

EXHIBIT LIST

Reference No: HOL/10024

Petitioner: Buckinghamshire Standard Pack

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Page 1 of 119

No	Exhibit Name	Page
1	P3778_01_Letter_to_Petitioners_18Oct2016	2 - 6
2	P3779_02_Letter_to_Chiltern District Council_10Feb2015	7 - 8
3	P3780_03_Letter_to_Bucks County Council_26June2015	9 - 13
4	P3781_04_Letter_to_Aylesbury Vale District Council_07July2015	14 - 15
5	P3782_05_Letter_to_Aylesbury Vale District Council_11Feb2016	16
6	P3783_06_Letter_to_Chiltern District Council_20Jan2016	17 - 18
7	P3784_07_Letter_to_Bucks County Council_20Jan2014	19 - 20
8	P3785_08_Letter_to_Bucks County Council_12Oct2015	21 - 22
9	P3786_09_Letter_to_Bucks County Council_21July2015	23 - 27
10	P3787_10_Letter_to_Bucks County Council_06Oct2015	28 - 29
11	P3788_11_Letter_to_Chiltern District Council_20Jan2016	30 - 45
12	P3789_12_Letter_to_Bucks County Council_05May2016	46 - 96
13	P3790_13_Letter_to_Chiltern District Council_12Oct2015	97 - 100
14	P3791_14_Letter_to_Chiltern District Council_20Jan2016	101 - 117
15	P3792_15_Letter_to_Chiltern District Council_13July2016	118
16	P3793_16_Letter_to_Chilterns Conservation Board_09Aug2016	119



Sanctuary Buildings
5th Floor
20 Great Smith Street
London
SW1P 3BT

18 October 2016

Dear Petitioner

High Speed Rail (London – West Midlands) Bill – House of Lords

As you know, the intention is that the Buckinghamshire petitioners will appear before the House of Lords Select Committee considering the Bill in October/November. I am writing to you now to draw your attention to various statements made by the Committee that you will want to bear in mind in preparing for your appearance.

Preparing for Select Committee

The Committee considering the Bill was appointed on 5 May 2016 to consider the issues raised by petitioners against the Bill. However, as the Bill was debated and approved at Second Reading in the House of Lords on 14 April 2016, the principle of the Bill is deemed to have been approved. Therefore, the Committee cannot reject the Bill outright or make any change that goes against the principle of the Bill.

At the very beginning of the Committee's hearings, on 19 May¹, the Chairman, Lord Walker of Gestingthorpe, said:

"...we will be concerned only with petitions arguing for mitigation, compensation and adjustment to meet adverse effects on particular interests. We cannot entertain any objections to the principle or policy of the Bill, which was a matter for the Second Reading debate, which took place in the House of Lords on 14 April."

The Chairman also set out the Committee's initial view on requests made by petitioners for changes to the scheme that would require an Additional Provision to the Bill (that is to say that they would require powers which go beyond the scope of the existing Bill, such as requiring additional land, or would give rise to new significant environmental effects), namely that the Committee would not be able to require the Promoter to bring forward Additional Provisions unless they received an instruction from the House of Lords at Second Reading, which did not occur.

¹ The transcript can be found at <http://data.parliament.uk/writtenevidence/committeeevidence.svc/evidencedocument/high-speed-rail-london-west-midlands-bill-lords-committee/high-speed-rail-london-west-midlands-bill/oral/33501.html>

Notwithstanding their initial view, the Committee allowed Chiltern District Council and the London Borough of Hillingdon to make representations on the matter to ensure the contrary view was given a fair hearing. The Committee heard the case for the House of Lords Select Committee, as the Select Committee in the second House, to be able to require the Promoter to bring forward Additional Provisions on 30 June 2016².

The Committee's decision on the issue was announced³ on 7 July 2016:

"Good morning everyone. Before we take the first petition, I'm going to read out a ruling of the Committee on an issue on which we heard argument last Thursday. On 30 June 2016 we heard argument about additional provisions. We were addressed by Mr George Laurence QC, leading Ms Claire Staddon, for the London Borough of Hillingdon, by Mr Martin Kingston QC for Buckinghamshire County Council, Chiltern District Council and Aylesbury Vale District Council, and by Mr Timothy Mould QC for the promoter. This is our ruling on the issues raised at that hearing.

The expression 'additional provision' has a technical meaning in relation to Private Bills. It refers to an amendment granting to the Bill's promoter, 'powers which go beyond the scope of the original proposals, and which may potentially have adverse direct and special effects on particular individuals or bodies, over and above any effects on the general public.' That's a quotation from the second special report of the House of Commons Select Committee on this Bill, paragraph 8. This wording echoes the test for locus standi, which we have considered in previous rulings. The two topics are closely connected, in that the right to petition against a Bill depends on an adverse direct and special effect on the petitioners' property interests, whether the provision in question was in the Bill in its original form or is to be added as an additional provision.

We return to the realities of the situation. The changes sought by Hillingdon and the Chiltern councils could hardly be more momentous, in terms of their implications for cost, redesign work and delay. There are no economies of scale in long bored tunnels. On the contrary, the unit cost per kilometre of tunnel increases with the length, because of the need for extra vent shafts and intervention gaps, and above all because of the ever increasing cost of moving excavated spoil over longer and longer distances. In view of recent warnings from the National Audit Office and the financial fallout at the recent referendum, it seems in the highest degree unlikely that the House of Lords will see fit to give an instruction contrary to the settled practice for additional provision for either of these new tunnels. The degree of improbability would be reduced in the case of Colne Valley if the working group were to recommend a course which the promoter was willing to accept, although there would still be many difficulties. Additional provision for either tunnel would produce a blizzard of new petitions, as AP4 did before the House of Commons.

We are likely to hear petitions from the Chilterns area during October, with petitions from the Colne Valley, Ickenham and Ruislip areas following probably in November. In the event, as we see it the very unlikely event, of our receiving an appropriate instruction, we will of course hear all relevant evidence and submissions and also, no doubt, petitions against the additional provision. But if there has been no relevant instruction by then it would be fanciful to suppose that such an instruction might be given at a later date, and it would be a waste of time and resources for us to hear evidence and submissions that would be relevant only in a fanciful contingency. That's the end of the ruling."

² The transcript can be found at

<http://data.parliament.uk/writtenevidence/committeeevidence.svc/evidencedocument/high-speed-rail-london-west-midlands-bill-lords-committee/high-speed-rail-london-west-midlands-bill/oral/34714.html>.

³ The transcript (see paragraphs 1, 2, 16 and 17) can be found at

<http://data.parliament.uk/writtenevidence/committeeevidence.svc/evidencedocument/high-speed-rail-london-west-midlands-bill-lords-committee/high-speed-rail-london-west-midlands-bill/oral/34895.html>.

The decision was usefully summarised, along with other advice on how petitioners might best present their cases, in the Chairman's statement on 19 July⁴:

"With our proceedings about to break for the summer recess, the Committee wishes to issue some guidance which may prove useful to petitioners appearing in the future. As to our programme, we'll be hearing from petitioners in the Euston and Camden areas in September. Then we will resume our south-bound progress down the line when the House returns after the Conference recess in October.

In the light of our ruling on additional provisions given on Thursday 7 July, we wish to make it absolutely clear that, in the absence of an instruction from the House, we will not hear argument for measures which would require an additional provision, that is, measures which would amount to significant changes to the scheme. In preparing their cases, petitioners should be extremely mindful of our limited powers. They will be squandering their time if they choose to present proposals which would require an additional provision, just as they will if they present proposals which go against the principle of the Bill. Instead, they would be wise to focus on issues and solutions over which the Committee does have power to intervene.

The Committee also wishes to re-emphasise the merits of succinct and cogent presentations from petitioners and the desirability of petitioners grouping together to present a single case. Groups of petitioners from the same area are encouraged to appoint a lead petitioner to outline their case, with other petitioners from the group adding local detail where appropriate, instead of repeating the case. It is our clear view that there is no relationship between repetition and persuasiveness."

As a result, it is our view – though of course ultimately it is a matter for the Committee themselves – that on the grounds that they would require an Additional Provision (and in the absence of an instruction), the Committee would not be prepared to hear the case for:

- the CRAG tunnel proposal;
- an extended Chiltern tunnel to Leather Lane or Liberty Lane;
- a bored or mined tunnel past Wendover; or
- further extensions of the Wendover green tunnel.

CRAG tunnel proposal

To extend the Chiltern tunnel from its current Proposed Scheme portal at South Heath to north of Wendover would require:

- permanent new road accesses to and land for new ventilation shafts that would be required;
- an intervention gap on the tunnel alignment in the vicinity of Wendover Dean (consisting of a large open box structure, or retained cutting) to provide appropriate ventilation and vehicular access in accordance with design requirements for long tunnels. Additional land would be required due to the size of this structure, for associated landscape screening and for a permanent new access road for maintenance and emergency services;
- additional new permanent land take at the Wendover north portal to accommodate the wider and deeper cutting that would be required and the road access required to track level at the portal; and
- significant new temporary land take near Stoke Mandeville to provide for the large construction compound that would be required to support tunnel construction and handling of excavated material.

⁴ The transcript can be found at <http://www.parliament.uk/business/committees/committees-a-z/lords-select/high-speed-rail-london-west-midlands-bill-select-committee-lords/news-parliament-2015/statement-of-procedure/>.

These works would require substantial further land to be brought within Bill limits for which an Additional Provision would be required. There would also be new or different significant environmental impacts arising from the different land take required, revised permanent works and during construction from the different requirements for materials movements.

Extended Chiltern tunnel to Leather Lane or Liberty Lane

Proposals for a further extension of the Proposed Scheme Chiltern tunnel, by up to 1.5 km to either Leather Lane or Liberty Lane, would require additional new land to be acquired in order to provide for:

- a new permanent access road from the A413 to the new portal location for maintenance and emergency access. This road would also be required during construction for access to the portal works and for removal of excavated material;
- appropriate land at the portal for associated portal buildings and equipment, together with vehicular access to track level; and
- temporary rail systems construction areas by the portal.

These works would require substantial further land to be brought within Bill limits for which an Additional Provision would be required. There would also be new or different significant environmental impacts arising from the different land take required, revised permanent works and during construction from the different requirements for materials movements.

Bored or Mined Wendover tunnel

The proposal for a 3.5 - 4.0km new mined or bored tunnel past Wendover in lieu of the current Proposed Scheme green tunnel and adjacent surface works would require additional land to be acquired in order to:

- provide for a new permanent access road from the A413 up to the new southern portal of the tunnel for maintenance and emergency access. This road would also be required during construction for access to the portal works and for removal of excavated material;
- provide for additional new permanent land take at the Wendover north portal to accommodate the wider and deeper cutting that would be required and allow for permanent vehicular access to track level at the portal;
- allow for a potential ventilation shaft along the tunnel length, which would require a new access road and land for portal facilities; and
- allow for additional temporary land take near Stoke Mandeville to provide for the construction compound required for managing tunnelling works.

These works would require substantial further land to be brought within Bill limits for which an Additional Provision would be required. There would also be new or different significant environmental impacts arising from the different land take required, revised permanent works and during construction from the different requirements for materials movements.

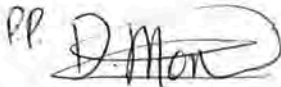
Further extensions of the Wendover green tunnel

The proposal for further extensions of the Wendover green tunnel, both northwards towards Nash Lee Road and southwards towards the Small Dean viaduct, would require:

- additional new permanent land take at the revised Wendover north portal to allow for revised permanent vehicular access to track level at the portal and for associated portal buildings; and
- additional new permanent land take at the revised Wendover south portal to accommodate the portal buildings area and associated vehicular access.

These works would require substantial further land to be brought within Bill limits for which an Additional Provision would be required. There would also be new or different significant environmental impacts arising from the different land take required and from the revised permanent works.

Yours sincerely

A handwritten signature in black ink, appearing to read 'R. Hargreaves', written over a horizontal line.

Roger Hargreaves
Director
Hybrid Bill Delivery

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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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: 181431230.

(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.

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.

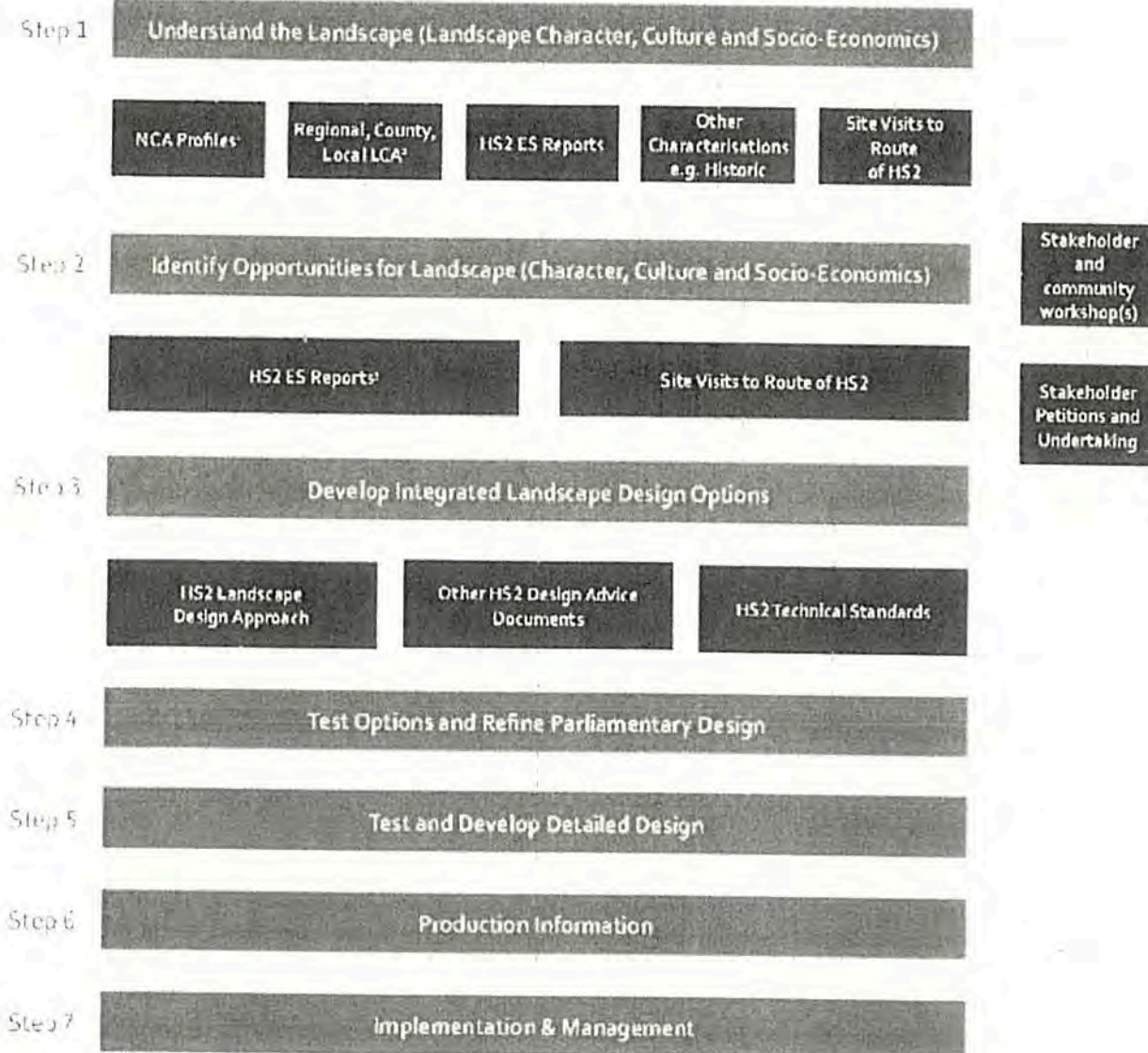
Notwithstanding the above, we are broadly supportive of an approach that would establish design principles to be taken into account when developing the landscape design. We believe that this would provide a coherent approach along the route, and that any designs that come forward for approval are compatible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

(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

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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.

(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 Aylesbury Vale District Council in seeking to resolve other matters contained within your petition.

Yours sincerely,

Neil Blake
Leader
Aylesbury Vale District Council
The Gateway
Gatehouse Road
Aylesbury
Bucks HP19 8FF

11 February 2016

Dear Mr Blake

High Speed Rail (London – West Midlands) Bill

Aylesbury Vale District Council Petition 0521, AP4:269, AP5:020 – 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 Aylesbury Vale District Council (the Council) regarding the impact of Phase One of HS2 (known as 'the Proposed Scheme').

With reference to the above petitions, the Promoter and the Council have engaged extensively and sought to resolve the objections raised by the Council. As a result of this engagement I am able to offer assurances in the following areas, the details of which are provided in this letter:

1. Road junctions – capacity and safety
2. A4010 / A4129 improvements
3. Stoke Mandeville Bypass extension
4. Stoke Mandeville Bypass cycleway
5. The Princes Risborough underpass
6. Aylesbury linear park requirements
7. Mitigation package for Calvert
8. Wendover – roadside noise barriers
9. Environmental guidelines for roads in the AONB
10. Turweston
11. Chetwode

These assurances are provided on the understanding that they reflect priority strategic issues discussed at the meeting on 13 January, and on which the Council has engaged with us over the last few months.

I have copied this letter to Alastair Lewis (Sharpe Pritchard), who I understand is acting as your appointed Parliamentary Agent. I also intend to communicate the content of these assurances to the Leader of Buckinghamshire County Council in so far as they are relevant to their petition.

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

20 January 2016

Dear Mrs Nawaz,

**High Speed Rail (London – West Midlands) Bill
Petition no. 416, AP2:140 AP4:263 – Chiltern District Council**

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 the Secretary of State is willing to give in order to address some of the concerns raised by Chiltern District Council, Aylesbury Vale District Council, Wycombe District Council and Buckinghamshire County Council (the "Councils") concerns regarding the impact of Phase One of HS2 (known as the Proposed Scheme), as raised during the Council's Select Committee appearance on the 20 January.

Following this appearance and a further teleconference with my officers on 27 January, we have further considered your request for a funded Chilterns AONB Review panel along equivalent lines to that established for the Colne Valley Regional Park. Whilst we maintain that there are differences with the Colne Valley, which we discussed with you during our teleconference, I am pleased to be able to offer the following assurance, set out below, which I trust address your concerns. These build on the assurances offered to the Councils in respect of establishing a set of design principles that could reasonably be applied to the design and appearance of HS2 works in the AONB (10 February 2015) and establishing a Chilterns AONB Review Group (12 October 2015) which, taken together, will establish a collaborative framework for further integrating the scheme into the AONB:

'The Secretary of State will require the Nominated Undertaker to engage with the 'Chilterns AONB partners' regarding the proposed terms of reference for the Chilterns AONB Review Group ("the Group"). The 'Chilterns AONB partners' will include Buckinghamshire County Council, Chiltern District Council, Wycombe District Council, Aylesbury Vale District Council, Chiltern Conservation Board, Natural England and the Nominated Undertaker. Attendance from other organisations should take place as appropriate, and discussed in advance with HS2 Ltd. Other members may be added following the agreement of the other partners.

Engagement on the proposed terms of reference will include, but not be limited to, extending the remit of the Group to include the identification of additional environmental integration and enhancement measures that may further integrate the scheme into the AONB. Engagement on the proposed terms of reference will also include discussion about the appropriate duration of the group.

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Registered office: One Canada Square, London E14 5AB Company registration number: 06291686 VAT registration number: 381 4312 300

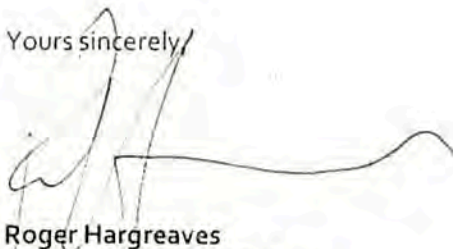
The group will use the HS2-produced Landscape Design Approach as its principal reference document but will also develop a set of specific design principles that could reasonably applied to the design and appearance of HS2 works in the Chilterns AONB as per the assurances dated 10 February 2015 and 12 October 2015. These principles will be cognisant of the LUC document 'A Landscape-led approach to HS2 in the Chilterns' and those documents developed under the auspices of the Chilterns Conservation Board, and will be used to inform the identification of environmental integration and mitigation measures over and above that proposed in the Environmental Statement, the detailed design process and further negotiations with landowners.

The Secretary of State will make available up to £3 million to the Group to support the identification and delivery of local environmental integration and enhancement measures which are over and above that proposed in the Environmental Statement or related detailed design. The measures to be taken forward would be subject to the Chilterns AONB partners confirming and agreeing such proposals and their delivery with the Promoter. Where this involves measures outside the limits and powers of the Bill the relevant authorities will be responsible for acquiring any relevant approvals. None of the proposals should impact on the delivery of the Proposed Scheme or contradict the existing Planning Regime set out under Schedule 16 to the Bill'.

