

EXHIBIT LIST

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Ifath Nawaz
Chiltern District Council
King George V House,
King George V Road
Amersham
Buckinghamshire, HP6 5AW

10 February 2015

Dear Mrs Nawaz,

Assurances Relating to High Speed Rail (London – West Midlands) Bill

Further to our recent discussions about landscaping and design in the Chilterns Areas of Outstanding Natural Beauty (AONB), I am writing to you on behalf of the Secretary of State for Transport to set out an assurance that the Secretary of State is willing to give in respect of this issue. The detail of this assurance is set out below.

In this assurance, 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.

Assurance on design and landscaping in the Area of Outstanding Natural Beauty (AONB)

In addition to the standard response explaining the powers that planning authorities will have in determining requests for approvals, the following response and assurance is provided to Chiltern District Council in response to its petition issues relating to design and landscaping in the Chilterns AONB.

The Promoter recognises the importance and special character of the Chilterns Area of Outstanding Natural Beauty and in this respect is in broad agreement with the Petitioner. The Promoter considers that there is merit in establishing a set of design principles that could reasonably be applied to the design and appearance of HS2 works in the Chilterns AONB that will fall to it to approve under Schedule 16 of the HS2 Bill when enacted. In support of the assurances already provided within the current drafts of the Code of Construction Practice, General Principles, Environmental Memorandum, Planning Memorandum and Heritage Memorandum (the Environmental Minimum Requirement (EMR) documents), the Promoter would also wish to provide the following assurances:

(1) The Promoter will require the nominated undertaker to work with Chiltern District Council in developing design principles that could reasonably be applied to the design and appearance of HS2 works in the Chilterns Area of Outstanding Natural Beauty (AONB) to ensure that they provide appropriate guidance for HS2 works in the AONB. These design principles must be consistent with the operational requirements of the railway, implementable within the allocated HS2 budget and the powers in the HS2 Bill and in accordance with any other relevant approvals required under the Bill, consistent with the HS2 EMRs, and material to the consideration of requests for approval under Schedule 16 of the HS2 Bill.

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(2) When developing its detailed design for building and construction works (including landscaping) in the Chilterns Area of Outstanding Natural Beauty (AONB), the Promoter will require the nominated undertaker to take into consideration the design principles developed for the HS2 works in the AONB insofar as these relate to the grounds specified in the relevant paragraphs of Schedule 16, have had regard to the nominated undertaker's reasonable comments in their preparation, and have been established and agreed by such time as is required to meet the HS2 programme for development of detailed design for these HS2 works.

(3) The Promoter will require the nominated undertaker to use reasonable endeavours to ensure the design of any earthwork created in the Chilterns Area of Outstanding Natural Beauty (AONB) as a result of the HS2 works, which is subject to approval under Schedule 16 of the Bill, sensitively integrates into its surroundings by respecting natural contours and existing landscape features.

In addition, a statement of intent to work with the planning authority to develop appropriate design principles along the lines of paragraphs (1) and (2) will be provided to the other bodies that have raised concerns about the impact of the HS2 works on the Chilterns AONB in their petitions.

The assurances set out above will be included in the Register of Undertakings and Assurances which will be held by the Department for Transport. The nominated undertaker will be contractually obliged to comply with all relevant undertakings and assurances set out in the register. Further information on how the Secretary of State will ensure compliance with undertakings and assurances made by HS2 Ltd is set out in Information Paper B4: Compliance with Undertakings and Assurances.

HS2 Ltd will continue to work with Chilterns District Council in seeking to resolve other matters contained within your petition.

Alistair Lewis
Partner and Parliamentary Agent
Elizabeth House
4-6 Fulwood Place
London
WC1V 6HG

02 June 2015

Dear Mr Lewis,

Chiltern District Council – Chiltern Long Tunnel Proposal

We wrote to you on Friday 29th May providing our technical response to the Peter Brett Associate (PBA) Chiltern Long Tunnel (CLT) proposal submitted to HS2 Ltd on the 23rd March 2015. The report follows a meeting held with your client on the 11th May where we provided initial feedback on the proposal and sought clarification on specific matters in order for us to provide a full response to the proposal.

