by the London Borough of Camden which are outside Bill powers and the scope of the environmental assessment, so long as these do not unreasonably impact the timely, economic and safe delivery of the Authorised Works, and provide to the London Borough of Camden any reasons why such suggestions are not considered appropriate.*
- 4.3 *The Nominated Undertaker will continue to engage with the London Borough of Camden through detailed design including through meetings of ESSRB and other technical meetings as required, in relation to paragraphs 4.1 and 4.2 above.*
- 4.4 *The Nominated Undertaker will engage with the community in a timely and meaningful manner in relation to the ongoing review of the requirement for and design of the replacement Hampstead Road Bridge referred to in paragraphs 4.1 and 4.2 above.*
- 4.5 *If the Nominated Undertaker proceeds with the replacement of Hampstead Road Bridge detailed in the AP3 scheme (and associated ES), the Promoter will require the Nominated Undertaker to reduce the height of the road surface of the replacement Hampstead Road Bridge presented in the deposited*

plan for Greater London – London Borough of Camden Sheet no 1-01 by at least between 0.5m and 1m.

- 4.65 *The Secretary of State will require the Nominated Undertaker to seek to engage with relevant statutory undertakers with a view to reducing, insofar as is reasonably practicable and in accordance with Parts 2 and 3 of Schedule 32 to the Bill, the impacts of such utility diversion as arise from the construction of Work No 1/11.*

5. Lorry Holding Facility

The Promoter, working with TfL, London Borough of Camden and the City of Westminster, has produced a study into the reasonable alternatives to the Park Crescent Lorry holding facility in the position used for the Crossrail project, required as a result of assurances given to TfL on 7 December 2015.

The Promoter is willing to offer the following assurances in relation to alternative lorry holding facilities:

5.1 The Promoter will require the Nominated Undertaker:

5.1.1 To only pursue an alternative on-street lorry holding facility in the London Borough of Camden if the Nominated Undertaker can demonstrate to the Promoter's reasonable satisfaction, following meaningful engagement with the London Borough of Camden, that such a holding facility is necessary.

5.1.2 If such a facility is demonstrated to be necessary pursuant to paragraph 5.1.1, to continue during the detailed design of the works authorised by the Bill to keep under review, and work collaboratively with the London Borough of Camden in doing so, the requirements for on-street lorry holding in the Camden area as an alternative to the previously proposed holding facility area adjacent to the westbound carriageway of Park Crescent.

5.1.3 if the Nominated Undertaker determines that that such a holding area is required, to:

- (a) work collaboratively with the London Borough of Camden in the Nominated Undertaker's selection of a site, including giving consideration to sites proposed by the London Borough of Camden and taking into account all impacts on the borough, including on communities, businesses and road users, particularly vulnerable road users;*
- (b) consult with the London Borough of Camden on the proposed use of any site in a street within Camden;*
- (c) seek the consent of the London Borough of Camden with regard to the proposed use of any site in a street in Camden which is not listed in table 3 of Schedule 4 to the Bill, in accordance with the requirements of the Bill; and*
- (d) to engage with the local Camden community during the process of site selection of any further lorry holding facility required and once detailed design and construction logistics planning has progressed if any lorry holding area is required on-street.*

6. Ampt Hill Estate Utilities

The Borough has expressed concern regarding the HS2 works which will be taking place in the vicinity of utility apparatus owned by the Borough. HS2 Ltd understands that the London Borough of Camden owns several gas mains under Amphill Estate and other land owned by the London Borough of Camden and also that the London Borough of Camden supplies gas to the estate. HS2 Ltd. understands that the London Borough of Camden is a licensed gas transporter and statutory undertaker for the purpose of the Gas Act. As a licenced gas transporter and statutory undertaker for the purpose of the Gas Act 1986, the London Borough of Camden will have the benefit of the protective provisions in the Bill.

HS2 Ltd. can confirm that in the case of any damage and disruption of gas supply caused by the HS2 construction while the Nominated Undertaker is in temporary possession of the property, the Borough could make a claim for compensation under the compensation code applied by the Bill, this could cover any temporary rehousing which the Borough reasonably needs to carry out. Compensation would also be payable in respect of damage caused by construction work on adjoining land.