My officers will be in touch to arrange a meeting with a view to discussing terms of reference which reflect these assurances.

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 these assurances, HS2 Ltd. "HS2 Works" means works to be authorised by the Bill.

Yours sincerely,



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

Cc. Alastair Lewis (Sharpe Pritchard) alewis@sharpepritchard.co.uk
Kath Daly (Chilterns Conservation Board) (KDaly@chilternsaonb.org);
Jonathan Bellars (Aylesbury Vale District Council) jbellars@aylesburyvaledc.gov.uk;
Haidrun Breith (Wycombe District Council) Haidrun.Breith@wycombe.gov.uk;
Jackie Copcutt (Buckinghamshire County Council) jcopcutt@buckscc.gov.uk

Dr. Iain Thornhill
Ecology Adviser
Buckinghamshire County Council
County Hall
Walton Street
Aylesbury
HP20 1UA

20 January 2015

Dear Dr. Thornhill

Re: Buckinghamshire County Council – Outstanding Ecological Issues We thought it might be helpful for us to provide you with brief comments on your letter to Mr. Syms of 14th January prior to your appearance before the Committee on Wednesday.

No net loss of bio-diversity

We note you are reserving your position on our calculation of no net loss derived from Defra's offsetting metric.

Ecological connectivity, including green bridges

We found the discussion around ecological connectivity, following the Select Committees recommendation to meet further with HS2 Ltd useful. We held this meeting on the 10th December 2015. At the meeting HS2 Ltd committed to provide justification as to why no further green infrastructure in the form of green over or under bridges should be provided.

Following the meeting as requested by the Committee, we have reviewed the proposals for ecology connectivity at the locations you identified and have provided our response on 14th January, which I hope you have now seen. Our conclusion is that the Proposed Scheme already includes sufficient mitigation for the reasons set out in the response. These are issues that have already been rehearsed before the Committee and do not relate specifically to AP4. We would note that railway lines, whilst changing the existing connectivity do also provide through the associated mitigation measures new benefits that will bring together species habitat connectivity. In addition, railway corridors and other linear infrastructure projects are recognised as important habitat corridors.

No useful purpose would be served by undertaking further connectivity analysis when the main difference between us is over the approach. Not only has the appropriate analysis already been undertaken in relation to the Environmental Statement, Supplementary Environmental Statements and Additional Provisions under the Bill, but this analysis has been further underpinned and refined by the ecological surveys (such as surveys of bats) the results of which are reflected in the Environmental Statement documents.

Ecological Review Group

We have agreed to provide Terms of Reference for the Ecological Review Group before Royal Assent. Its purpose will be to provide independent advice on the monitoring of created habitats and the terms of reference will include:

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- Receiving annual reports from the nominated undertaker detailing the results of monitoring of the establishment of new habitats for a period of time to be agreed with Natural England;
- Scrutinising the field data gathered for the purpose of these reports; and

Recommending reasonable remedial action where mitigation and compensation measures are not working. **Monitoring of the effects on Bechstein's bats and research into Ancient Woodland translocation**

In my letter of 5 October 2015, the Promoter provided the County Council with the following assurances to undertake scientific research on the impact on Ancient Woodland and Bechsteins Bats

'The Secretary of State will require the Nominated Undertaker to put in place an appropriate monitoring regime for these sites, based on the outline monitoring proposals set out in HS2 Information Paper E26, Indicative Periods for the Management and Monitoring of Habitats created for HS2 Phase One. The monitoring programme will be designed to provide appropriate research outputs, and the draft monitoring programme will be shared with the Council prior to finalisation.'

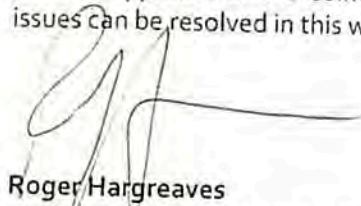
'The Secretary of State will require the Nominated Undertaker to put in place an appropriate monitoring regime to enable the effectiveness of the bat mitigation measures within the Bernwood Forest area to be assessed. The monitoring programme will be designed to provide appropriate research outputs, and the draft monitoring programme will be shared with the Council prior to finalisation.'

This monitoring will add to what is already known from previous experience on the efficacy of translocation of habitats, and I trust that this will provide you with some reassurance in this regard.

Thank you for your comments on the recent Defra report and guidance developed with Dr Anna Berthinussen and Prof John Altringham. We have taken this into account and it is informing development of the proposals for monitoring.

Mid Colne Valley SSSI

Acknowledging your concerns expressed in your letter of 14 January, we nonetheless welcome your positive approach on the Colne Valley Regional Park Panel, and are also hopeful that any outstanding issues can be resolved in this way.



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

Jackie Copcutt
HS2 Project Officer
Buckinghamshire County Council
County Hall
Walton Street
Aylesbury
HP20 1UA

12 October 2015

By email only

Dear Ms Copcutt

High Speed Rail (London – West Midlands) Bill
Petition No. 0520 – Buckinghamshire County Council – Flood Risk

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 Buckinghamshire County Council's ('the Council') concerns regarding the impact of Phase One of HS2 (known as 'the Proposed Scheme').

Following a series of meetings with the Council's Lead Officer for Flood Management, Karen Fisher, we understand that the Council has concerns regarding how HS2 Ltd will engage with the Council on the monitoring of impacts on groundwater.

The following assurance is proposed to be given to the Council to engage with them on the requirement for and nature of future groundwater monitoring, and involve them in the process by sharing data gathered from monitoring going forward.

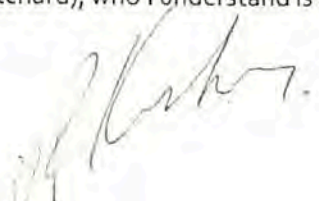
In this assurance, the Nominated Undertaker means the relevant nominated undertaker appointed under the Bill as enacted and, in the period prior to the Secretary of State appointing a nominated undertaker and imposing the requirements on it referred to in these assurances, HS2 Ltd.

1. *The Secretary of State will require the Nominated Undertaker to engage with Buckinghamshire County Council in respect of:*
 - a) *The requirement for and nature of groundwater monitoring, for the purposes of establishing a baseline to assess and identify the risk from groundwater flooding. This shall include the Misbourne valley; and*
 - b) *Any required mitigation if monitoring and assessment indicate that the Proposed Scheme has resulted in a significant increase in groundwater flood risk (as defined in the Scope and Methodology Report).*
2. *The Secretary of State will require the Nominated Undertaker to consider the results of the monitoring (which shall be shared with Buckinghamshire County Council, in its role as Lead Local Flood Authority) to establish if the condition in paragraph 1.b above has occurred.*

I trust that the above information and assurances accurately reflect recent discussions on this matter. HS2 Ltd will continue to work with Buckinghamshire County Council in developing the scheme and addressing other matters.

I have copied this letter to Karen Fisher, Lead Officer for Flood Management at the Council and 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. Karen Fisher (Buckinghamshire County Council) kfisher@buckscc.gov.uk
Alastair Lewis (Sharpe Pritchard) alewis@sharpepritchard.co.uk

Jackie Copcutt
HS2 Project Officer
Buckinghamshire County Council
County Hall
Walton Street
Aylesbury
HP20 1UA

21 July 2015

By email only

Dear Ms Copcutt

High Speed Rail (London – West Midlands) Bill
Petition No.0520 Buckinghamshire County Council – Cultural Heritage 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 Buckinghamshire County Council's (the Council) concerns regarding the impact of Phase One of HS2 (known as 'the Proposed Scheme').

Thank you for your email of 07 May 2015 attaching the draft assurances that the Council are seeking in relation to heritage matters. HS2 Ltd understands that these draft assurances are presented on the basis that they reflect the entirety of the Council's remaining concerns in relation to heritage.

Firstly, we refer you to the draft Heritage Memorandum which represents the Secretary of State's commitment to the historic environment (including heritage assets and their setting). It addresses the elements of the works authorised by the Bill that have a direct impact on the historic environment. Direct impacts comprise both physical impacts and those on the setting of a heritage asset. The memorandum sets out how the historic environment will be addressed during the detailed design and construction of the HS2 works. The memorandum is part of the HS2 Environmental Minimum Requirements (EMRs) which are binding on the nominated undertaker. The memorandum itself contains commitments which directly address points raised in your proposed assurances but to assist you, we have set out your proposed assurances below in italics and then provide our response to them, either proposing alternative wording, or further justification and / or clarification. The third draft of the Heritage Memorandum was shared with the Heritage Sub-group on 06 May 2015 (which you attended with your Senior Archaeology Planning officer) and unless otherwise noted below, this is the version that we quote in this letter.

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 these assurances, HS2 Ltd. "HS2 Works" means works to be authorised by the Bill.

1) *The Promoter will require the Nominated Undertaker to utilise fully up-to-date HER information under licence from the Council at the appropriate point in the design and construction of the Project, including use of HER's collection of aerial photographs.*

Firstly, your proposed assurance refers to using information under licence. You will be aware that the matter of the use under licence of Historic Environment Record (HER) data and aerial photographs held by the Council is subject to an ongoing parallel discussion between legal representatives and would be considered within a wider agreement on costs and fees. The matter of costs incurred in relation to HS2 and the reasonable reimbursement for local authorities is considered in HS2 Information Paper C13, Local Authority Funding and New Burdens. This provides guidance on the payment of costs to local authorities where it can be shown that activities carried out by local authorities relating to HS2 represent a new burden on them.

Regarding the use of up-to-date HER information, the HS2 draft Heritage Memorandum already states in para 5.6.2 that:

'Before enabling and construction works begin, the research undertaken for the ES will be reviewed.'

This review will incorporate information that is already entered on the HER, so far as made available, and further information that is uncovered during the development of the investigation, recording and mitigation works for archaeology and heritage. As the use of HER information is an ongoing process and the draft Heritage Memorandum provides a commitment in this respect, it is not necessary to provide an additional assurance on this matter.

2) *The Council has made the promoter aware of inconsistencies in the use of the HER information within the Environmental Statement; the Promoter will publish an addendum to the Environmental Statement correcting these inconsistencies so that the records are correctly used.*

The Environmental Statement (ES) accompanying the Bill fully complies with all UK and EU legal requirements and has been developed in accordance with the accepted best practice methodologies recommended by a range of UK institutional bodies. The document has satisfied the requirements for Parliamentary deposit and the Bill has secured its Second Reading. The Promoter is satisfied there are no fundamental deficiencies in the ES.

The Environmental Assessment took into account a broad evidence base. This included existing data obtained from the county Historic Environment Record, national databases and relevant archaeological and historical libraries and archives. In addition, a range of site surveys were undertaken where access to land and property allowed. An appropriate baseline was developed using professional judgement in accordance with applicable standards. The ES is compliant with the requirements of the Environmental Impact Assessment Regulations and with the Standing Orders of Parliament and this allowed an assessment to a sufficient level to be made in the ES. The ES is therefore compliant with the requirements of the Environmental Impact Assessment Regulations and Parliamentary Standing Order 27A.

As explained above, at the implementation phase the draft Heritage Memorandum commits the project to reviewing the research undertaken in relation to the broad range of matters covered in the ES in relation to the historic environment.

3) *The promoter should undertake to complete further archaeological investigations at the appropriate points of design and construction of the scheme. These should include geophysical surveying and trial trenching. The evidence of these archaeological investigations and additional archaeological fieldwork will be provided by the Promoter at the appropriate points in the design and construction of the Project.*

Section 5 of the draft Heritage Memorandum states that the nominated undertaker will develop an integrated programme of works to deliver the heritage investigation and recording works outlined in the ES. It also explains how heritage investigation and recording works will be developed during the detailed design process and identifies examples of the key stages that will be set out in the programme. HS2 Ltd is continuing with its programme of survey and ground investigation works which will inform the development of the detailed design of the scheme, and Buckinghamshire County Council heritage specialists have been consulted.

Although we consider that the assurance sought is sufficiently addressed in the draft Heritage Memorandum, we propose the following redraft of the assurance sought above, which we consider reflects the concerns raised:

1. *The Secretary of State will require the nominated undertaker to develop a programme of archaeological investigation, recording and mitigation works, as outlined in the Heritage Memorandum and HS2 Information Paper E8, Archaeology. The Location Specific Written Scheme of Investigation documents will be discussed with Historic England and the Council Archaeological specialist. Routewide strategies used in the programme of archaeological investigation will be developed with the Heritage Sub-group and the results of the work undertaken will be disseminated via a range of media.*

4) *A programme of archaeological works will be provided by the Promoter to the Council's County Archaeological Service (as the Buckinghamshire local authorities' archaeological advisors) for its agreement, such agreement not to be unreasonably withheld or delayed. No part of the Project may be constructed in any area of Buckinghamshire unless such a programme is agreed in relation to that area.*

The Promoter cannot commit to this assurance. As stated earlier, the Secretary of State has provided his commitment to the historic environment through the Heritage Memorandum which forms a part of the EMRs and which is binding on the nominated undertaker. It provides a framework for the nominated undertaker to work with Historic England, local authorities and other stakeholders to ensure that the design and construction of HS2 works is carried out with due regard to heritage considerations. The nominated undertaker will deliver an appropriate programme of heritage works in compliance with the Heritage Memorandum and associated strategies, procedures and specifications that are currently being developed by HS2 Ltd.

The draft Heritage Memorandum states, in 'Approach to location-specific mitigation' (paragraph 5.6.2):

'Before enabling works and construction works begin, the research undertaken for the ES will be reviewed. Where required, for the purposes of delivering investigation and recording, additional detailed desk-based assessment and/or field evaluation will be carried out and this will inform the development of location specific investigation and recording works (a location specific Written Scheme of Investigation (WSI)). These documents will be developed in consultation with Historic England and the relevant local authority and will follow the principles set out in the GWSI.'

5) *A strategy for community engagement in relation to archaeology and access to archaeological investigations will be provided to the Council by HS2 Ltd before any part of the Project is constructed in Buckinghamshire. This strategy will be consulted upon with local authorities along the route in Buckinghamshire and other statutory consultees.*

There has already been extensive community engagement, the principles of which are set out in HS2 Information Paper G2, Community Relations.

The strategy in relation to specific archaeology and heritage community engagement and outreach is being developed and further discussions will take place with the Heritage Sub-group, as we develop the routewide approach. The Promoter is willing to offer the following assurance:

2. *The Secretary of State will require the nominated undertaker to develop a routewide strategy for archaeology and heritage community engagement and outreach with respect to archaeology and heritage. The content of this routewide strategy will be discussed with the Heritage Sub-group.*

6) *The locations of Archival Repositories for archaeological finds in the County will be agreed with [the Council's County Archaeological Service] and a clear archiving strategy will be outlined by the promoter.*

The draft Heritage Memorandum and HS2 Information Paper E8, Archaeology, provides that the nominated undertaker will work with Historic England and local authorities to identify suitable repositories for the storage and/or display of the artefacts and records generated by the archaeological and heritage investigation works. The strategy for archive deposition will continue to be discussed with the Heritage Sub-group and other relevant stakeholders, such as museum organisations. The Promoter has already held meetings and workshops with all relevant stakeholders and will consider the views and expertise of those stakeholders. The Petitioner has been part of those discussions.

It should be noted that a general lack of museum archive storage is a national problem – and one that the Promoter, Historic England, and other stakeholders are keenly aware of. Not all local authorities have comparable facilities available. Lessons learned from other major infrastructure projects, such as the Channel Tunnel Rail Link, will be taken into account.

The Promoter is prepared to offer the following assurance:

3. *The Secretary of State will require the nominated undertaker to prepare a routewide 'Historic environment physical archiving strategy' and consult with the Heritage Sub-Group regarding the strategy prior to it being finalised.*

7) *The Promoter will require the Nominated Undertaker to investigate properly areas for spoil dumping and construction compounds in Buckinghamshire ahead of construction following standard archaeological best practice and will require that spoil storage or disposal will not occur on archaeological earthworks or significant historic landscape assets in Buckinghamshire.*

The ES considered the impact of placing surplus material and siting construction compounds on land of known or potential heritage assets.

Where heritage assets may be affected, they will be addressed as part of the archaeological and heritage investigation programme. Again, the draft Heritage Memorandum sets out the Secretary of State's commitment to the historic environment. The project adopts a consistent approach to archaeological investigation in relation to the authorised works whether they are carried out as part of the construction of

the railway or works to mitigate the effects of the scheme, be they sustainable placement, acoustic embankments or floodplain compensation. As such, the Promoter does not consider it necessary to provide a separate assurance in relation to this matter.

8) *The Promoter will require the Nominated Undertaker to follow the Historic England guidance on the assessment of visual impact on the setting of historic environment assets within the wider landscape in designing and constructing the Project in Buckinghamshire.*

Heritage assets have been assessed in accordance with the published English Heritage guidance and that is stated in the Scope and Methodology Report for the ES (2013). The setting of heritage assets will continue to be considered as part of the development of detailed design. This will involve a consideration of all recent guidance, particularly that issued by Historic England.

Therefore, the Promoter does not consider it necessary to provide a separate assurance in relation to this matter.

9) *The Promoter will require that where landscape and ecological mitigation directly impact on archaeological sites in Buckinghamshire, an assessment of this impact will be carried out by the Nominated Undertaker and provided to the Council.*

As stated above, the ES considered the impact of landscape and ecological mitigation on our cultural heritage. Also, paragraph 1.1.5 of the draft General Principles which is part of the EMRs states:

'The nominated undertaker will in any event, and apart from the controls and obligations set out in Paragraph 1.1.3 [of the draft general principles], 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.'

Such locations will form part of the overall heritage investigation programme. The Promoter does not consider it necessary to provide a separate assurance in relation to this matter.

I trust that the above assurances accurately reflect recent discussions. HS2 Ltd will continue to work with the Council in developing the scheme and addressing other matters.

I have copied this letter to Alastair Lewis (Sharpe Pritchard), who I understand is acting as your appointed Parliamentary Agent, and Mike Kelly (Petition Manager, HS2 Ltd).

Yours sincerely



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

cc. Alastair Lewis (Sharpe Pritchard) alewis@sharpepritchard.co.uk
Mike Kelly (HS2 Ltd)

Jackie Copcutt
HS2 Project Officer
Buckinghamshire County Council
County Hall
Walton St
Aylesbury, HP20 1UA

Sent by email

06 October 2015

Dear Ms Copcutt,

**High Speed Rail (London – West Midlands) Bill
Petition No.0520 – Buckinghamshire County Council – Public Rights of Way**

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'). I am writing to you on behalf of the Secretary of State for Transport to set out HS2's position in respect of some of Buckinghamshire County Council's (the Council) concerns regarding the impact of Phase One of HS2 (known as 'the Proposed Scheme').

Thank you for your email of 19 August 2015 attaching the draft assurances that the Council is seeking in relation to Public Rights of Way (PROW) matters. We wrote to you previously on 01 September 2015 to explain the legislative requirements and protective provisions that we believe are sufficient to address your concerns. However, in the interest of providing further comfort on your location-specific concerns, we propose the following assurances.

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.

The Secretary of State will require the Nominated Undertaker to use reasonable endeavours to incorporate the following measures for non-motorised users subject to any required approvals from the highway authority under Schedule 4 to the Bill (as enacted) and subject to sufficient land being available within the limits of land that may be acquired or used under the Act and subject to the requisite powers being granted under the Act.

- a) Small Dean Lane, District of Aylesbury Vale – a temporary off-carriageway route during construction within the verge of Small Dean Lane between the construction site entrance and the A413 roundabout suitable for walkers, cyclists and horse riders.
- b) Nash Lee Road, District of Wycombe – a permanent route along the grass verge of Nash Lee Road to connect Footpath ELL/25 with Nash Lee Lane that is level and free from trip hazards whilst maintaining any drainage features for the carriageway.
- c) Realigned A41 Bicester Road, District of Aylesbury Vale – a permanent route along the grass verge of the realigned A41 Bicester Road to join the two lengths of Footpath WAD/5 severed by the Proposed Scheme that is level and free from trip hazards whilst maintaining any drainage features for the carriageway.
- d) West Street, District of Aylesbury Vale – a permanent route from the diverted Footpath TWY/18 along the existing grass verge of West Street to Portway Bridge (except at the structure where

- insufficient width is available), along the new grass verge of the realigned West Street and then eastwards within the existing highway boundary to connect with Perry Hill, that is level and free from trip hazards whilst maintaining any drainage features for the carriageway.*
- e) *School End, District of Aylesbury Vale – a permanent route along the grass verge of the realigned School End to connect the diverted lengths of Footpaths CHW/11 and BHA/4 that is level and free from trip hazards whilst maintaining any drainage features for the carriageway*

The Council has also requested that HS2 Ltd provides a permanent off-carriageway cycle/footway alongside the new A4010 Stoke Mandeville bypass. The bypass will take all A4010 through-traffic away from the centre of Stoke Mandeville. The Proposed Scheme provides a new underpass for pedestrians and cyclists where HS2 crosses the Risborough Road and therefore maintains the existing route for these users. HS2 therefore considers that there is no compelling reason for cyclists to use the bypass alongside the traffic when they could follow the existing, and quieter, route through the village. In addition, there are concerns that where the new bypass rejoins the existing A4010 heading west to Princes Risborough, there is no existing cycleway. The new cycleway would have to terminate adjacent to the carriageway, with the footway continuing along the very narrow path adjacent to the verge. We do not therefore propose to offer an assurance on this matter. The Proposed Scheme allows the width of verge alongside the bypass for the Council to provide a cycleway in the future, should it wish to do so.