We have concerns about some technical aspects of the CLT proposal as submitted in its current form. These are detailed in the report provided. The most significant issues are as follows:

1. Firefighting point (FFP)

Following consideration of the impacts of long tunnels greater than 20km in length and their associated fire safety requirements, HS2 Ltd believes that the provision of an open gap structure rather than an underground firefighting point would be a more appropriate facility to meet operational requirements. An open gap structure is considered to provide the best balance in terms of providing a means of intervention, egress and heat/air exchange. For the CLT proposal, this could require relocation of the fire fighting point as there would be insufficient space for a gap of this type at Little Missenden, although it could be accommodated at another location.

Thus, whilst the firefighting point proposed by PBA could address fire safety issues as required by the TSI, it would not do so in a manner acceptable to HS2 Ltd for reasons which are set out in more detail in the report. Even if this structure were to be acceptable, there are further technical and logistical challenges associated with the construction and layout of the structure as proposed, for which additional investigation would be required.

2. Impact on maintenance loop at Stoke Mandeville

The CLT proposal indicates that the Chilterns Long Tunnel north portal would be directly adjacent to the maintenance loop shown in the Proposed Scheme and would impact on the layout and operational use of the loop. As outlined in the report provided, this would not be acceptable to HS2 Ltd and nor would relocation be considered a viable option due to operational concerns.

3. Additional shaft at Northern Portal

The proposed shaft spacing between the last vent shaft and the tunnel north portal is approximately 4km, which exceeds the maximum 3.3km spacing which is common practice and adopted by HS2 Ltd. As such, an additional vent shaft would be required which would add to impacts and costs.

At a meeting on the 29th April your clients indicated that they were currently preparing a statement of common ground that could be submitted to the Select Committee in advance of their appearance. In order to do this, your clients required confirmation that the CLT proposal was technically feasible. As our report

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outlines, the design of the CLT could be feasible. However, at present there are a number of elements, principally those outlined above, that would require further investigation and refining to be able to fully assess its feasibility and consider other matters not fully addressed in the PBA report such as the impacts of the additional construction site required near Stoke Mandeville. We would be willing to set up a meeting to go through our report in order to determine where areas of common ground might be sought and the manner in which this might be achieved.

We trust that now you are in receipt of the technical information requested, the matter can progress towards Select Committee hearing in July as programmed.

Yours sincerely,

Ms Jackie Copcutt
Project Officer
Buckinghamshire County Council
County Hall
Walton St
Aylesbury, HP20 1UA

Sent by email

26 June 2015

Dear Ms Copcutt,

**High Speed Rail (London – West Midlands) Bill
HS2 Response to Land Use Consultants' 'A landscape-led approach to HS2 in Buckinghamshire and the Colne Valley'.**

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 HS2 Ltd's position in respect of the report by Land Use Consultants ('The LUC report') titled 'A landscape led approach to HS2 in Buckinghamshire and the Colne Valley'. HS2 Ltd acknowledges that a number of organisations¹ endorse the LUC report and that you are leading on it through your petition.

You are probably aware that a number of assurances were previously given to South Bucks District Council, some of which are now repeated below. In these assurances, "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 this assurance, HS2 Ltd. "HS2 Works" means works to be authorised by the Bill.

Landscape Principles

HS2 Ltd welcomes the work that the local authorities, organisations and yourselves have put in to compile this document and the constructive proposals that it contains. As indicated below, HS2 Ltd considers that the LUC report's broad approach in defining landscape principles accords with our own approach to design as set out in the HS2 Design Policy (see HS2 Information Paper, D1).

We have had some initial discussions with you regarding the LUC report and through these discussions you have advocated that the LUC report should be binding on the nominated undertaker. You are also seeking a requirement that masterplans for the landscape areas should be prepared and agreed with the local planning authorities prior to the approval of the detailed design and appearance of features. In addition, as

¹ Buckinghamshire County Council, Three Rivers District Council, South Bucks District Council, Chiltern District Council, Wycombe District Council and Aylesbury Vale District Council, the National Trust and the Colne Valley Park Community Interest Company (CIC)

well as the inclusion of broad principles within the LUC report, we note that there are also various location specific requests.

Having summarised what I understand to be your objectives, I would ask you to note that the LUC report was prepared without any input from HS2 Ltd or the DfT. As I am sure you will appreciate, in developing the landscape design, a number of other important considerations will need to be taken into account, as well as landowner considerations where land is being acquired temporarily. The LUC report does not necessarily reflect the design considerations that the nominated undertaker will adopt when developing its landscape design along the route following Royal Assent.