In addition, the Promoter is able to offer the following assurances by way of protection for these assets which, we think, should address the Council's concerns:

- 6.1 *The Promoter will require the Nominated Undertaker or its contractors to engage with the London Borough of Camden in advance of utility works undertaken as part of HS2 construction works which are near to or may affect any apparatus identified as belonging to the London Borough of Camden on the Amphill Estate, such engagement to include sharing plans of the work and any protective measures.*
- 6.2 *The Promoter will require the Nominated Undertaker or its contractors to mitigate as far as reasonably practicable the risk of unplanned interruption to supply from this apparatus caused by HS2 construction works.*
- 6.3 *The Promoter will require the Nominated Undertaker or its contractors to establish procedures for the management and mitigation of unforeseen events in the works on Amphill Estate which will be shared with the London Borough of Camden.*
- 6.4 *In the event that HS2 construction works cause damage to utility apparatus owned by the London Borough of Camden, unless it is agreed otherwise with the London Borough of Camden, the Promoter will require the Nominated Undertaker or its contractors as soon as reasonably practicable to make good the damage, subject to obtaining such permissions for access and shut-down of services as may be reasonably required for repairs to be carried out. Except in case of emergencies, such permissions will be agreed with the London Borough of Camden where it is the landowner or service-provider.*

7. Environmental Health Officer

Having regard to the unique impacts of the construction of the Proposed Scheme on residents in the London Borough of Camden, including the large number of Properties that are expected to qualify for noise mitigation in this borough, HS2 Ltd. will provide resources to the London Borough of Camden for an additional Environmental Health Officer, in a community-facing role, to provide the community with advice, including regarding applications for residential mitigation, which is independent of HS2 Ltd.

Whilst the proposed Service Level Agreement, once finalised, will require the Nominated Undertaker to provide an appropriate level of funding to ensure that local authorities have sufficient resources in place to deal with planning, highways and environmental health consents required for HS2, the Camden area is unique in the scale and duration of disruption that will be imposed upon it by the construction of the Proposed Scheme and the resultant proposed residential mitigation. For this reason it is considered that the impact of the works – particularly in the first two years of construction - and the resultant pressures on the council merit the funding of a specialist officer during that period.

The Secretary of State is prepared to offer the following assurance:

- 7.1 *Subject to the Promoter reaching agreement with the London Borough of Camden on the appointment of an Environmental Health Officer including, but not limited to, the terms set out in paragraphs 7.2 to 7.8 below, the Promoter will make a contribution of £65,000 per annum up to a maximum of two years and capped at £130,000 in total ("the Contribution") towards the costs of such appointment.*
- 7.2 *At the end of the two year fixed period, the Nominated Undertaker will review the position but any further contribution would be payable under the Service Level Agreement in accordance with that agreement. Criteria will include but not be limited to a review of demand for the service in the previous period and forecast demand over the next two years, based on the onward construction timetable.*
- 7.3 *The Contribution will be used solely for the purposes of employing a full time Environmental Health Officer (either directly or to commission such a service), to be engaged exclusively on HS2 related work, for a period of no longer than two years commencing as soon as reasonably practicable following signing of the legal Agreement referred to in paragraph 7.8. This is separate to any arrangements to fund LB Camden for handling of other Environmental Health-related work such as Section 61 applications.*
- 7.4 *In the event that the Contribution or any part thereof payable pursuant to paragraph 7.1 of this assurance is not applied towards the purposes specified in paragraph 7.2 within two years of the receipt of the Contribution, the London Borough of Camden shall refund to the Secretary of State such unexpended contribution or part thereof (as the case may be) together with interest thereon calculated at the base rate from time to time from the date of such payment until the date of repayment.*
- 7.5 *Prior to the appointment of the Environmental Health Officer, the London Borough of Camden and the Nominated Undertaker will jointly draft the Job Description for that appointment. The Job Description shall make it clear that the Environmental Health Officer's role is to provide a community facing officer who will liaise with members of the local community regarding the impacts of the Proposed Scheme and specifically the process of applying for mitigation packages.*
- 7.6 *From the date of the appointment of the Environmental Health Officer, the London Borough of Camden will report to the Nominated Undertaker, at agreed intervals, on the performance of the Environmental Health Officer by reference to the Job Description.*
- 7.7 *The Nominated Undertaker will through the reporting process referred to in clause 7.5, monitor the performance of the Environmental Health Officer against the criteria of the Job Description, and, in the event, following advice from the Nominated Undertaker, that the Promoter deems the Environmental Health Officer's performance below the standard required by the Job Description, the Promoter may require the London Borough of Camden to review the appointment.*