On the Council's remaining concern regarding minimum widths of footpaths, these are currently being considered, although in essence these are dealt with in our previous letter dated 01 September 2015.

I trust the above assurances accurately reflect recent discussions. HS2 Ltd will continue to work with the Council in developing the scheme and addressing other matters. I have copied this letter to Alastair Lewis (Sharpe Pritchard) who I understand is acting as your appointed Parliamentary Agent, and Mike Kelly (Petition Manager, HS2 Ltd).

Should you wish to discuss any of the above, please contact Mike Kelly on 0207 944 8673, or John Michaelides, 0207 944 0062.

Yours sincerely,



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

cc. Alastair Lewis (Sharpe Pritchard) alewis@sharpepritchard.co.uk
Mike Kelly (HS2 Ltd) mike.kelly@hs2.org.uk

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

20 January 2016

Dear Mrs Nawaz,

**High Speed Rail (London – West Midlands) Bill
Petition no. AP4:263 – Chiltern District Council**

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 the Secretary of State is willing to give in order to address some of Chiltern District Council's (the "Council") concerns regarding the impact of Phase One of HS2 (known as the Proposed Scheme), as raised in the Council's petition against Additional Provision 4 (AP4).

The response below takes each of the matters you raise in turn.

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 these assurances, HS2 Ltd. "HS2 Works" means works to be authorised by the Bill.

1. AP4 traffic impacts

Buckinghamshire County Council (BCC), as the Local Highway Authority, has provided HS2 Ltd with a list of junctions located on HS2 construction routes where they have requested assurances that capacity and/or safety improvements will be carried out. This includes junctions within Chiltern District. The resulting assurances have been offered to BCC as follows and will be added to the register of undertakings and assurances:

Traffic Capacity

Definitions for the purposes of this assurance:

- "the Council" means Buckinghamshire County Council;
- "forecast baseline traffic flows" means the forecast flows derived from the assessments carried out pursuant to the Scope and Methodology Report and recorded in the Transport Assessment as amended and supplemented by more recent traffic surveys and where appropriate the Council's strategic model outputs to which HS2 shall then have regard;
- "forecast year baseline" means the year 2021 applying the forecast baseline traffic flows to junctions without the introduction of HS2 construction traffic;
- "HS2 construction related traffic" means large goods vehicles, heavy goods vehicles and light goods vehicles and vehicles used by the workforce for the purposes of constructing the HS2 railway;

- "HS2 Main Civils Works" excludes preparatory site works and site establishment works (comprising site clearance, ecological and utility works, site security and fencing, establishing access works, buildings and storage areas and importing associated construction materials and equipment); and
 - "Material Impact" arises at a relevant junction where an assessment of the addition of HS2 construction related traffic in 2021 predicts that the change in reserve capacity at a junction gives rise to a moderate or major significant effect in relation to congestion, in accordance with the HS2 Scope and Methodology Report (Volume 5 Addendum, Annex 1, tables 11 and 12, as appropriate).
1. The Secretary of State will require the nominated undertaker to carry out an assessment ("Assessment") of each of the junctions (a "relevant junction") listed in paragraph 3 and shall provide a draft copy of the results of the Assessment of each relevant junction to the Council.
 2. As part of each Assessment, the nominated undertaker will:
 - a) use as appropriate the results of traffic assessments undertaken as part of the HS2 Environmental Statement and the further traffic count work undertaken in 2015 and the Council's strategic model outputs to which HS2 shall then have regard;
 - b) use Junctions 8, LinSig or such other model appropriate to HS2 and which it shall use reasonable endeavours to agree with the Council before 28 February 2016;
 - c) use input assumptions (including peak hour traffic flows and junction geometric data) which it shall use reasonable endeavours to agree with the Council in a timely manner and prior to commencement of the relevant HS2 Main Civils Works that generate HS2 construction related traffic affecting a relevant junction;
 - d) take into consideration existing performance of a relevant junction and predicted performance in the forecast year baseline; and
 - e) share and seek to agree the junction model outputs with the Council by no later than 1 June 2016 or by such other date as shall be agreed between the Council and the nominated undertaker.
 3. The junctions to which paragraph 1 applies are those junctions intended to be used as a HS2 construction route:
 - A413 / A404 Whielden Lane roundabout
 - A355 London End / Park Lane roundabout
 - A413 / Leather Lane priority junction
 - A413 / Rocky Lane priority junction
 - A355 / A413 Gore Hill roundabout
 - A413 Link Road Roundabout, Great Missenden
 - A413 / B485 Roundabout, Great Missenden
 - A4010 New Road / Cressex roundabout
 - A40 / A4010 Chapel Lane priority junction
 - A40 / A4010 West Wycombe roundabout
 - A4010 / North Lee Lane north of Terrick
 - A418 Oxford Road / Coldharbour Way roundabout
 - A418 Oxford Road / Fowler Road signals
 - A418 Oxford Road / A41 Gatehouse Road roundabout
 - A41 Gatehouse Road / A41 Bicester Road roundabout
 - A41 / Rabans Lane roundabout
 - A41 / Jackson Road roundabout
 - A41 / Western Link road signals

- A41 / Berryfields / Aylesbury Vale Parkway roundabout
 - A41 / Griffin Lane
 - A4010 / A4129 Princes Risborough
 - A412 Five Points roundabout / Wood Lane A412 roundabout
 - Langley Park Road / Wood Lane Iver
 - A4010 / B4009 / Chalkshire Road
4. Where an Assessment of a relevant junction is predicted to identify a Material Impact at that junction by reason of the existence of HS2 construction related traffic in the forecast year baseline, as agreed with the Council, the nominated undertaker will consult with the Council and will either:
- a) seek to agree and implement or fund appropriate temporary mitigation measures under the powers of the Bill, subject to any required approvals or consents being obtained under Schedules 4 and 16 to the Bill; or
 - b) seek to agree and implement or fund appropriate temporary mitigation measures under the existing powers of the Council,
- to increase the capacity of a relevant junction for vehicular traffic in order to mitigate the impact of HS2 construction related traffic.
5. The nominated undertaker shall use reasonable endeavours to implement any measures agreed or approved under paragraph 4 above prior to commencement of the relevant HS2 Main Civils Works which affect a relevant junction, or earlier if agreed between the Council and the nominated undertaker.
6. Where, as agreed with the Council, an Assessment of a relevant junction identifies that the junction operates above its design capacity in the forecast year baseline without HS2 construction related traffic, then the following provisions will be applied:
- a) where there is no Material Impact identified at that junction as a result of HS2 construction related traffic, the nominated undertaker will not be required to provide any temporary capacity solutions; or
 - b) where there is a Material Impact identified arising as a result of HS2 construction related traffic at that junction then the nominated undertaker will provide appropriate and temporary capacity solutions to mitigate the impacts of its traffic at that junction; or
 - c) where there is a Material Impact identified arising as a result of HS2 construction related traffic at that junction and prior to the design of any works the Council wants to implement a more comprehensive junction improvement proposal, the nominated undertaker will offer a contribution equivalent in value to that which it would otherwise have expended in part b) above.
7. Should the Council wish any of the capacity improvements identified as a result of the requirements of paragraphs 4 to 6 above to be made permanent highway works, the Secretary of State will require the nominated undertaker to design and construct the works in a manner that does not preclude this, subject to the following conditions:
- a) the Council securing the necessary consents, additional land (if necessary) and approvals to enable permanent construction and adoption of highway works under relevant legislation; and
 - b) prior to the design and construction of any of those permanent highways works, the Council agreeing to fund the reasonable construction and administrative costs incurred by the nominated undertaker in making such temporary measures permanent.
8. Where the works referred to in paragraph 7 are to be carried out by the Council, such works will be agreed with the Council (acting reasonably) by 1 October 2016 or such later date to be agreed with the Council

and the Council will use all reasonable endeavours to ensure that such works are completed in a manner that does not interfere with HS2 construction activities, or detrimentally affect the overall HS2 construction programme, and the Council will keep the nominated undertaker informed of the progress of such works.

Traffic Safety

Definitions for the purposes of this assurance:

- "forecast baseline traffic flows" means the forecast flows derived from the assessments carried out pursuant to the Scope and Methodology Report and recorded in the Transport Assessment as amended and supplemented by more recent traffic surveys and where appropriate the Council's strategic model outputs to which HS2 shall then have regard;
 - "forecast year baseline" means the year 2021 applying the forecast baseline traffic flows to junctions without the introduction of HS2 construction traffic;
 - "HS2 Main Civils Works" excludes preparatory site works and site establishment works (comprising site clearance, ecological and utility works, site security and fencing, establishing access works, buildings and storage areas and importing associated construction materials);
 - "HS2 construction related traffic" means large goods vehicles, heavy goods vehicles, light goods vehicles and vehicles used by the workforce for the purposes of constructing the HS2 railway; and
 - "heavy goods vehicles" means all HS2 construction vehicles exceeding 3.5 tonnes.
1. Subject to paragraph 3 below, the Secretary of State will require the nominated undertaker to engage with the Council to identify temporary highway safety measures which can be delivered under powers to be conferred by the Bill for any of the junctions or routes listed in paragraph 2 (a "relevant junction" or "relevant route").
 2. The junctions and routes to which paragraph 1 applies are those intended to be used as a HS2 construction route:
 - A40 London Rd / A355 Pyebush Roundabout
 - A413 / A404 Crematorium Roundabout
 - A404 / Whielden La
 - A355 / Ledborough La
 - A40 London Rd / A355 London End
 - A413 / School La (Amersham Old Town) / Shardeloes
 - A413 Missenden bypass / Weedon Hill
 - A413 / Chalk La / Taylors La
 - A413 / Leather Lane
 - A413 / Bowood Lane
 - B485 / Hyde Heath Rd
 - B485 Chesham Rd / Hyde Heath Rd
 - B485 / Kings La
 - A413 / London Rd
 - B485 / Frith Hill
 - A413 / Aylesbury Rd

- A413 / Rocky La / Chesham La
- A4010 New Rd / Cressex Rd
- A40 West Wycombe Rd / A4010 Chapel La
- A4010 Risborough Rd / B4009 Nash Lee Rd / Chalkshire Rd
- A4010 Risborough Road / North Lee Road
- A40 West Wycombe Rd / A4010 Bradenham Rd
- A4157 Elmhurst Rd / A418 Bierton Rd
- A413 Buckingham Rd / A4157 Weedon Rd
- A4010 New Rd / A4129 Longwick Road
- A41 / Blackgrove Rd (Waddesdon crossroads)
- A41 / Station Rd
- Edgcott Rd / Main St / The Broadway
- Grendon Rd / Edgcott Rd / Marsh Gibbon Rd
- A41 Aylesbury Rd / The Broadway
- A421 Tingewick bypass / Barton Rd
- A421 / A4421 / Sandpit Hill
- A413 / Joiners Lane roundabout
- A413 Chalfont St Giles / B4442 (Pheasant Hill/ High St) double mini-roundabout
- A413 / Bottom House Farm Lane priority junction
- Separate temp site access onto Little Missenden bypass
- A413 / B485 / roundabout
- A413 / A355 Gore Hill (Amersham) roundabout
- A413 / A404 Stanley Hill roundabout
- Bishopstone Road/Nash Lee Road /Stone Road
- Waddesdon crossroads
- Temp site access onto Wendover bypass
- A41 Bicester Road site compound access
- A412 Five Points roundabout / Wood Lane A412 roundabout
- Langley Park Road / Wood Lane Iver
- A412 / Church Road
- A40 Pyebush roundabout to A355

3. Any potential temporary highway safety measures identified pursuant to paragraph 1 will be subject to:
 - a) HS2 construction related traffic introducing a 10% or greater daily increase in all vehicular traffic or a 30% increase in heavy goods vehicle traffic across any arm of a relevant junction or relevant route, or should the total flow of vehicle traffic over a relevant junction or relevant route be less than 2,000 vehicles per day, an increase of 100 vehicles or more per day, against the forecast year baseline across any arm of a relevant junction or relevant route, unless otherwise agreed with the nominated undertaker;
 - b) HS2 construction related traffic being likely to cause a material worsening of the safety of a relevant junction or relevant route as agreed between the Council's and the Nominated Undertaker's appropriately experienced and qualified professionals in road safety assessment, both parties acting reasonably; and
 - c) the Council assisting the nominated undertaker in securing any necessary additional consents or approvals beyond those required under Schedules 4 and 16 to the Bill that may be required for the temporary highway safety measures which will be funded by the nominated undertaker.
4. Subject to paragraph 3 above, the Secretary of State will require the nominated undertaker:

- a) *to agree a timetable with the Council of what temporary highway safety measures will be required and by when the said measures (as agreed or amended) will be submitted in detail to the Council, and in the case of the nominated undertaker, when they are likely to be implemented; and*
 - b) *prior to the commencement of the relevant HS2 Main Civils Works (or earlier if agreed between the Council and the nominated undertaker) to either carry out or fund the execution by the Council of any temporary highway safety measures that are agreed between the nominated undertaker and the Council as being reasonably necessary at a relevant junction or relevant route, subject to the nominated undertaker securing all relevant consents and approvals.*
5. *Should the Council wish any of the safety measures identified as a result of the requirements of paragraphs 3 and 4 above to be made permanent highway features by the nominated undertaker, the Secretary of State will require the nominated undertaker to design and construct any required temporary measures in a manner that does not preclude the construction of those temporary highway safety measures as permanent features, subject to the following conditions:*
- a) *the Council securing the necessary approvals to enable permanent construction and adoption of highway works under relevant legislation; and*
 - b) *prior to commencement of the design and construction of any highways works, the Council agreeing to fund the reasonable construction and administrative costs of the nominated undertaker making such temporary highway safety measures permanent.*
6. *Where the temporary highway safety measures referred to in paragraph 5 are to be carried out by the Council, such works will be agreed with the Council by 1 October 2016 or such later date to be agreed with the Council, and the Council will use reasonable endeavours to ensure such works are completed in a manner that does not interfere with HS2 construction activities, or detrimentally affect the overall HS2 construction programme, and the Council will keep the nominated undertaker informed of the progress of such works.*
7. *So as to confirm and protect the provisions of the Bill, nothing in these assurances shall apply to any junction or route where physical alterations are being made to the junction or route by the nominated undertaker as a result of its own works using existing powers in the Bill.*

2. Chiltern Tunnel north portal: haul road

The Promoter does not agree that an alternative haul road alignment to the north should replace the AP4 ES for the following reasons as detailed in the PRD:

- further land would be required;
- the visual impact on Potter Row would not greatly differ;
- there would still be visibility from Great Missenden;
- traffic impacts; and
- public rights of way would require further diversion.

We would see the traffic issue of the link road roundabout as falling within the scope of the junction capacity assurance as copied above. This could be resolved by widening the link between the link road and the roundabout (ahead of HS2 Main Civils Works), working with the highway authority.

3. Public rights of way

The Promoter has been in discussion with Buckinghamshire County Council on the public rights of way mentioned in your petition. As a result, the assurance below was offered to Buckinghamshire County Council, as the highway authority, on footpaths GMI/13 and GMI/2, and will be included on the register of undertakings and assurances.

1. *Subject to the highway authority entering into an agreement under Section 25 of the Highways Act 1980 with the Secretary of State on terms consistent with paragraphs 2 and 3 below, the Secretary of State will:*
 - a) *create new public rights of way over the alignments marked between points A and B on the following plans (as provided in Appendix A):*
 - *WEN/37 PRoW alignment shown on Drawing A;*
 - *SMA/5/1 PRoW alignment shown on Drawing B;*
 - *QUA/26 PRoW alignment shown on Drawing C;*
 - *PBI/6 and TWY/16 PRoW alignment shown on Drawing D;*
 - *GMI/13 (Frith Hill) PRoW alignment shown on Drawing E; and*
 - *GMI/2/1 PRoW alignment shown on Drawing F.*
 - b) *with respect to the alignments listed in paragraph 1(a), require the nominated undertaker to provide signage, posts, route marking equipment and erect gates where necessary (save for gates erected on access roads on Drawings C and E) at a total cost not exceeding £1,000.*
2. *The Secretary of State will only require the nominated undertaker to provide signage, posts and route marking equipment necessary to give effect to the creation and implementation of the right of way, and will have no obligation to carry out or fund their maintenance, replacement or renewal. Any gates erected under these proposals will become the responsibility of the landowner.*
3. *Subject to the creation of the new public right of way on the GMI/2/1 alignment in paragraph 1(a), the Secretary of State will require the nominated undertaker to seek to divert, subject to the support of Buckinghamshire County Council, the public right of way created under the hybrid Bill over the alignment marked 'Hybrid Bill proposed alignment' between points A and B on Drawing F.*

The remaining concern regarding the alignment of footpath GMI/2 to the South of the Proposed Scheme has been discussed with Buckinghamshire County Council and, as a consequence, the original route on the south side was moved from the top of the cutting to the southern side of the landscape planting that runs parallel to the cutting at this location. The route proposed by the Petitioner would affect privately owned land outside the current Bill limits. The Promoter believes that it would be open for the Petitioner and Buckinghamshire County Council to discuss this further with the landowner in question.

4. Chiltern Tunnel north portal: extent of cutting

The Promoter considers that given the limited impact of the wider cutting in relation to the areas of concern set out by the Petitioner above, the Promoter would not pursue provision of a retained cutting at this location. The detailed design work to follow will utilise the additional ground investigation data to be collected which may offer opportunity to steepen part of the cutting slopes in this area with a consequent reduction in overall width of cutting. This may also offer the opportunity to retain a more natural look to the cut slopes compared to a retained cut slope. The Promoter is therefore willing to offer the following assurance:

1. *With respect to the proposed railway cutting north of the Chiltern north tunnel portal towards Leather Lane, the Secretary of State will require the nominated undertaker in the exercise of the powers of the Bill not to acquire more land compulsorily than the Promoter reasonably considers is needed to secure the construction and operation of Phase One of the Proposed Scheme in a timely and economic manner, and that this will include a consideration of the overall width of the cutting.*

5. Chiltern Tunnel north portal: noise barriers

As stated in the Promoter's Response Document, the SES3 and AP4 ES provides for the potential of an alternative 6m high barrier at the bottom of the cutting as far as Leather Lane, which 'could be substituted for the 3m barrier now proposed', but as the Volume 2 CFA 9 report states: 'further design development is required before this can be confirmed'. It would not be appropriate to provide an assurance at this stage that, specifically, 6m high trackside barriers would be adopted.

Further design and review of noise fence barrier requirements will be dependent on the subsequent ground investigation to be undertaken and which will influence the cutting slopes - and hence noise assessment - in this area. The noise mitigation requirements would then need to be reviewed at that time as part of the detailed design to ensure that the required level of attenuation would be achieved, with consideration of barriers at both track level and along the top of the cutting. Final design of the barriers will be subject to Schedule 16 approvals within the hybrid Bill as well as bringing into use approvals and the location, performance and finish of the barriers will form part of these considerations.

If the required level of attenuation could not be provided by barriers at track level, the SES3 and AP4 ES nonetheless confirms that 'the barriers will be integrated with the landscape earthworks and landscape planting' (please see paragraph 5.1.25).

6. Chesham Road vent shaft

The Promoter does not agree with the Petitioner's assessment that in the proposed location there is inadequate space allocated to provide setting for, and appropriate landscaping around, the large structures. Whilst the SES3 and AP4 ES acknowledges that there will, during construction, be a 'significant temporary adverse impact resulting in a moderate adverse effect to its setting from construction activities', it also acknowledges that 'intervening woodland and hedgerows will contain the [construction] effects of the construction of the Chesham Road Ventilation Shaft in the neighbouring Hyde Heath North LCA, which will be largely inconspicuous in the LCA' (see paragraphs 5.1.242-5.1.245). No further assurance is proposed.