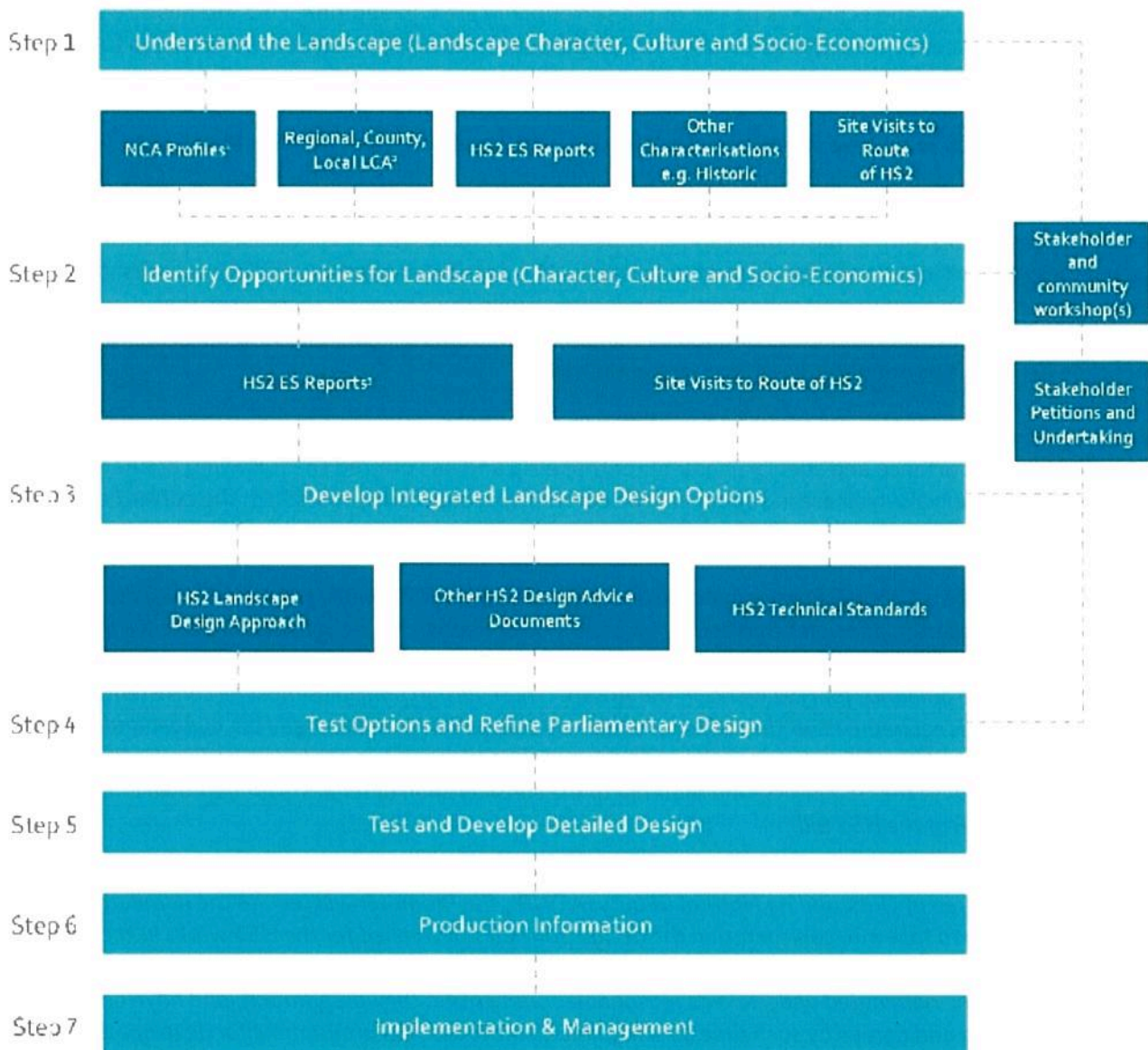
Notwithstanding the above, we are broadly supportive of an approach that would establish design principles to be taken into account when developing the landscape design. We believe that this would provide a coherent approach along the route, and that any designs that come forward for approval are compatible with the HS2 Design Policy and the HS2 Design Vision.