- 7.8 *These arrangements will be set out in a legal Agreement between the Secretary of State or Nominated Undertaker as appropriate and the London Borough of Camden.*

8. Adelaide Road

As noted in the proceedings of the House of Commons HS2 Select Committee the Promoter has prepared an amended plan for construction of the vent shaft requiring only a single-lane closure and is willing to offer the following assurance:

- 8.1 *During the construction of the Adelaide Road ventilation shaft the Secretary of State will require the Nominated Undertaker to keep one lane of Adelaide Road open to traffic at all times with traffic light control to permit two directional flows, subject to any short term closures (typically expected to be no more than one to two days) for initial construction works and except in the case of emergency, emergency works, where a closure is necessary due to unforeseen circumstances, or otherwise with the approval or at the direction of the Highway Authority.*

9. Environmental data sharing and Revisions to the Code of Construction Practice

The latest draft of the Code of Construction Practice was shared with the Borough on 1 September 2016. The Promoter undertakes as follows:

- 9.1.1 *The latest revision of the CoCP (1 September 2016), will form the basis of the CoCP which is to be finalised by Royal Assent, subject to any changes to the data sharing elements, factual corrections, and any other changes as considered by the Local Authority Planning Forum.*

In relation to Local Environmental Management Plans (LEMPs), draft LEMPs have been prepared by the Promoter to date and engagement with Local Authorities on them is ongoing. The Promoter undertakes as follows:-

- 9.1.2 *Further engagement on the content of the LEMPs will be undertaken prior to and after the enabling works contractor is appointed so that LEMPs will be in place for the start of works authorised by the Bill. The detailed design of the HS2 works will mostly be undertaken by the Main Civil Engineering and Station Contractors. In light of this, proportionate updates to the LEMPs will be engaged on during this stage of design.*
- 9.1.3 *The Secretary of State will require the Nominated Undertaker to continue to engage on the detail of the route-wide Community Engagement Framework with the London Borough of Camden and other local authorities through the Planning Forum. The Promoter will use reasonable endeavours to incorporate comments received and where reasonable will provide explanation where comments have not been included.*

9.2 Environmental data sharing

HS2 Ltd. is committed to sharing environmental information in a timely and transparent manner. The following assurances apply to the sharing of noise and air quality data in respect of construction sites used

in the construction of the works authorised by the Bill. These assurances will be reflected in the Code of Construction Practice.

- 9.2.1 *The Nominated Undertaker will, for noise, dust and air quality data, provide to the relevant Local Authority monthly reports which include a summary of the construction activities occurring, any complaints received, the data recorded over the monitoring period broken down into appropriate time periods, any periods in exceedance of the agreed trigger levels and the results of any investigations and identified source; and, where the works have been found to be the source, any action taken to immediately resolve the issue and to prevent a recurrence.*
- 9.2.2 *The Nominated Undertaker will, for noise, dust and air quality data, seek to release data relating to complaints received by the relevant Local Authority within 48 hours of the request being made by the relevant Local Authority.*
- 9.2.3 *Where the Nominated Undertaker's contractors are monitoring noise, dust and air quality, the full data set will be made available, following the publication of the monthly report referred to in 9.1.1, to other stakeholders, including members of the community, upon request.*
- 9.2.4 *The Nominated Undertaker will, for noise, dust and air quality data, following the exceedance of an agreed trigger level notify the relevant Local Authority as soon as reasonably practicable after it has been informed by its contractors.*
- 9.2.5 *The Nominated Undertaker will provide information on noise, dust and air quality monitoring to local communities via channels established under the Community Engagement Framework, including but not limited to online publication, presentations at events and printed materials at HS2 events or facilities. It will include information on any exceedance of the agreed trigger levels, the cause of these levels, and action taken by the Nominated Undertaker and its Contractors to remedy it and avoid a reoccurrence.*
- 9.2.6 *Where the Nominated Undertaker's contractors are monitoring noise, dust and air quality with equipment capable of streaming data in realtime, this will be made available to a named person at a relevant Local Authority, if a written request is received by the Nominated Undertaker. The arrangements for sharing of this data will in no way fetter the duties of the Local Authority under the Environmental Information Regulations 2004 and the Freedom of Information Act 2000 in relation to this data.*
- 9.2.7 *The Nominated Undertaker will review its approach to data sharing as set out in the Code of Construction Practice every two years, including giving consideration to technological developments and best practice being deployed on other projects at the time.*
- 9.2.8 *All measures for recording the maintenance of traffic management measures and measures for monitoring construction traffic, as identified in HS2 information paper E30 (Vehicle Flow Management and Safety Requirements during Construction'), which are routinely monitored by the nominated undertaker, shall be available to relevant local highways authorities and discussed at relevant local Traffic Liaison Groups. Appropriate information shall be publically accessible within meeting minutes, such minutes being consulted on with the relevant local highway authority in accordance with the Route-wide Traffic Management Plan.*