7. Pylons

As the SES3 and AP4 ES Volume 2 CFA 9 Central Chilterns report, sets out:

'The revised Chiltern tunnel north portal cutting will be longer, wider and deeper than the South Heath green tunnel portal cutting. The works will therefore have a larger footprint and be located closer to Frith Hill and Jenkin's Wood. Temporary material stockpiles will be relocated along a new Chiltern tunnel north portal access road between the A413 and the revised portal location. A satellite compound for the portal works will be relocated to the south of the new portal location and a new satellite compound will be located north of the A413 on the new access road. Two towers on the route of the existing 400kV overhead electricity line west of the Chiltern tunnel north portal will be replaced by a single, taller tower (see paragraph 5.1.248).

The existing 400kV overhead electricity line west of the portal will be diverted south and two existing pylons will be replaced by a taller pylon in this location. These amendments will give rise to a different significant effects on these receptors due to the introduction of new features in the view but this will not change the level of significance reported in the main ES (see paragraph 5.1.258 of SES3 and AP4 ES Volume 2 CFA 9 Central Chilterns report).

8. Wycombe Single rail line

The Council has previously raised concerns regarding, and expressed support for Chiltern Railways regarding the Wycombe Single rail line. I am pleased to inform the Council that following a series of

productive meetings with Chiltern Railways we have offered the following assurances to them, and these will be added to the register of undertakings and assurances:

1. *The development envisaged at Old Oak Common is likely to require and justify additional transport infrastructure and train services in due course. At this early stage it is not possible to anticipate exactly what will be needed, including whether there will be a case for a new train service from the Chiltern lines to Old Oak Common. If there is, there will be a range of options for providing such a service, noting that any proposal requiring public investment will need to be supported by a viable business case.*
2. *The Secretary of State will undertake a study of the business case for additional transport infrastructure and train services – including reconnecting of the Wycombe Single line (the Wycombe Corridor) - into the new Great Western Main Line (GWML) station at Old Oak Common, for the purpose of facilitating potential future services.*
3. *The Secretary of State will consult with Chiltern Railways, Buckinghamshire County Council and other relevant stakeholders so that all relevant evidence and potential options for reconnection are considered as part of the study and to allow Chiltern Railways and Buckinghamshire County Council and other relevant stakeholders to feed in their views on future demand and the priorities of their communities and regions.*
4. *This work will generate strategic options for the best overall use of rail capacity on the national network after Phase One of HS2 commences operations. Once the work has reached draft conclusions, the Secretary of State will consult with Chiltern Railways, Buckinghamshire County Council and other relevant stakeholders regarding options for investment or services that are identified.*

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.

I trust the above assurances accurately reflect recent discussions. HS2 Ltd will continue to work with the Council in developing the scheme and addressing other matters. I have copied this letter to Alastair Lewis (Sharpe Pritchard) who I understand is acting as your appointed Parliamentary Agent, and Kate Lawton (Petition Manager, HS2 Ltd).

I would also like to make you aware of the following recent statements from the Select Committee:

'Petitioners should fundamentally be able to demonstrate an adverse, direct and special effect arising from the AP itself. AP petitioners should not be about rearguing complaints on the effect of the Bill or about saying that the AP is not as good as it should have been or might have been.' (1 December 2015)

'For those who will be talking about APs let me say that the Committee will not want to hear background again, we know the issues now and we will cut petitioners off if they wander away from APs. We expect AP petitions to take no longer than 20 minutes.' (17 December 2015)

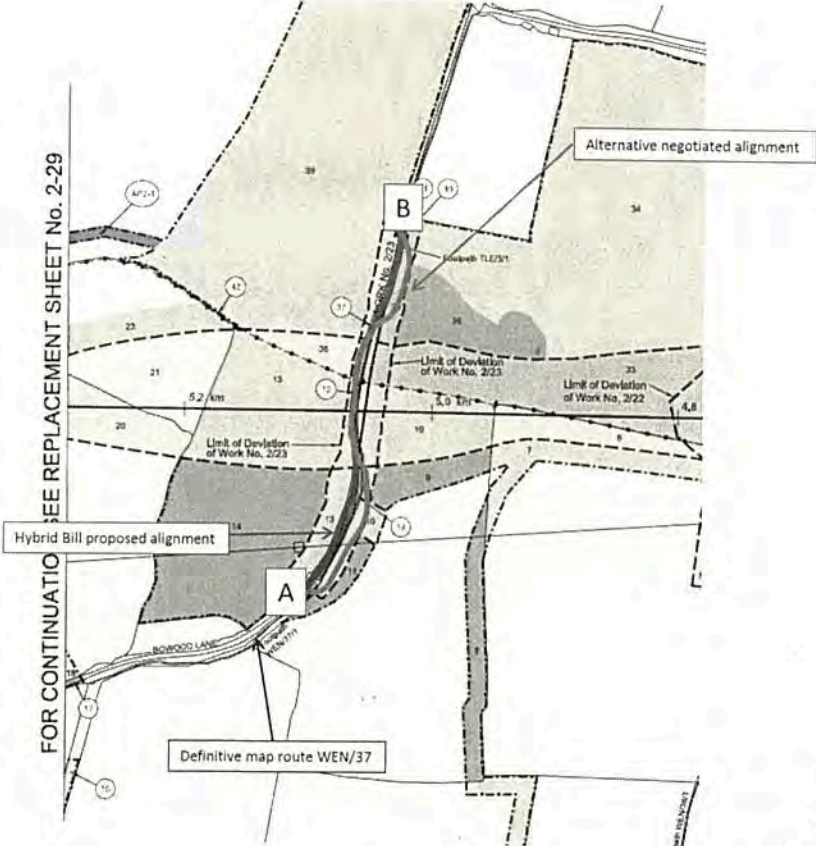
Yours sincerely,



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

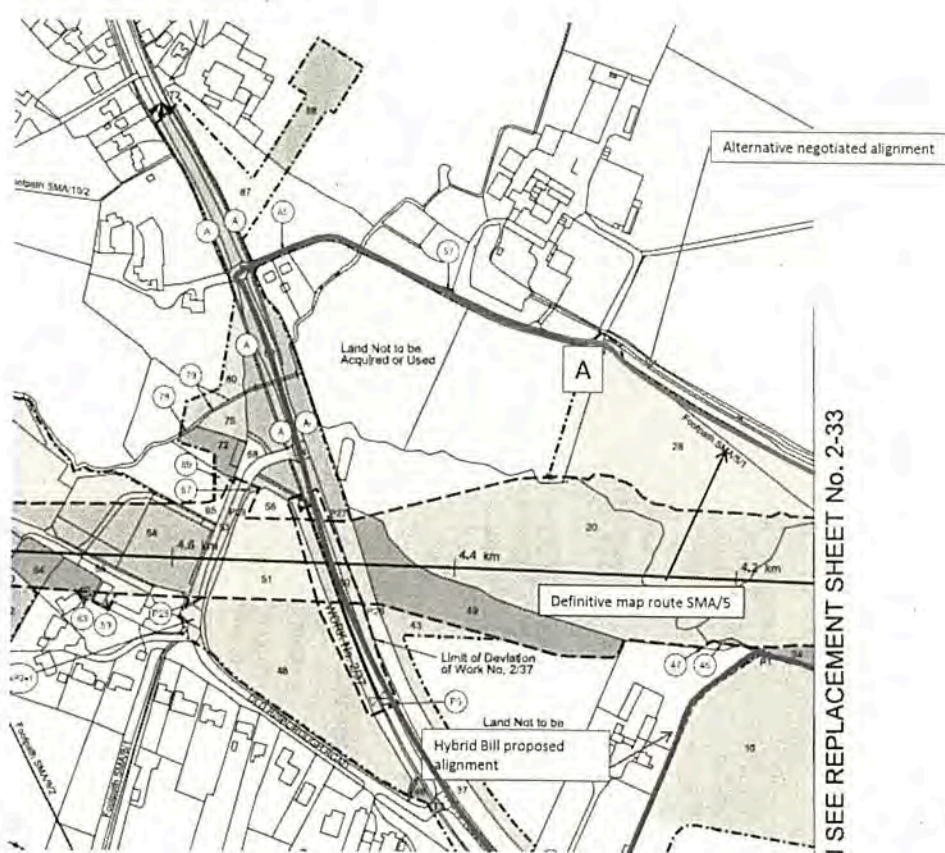
Cc. Alastair Lewis (Sharpe Pritchard) alewis@sharpepritchard.co.uk

Drawing A

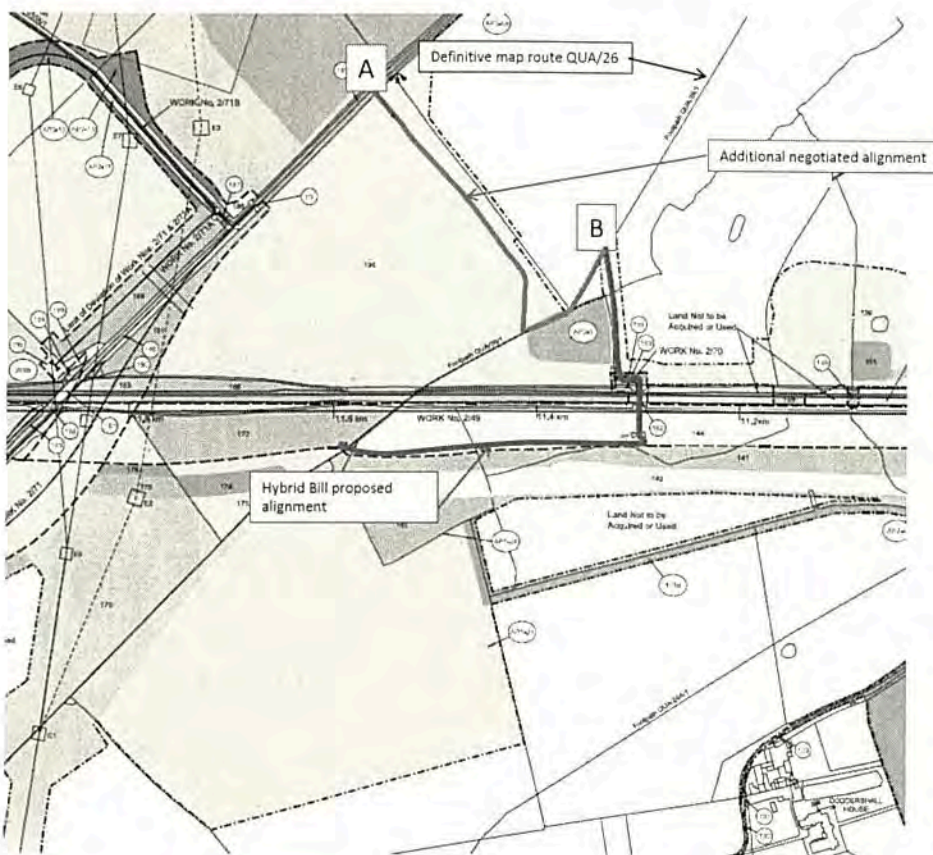


Appendix A

Drawing B



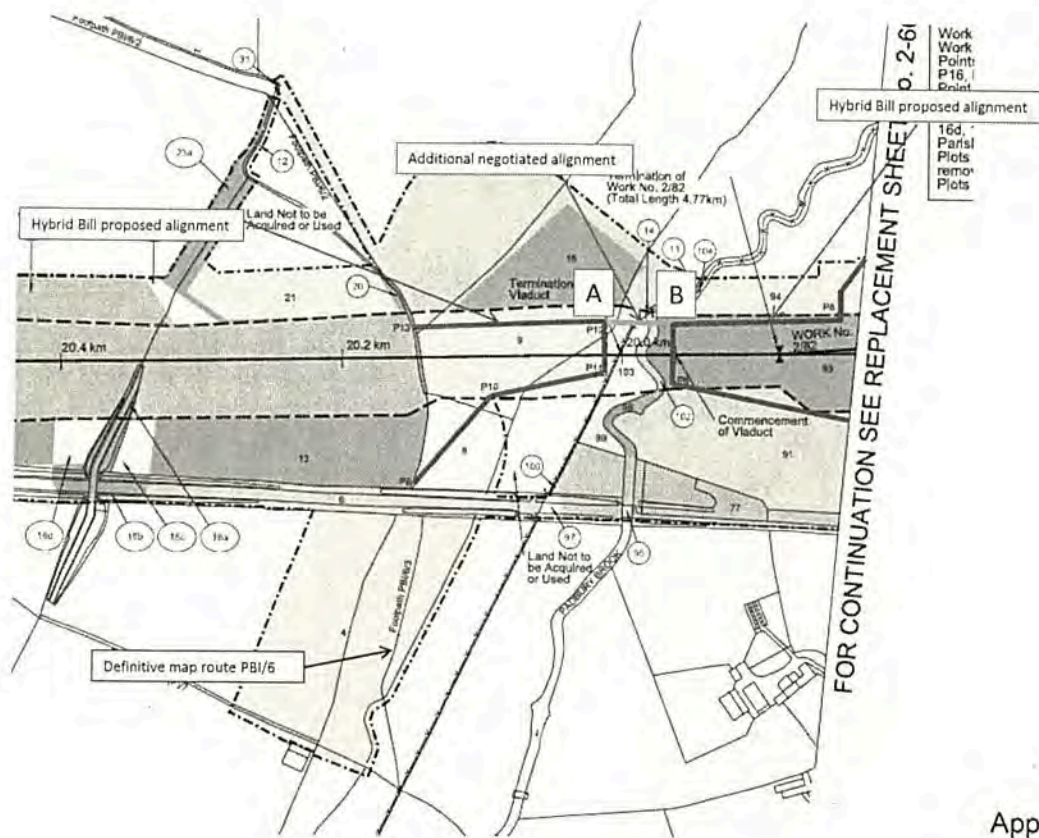
Appendix A



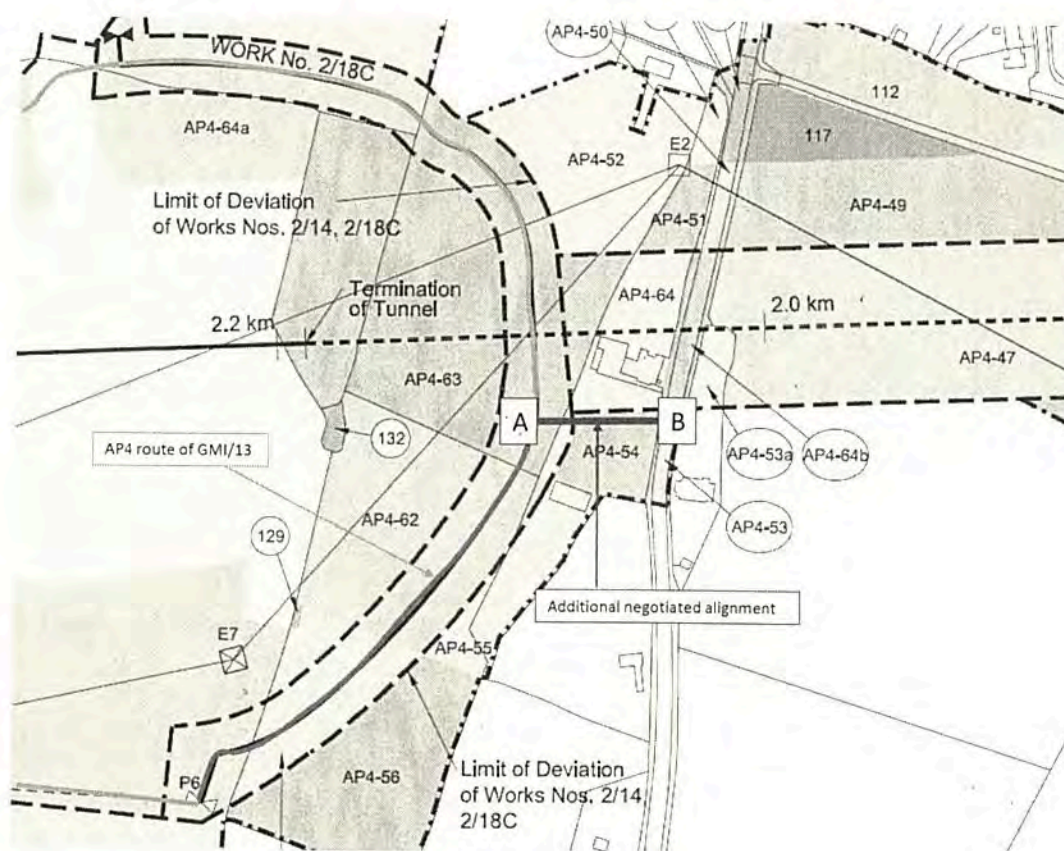
Drawing C

Appendix A

Drawing D



Appendix A



Drawing E

Appendix A

Drawing F

Appendix A

Drawing F

Appendix A

Martin Tett
Leader
Buckinghamshire County Council
Walton Street
Aylesbury
HP20 1UA

5 May 2016

Dear Mr Tett

High Speed Rail (London – West Midlands) Bill

Buckinghamshire County Council Petition 0520, AP00039, AP200060, AP400262, AP500019 – 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 Buckinghamshire County Council (the Council) regarding the impact of Phase One of HS2 (known as 'the Proposed Scheme').

With reference to the above petitions, the Promoter and the Council have engaged extensively and sought to resolve the objections raised by the Council. As a result of this engagement I am able to offer assurances in the following areas, the details of which are provided in this letter:

1. Road junctions – capacity and safety
2. A4010 / A4129 improvements
3. Stoke Mandeville Bypass extension
4. Stoke Mandeville Bypass cycleway
5. Public transport
6. Princes Risborough underpass
7. Traffic measures for schools on HS2 construction routes
8. Automated Traffic Information Systems
9. Langley and impacts in Iver
10. Aylesbury linear park requirements
11. Mitigation package for Calvert
12. Wendover – roadside noise barriers
13. Footpath GMI/2/1 (South Heath)
14. Wycombe Single rail line
15. Environmental guidelines for roads in the AONB
16. Turweston
17. HOAC
18. Great Missenden Haul Road
19. Wendover Campus School

These assurances are provided on the understanding that they reflect priority strategic issues discussed at the meeting on 13 January, and on which the Council has engaged with us over the last few months.

I have copied this letter to Alastair Lewis (Sharpe Pritchard), who I understand is acting as your appointed Parliamentary Agent. I also intend to communicate the content of these assurances to the Leader of Aylesbury Vale District Council in so far as they are relevant to their petition.

A separate assurance letter has been sent in respect of the items you have raised at Langley, and the assurances are copied in section 9 of this letter.

Yours sincerely,



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

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

Enc. Appendix A: new public rights of way to be created
Appendix B: cycleway at SCL/18, Calvert
Appendix C: new footway along Addison Road and School Hill Lane
Appendix D: C222-ATK-HY-DPL-020-108700-PET000521 AND C222-ATK-HY-DPL-020-108500-
PET000521— plans for land at Aylesbury

Definitions

In these assurances:

- *the 'Bill' means the High Speed Rail (London – West Midlands) Bill;*
- *"the Council" means Buckinghamshire County Council;*
- *"Secretary of State" means the Secretary of State for Transport or any successor Secretary of State or Minister holding the Transport portfolio;*
- *"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 Minister holding the transport portfolio and includes so far as relevant any nominated undertaker exercising the powers or functions under the Bill by virtue of an Order under clause 43 of the Bill;*
- *"index-linked" means as adjusted on each annual anniversary date of the Assurance by such percentage as is equal to the percentage increase in the Building Costs Information Service All in Tender Price Index for the most recent period of 12 consecutive months for which figures are available, or, should the terms of this index no longer be relevant to this assurance, such other relevant index as agreed between the nominated undertaker and the Council; and*
- *"HS2 Works" means works to be authorised by the Bill.*

Where relevant, definitions unique to an assurance are incorporated within that assurance in the remainder of this letter.

1. Road junctions – capacity and safety

The Council has provided HS2 Ltd with a list of junctions located on HS2 construction routes, where the Council has asked for assurances that capacity and/or safety improvements will be carried out. I understand that there have been regular and productive meetings to discuss a number of iterations of these assurances. The resulting final assurance wording is offered by the Promoter as follows. Please note that these assurances supercede the assurances as offered in the PAL dated 9 October 2015.