Landscape Design Approach

We recognise that designs should be sympathetic to their local context, environment and social setting, and this is reflected in the principles contained in HS2 Design Policy. Alongside this, HS2's Design Vision document incorporates "the place principle" which states that HS2 Ltd will use design to help deliver imaginative, appropriate and environmentally sensitive solutions. As part of the design policy, HS2 Ltd will also develop a Landscape Design Approach (LDA) document which will set an approach for the designers to follow during the design development process. HS2 Ltd is in the process of producing the first draft LDA, which it will seek to publish within the coming months. Given that HS2 Ltd expects the objectives contained in the LDA will deliver a similar outcome to the principles contained in the LUC report, we have already given the following assurance to South Bucks District Council:

The Secretary of State will require the nominated undertaker to publish a Landscape Design Approach (the "LDA"). The nominated undertaker will present the LDA to the Planning Forum and members of this Forum will have the opportunity to comment on it. In drafting the LDA, the nominated undertaker will be required to take into account the environmental, social and economic aspects of the areas through which HS2 is planned to be constructed. The LDA will also take into account the HS2 Design Vision and make it a requirement for the design of the Proposed Scheme to respond to the local landscape and townscape character.

A key similarity between the emerging draft LDA and the LUC report is that they both advocate a design that responds to 'place'. The methodology that is suggested within the emerging draft HS2 LDA, and which is shown below, is similar to the one within the LUC report. It requires the designer to understand the landscape before assessing the impact of the Proposed Scheme. Within Step 3, Design Options will be developed on the basis of the HS2 Environmental Statement (ES) and through further site visits. A number of design and technical documents, of which the LDA will be one, will then be used to refine the landscape design so that it meets landscape, engineering, operational, maintenance and budget requirements. At the end of the design stage, there is further testing that will be carried out before producing detailed and construction information.



With respect to the design principles that are stated within the LUC report (landscape character, connectivity etc.), HS2 Ltd considers that there are important areas of common ground with the draft LDA. In particular:

- A common principle across the landscape areas in your document is to ensure that the design of HS2 responds to and enhances the character of the landscape, reflecting existing landforms, pattern features and other characteristics. We generally agree with this approach, and the draft LDA will include 'integration' as a key landscape design principle for HS2.
- A number of your principles seek to ensure that highways, railway over-bridges and green bridges respect the environmental context into which they are being placed and are of high quality design. It is intended that future revisions of the draft LDA will include a number of landscape scenarios to illustrate the landscape design approach required to bring the landscape vision to life. The drawings are likely to demonstrate how the range of landscape components that will form large parts of HS2 shall be considered in a holistic and co-ordinated manner to benefit the social,

environmental and economic health of the surrounding area. In addition, HS2 Ltd has already considered comments on the Rural Road Design Guide through the highways sub-group to the Planning Forum.

As the draft LDA develops, we would wish to maintain a dialogue with the Council and partner organisations to establish if more can be done to align the objectives between the documents. At this time however, we have already indicated to you in meetings that there are some specific requests in the LUC report, such as requests for a masterplan and site specific deliverables (such as requests for new car parks) to which HS2 Ltd will not be able to support at this time. We note that a number of the principles in the document include an ambition to enhance the landscape. While the Promoter recognises that enhancement may be a consequence of good design, the Promoter's primary aim is to bring forward landscape proposals to mitigate the effects of the railway.

As you may be aware, in respect of design of HS2 works in the Chilterns AONB, the Promoter has already recognised the importance and special character of that area and has offered the following assurances to Chiltern District Council which are in support of the commitments already provided in the current draft Environmental Minimum Requirements:

- 1. The Promoter will require the nominated undertaker to work with Chiltern District Council in developing design principles that could reasonably be applied to the design and appearance of HS2 works in the Chilterns Area of Outstanding Natural Beauty (AONB) to ensure that they provide appropriate guidance for HS2 works in the AONB. These design principles must be consistent with the operational requirements of the railway, implementable within the allocated HS2 budget and the powers in the HS2 Bill and in accordance with any other relevant approvals required under the Bill, consistent with the HS2 EMRs, and material to the consideration of requests for approval under Schedule 16 of the HS2 Bill.*
- 2. When developing its detailed design for building and construction works (including landscaping) in the Chilterns Area of Outstanding Natural Beauty (AONB), the Promoter will require the nominated undertaker to take into consideration the design principles developed for the HS2 works in the AONB insofar as these relate to the grounds specified in the relevant paragraphs of Schedule 16, have had regard to the nominated undertaker's reasonable comments in their preparation, and have been established and agreed by such time as is required to meet the HS2 programme for development of detailed design for these HS2 works.*
- 3. The Promoter will require the nominated undertaker to use reasonable endeavours to ensure the design of any earthwork created in the Chilterns Area of Outstanding Natural Beauty (AONB) as a result of the HS2 works, which is subject to approval under Schedule 16 of the Bill, sensitively integrates into its surroundings by respecting natural contours and existing landscape features.*

In addition to the above, I would like to remind you of the provisions that HS2 must follow in relation to the prior approval of details for buildings and other construction works set out in Schedule 16 of the Bill. So long as a planning authority becomes a qualifying authority under Schedule 16, it will be entitled to approve matters relating to the design and appearance of new landforms and earthwork. Further information is provided in HS2 Information Papers². Were a local authority to decide not to become a qualifying authority, the nominated undertaker will nevertheless seek to ensure that landscape designs

² Information Paper D1: Design Vision; Information Paper B1: Main Provisions of the Bill Planning Regime

brought forward will be of high quality and respond appropriately to local context in accordance with the principles in the LDA.

Once you have had the opportunity to consider the response provided to you, HS2 Ltd would like to offer to meet with yourselves specifically to continue discussion on our draft landscape design approach. As stated earlier, we also expect to undertake engagement on the landscape design approach through the Planning Forum.

Ms Tracey Aldworth
Aylesbury Vale District Council
The Gateway
Gatehouse Road
Aylesbury
Bucks HP19 8FF

07 July 2015

Dear Ms Aldworth,

Assurances Relating to High Speed Rail (London – West Midlands) Bill

Further to our recent discussions about landscaping and design in the Chilterns Areas of Outstanding Natural Beauty (AONB), I am writing to you on behalf of the Secretary of State for Transport to set out an assurance that the Secretary of State is willing to give in respect of this issue. The detail of this assurance is set out below.

In this assurance, 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.

Assurance on design and landscaping in the Area of Outstanding Natural Beauty (AONB)

In addition to the standard response explaining the powers that planning authorities will have in determining requests for approvals, the following response and assurance is provided to Aylesbury Vale District Council in response to its petition issues relating to design and landscaping in the Chilterns AONB.

The Promoter recognises the importance and special character of the Chilterns Area of Outstanding Natural Beauty and in this respect is in broad agreement with the Petitioner. The Promoter considers that there is merit in establishing a set of design principles that could reasonably be applied to the design and appearance of HS2 works in the Chilterns AONB that will fall to it to approve under Schedule 16 of the HS2 Bill when enacted. In support of the assurances already provided within the current drafts of the Code of Construction Practice, General Principles, Environmental Memorandum, Planning Memorandum and Heritage Memorandum (the Environmental Minimum Requirement (EMR) documents), the Promoter would also wish to provide the following assurances:

(1) The Promoter will require the nominated undertaker to work with Aylesbury Vale District Council in developing design principles that could reasonably be applied to the design and appearance of HS2 works in the Chilterns Area of Outstanding Natural Beauty (AONB) to ensure that they provide appropriate guidance for HS2 works in the AONB. These design principles must be consistent with the operational requirements of the railway, implementable within the allocated HS2 budget and the powers in the HS2 Bill and in accordance with any other relevant approvals required under the Bill, consistent with the HS2 EMRs, and material to the consideration of requests for approval under Schedule 16 of the HS2 Bill.

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undertaker's reasonable comments in their preparation, and have been established and agreed by such time as is required to meet the HS2 programme for development of detailed design for these HS2 works.

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The assurances set out above will be included in the Register of Undertakings and Assurances which will be held by the Department for Transport. The nominated undertaker will be contractually obliged to comply with all relevant undertakings and assurances set out in the register. Further information on how the Secretary of State will ensure compliance with undertakings and assurances made by HS2 Ltd is set out in Information Paper B4: Compliance with Undertakings and Assurances.

HS2 Ltd will continue to work with Aylesbury Vale District Council in seeking to resolve other matters contained within your petition.

Yours sincerely,