9.3 Revisions to the Code of Construction Practice (Section 7.3) on – Monitoring of air quality

It remains the promoter's intention that the CoCP should be a robust document that is fit for purpose, hence the extensive engagement with local authorities through the HS2 Phase One Route Wide Planning Forum and its sub-groups. As a result the Promoter is able to provide the amendment to the Code of Construction Practice to be incorporated in the next iteration.

The full text proposed for Section 7.3 of the CoCP.

Key to text changes

Non-underlined text = as in the current CoCP

Underlined text = proposed amendment

"Construction site monitoring

- 9.3.1 *The Nominated Undertaker will require its contractors to implement inspection and monitoring procedures to assess the effectiveness of measures to prevent dust and air pollutant emissions. Relevant local authorities will be consulted on the monitoring procedures to be implemented, which will include the following measures, as appropriate:*
- a) *site inspections covering the establishment and operation of the construction site;*
 - b) *inspection procedures for areas adjacent to the construction site to assess visually any dust and air pollution which may be generated;*
 - c) *plans for undertaking continuous automatic monitoring of airborne dust and setting a relevant site action level (defined as a measurement threshold above which investigation will be required);*
 - d) *reference to inspection and maintenance schedules for construction vehicles, plant and machinery;*
 - e) *inspection procedures relating to the level of traffic movements, use and condition of haul routes;*
 - f) *and reports of the monitoring will be provided to Local Authorities. These will include, where appropriate, the interpretation of any continuous automatic monitoring data, any site action level alarms, investigations and remedial actions.*
- 9.3.2 *Where there are potentially dust-emitting activities on site, as a minimum, a daily visual inspection will be made, and a yes/no record kept of whether there is a risk of dust emissions that day.*
- 9.3.3 *For each work site, or close group of work sites, at the appropriate stage (e.g. detailed design stage), a dust risk assessment of construction activities will be undertaken following best practice methodology (currently IAQM 2014), to derive the risk of each site in order to inform the appropriate monitoring to be employed. The dust control measures detailed in Sections 7.1 and 7.2 apply to all construction sites, as appropriate, and this will be considered when conducting the risk assessment. Sites will be categorised either 'low', 'medium' or 'high' risk. It is anticipated that for 'low risk' sites, visual inspections will be adequate for managing the site. At 'medium' and 'high risk' sites monitoring of dust and particulate matter will be undertaken using continuous automatic monitoring instruments.*

9.3.4 Monitoring of dust and particulate matter during construction of the project will be undertaken following the current best practice guidance (currently IAQM 2012).

9.3.5 Instruments will be used, as appropriate, for continuous automatic monitoring of dust as airborne PM₁₀. These instruments will send an alarm (via the internet or mobile phone system), when a pre-determined site action level is reached. The site action level will be determined as appropriate from current best practise guidance.

9.3.6 The alarm will be sent to a person nominated by the contractor (or delegated representative).

9.3.7 If the alarm is triggered, the following on-site process will be followed:

- a) The nominated person (or a delegated representative) will investigate activities on site, as quickly as reasonably practicable, to ascertain if any visible dust is emanating from the site or if any activities are occurring on site that are not in line with the dust control measures.
- b) Any identified causes will be rectified where practicable and actions recorded in the site logbook, and reported to the Nominated Undertaker. The Nominated Undertaker will report this to the relevant authority as soon as reasonably practicable after it has been informed by its contractors.
- c) If the source of the incident cannot be identified as originating from the site operations, operations of nearby construction sites and other activities will be investigated for potential causes of the alarm. Other sites particulate matter monitoring data may be available to assist this investigation.
- d) If the source of the alarm is not related to the site operations, the outcome of any investigation and associated actions will be recorded in the site logbook.