Traffic Capacity

Definitions for the purposes of this assurance:

- *"forecast baseline traffic flows" means the forecast flows derived from the assessments carried out pursuant to the Scope and Methodology Report and recorded in the Transport Assessment as amended and supplemented by more recent traffic surveys and where appropriate the Council's strategic model outputs to which HS2 shall then have regard;*
 - *"forecast year baseline" means the year 2021 applying the forecast baseline traffic flows to junctions without the introduction of HS2 construction traffic;*
 - *"HS2 construction related traffic" means large goods vehicles, heavy goods vehicles and light goods vehicles and vehicles used by the workforce for the purposes of constructing the HS2 railway;*
 - *"HS2 Main Civils Works" excludes preparatory site works and site establishment works (comprising site clearance, ecological and utility works, site security and fencing, establishing access works, buildings and storage areas and importing associated construction materials and equipment); and*
 - *"Material Impact" arises at a relevant junction where an assessment of the addition of HS2 construction related traffic in 2021 predicts that the change in reserve capacity at a junction gives rise to a moderate or major significant effect in relation to congestion, in accordance with the HS2 Scope and Methodology Report (Volume 5 Addendum, Annex 1, tables 11 and 12, as appropriate).*
1. *The Secretary of State will require the nominated undertaker to carry out an assessment ("Assessment") of each of the junctions (a "relevant junction") listed in paragraph 3 and shall provide a draft copy of the results of the Assessment of each relevant junction to the Council.*
 2. *As part of each Assessment, the nominated undertaker will:*
 - a) *use as appropriate the results of traffic assessments undertaken as part of the HS2 Environmental Statement and the further traffic count work undertaken in 2015 and the Council's strategic model outputs to which HS2 shall then have regard;*
 - b) *use Junctions 8, LinSig or such other model appropriate to HS2 and which it shall use reasonable endeavours to agree with the Council before 28 February 2016;*
 - c) *use input assumptions (including peak hour traffic flows and junction geometric data) which it shall use reasonable endeavours to agree with the Council in a timely manner and prior to commencement of the relevant HS2 Main Civils Works that generate HS2 construction related traffic affecting a relevant junction;*
 - d) *take into consideration existing performance of a relevant junction and predicted performance in the forecast year baseline; and*
 - e) *share and seek to agree the junction model outputs with the Council by no later than 1 June 2016 or by such other date as shall be agreed between the Council and the nominated undertaker.*

3. *The junctions to which paragraph 1 applies are those junctions intended to be used as a HS2 construction route:*
 - A413 / A404 Whielden Lane roundabout
 - A355 London End / Park Lane roundabout
 - A413 / Leather Lane priority junction
 - A413 / Rocky Lane priority junction
 - A355 / A413 Gore Hill roundabout
 - A413 Link Road Roundabout, Great Missenden
 - A413 / B485 Roundabout, Great Missenden
 - A4010 New Road / Cressex roundabout
 - A40 / A4010 Chapel Lane priority junction
 - A40 / A4010 West Wycombe roundabout
 - A4010 / North Lee Lane north of Terrick
 - A418 Oxford Road / Coldharbour Way roundabout
 - A418 Oxford Road / Fowler Road signals
 - A418 Oxford Road / A41 Gatehouse Road roundabout
 - A41 Gatehouse Road / A41 Bicester Road roundabout
 - A41 / Rabans Lane roundabout
 - A41 / Jackson Road roundabout
 - A41 / Western Link road signals
 - A41 / Berryfields / Aylesbury Vale Parkway roundabout
 - A41 / Griffin Lane
 - A4010 / A4129 Princes Risborough
 - A412 Five Points roundabout / Wood Lane A412 roundabout
 - Langley Park Road / Wood Lane Iver
 - A4010 / B4009 / Chalkshire Road
4. *Where an Assessment of a relevant junction is predicted to identify a Material Impact at that junction by reason of the existence of HS2 construction related traffic in the forecast year baseline, as agreed with the Council, the nominated undertaker will consult with the Council and will either:*
 - a) *seek to agree and implement or fund appropriate temporary mitigation measures under the powers of the Bill, subject to any required approvals or consents being obtained under Schedules 4 and 16 to the Bill; or*
 - b) *seek to agree and implement or fund appropriate temporary mitigation measures under the existing powers of the Council,*

to increase the capacity of a relevant junction for vehicular traffic in order to mitigate the impact of HS2 construction related traffic.
5. *The nominated undertaker shall use reasonable endeavours to implement any measures agreed or approved under paragraph 4 above prior to commencement of the relevant HS2 Main Civils Works which affect a relevant junction, or earlier if requested and agreed between the Council and the nominated undertaker, such agreement not to be unreasonably delayed or withheld.*
6. *Where, as agreed with the Council, an Assessment of a relevant junction identifies that the junction operates above its design capacity in the forecast year baseline without HS2 construction related traffic, then the following provisions will be applied:*

- a) where there is no Material Impact identified at that junction as a result of HS2 construction related traffic, the nominated undertaker will not be required to provide any temporary capacity solutions; or
 - b) where there is a Material Impact identified arising as a result of HS2 construction related traffic at that junction then the nominated undertaker will provide appropriate and temporary capacity solutions to mitigate the impacts of its traffic at that junction; or
 - c) where there is a Material Impact identified arising as a result of HS2 construction related traffic at that junction and prior to the design of any works the Council wants to implement a more comprehensive junction improvement proposal, the nominated undertaker will offer a contribution equivalent in value to that which it would otherwise have expended in part b) above.
7. Should the Council wish any of the capacity improvements identified as a result of the requirements of paragraphs 4 to 6 above to be made permanent highway works, the Secretary of State will require the nominated undertaker to design and construct the works in a manner that does not preclude this, subject to the following conditions:
- a) the Council securing the necessary consents, additional land (if necessary) and approvals to enable permanent construction and adoption of highway works under relevant legislation; and
 - b) prior to the design and construction of any of those permanent highways works, the Council agreeing to fund the reasonable construction and administrative costs incurred by the nominated undertaker in making such temporary measures permanent.
8. Where the works referred to in paragraph 7 are to be carried out by the Council, such works will be agreed with the Council (acting reasonably) by 1 October 2016 or such later date to be agreed with the Council and the Council will use reasonable endeavours to ensure that such works are completed in a manner that does not interfere with HS2 construction activities, or detrimentally affect the overall HS2 construction programme, and the Council will keep the nominated undertaker informed of the progress of such works.

Traffic Safety

Definitions for the purposes of this assurance:

- "forecast baseline traffic flows" means the forecast flows derived from the assessments carried out pursuant to the Scope and Methodology Report and recorded in the Transport Assessment as amended and supplemented by more recent traffic surveys and where appropriate the Council's strategic model outputs to which HS2 shall then have regard;
- "forecast year baseline" means the year 2021 applying the forecast baseline traffic flows to junctions without the introduction of HS2 construction traffic;
- "HS2 Main Civils Works" excludes preparatory site works and site establishment works (comprising site clearance, ecological and utility works, site security and fencing, establishing access works, buildings and storage areas and importing associated construction materials);
- "HS2 construction related traffic" means large goods vehicles, heavy goods vehicles, light goods vehicles and vehicles used by the workforce for the purposes of constructing the HS2 railway; and

- "heavy goods vehicles" means all HS2 construction vehicles exceeding 3.5 tonnes.
1. Subject to paragraph 3 below, the Secretary of State will require the nominated undertaker to engage with the Council to identify temporary highway safety measures which can be delivered under powers to be conferred by the Bill for any of the junctions or routes listed in paragraph 2 (a "relevant junction" or "relevant route").
 2. The junctions and routes to which paragraph 1 applies are those intended to be used as a HS2 construction route:
 - A40 London Rd / A355 Pyebush Roundabout
 - A413 / A404 Crematorium Roundabout
 - A404 / Whielden La
 - A355 / Ledborough La
 - A40 London Rd / A355 London End
 - A413 / School La (Amersham Old Town) / Shardeloes
 - A413 Missenden bypass / Weedon Hill
 - A413 / Chalk La / Taylors La
 - A413 / Leather Lane
 - A413 / Bowood Lane
 - B485 / Hyde Heath Rd
 - B485 Chesham Rd / Hyde Heath Rd
 - B485 / Kings La
 - A413 / London Rd
 - B485 / Frith Hill
 - A413 / Aylesbury Rd
 - A413 / Rocky La / Chesham La
 - A4010 New Rd / Cressex Rd
 - A40 West Wycombe Rd / A4010 Chapel La
 - A4010 Risborough Rd / B4009 Nash Lee Rd / Chalkshire Rd
 - A4010 Risborough Road / North Lee Road
 - A40 West Wycombe Rd / A4010 Bradenham Rd
 - A4157 Elmhurst Rd / A418 Bierton Rd
 - A413 Buckingham Rd / A4157 Weedon Rd
 - A4010 New Rd / A4129 Longwick Road
 - A41 / Blackgrove Rd (Waddesdon crossroads)
 - A41 / Station Rd
 - Edgcott Rd / Main St / The Broadway
 - Grendon Rd / Edgcott Rd / Marsh Gibbon Rd
 - A41 Aylesbury Rd / The Broadway
 - A421 Tingewick bypass / Barton Rd
 - A421 / A4421 / Sandpit Hill
 - A413 / Joiners Lane roundabout
 - A413 Chalfont St Giles / B4442 (Pheasant Hill/ High St) double mini-roundabout
 - A413 / Bottom House Farm Lane priority junction
 - Separate temp site access onto Little Missenden bypass
 - A413 / B485 / roundabout
 - A413 / A355 Gore Hill (Amersham) roundabout
 - A413 / A404 Stanley Hill roundabout

- Bishopstone Road/Nash Lee Road /Stone Road
- Waddesdon crossroads
- Temp site access onto Wendover bypass
- A41 Bicester Road site compound access
- A412 Five Points roundabout / Wood Lane A412 roundabout
- Langley Park Road / Wood Lane Iver
- A412 / Church Road
- A40 Pyebush roundabout to A355

3. Any potential temporary highway safety measures identified pursuant to paragraph 1 will be subject to:
 - a) HS2 construction related traffic introducing a 10% or greater daily increase in all vehicular traffic or a 30% increase in heavy goods vehicle traffic across any arm of a relevant junction or relevant route, or should the total flow of vehicle traffic over a relevant junction or relevant route be less than 2,000 vehicles per day, an increase of 100 vehicles or more per day, against the forecast year baseline across any arm of a relevant junction or relevant route, unless otherwise agreed with the nominated undertaker;
 - b) HS2 construction related traffic being likely to cause a material worsening of the safety of a relevant junction or relevant route as agreed between the Council's and the Nominated Undertaker's appropriately experienced and qualified professionals in road safety assessment, both parties acting reasonably; and
 - c) the Council assisting the nominated undertaker in securing any necessary additional consents or approvals beyond those required under Schedules 4 and 16 to the Bill that may be required for the temporary highway safety measures which will be funded by the nominated undertaker.
4. Subject to paragraph 3 above, the Secretary of State will require the nominated undertaker:
 - a) to agree a timetable with the Council of what temporary highway safety measures will be required and by when the said measures (as agreed or amended) will be submitted in detail to the Council, and in the case of the nominated undertaker, when they are likely to be implemented; and
 - b) prior to the commencement of the relevant HS2 Main Civils Works (or earlier if agreed between the Council and the nominated undertaker and such agreement not to be unreasonably delayed or withheld) to either carry out or fund the execution by the Council of any temporary highway safety measures that are agreed between the nominated undertaker and the Council as being reasonably necessary at a relevant junction or relevant route, subject to the nominated undertaker securing all relevant consents and approvals.
5. Should the Council wish any of the safety measures identified as a result of the requirements of paragraphs 3 and 4 above to be made permanent highway features by the nominated undertaker, the Secretary of State will require the nominated undertaker to design and construct any required temporary measures in a manner that does not preclude the construction of those temporary highway safety measures as permanent features, subject to the following conditions:
 - a) the Council securing the necessary approvals to enable permanent construction and adoption of highway works under relevant legislation; and
 - b) prior to commencement of the design and construction of any highways works, the Council agreeing to fund the reasonable construction and administrative costs of the nominated undertaker making such temporary highway safety measures permanent.

6. *Where the temporary highway safety measures referred to in paragraph 5 are to be carried out by the Council, such works will be agreed with the Council by 1 October 2016 or such later date to be agreed with the Council, and the Council will use reasonable endeavours to ensure such works are completed in a manner that does not interfere with HS2 construction activities, or detrimentally affect the overall HS2 construction programme, and the Council will keep the nominated undertaker informed of the progress of such works.*
7. *So as to confirm and protect the provisions of the Bill, nothing in these assurances shall apply to any junction or route where physical alterations are being made to the junction or route by the nominated undertaker as a result of its own works using existing powers in the Bill.*

2. A4010 / A4129 improvements

The Promoter and the Council have engaged extensively on the issue of the A4010 and A4129 HS2 construction routes. The Promoter recognises your concerns regarding the impact of HS2 construction traffic on these roads and the communities on the routes. I understand that this is a concern shared by Wycombe District Council, Princes Risborough Town Council, West Wycombe and Braddenham Parish Council, and local communities. The Promoter is therefore willing to offer the following assurance:

Definitions for the purposes of this assurance:

- *"HS2 Construction Routes" means routes that are subject to an application for lorry routing approval under Schedule 16 to the Bill.*
1. *The Secretary of State will, following Royal Assent:*
 - a) *make a contribution of £480,000 (index-linked) to be applied exclusively on the provision and maintenance by the Council of permanent safety measures along the A4010 and A4129 where these are to be used as HS2 Construction Routes in Buckinghamshire; and*
 - b) *require the nominated undertaker to liaise with the highway authority in relation to the timing and implementation by the Council and reasonableness of those permanent safety measures so as to maintain the free flow of traffic (including that of HS2 construction related traffic) along the A4010 and A4129 in Buckinghamshire.*
 2. *In the event that the Bill gets Royal Assent but HS2 is not then proceeded with, Buckinghamshire County Council will repay the funds, plus interest accrued, but less reasonable expenditure already incurred, to the nominated undertaker.*

3. Stoke Mandeville Bypass extension

The Council has expressed concerns that the Stoke Mandeville Bypass between the B4443 Lower Road and the A4010 Risborough Road, as included in the Bill, will worsen traffic along the B4443 Lower Road and the Aylesbury Gyratory. While the Promoter does not consider this to be the case, he is willing to offer the following assurance. Please note that this assurance supercedes the assurance in the PAL dated 9 October 2015.

Definitions for the purposes of this assurance

- *"Stoke Mandeville Bypass" means the construction of a new road between the B4443 Lower Road in the District of Aylesbury Vale and the A4010 Risborough Road in the District of Aylesbury Vale and comprised within Work No. 2/36 in the Bill; and*
 - *"Environmental Impact Assessment" means the assesment prepared by Buckinghamshire County Council to assess likely significant environmental effects of the proposed extension to the Stoke Mandeville Bypass and supporting the application for Planning Permission.*
1. *The Secretary of State will require the nominated undertaker to assist the Council as set out in the following paragraphs in securing an extension to the Stoke Mandeville Bypass from its proposed junction with the B4443 Lower Road across the Marylebone to Aylesbury railway line to tie into the A413.*
 2. *The Secretary of State will require the nominated undertaker to make available the sum of £150,000 toward the cost of the Council undertaking transport modelling of the effect of the Stoke Mandeville Bypass on traffic congestion on the B4443 Lower Road and/or the gyratory junction of Stoke Road / A413 arising from the implementation of the Stoke Mandeville Bypass, and preparing a submission on an extension to the Stoke Mandeville Bypass. Such funding to be paid to the Council within 56 days of the date of this assurance.*
 3. *The following matters will need to be satisfied in order for the nominated undertaker to come to a view on the provision of further assistance as provided for in paragraph 1 above:*
 - a) *the Council providing full details of, and the nominated undertaker agreeing with, the modelling input assumptions, methodology and results provided by the Council;*
 - b) *the Council within 28 days of the date of this letter providing confirmation in writing that it will apply the whole of the sum of £150,000 for traffic modelling to support the case for and toward preparing a submission in relation to the extension to the Stoke Mandeville Bypass, and any surplus arising shall be used to inform traffic modelling required to prepare the Local Development Framework for Aylesbury with a view to securing third party contributions through a CIL levy or equivalent, to contribute to the future cost of highway infrastructure in that area;*
 - c) *the Council providing robust modelling evidence to the nominated undertaker (pursuant to a) above) to support the Council's case for the need for the extension of the Stoke Mandeville Bypass, assuming HS2 constructs the Stoke Mandeville Bypass as proposed in the Bill;*
 - d) *the results of the modelling undertaken by the Council pursuant to b) above demonstrating that the implementation of the Stoke Mandeville Bypass will have an unacceptable impact on traffic congestion on the B4443 Lower Road and/or the junction of Stoke Road / A413;*
 - e) *the results of the modelling undertaken by the Council pursuant to b) above demonstrating that the Council's proposed extension to the Stoke Mandeville Bypass will materially reduce congestion on the B4443 Lower Road and/or the Aylesbury Gyratory, caused by any re-assignment of traffic as a result of the implementation of the Stoke Mandeville Bypass; and*

- f) the results of the modelling undertaken by the Council pursuant to b) above justifying the Council making a bid for external funding for the construction of an extension to the Stoke Mandeville Bypass and being sufficiently robust to justify including the proposal to extend the Stoke Mandeville Bypass in the Council's Local Transport Programme.*
- 4. Providing the nominated undertaker agrees that a robust case is made by the Council in favour of constructing an extension to the Stoke Mandeville Bypass, the Secretary of State will:*
 - a) make available representatives to attend meetings between the Council and Network Rail Infrastructure Limited to provide advisory support to the Council in connection with its proposal to cross the Aylesbury to Marylebone railway line; and*

fund the reasonable costs of the tender (as accepted) for the crossing of the Aylesbury to Marylebone railway line, including construction costs, Network Rail possession costs, bridge agreement costs and fees and charges, following Royal Assent and before any works of construction commence on the extension of the Stoke Mandeville Bypass, subject to the Council:

 - i. providing detailed specifications and drawings of its proposed highway scheme to the nominated undertaker along with a copy of the Environmental Impact Assessment acquiring sufficient land, and obtaining all necessary consents and approvals required to construct the extension prior to those works commencing;*
 - ii. gaining the approval of the nominated undertaker to the specification of the bridge and that approval not being unreasonably withheld;*
 - iii. confirming that it has all statutory authorisations and has secured or identified any additional funding required to complete the extension, including any further highway works to mitigate the impacts of the extension to the Stoke Mandeville Bypass; and*
 - iv. programming the works to construct and complete the extension in such a way that it does not interfere with HS2 construction activities, or detrimentally affect the overall HS2 construction programme.*

4. Stoke Mandeville Bypass cycleway

The Promoter is willing to offer the following assurance on the provision of a cycleway along the Stoke Mandeville Bypass.

1. *Subject to the conditions in paragraph 2, the Secretary of State will fund up to £470,000 (index-linked) for a permanent off-carriageway route suitable for walkers and cyclists along the realigned A4010, Stoke Mandeville bypass, County of Buckinghamshire, from the new junction with the existing A4010 Risborough Road to the B4443 Lower Road roundabout.*
2. *The conditions referred to in paragraph 1 are that Buckinghamshire County Council has:*
 - a) *obtained the necessary powers and planning permission; and*
 - b) *secured all necessary land interests of affected landowners and occupiers.*

5. Public transport

The Council has raised concerns about disruption to public transport and Buckinghamshire County Council client transport. The latter issue is an ongoing discussion between the Promoter and routewide highway authorities via the Highway Sub Group to the Planning Forum. Impacts on public transport that is not Council-run will be mitigated through the Code of Construction Practice and Local Traffic Management Plans. In addition to the measures which have been agreed and will continue to be agreed between the Promoter and the Highway Sub Group to the Planning Forum, the Promoter is able to offer the following assurances on this:

Reducing workforce related traffic

1. *The Secretary of State will require that the nominated undertaker prepare construction workforce travel plans, through engagement with the 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 Buckinghamshire.*
2. *The nominated undertaker's objectives to support these aims will include:*
 - a) *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*
 - b) *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.*

Further reducing the impacts of residual traffic.

Recognising that it will not be possible to remove all construction related traffic from the local road network, the following mechanisms will be in place to further manage any residual impacts:

- The Bill includes powers for the control of construction traffic by qualifying planning authorities which means that the routes other than trunk roads and motorways to be used by large goods vehicles must be approved by qualifying planning authorities where the number of large goods vehicles exceeds 24 trips per day, to or from a site. The consent of the relevant highway authority is also required for the provision of any new or altered worksite access to and from a highway, if this is not shown on the plans deposited by the Bill. The highway authority must be consulted before works affecting highways or traffic can be undertaken and consent must be sought before interfering with any property of the highway authority.
- The highway authority may object to an access location on the grounds that the works should be carried out elsewhere within the limits set by Parliament in the interests of local amenity, road safety or the free flow of traffic. The works must also be reasonably capable of being carried out where the highway authority wishes.