9.3.8 Access to the data collected by these instruments will be provided to the Nominated Undertaker, and relevant Local Authority, as set out in the Data Sharing section of the Code of Construction Practice [see section 9.1 of this letter]

Monitoring adjacent to highways

9.3.9 As detailed in Section 7.2, monitoring of air quality effects shall be undertaken adjacent to highways, where these have been identified as significant in the hybrid Bill Environmental Statement (as amended) or subsequent assessments.

9.3.10 The monitoring shall be undertaken following current best practice guidance (currently Defra Local Air Quality Management Technical Guidance 2016). "

10. Construction Commissioner

Information Paper G3 provides detail of the role of the independent Construction Commissioner. An independent body is to be established to appoint and monitor the work of the Construction Commissioner. LB Camden is seeking proportionate representation of Local Authority representatives on the independent body. The details of the independent body are being discussed with local authorities and we are currently considering having two Local Authority representatives from Phase One of the HS2 scheme, on the independent body; one representing the northern section of the route and one the southern. The Promoter provides the following assurance:

- 10.1 *The Secretary of State will require the Nominated Undertaker to establish and maintain proportionate involvement of Local Authority representatives, and representation of local residential communities, on the independent body that will be set up to appoint and monitor the work of the Construction Commissioner. Subject to any further views that are submitted by other panel members, proportionate representation is considered to be two Local Authority representatives one representative of local communities in the form of a revolving appointment for a specified period from communities along the line of the route.*

11. Camden Fund

In addition to the mitigation secured through the EMRs, HS2 Ltd recognises that opportunities may exist in the London Borough of Camden area to bring forward additional measures which would serve to mitigate the general long term impacts of construction on the local community and which might also contribute to the strengthening of a sense of place. HS2 Ltd. also notes the House of Commons Select Committee's final report which states "Camden is exceptional and needs special treatment. Many residents are going to have to put up with disturbance on a scale beyond the experience in most other locations". The Committee went on to recommend a specific financial allocation for the London Borough of Camden. Such opportunities fall outside the scope of the Bill and the EMRs, but may not be suitable for consideration under the Community and Environment Fund or the Business and Local Economy Fund (CEF/BLEF).

To this end, the Promoter provides the following assurances:

- 11.1 *The Secretary of State will require the Nominated Undertaker to initiate a HS2 London Borough of Camden Community Panel ("the panel"). The panel will have an independent chair and, as a minimum, members from the local community (no fewer than two), the London Borough of Camden, the Department for Transport and the Nominated Undertaker will be invited.*
- 11.2 *Through collaboration the panel will work to develop appropriate governance, allocation criteria and an allocation framework for the borough-wide Camden Fund.*
- 11.3 *The Secretary of State will require the Nominated Undertaker to make up to £3.5m available as a Camden Fund. This will be allocated by the Panel according to the agreed allocation framework to deliver additional mitigation measures beyond those proposed by the Nominated Undertaker and / or beyond the powers of the Bill. Any proposals funded must not impact the timely, economic and safe delivery or operation of the Phase One HS2 Works. HS2. Ltd will also provide the necessary administration support.*
- 11.4 *The Nominated Undertaker will seek to agree the appointment of the Independent Chair with panel members. The Terms of Reference for the Panel, appropriate governance and the allocation framework will be developed by the Nominated Undertaker in coordination with panel members.*

Within three months of this assurance being accepted, the Nominated Undertaker will prepare draft role specifications for the independent Chair and panel members and prepare a draft full terms of reference for the panel.

- 11.5 *The Nominated Undertaker will review the adequacy and utilisation of the £3.5m financial allocation given to the panel after two years. This review will take into account proposed projects and the community benefits realised as a result of the panel.*

These assurances relating to mitigation will not, in any way, compromise the ability for bodies within the London Borough of Camden being able to benefit from the HS2 Business and Local Economy or Community and Environment Funds when they are launched as those funds are to provide additional benefits rather than mitigating measures.

12 Other commitments which affect LB Camden

In addition to commitments given to the London Borough of Camden, the Promoter may also give commitments during the hybrid Bill process to other petitioners and stakeholders along the line, including community and business representatives in Camden. As a result, commitments that directly affect the London Borough of Camden may be entered into during the hybrid Bill process. The Promoter recognises that the Council needs to be notified of these additional commitments so as to be able to engage with them effectively. In the ordinary course of business, those commitments would be communicated through the periodic publication of the Register of Undertakings and Assurances. But some commitments might take effect before that publication.

The Promoter provides the following assurance:

- 12.1 *The Promoter will notify the Council as soon as reasonably practical upon the giving of a commitment during the hybrid Bill process which in the Promoter's reasonable opinion will impact on the statutory functions or operations of the London Borough of Camden, where it would not be timely to wait until the next publication of the Register of Undertakings and Assurances. In circumstances where it is practical to notify the Council of these types of commitments before they are granted it will do so.*

13 Comprehensive Station Redevelopment

- 13.1 *The Secretary of State will require the Nominated Undertaker to design HS2 Euston Station, so far as is reasonably practicable and within the limits and powers set out in the HS2 Act, in such a way as ensure that it does not prejudice the future redevelopment of the Euston Mainline Station.*

14 Interpretation

"the Action Plan"

means a plan describing measures to be implemented by the contractor in order to reach compliance with paragraph 3 (Euro VI Engines) of this assurance letter as soon as is practicable. This Plan will be agreed with the Nominated Undertaker and

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reviewed alongside monthly reporting data set out in paragraphs 3.9.2 and 3.9.4.

"the Assessment"

means an assessment to be prepared by [the Nominated Undertaker] considering (i) the impact on the HS2 construction programme, passengers and train operating companies by the implementation of the Platform 13 option and the Platform 18 option (or any other option(s) better meeting the Purpose) (ii) the benefits in terms of reducing numbers of HGV movements, of implementing those options. The Assessment will also include a calculation of the revised HGV peak movements required following the implementation of the Platform 13 option and the Platform 18 option (or any other option(s) better meeting the Purpose;

"the Authorised Works"

means the works authorised to be carried out under the Bill;

"the Bill"

means the High Speed Rail (London – West Midlands) Bill as introduced in the House of Lords on 23 March 2016 and upon Royal Assent includes the resulting Act;

"deposited plans"

has the meaning given in clause 60 of the Bill;

"Economic Cost"

means the monetised value of environmental costs applying the Department for Transport Mode Shift Benefit Values 2009 and 2014 as set out in revision Po4 of the Material By Rail – ESSRB report

"ESSRB"

The Euston Station Strategic Development Board

"EURO VI"

EURO VI (as defined in European Commission Regulation (EU) No 582/2011 dated 25 May 2011)

"HGV"

means a goods vehicle which, for the purposes of section 138 of the Road Traffic Regulation Act 1984, has an operating weight exceeding 7.5 tonnes;

"the HS2 works"

means the works authorised by the Bill in the London Borough of Camden;

"the London Low Emissions Zone"

means that zone as it exists on the date of this letter;

"the Nominated Undertaker"	means the relevant nominated undertaker appointed under the Bill as enacted, and in the period prior to the Secretary of State appointing a nominated undertaker and imposing the requirements on it, referred to in these assurances, HS2 Ltd;
"the Platform 13 and Platform 18 Options"	means the options for removal of material by rail at Station Stage A Platform 18 and Station Stage B1 Platform 13, the latest report on which is at paragraphs 6.2.1 to 6.2.3 and 6.2.25 to 6.2.29 of revision Po4 of the Material by rail – ESSRB report;
"permissible maximum weight"	In relation to a vehicle has the same meaning as in part III of the Road Traffic Act;
"the Promoter"	means the Secretary of State for Transport or any successor Secretary of State or the Minister holding the Transport portfolio;
"the Proposed Scheme"	means the construction of High Speed Two (Phase 1) as authorised by the Bill in the form enacted.
"the Purpose"	To seek to maximise, in so far as reasonably practicable and within existing Bill powers, the volume of excavated and construction material from the construction of Euston Station and approaches to be brought in and removed by rail whilst balancing the wider environmental impacts to the local community and on rail passenger services.
"Stage A"	means stage A of the Euston Station works forming part of the HS2 Project (namely the construction of six new high speed platforms and concourse to the west of the station to support the opening of HS2 Phase One high speed services between London and the West Midlands).