Furthermore, the Promoter is able to provide Buckinghamshire County Council with the following assurances.

For the avoidance of doubt, the Secretary of State confirms that transport assurances provided to Buckinghamshire County Council shall be subject to the nominated undertaker securing all requisite consents under Schedule 4 and 16 to the Bill.

Impacts of construction traffic

3. *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 Buckinghamshire (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.*
4. *The Secretary of State will require the nominated undertaker to prepare Local Traffic Management Plans in liaison with Buckinghamshire County Council and the emergency services.*
5. *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.*

Public access

6. *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 Buckinghamshire County Council 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 Buckinghamshire. 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 Buckinghamshire County Council is notified of those controls and informed of any changes to them and such notification and information shall be provided as soon as reasonably practicable.*

Construction routes used by pedestrians and cyclists

7. *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:*
 - a) *details about specific traffic management measures;*
 - b) *installation of appropriate signage indicating all temporary diversions or where reasonably appropriate, alternative routes; and*
 - c) *measures to minimise impact on highway users.*

Local Transport Management Plans

8. *The Secretary of State will require the nominated undertaker, to produce Local Traffic Management Plans (LTMPs) within Buckinghamshire 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:*
 - a) *details of permitted access routes and accesses for construction traffic;*
 - b) *details of site boundaries and the main access/egress points for worksites and compounds;*

- c) details of temporary and permanent closures and diversions of highways and other public rights of way (including timing); and pick-up periods and any commitments set out in the register of Undertakings and Assurances;
 - d) details of phasing of works;
 - e) the proposed traffic management strategy;
 - f) other measures which will affect the highway, such as lorry holding areas (including timing of use);
 - g) 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
 - h) a register of applications for consents associated with temporary traffic management measures.
9. In relation to lorry management, LTMPs will include details of the following, where appropriate;
- a) timing of site operations and timing of traffic movements;
 - b) local routes to be used by lorries generated by construction activity;
 - c) lorry holding areas;
 - d) lorry holding areas on- or off-highway, how they will be laid out and operated (including timing of operation); and
 - e) weighbridge(s) at a suitable location(s) on site to monitor compliance with vehicle weight restrictions.
10. 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.

Traffic and Transport management – site specific measures

11. The Secretary of State will require the nominated undertaker to produce and update (where reasonably required) site specific traffic management measures within Buckinghamshire and where reasonably practicable to discuss the site specific traffic management measures with the highways authority and the emergency services. The site specific traffic management measures will include the following, as appropriate:
- a) details about specific traffic management, within site specific plans;
 - b) 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;
 - c) installation of appropriate signage indicating all temporary and permanent diversions of PRow
 - d) measures to be implemented to reduce construction traffic impacts, or impacts associated with parking on residential streets;
 - e) measures to minimise impact on highway users;
 - f) retaining access for cyclists and pedestrians, where safe and appropriate;
 - g) timing of traffic management operations, if their scope can be undertaken during off-peak, night or weekend working;
 - h) parking controls;

- i) 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;
- j) requirements relating to the movement of traffic from business and commercial operators of road vehicles, including goods vehicles;
- k) controls to reduce environmental impacts to nearby receptors and consideration of temporary reduced speed limits around worksites;
- l) co-ordination with utility companies and service diversions; and
- m) winter gritting plans, which will complement those of the relevant highway authority.

Monitoring

12. 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.

ROMIS Plan

13. 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:
 - a) set out the construction routes to be approved in accordance with Schedule 16 to the Bill;
 - b) consider what physical changes to the highway and other land are necessary to enable use by Large Goods Vehicles; and
 - c) 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.

CLOCS and FORS

14. 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.

The CLOCS standard and FORS will be applied as set out within the Route-wide Traffic Management Plan (RTMP).

The assurance includes the proviso "reasonably practicable" as the Promoter of HS2 considers that there are two areas where further work is required to ensure that the CLOCS standard can be fully applied in Buckinghamshire. These are:

- a) **driver training.** The amount of training capacity which will be available, of suitable quality and which addresses the environment of HS2 is not known. We are currently discussing this

matter through the CLOCS working group and with the various trade association and training bodies to seek that there will be sufficient capacity, routeiwide;

- b) **the use of sideguards.** Our proposed requirement is that vehicles should be N3 compliant, which is a higher standard than the CLOCS standard. Contractors will need to demonstrate where this (and the associated use of sideguards) is not achievable (which may be on a site-by-site basis or related to the availability of suitable vehicles — it is understood that the majority of fleets who are represented by the MPA are N3G).

Flexible working

- 15. *The Secretary of State will require the nominated undertaker to work with Buckinghamshire County Council (including through the production and periodic review 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 Buckinghamshire will be the subject of regular review to enable it to continue to address local circumstances while recognising HS2's cost and programme constraints.*

Costs

- 16. *In accordance with HS2 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 Buckinghamshire County Council 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.*

6. Princes Risborough underpass

The Council and Aylesbury Vale District Council have requested that provision for an underpass on the Princes Risborough-Aylesbury line is provided by HS2. The following assurance gives effect to this:

Definitions for the purposes of this assurance:

- *"railway related approvals" means any required approvals or consents from Network Rail Infrastructure Limited or otherwise in discharge of any relevant railway industry requirements associated with the construction of the railway underpass scheme affecting part of the national railway network;*
- *"relevant section of the railway" means the section of railway alignment for HS2 that incorporates a crossing of the Princes Risborough railway line where footpath SMA/16/1 crosses the Princes Risborough railway line to the Stoke Brook culvert;*
- *"railway underpass scheme" means a scheme to:*
 - *construct a box to the full standard required for highway use, incorporating a sufficient span to accommodate a dual carriageway, footway and cycleway;*
 - *partially backfill the structure to facilitate the provision of a HS2 access road through the box with reduced height clearance;*

within the relevant section of the railway to make provision for:-

- (a) a construction access for the nominated undertaker;*
- (b) a permanent access for the nominated undertaker to the HS2 balancing pond;*
- (c) an accommodation access for an adjoining owner; and*
- (d) Any future third party construction of a dual carriageway road with footpath and cycleway provision which would need to also make provision for a), b) and c) at no additional cost to HS2 or the nominated undertaker including any required Network Rail approvals related to the creation of the dual carriageway road and cycleway provision, including any necessary excavation, required pump drainage, associated installation, running or maintenance costs;*
- *"HS2 access road" means an road for HS2 access through the underpass from the Stoke Mandeville bypass (to be constructed as part of the HS2 works) to the HS2 balancing pond North of the Princes Risborough-Aylesbury railway line. The HS2 access road would be combined with a farm accommodation track passing through the underpass and with provision to accommodate footpath SMA/16/1 through the underpass;*
- *"HS2 balancing pond" means the HS2 balancing pond at chainage 60+000;*
- *"specified constraints" mean the design features of the railway underpass scheme that have to be agreed by the Promoter including:*
 - *the extent of potential highway clearance within the underpass;*
 - *the overall dimensions of the underpass;*

- *the specific location on the underpass within the relevant section of the railway; and*
 - *arrangements for drainage and lighting of the underpass.*
1. *Subject to the conditions in paragraphs 1 a) and 1 b) below, the Secretary of State shall require the nominated undertaker to use reasonable endeavours to obtain any relevant railway related approvals to construct the railway underpass scheme.*
- a) *The conditions referred to in paragraph 1 above and which must be satisfied in relation to the construction of the railway underpass scheme are that the Councils:*
- i. *obtain any necessary planning and other related approvals and consents;*
 - ii. *obtain any power necessary to divert the Public Right of Way SMA/16/1 onto the new alignment;*
 - iii. *secure all necessary land interests of affected landowners and occupiers; and*
 - iv. *enter into an agreement with the Promoter on reasonable terms satisfactory both to the Promoter and the Council regulating the construction of the railway underpass scheme subject to the specified constraints and the grant of the requisite rights to the Councils to construct and maintain the new road and reserving to the Promoter the requisite rights needed to secure the safe, efficient and economic construction and operation of the railway,*
- prior to completion by the nominated undertaker of detailed design of the relevant section of railway.*
- b) *The obligation in paragraph 1 is conditional on:*
- i. *sufficient land being made available to the Secretary of State for the purposes of the railway underpass scheme, including HS2 access during construction and permanent access to the HS2 balancing pond; and*
 - ii. *nothing in these assurances shall require the Secretary of State or the nominated undertaker to accept any responsibility for the construction or maintenance of the new road proposed to be constructed by the Councils including the costs of installing and maintaining suitable drainage apparatus required to maintain the new road.*

7. Traffic measures for schools on HS2 construction routes

To provide comfort to the Council that HS2 will look at safety measures on construction routes impacting schools as part of its traffic management plans, the following assurance is proposed.

1. *The Secretary of State shall require the nominated undertaker to implement or fund any local road safety measures reasonably required in the vicinity of schools in Buckinghamshire located on a HS2 construction route used by Large Goods Vehicles (>7.5 tonnes) to mitigate the impact of increased lorry traffic resulting from HS2 construction work, subject to the powers in the Bill or securing any additional consents from the highway authority where required. Measures will be consulted on with Buckinghamshire County Council on a case-by-case basis as part of the Local Traffic Management Plan. The amount of payment towards traffic management measures is not capped, but is subject to any measures being reasonable.*

8. Automated Traffic Information Systems (ATIS)

An agreement will be entered into with the Council making available funding of £300,000 (to be paid within 90 days of Royal Assent) for up to 20 cameras, providing that the funding is applied only to their provision and that the cameras link into an existing system. The Council will be required to account to the Promoter for all expenditure and return the money if not spent within 10 years of receipt. The agreement should make clear that the funding is only towards additional cameras and that the Promoter will not be responsible for any maintenance or traffic monitoring. The Council will make available any traffic records or information held by the Council following the use of the cameras upon request of the nominated undertaker.

In the event that the Bill gets Royal Assent but HS2 is not then proceeded with, Buckinghamshire County Council will repay the funds, plus interest accrued, but less reasonable expenditure already incurred, to the nominated undertaker.

9. Langley and impacts in Iver

The Council has expressed concerns regarding the Promoter's planned engagement with schemes which may be brought forward, including the Western Rail Link to Heathrow (WRLtH) and the M4 Smart Motorway Project which is already committed. The Promoter recognises these concerns and is willing to offer the following assurance:

1. *The Promoter will require the nominated undertaker to seek to engage with:*
 - a) *the Council prior to the construction and during the construction of the Heathrow Express depot, with a view to further mitigating the impacts of the construction where necessary and reasonably practicable and so far as it does not impact the timely, economic and safe delivery and operation of the Proposed Scheme; and*
 - b) *where agreed, the promoters of other committed major transport infrastructure projects in the immediate vicinity of the Heathrow Express depot construction site and associated traffic routes to understand the environmental impacts of these projects with a view to those promoters reducing their projects' cumulative impacts where reasonably practicable and so far as it does not impact the timely economic and safe delivery and operation of the Proposed Scheme.*
2. *For the avoidance of doubt, paragraph 1 b) will apply to Western Rail Link to Heathrow, should permission be formally sought for this scheme, and the M4 Smart Motorways scheme as it is already a committed project.*

The Council has also expressed concerns relating to the cumulative traffic impact of HS2 and other transport schemes in the area and the need for a comprehensive approach to assessment and mitigation in the area. In this regard I can confirm that the HS2 AP2 SES (see paragraphs 2.2.25 and 2.2.26, AP2 SES, Volume 4, Off Route Effects) takes into account committed developments (such as the M4 Smart Motorway) and assesses the cumulative effects between 2017-2019 during construction of the proposed HEx depot and post-2019 during operation. Where a cumulative effect has been identified it has been included in the assessments for HS2, including potential additional traffic generated from these committed schemes. As such, the current assessment completed as part of AP2 SES considers the cumulative impact of committed schemes, including the M4 Smart Motorway, in the area.

The AP2 SES assessment does not take into account cumulative impacts of non-committed schemes such as the Western Rail Link to Heathrow (WRLtH), as it is not considered feasible to do so. However, as each new scheme is brought forward it is anticipated that the baseline assessments would include all previous committed schemes. As such the Secretary of State for Transport is able to confirm the following:

1. *The Secretary of State for Transport can confirm that he will write to Network Rail Infrastructure Limited setting out the importance that any Environmental Impact Assessment for WRLtH includes the transport effects of any other relevant existing or committed transport schemes in the area when developing baseline assumptions against which to assess impacts.*

With regards to ensuring that the traffic impacts of major infrastructure projects in the area are coordinated, the Secretary of State is able to offer the following assurance. In this assurance, "local traffic management plan" means a document as defined in Section 3.4 of the Routewide Traffic Management Plan to cover the Heathrow Express depot relocation scheme within the local authority areas of Buckinghamshire County Council and Slough Borough Council.

1. *The Secretary of State for Transport will require the nominated undertaker to invite other relevant major project or statutory body representatives to a regular meeting, as appropriate (until the completion of the HS2 works) to ensure that traffic impacts of major infrastructure projects in Iver are appropriately co-ordinated, in the development of the local traffic management plan for Langley. That*

coordination will include consideration of cumulative effects on transport appraisals including, but not limited to, the case for a relief road.

The above assurances are in addition to those offered on the 13 January in relation to the local aspirations for a relief road for Iver. As stated in that letter, the Promoter recognises the Council's aspirations for a relief road and does not wish to preclude the provision of a relief road, should the Council obtain the necessary consents and land interests and proceed to construct and complete the road. The Promoter also recognises that based on an indicative alignment to the east of Hollow Hill Lane, there may be additional costs for a relief road should it be necessary to extend the span of the bridge. To this end, the Promoter offered an assurance on the 13 January which is reiterated below for ease of reference:

1. *The Secretary of State shall within three months of receipt of a written request to the nominated undertaker from the County Council, require the nominated undertaker to pay the Contribution to the County Council PROVIDED THAT:-the nominated undertaker shall only become liable to pay the Contribution if the County Council has:*
 - 1.1.1 *obtained the necessary powers and planning permission; and*
 - 1.1.2 *secured all necessary land interests of affected landowners and occupiers; and*
 - 1.1.3 *proceeds to construct and complete the Relief Road in a timely and economic manner.*
- 1.2 *No Contribution shall be paid by the nominated undertaker to the County Council if the actual cost of the construction of the Enhanced Scheme is less than the agreed estimated cost of construction of the Base Scheme by the County Council.*
2. *The County Council:-*
 - 2.1 *may not make a written request for payment of the Contribution before the Relevant Date; and*
 - 2.2 *may not make a written request for payment of the Contribution after the End Date; and*
 - 2.3 *the County Council may not make a written request unless the Secretary of State and the County Council have reached agreement on the estimated costs of construction of the Base Scheme by the County Council; and*
 - 2.4 *following receipt of the Contribution, shall write to the nominated undertaker confirming that the nominated undertaker is discharged from its obligations under paragraph 1.*

3. *In these assurances:-*

<i>"Authorised Works"</i>	<i>means Work no. 4/4 comprised within the HS2 Works;</i>
<i>"Base Scheme"</i>	<i>means a specification and cost estimate agreed between the County Council and the Secretary of State for the construction of the Relief Road by the County Council ignoring the presence of the Authorised Works;</i>
<i>"Bill"</i>	<i>means the High Speed Rail (London – West Midlands) Bill;</i>
<i>"Cap"</i>	<i>means the sum of £1,420,000 (one million four hundred and twenty thousand pounds) as adjusted on each annual anniversary date of this Assurance by such percentage as is equal to the percentage increase in the Building Costs Information Service All in Tender Price Index for the most recent period of 12 consecutive months for which figures are available;</i>
<i>"Contribution"</i>	<i>means a financial contribution representing the difference between the estimated cost of the Base Scheme and the actual cost of the Enhanced Scheme but which shall not exceed the Cap;</i>
<i>"End Date"</i>	<i>means the date that HS2 Works are first used for commercial passenger operations;</i>
<i>"Enhanced Scheme"</i>	<i>means an agreed specification and cost estimate between the County Council and the Secretary of State for the construction of the Relief Road</i>

	by the County Council taking account of the presence of the Authorised Works;
"HS2 Works"	means the works proposed to be authorised under the Bill;
"nominated undertaker"	means the relevant nominated undertaker appointed under clause 43 of 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;
"Relevant Date"	means the date of Royal Assent of the Bill;
"Relief Road"	means a relief road forming part of a general road scheme proposed by the County Council which is proposed to be constructed between Market Lane/North Park and Mansion Lane to serve Iver, Iver Heath and Richings Park; and
"Secretary of State"	means the Secretary of State for Transport or any successor Secretary of State or Minister holding the Transport portfolio.

10. Aylesbury linear park requirements

The Council has requested that public access is provided to land in South West Aylesbury in order to give effect to its aspiration for a linear park at this location. The assurance offered provides a commitment to a contribution to this, if agreement can be reached between Buckinghamshire County Council, Aylesbury Vale District Council and the relevant landowner.

Definitions for the purposes of this assurance:

- *"Contribution" means a financial contribution for the provision of the PROW but which shall not exceed the sum of £500,000;*
 - *"End Date" means the date that HS2 Works are first used for commercial passenger operations;*
 - *"Relevant Date" means the date of Royal Assent of the Bill;*
 - *"relevant location" means land in the hatched red area on plan C222-ATK-HY-DPL-020-108700-PET000521 AND C222-ATK-HY-DPL-020-108500-PET000521 (excluding plots 146, 132, 122, 129, 150, 152, 142); and*
 - *"PROW" means a new public right of way on an alignment to be agreed with the the landowner and the nominated undertaker.*
1. *Subject to the conditions in paragraph 2, the Secretary of State will within 90 days of Royal Assent require the nominated undertaker to pay the Contribution to Aylesbury Vale District Council with the understanding that Aylesbury Vale District Council will:*
 - a) *obtain the necessary powers and planning permission;*
 - b) *obtain the necessary approvals and consents from the local highway authority;*
 - c) *secure all necessary land interests of affected landowners and occupiers; and*
 - d) *discuss the proposal including the specific alignment with HS2 in advance;*
in order to secure the construction and dedication of a Public Right of Way in the relevant location.
 2. *The nominated undertaker will provide access as soon as reasonably practicable to representatives of Aylesbury Vale District Council to the relevant location for the purposes described in paragraph 1.*
 3. *Should Aylesbury Vale District Council not secure construction and dedication of a PROW in the relevant location by the End Date, Aylesbury Vale District Council will return the Contribution, plus interest accrued but less reasonable expenditure already incurred, to the nominated undertaker. In the event that the Bill gets Royal Assent but HS2 is not then proceeded with, Aylesbury Vale District Council will repay the funds, plus interest accrued, but less reasonable expenditure already incurred, to the nominated undertaker.*
 4. *Aylesbury Vale District Council shall following receipt of the Contribution promptly write to the nominated undertaker confirming that the nominated undertaker is discharged from its obligation in paragraph 1.*
 5. *Nothing in these assurances shall require the Secretary of State or the nominated undertaker to accept any responsibility for the construction or maintenance of the PROW, including but not limited to the replacement or renewal of gates or fences associated with its creation or maintenance, save for the obligation in paragraph 1 to make the Contribution.*

11. Mitigation package for Calvert

The Promoter is aware of the Petitioner's particular concerns regarding Calvert and Steeple Claydon, and the introduction of a major piece of infrastructure (the Infrastructure Maintenance Depot) in this area. We recognise that the construction and operation of such a piece of infrastructure needs to be managed carefully and in close consultation with both statutory authorities and the local community. We support Buckinghamshire County Council and Aylesbury Vale District Council's aspiration for a coherent, integrated approach in respect of environmental mitigation and minimisation of disruption to the local community.

In order to ensure effective coordination of the works in the area, the Promoter is willing to offer the following assurances.

- 1. The Secretary of State will require the nominated undertaker to, as the detailed design stage approaches, establish a regular meeting with Aylesbury Vale District Council and Buckinghamshire County Council, to discuss issues of detailed design in the Calvert and Steeple Claydon area (including at and around the Infrastructure Maintenance Depot), consistent with the General Principles of the Environmental Minimum Requirements, and HS2 Information Paper G6, Design Development – Detailed Design and the Role of Planning Authorities.*
- 2. The Secretary of State will require the nominated undertaker to invite East West Rail representatives, Network Rail and any other relevant major project or statutory body representatives to the regular meeting where appropriate to secure effective coordination of works.*
- 3. The Secretary of State will require the nominated undertaker to participate in any future discussions or governance arrangements which may be established by Buckinghamshire County Council or Aylesbury Vale District Council to manage shared objectives for the local area, particularly in relation to the integration of HS2 plans with those of other committed or proposed projects for the area.*

In order to provide focus to the work programme of the regular meetings, the Promoter is willing to offer the following assurances:

- 4. In line with the requirements specified in the General Principles of the Environmental Minimum Requirements, the Secretary of State will require the nominated undertaker to seek to use reasonable endeavours to adopt mitigation measures that will further reduce any adverse environmental impacts around the Calvert area, in so far as these mitigation measures do not add unreasonable costs to the project or unreasonable delays to the construction programme. Any proposals for further mitigation which may be incorporated into the detailed design of the Proposed Scheme in the Calvert area will be discussed at the regular liaison meeting with the relevant local authorities.*
- 5. By prior agreement between the nominated undertaker and Aylesbury Vale District Council, relevant third parties may be invited to the regular meeting, including where appropriate Buckinghamshire County Council and the Promoter of the East West Rail scheme, in order that a holistic approach to environmental mitigation may be maintained.*
- 6. The Secretary of State, recognising the particular situation at this location with the introduction of major infrastructure (the Infrastructure Maintenance Depot) into an environmentally sensitive area, will make available the sum of £1m (to be paid within 90 days of Royal Assent) to Aylesbury Vale District Council to support further local environmental mitigation which is over and beyond that proposed in the Environmental Statement or related detailed design subject to Aylesbury Vale District Council confirming and agreeing such proposals with the Promoter. Proposals for this additional mitigation will be discussed further at the Community Liaison Group, including with the representatives of Aylesbury Vale District Council, Buckinghamshire County Council, and the four parish councils of Steeple Claydon, Calvert Green, Charndon and Twyford attending that meeting, as mentioned below.*

7. *In the event that the Bill gets Royal Assent but HS2 is not then proceeded with, Aylesbury Vale District Council will repay the funds, plus interest accrued, but less reasonable expenditure already incurred, to the nominated undertaker.*

Further to engagement with statutory and development partners, and to secure effective engagement and involvement of the local community in the area, the Promoter is willing to offer the following assurances:

8. *The Secretary of State will require the nominated undertaker to undertake public engagement to inform the detailed design of the Infrastructure Maintenance Depot mitigation in line with HS2's Engagement Plan. This is envisaged to be an engagement exercise with the local community, including activities such as public exhibitions and leaflet drops in accordance with HS2 Information Paper D1, Design Policy.*
9. *The Secretary of State will require the nominated undertaker to provide a named contact for local communities in relation to the construction of the Infrastructure Maintenance Depot.*
10. *The Secretary of State will require a regular community liaison meeting to be established (separate from the high level meeting to consider detailed design mentioned above) in accordance with the Code of Construction Practice.*
11. *Where appropriate, both the nominated undertaker (including the 'named contact' mentioned above) and Aylesbury Vale District Council will attend community engagement activities on design to seek local input in relation to design development.*
12. *The Secretary of State will require the nominated undertaker at community liaison meetings to regularly consider environmental mitigation issues and construction matters in relation to the Infrastructure Maintenance Depot.*

For avoidance of doubt, and where relevant, the terms of reference and attendance for the above meetings shall be discussed and agreed at the first meeting, and kept under regular (annual) review thereafter in accordance with good practice on Governance.

The Councils have asked for further information on the HS2 – East West Rail Integration Study. The Promoter is pleased to offer the Councils a presentation on the integration report, to take place in February, and will be in contact shortly to set this up. The report will be shared with the Councils at the earliest practicable opportunity after it has been made available to HS2, subject to redaction of commercially confidential material.

The Infrastructure Maintenance Depot (IMD) car park

The Bill provides for a 165-space car park at Calvert IMD. Since submission of the Bill, a review of the operations of the IMD identified a need to increase the size of its car park by 135 spaces to a total of 300 spaces. This has required the operational area of the Calvert IMD to increase by approximately 0.6ha which was reported in SES3. You have expressed concern about the amount of carparking spaces required and I can therefore offer you the following assurance on this matter:

1. *The Secretary of State will require the nominated undertaker, where reasonably practicable during detailed design, to seek to reduce the landtake required to provide car parking at the Calvert Infrastructure Maintenance Depot.*

Lighting at the Calvert railhead

The Councils have expressed concern that a class approval would not be appropriate for consideration of artificial lighting associated with the Calvert railhead. The Promoter is willing to offer the following assurance in this regard:

1. *Recognising the particular situation at this location, with the introduction of the major infrastructure (the Infrastructure Maintenance Depot) into an environmentally sensitive area and recognising the*

specific characteristic of the site lighting for the operation of the Calvert Railhead, i.e. that it is fixed temporary lighting (akin to permanent lighting) that will be in place for several years, the Promoter will require the nominated undertaker to make a request for approval of artificial lighting under paragraph 4 of Schedule 16, subject to Aylesbury Vale District Council becoming a Qualifying Authority. This particular request for approval will include the location and details of the lighting for the operation of the railhead.

Calvert cycleway

Under Additional Provision 2, the bridleways GUN/25/1, GUN/25/2, CAG/3/1, SCL/18/2 and SCL/18/1 near Calvert are downgraded to footpath status. The reason for which is that the bridleways would run in close proximity to both the Proposed Scheme, which at this point does not have a noise fence or visual screening, and the Calvert Landfill haul road and is therefore not considered a suitable environment for horse riders. You asked that in order to maintain connectivity in this area, we provide a surfaced cycleway along this route. The Promoter is therefore willing to offer the following assurance:

1. *Subject to acquiring any necessary consents from the highway authority, and subject to the outcome of any safety assessments, the Secretary of State will require the nominated undertaker to create a footpath with permissive use by cyclists over the alignment marked between points A and C on Drawing G (as provided in Appendix B), providing a minimum width of 3m as far as reasonably practicable.*
2. *With respect to the alignment in paragraph 1 above:*
 - a) *provide an all-weather surface along the length of the footpath marked between points B and C; and*
 - b) *provide signage, posts, route marking equipment and erect gates where necessary.*
3. *The Secretary of State will only require the nominated undertaker to provide signage, posts, route marking equipment and the all-weather surface necessary to give effect to the creation and implementation of the right of way, and will have no obligation to carry out or fund the maintenance, replacement or renewal of either the footpath or any signage, posts, route marking equipment or gates so provided. Any gates erected under these proposals will become the responsibility of the landowner.*

Addison Road footpath

You expressed further concern about the loss of connectivity between the communities of Calvert and Steeple Claydon due to diverted public rights of way, the Calvert IMD and the Proposed Scheme. You proposed the provision of a pavement along Addison Road and School Hill Lane to provide a safe walking route between the two communities, and the Promoter is willing to offer the following assurance:

1. *Subject to acquiring any necessary consents or approvals, the Secretary of State will require the nominated undertaker to provide a raised, paved footway of minimum width 1.2m on one side of the carriageway of Addison Road and School Hill Lane running between Steeple Claydon and Calvert as marked on Drawing H (provided in Appendix C).*
2. *With the exception of those sections of footway that are provided as part of Work Nos 2/87 and 2/80, which will be subject to the provisions set out in paragraph 14 of Schedule 4 to the Bill, the Secretary of State will have no obligation to carry out or fund the maintenance or renewal of the footway provided pursuant to paragraph 1.*

12. Wendover – roadside noise barriers

The Promoter previously wrote to the Chair of the Select Committee in relation to the southern extension to the Green Tunnel at Wendover on 29 October 2015, regarding a package of mitigation measures. This included the following assurance:

'This non-tunnel mitigation proposed would include (...)

Support to the local highway authority to provide noise fence barriers alongside the A413 bypass past Wendover and along a 500m stretch of London Road past the church and school'.

The Promoter is aware of the Council's concerns about whether reasonable project management and other costs are covered by the assurance, and to clarify this point is willing to offer the following assurance:

1. *In relation to the Promoter's proposal to provide 'support to the local highway authority to provide noise fence barriers alongside the A413 bypass past Wendover and along a 500m stretch of London Road past the church and school', the Promoter can clarify that such support would include reasonable:*
 - a) *related local authority project management costs;*
 - b) *capital and installation costs; and*
 - c) *costs of any landscape impact study required.*
2. *The Promoter will supply funding for the barriers, subject to Buckinghamshire County Council getting the necessary consents and approvals for them and keeping the Promoter up to date on progress.*

13. Footpath GMI/2/1 (South Heath)

Chiltern District Council have asked for a realignment of footpath GMI/2/1 north of the line. This request runs the footpath along the bottom of the bund instead of the top, which provides screening for walkers. We are content with this, and the Promoter is willing to incorporate such a change into the following existing assurance on public rights of way. Please note that this assurance supercedes the assurance offered in the PAL dated 12 January 2016.

1. *Subject to the highway authority entering into an agreement under Section 25 of the Highways Act 1980 with the Secretary of State on terms consistent with paragraphs 2 and 3 below, the Secretary of State will:*
 - a) *create new public rights of way over the alignments marked between points A and B on the following plans (as provided in Appendix A):*
 - *WEN/37 PRoW alignment shown on Drawing A;*
 - *SMA/5/1 PRoW alignment shown on Drawing B;*
 - *QUA/26 PRoW alignment shown on Drawing C;*
 - *PBI/6 and TWY/16 PRoW alignment shown on Drawing D;*
 - *GMI/13 (Frith Hill) PRoW alignment shown on Drawing E; and*
 - *GMI/2/1 PRoW alignment shown on Drawing F.*
 - b) *with respect to the alignments listed in paragraph 1(a), require the nominated undertaker to provide signage, posts, route marking equipment and erect gates where necessary (save for gates erected on access roads on Drawings C and E) at a total cost not exceeding £1,000.*
2. *The Secretary of State will only require the nominated undertaker to provide signage, posts and route marking equipment necessary to give effect to the creation and implementation of the right of way, and will have no obligation to carry out or fund their maintenance, replacement or renewal. Any gates erected under these proposals will become the responsibility of the landowner.*
3. *Subject to the creation of the new public right of way on the GMI/2/1 alignment in paragraph 1(a), the Secretary of State will require the nominated undertaker to seek to divert, subject to the support of Buckinghamshire County Council, the public right of way created under the hybrid Bill over the alignment marked 'Hybrid Bill proposed alignment' between points A and B on Drawing F.*

14. Wycombe Single rail line

The Council has previously raised concerns regarding, and expressed support for Chiltern Railways regarding the Wycombe Single rail line. I am pleased to inform the Council that following a series of productive meetings with Chiltern Railways we have offered the following assurances to them, and these will be added to the register of undertakings and assurances:

- 1. The development envisaged at Old Oak Common is likely to require and justify additional transport infrastructure and train services in due course. At this early stage it is not possible to anticipate exactly what will be needed, including whether there will be a case for a new train service from the Chiltern lines to Old Oak Common. If there is, there will be a range of options for providing such a service, noting that any proposal requiring public investment will need to be supported by a viable business case.*
- 2. The Secretary of State will undertake a study of the business case for additional transport infrastructure and train services – including reconnecting of the Wycombe Single line (the Wycombe Corridor) - into the new Great Western Main Line (GWML) station at Old Oak Common, for the purpose of facilitating potential future services.*
- 3. The Secretary of State will consult with Chiltern Railways, Buckinghamshire County Council and other relevant stakeholders so that all relevant evidence and potential options for reconnection are considered as part of the study and to allow Chiltern Railways and Buckinghamshire County Council and other relevant stakeholders to feed in their views on future demand and the priorities of their communities and regions.*
- 4. This work will generate strategic options for the best overall use of rail capacity on the national network after Phase One of HS2 commences operations. Once the work has reached draft conclusions, the Secretary of State will consult with Chiltern Railways, Buckinghamshire County Council and other relevant stakeholders regarding options for investment or services that are identified.*

15. Environmental guidelines for roads in the Chilterns AONB

The Council raised concerns in its discussion of design in the AONB that particular consideration would need to be given to the design of new and altered highways within the AONB, and proposed that its own document, *"Environmental Guidelines for the Management of Highways in the Chiltern AONB (published March 2009)"*, was taken into consideration by the Promoter. The Promoter has engaged with all highway authorities on the route with regards to its rural roads design guide and Technical Standard (Roads) document, and in accordance with this engagement was willing to offer an assurance in this regard. The Council read out a draft of this assurance in Select Committee in its appearance on 14 October 2015. For completeness, the final version of this assurance is included below.

1. *The Secretary of State will require the nominated undertaker to have regard to the principles contained within the "Environmental Guidelines for the Management of Highways in the Chiltern AONB (published March 2009)" within HS2 Technical Standard (Roads).*

16. Turweston

The Council raised concerns about HS2 construction traffic using village roads through Turweston in Aylesbury Vale. This was also raised by Turweston Parish Council in Select Committee. The following assurance was read out by Tim Mould, QC, on behalf of the Promoter. This assurance is subject to the approval of lorry routes by the highway authority under Schedule 16 to the Bill.

1. *The Secretary of State will require the nominated undertaker, as part of developing detailed travel plans under the Code of Construction Practice, where reasonably practicable to prevent HS2 construction traffic from using roads through Turweston village other than for clearly defined essential purposes as defined in the Traffic Management Plan.*

17. HOAC

The Council has sought an assurance that property agents' reasonable fees and costs incurred by Buckinghamshire County Council in discussing the relocation of HOAC to the site at New Denham Quarry are covered by HS2 Ltd. Separate from any discussions in relation to the land ownership and tenancy arrangements at the New Denham Quarry site, we are willing to offer the following assurance in relation to reasonably and properly incurred professional and officer fees and costs, including legal and other professional fees relating to the lease transaction:

1. *The Promoter will pay Buckinghamshire County Council's reasonable and properly incurred costs in relation to the HOAC relocation, in accordance with HS2 Ltd's cost reimbursement policy.*

18. Great Missenden Haul Road

The Council expressed concerns about the traffic and visual impacts of the haul road from the Chiltern Tunnel north portal to the A413/Link Road roundabout, in Additional Provision 4. In acknowledgement of the Council seeking an alternative route, the Secretary of State can offer the following assurance.

1. *The Secretary of State will require the nominated undertaker to cooperate with Buckinghamshire County Council in order for the Council to develop proposals for an alternative haul road alignment at Great Missenden. That cooperation will include, amongst other things:*
 - *provision of information about the current haul road and any alternatives considered;*
 - *provision of information about any relevant technical and design standards; and*
 - *discussion of alternative proposals, including environmental affects, timetabling, cost estimates and constructibility.*
2. *The Secretary of State will require the nominated undertaker to implement an alternative haul road alignment at Great Missenden subject to:*
 - *Buckinghamshire County Councils alternative proposals being agreed with the nominated undertaker to a timetable consistent with the overall railway construction programme, with that agreement not to be unreasonably withheld;*
 - *the alternative proposals not creating new significant adverse environmental effects that cannot be mitigated or reducing the effectiveness of existing mitigation, except by the agreed provision of an alternative;*
 - *Buckinghamshire County Council securing all necessary additional powers and permissions to a timetable consistent with the overall railway construction programme; and*
 - *the alternative scheme not increasing the cost of the haul road, and not impacting the economic, timely and safe construction of the railway. The calculation of the full lifecycle costs of the haul road shall be provided by the nominated undertaker to the Council within 28 days of the date of this Assurance.*

19. Wendover Campus School

The Council has previously raised concerns regarding, and expressed support for Wendover Campus School regarding impacts of the Proposed Scheme on the school. I am pleased to inform the Council that following a series of productive meetings with the school we have offered the following assurances to them, and these will be added to the Register of Undertakings and Assurances:

- "1. The Promoter will require the nominated undertaker to engage with the Chiltern Way Federation, Wendover House Campus ('the School') and Buckinghamshire County Council with a view to managing the HS2 works in the area so as to reduce as far as reasonably practicable impacts on the School.*
- 2. The Promoter will consult the School and Buckinghamshire County Council to understand the potential impact of the HS2 works on the School and to identify what reasonably practicable mitigation measures as identified within the Code of Construction Practice (and not covered elsewhere in these assurances) might be provided in the event that the construction of HS2 does significantly impact the School or impact on the viability of the School.*
- 3. As part of this engagement, the Promoter will work with the School to develop a Construction Management Plan specific to the School, and in particular the nominated undertaker will:*
 - 3.1 identify, agree with the School and implement appropriate mitigation measures (as highlighted in assurance 2) in accordance with the Code of Construction Practice;*
 - 3.2 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 reduced;*
 - 3.3 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;*
 - 3.4 provide a dedicated School liaison officer, who will provide them with a direct point of contact and ensure their concerns are acted upon quickly; and*
 - 3.5 maximise planning of works during school holidays where reasonably practicable to do so.*
- 4. The Promoter will remain in discussion with the School with a view to reaching agreement on suitable noise attenuation installations and any other reasonably practicable solutions proposed by the School, recognising the specific needs of many pupils at the School as recognised in Jean Mockford's report shared with the School in November 2015 (attached), including as follows:*
 - 4.1 the installation of high quality double or secondary glazing and air conditioning (where necessary and appropriate) in the proposed residential block;*
 - 4.2 the installation of high quality double or secondary glazing, soundproofing and air conditioning (where necessary and appropriate) in teaching rooms;*
 - 4.3 re-landscaping part of the playing field nearest the construction site to include more vegetation to help reduce visual disturbance (as offered in an assurance issued on 2nd November 2015);*

4.4 reducing noise reverberation in the School by carpeting teaching areas and investigating soundproofing ceiling or wall tiles where possible;

4.5 liaising with the School regarding ways they can obtain accurate information about when to expect significant drilling/machinery noise and the predicted duration of such noise so pupils can be prepared, activities be scheduled inside or noise protectors to be worn outside; and

4.6 the feasibility of constructing noise barriers during a summer break. There could be some engagement with the School regarding extending the length of the break to include training days.

5. The Promoter will, during detailed design and during construction planning of the HS2 works in Buckinghamshire, require the nominated undertaker and/or its contractors to:

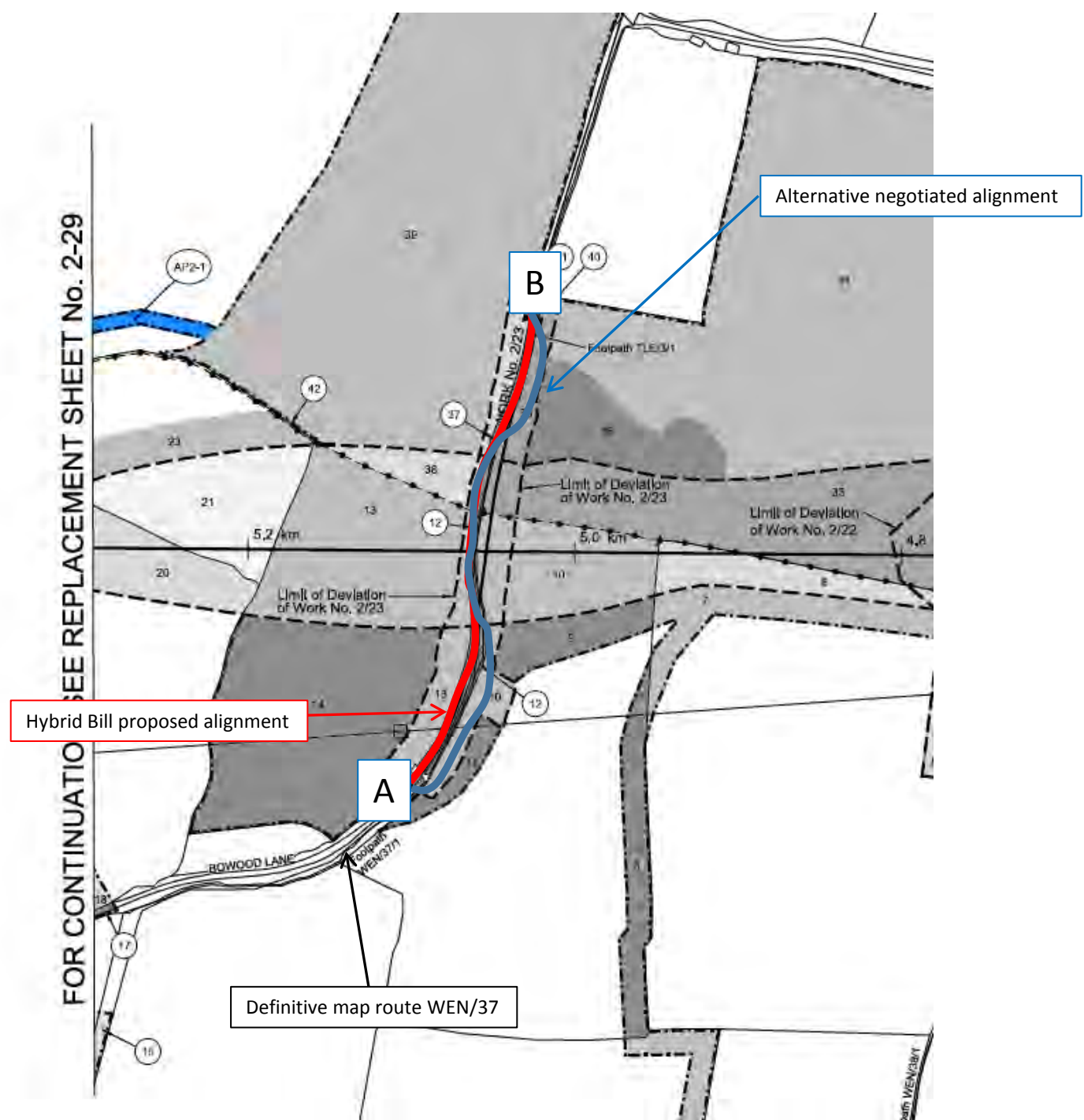
5.1 consult the School and Buckinghamshire County Council, along with members of the local community and other stakeholders in Buckinghamshire, in order to develop the Traffic Management Plans (TMPs) for the local area. These TMPs will develop mechanisms and requirements for the management of protecting school pupils and other vulnerable road users (including all pedestrians);

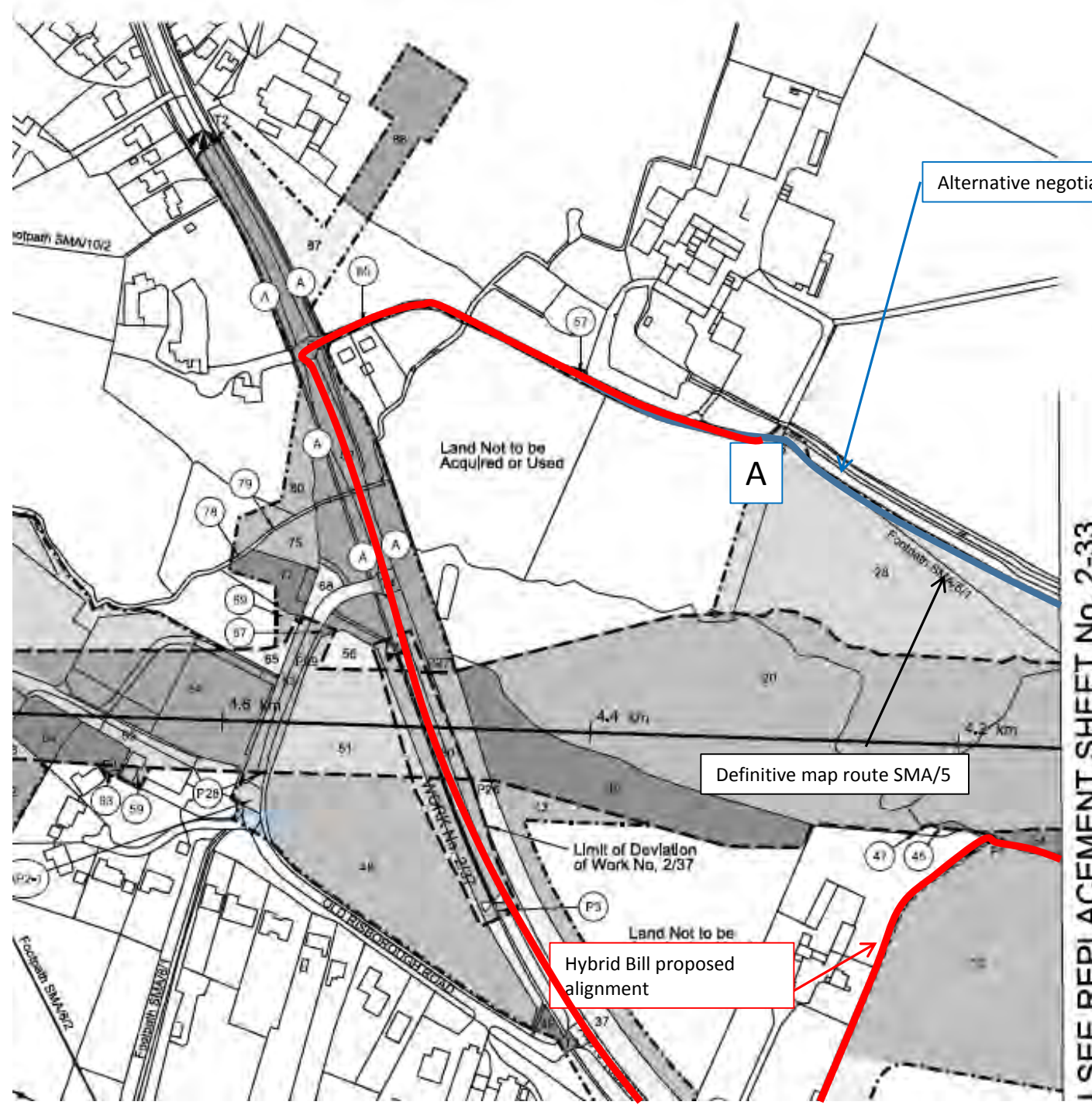
5.2 provide on-going specific information about road closures and impacts on travel to the School. Any relevant planned road closures will be notified in advance. It will be for the School to communicate this information to pupils/transport providers as necessary; and

5.3 keep the School informed about any additional road works caused by the construction that are expected on routes around the School.

6. Following detailed design and in advance of and during construction, the Promoter will, on request, provide the School with appropriate educational material/ information and liaise with the School to assist in raising awareness among staff, children and parents, of what is going to happen and how it will be managed.

7. Implementation of any measures identified in pursuance of the above assurances will be subject to obtaining any necessary consents from the appropriate statutory bodies."



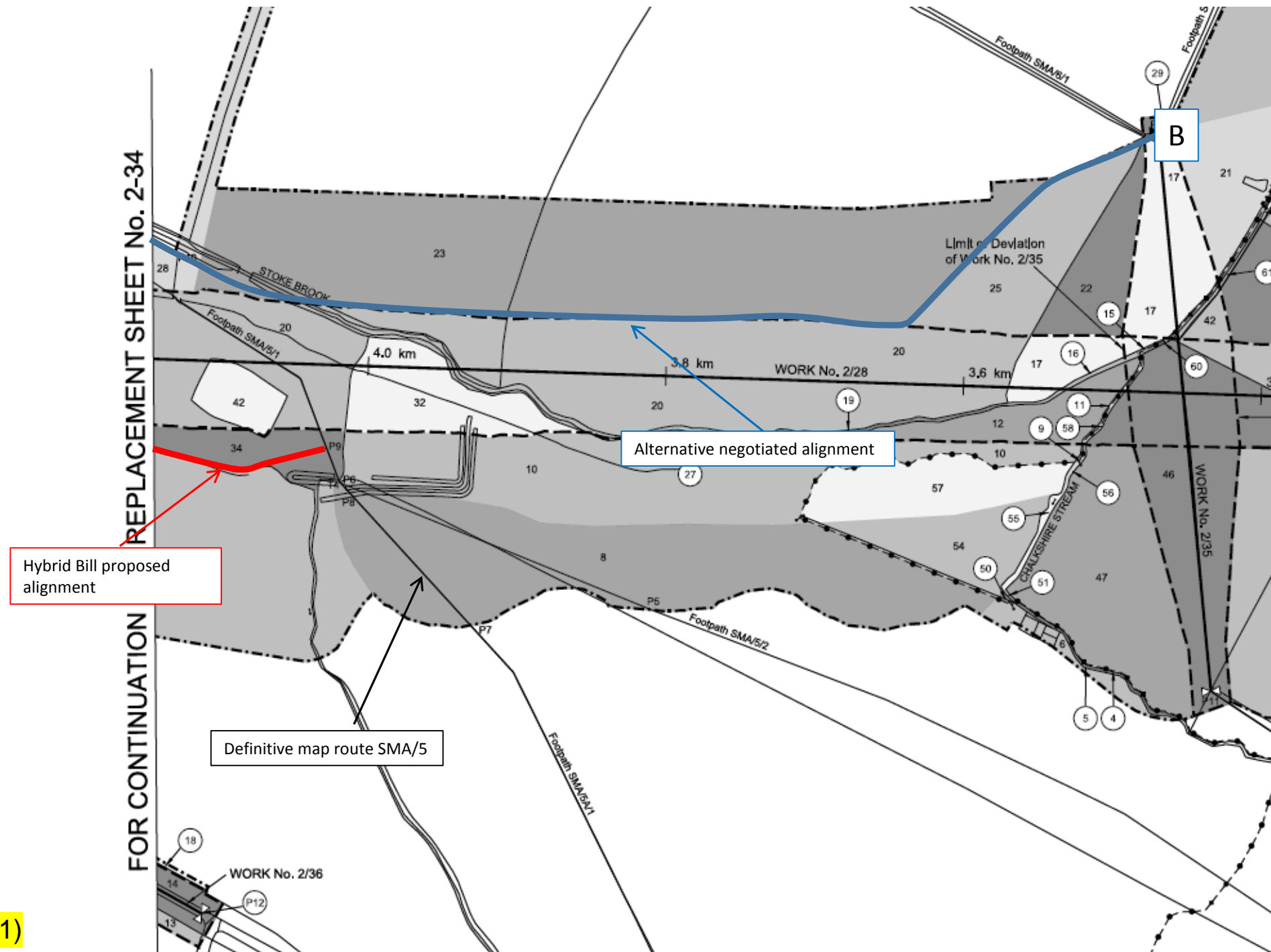


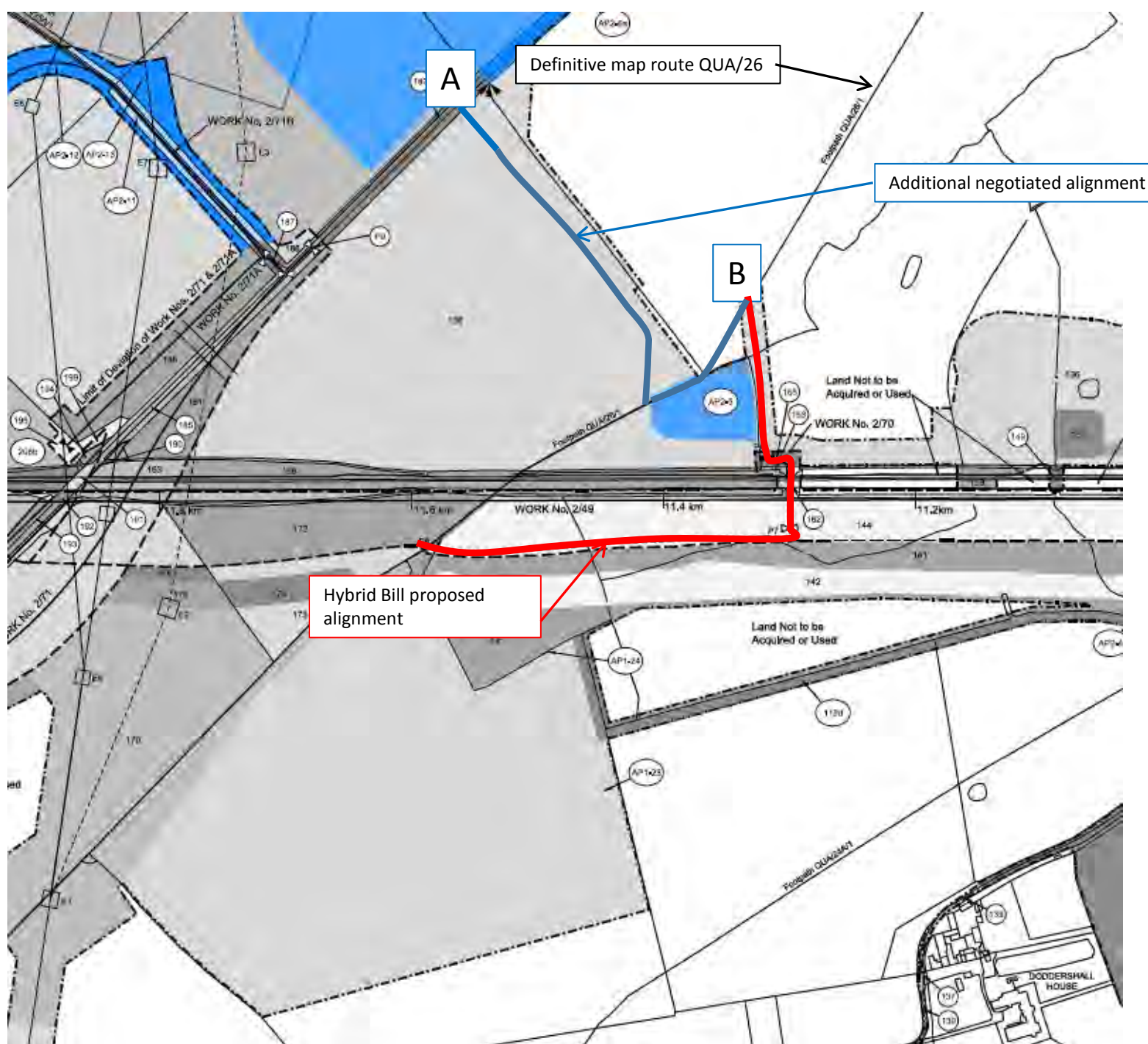
Alternative negotiated alignment

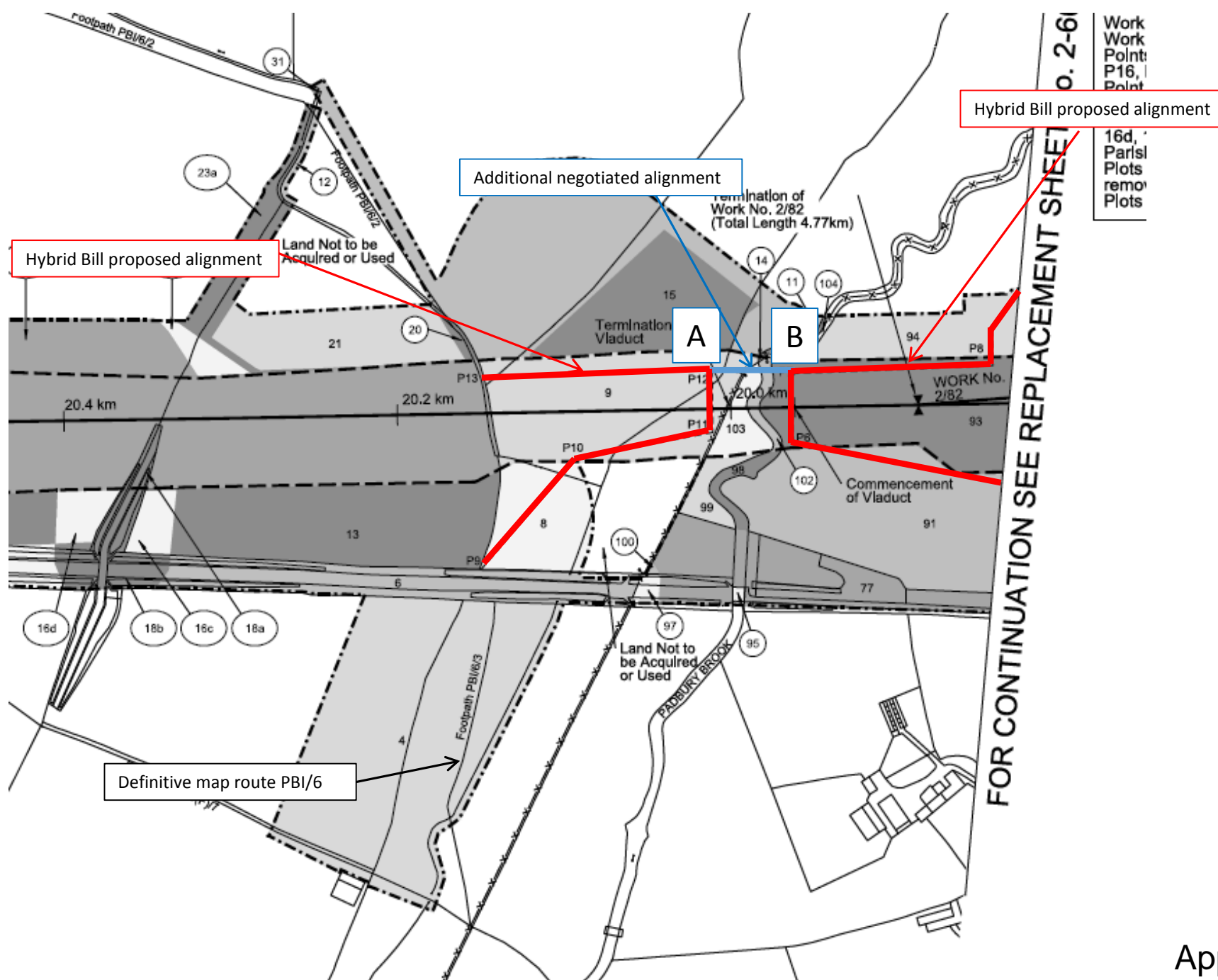
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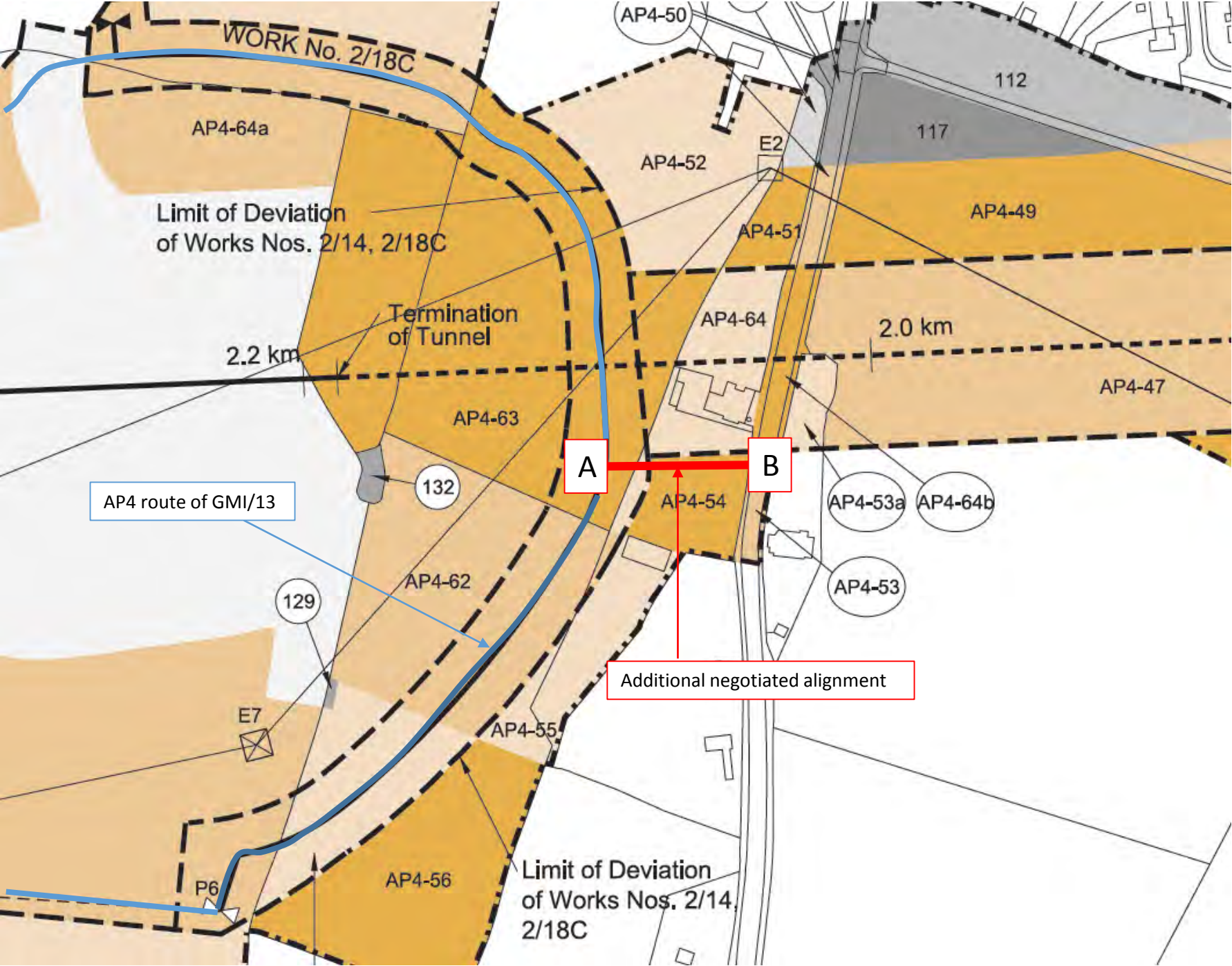
Definitive map route SMA/5

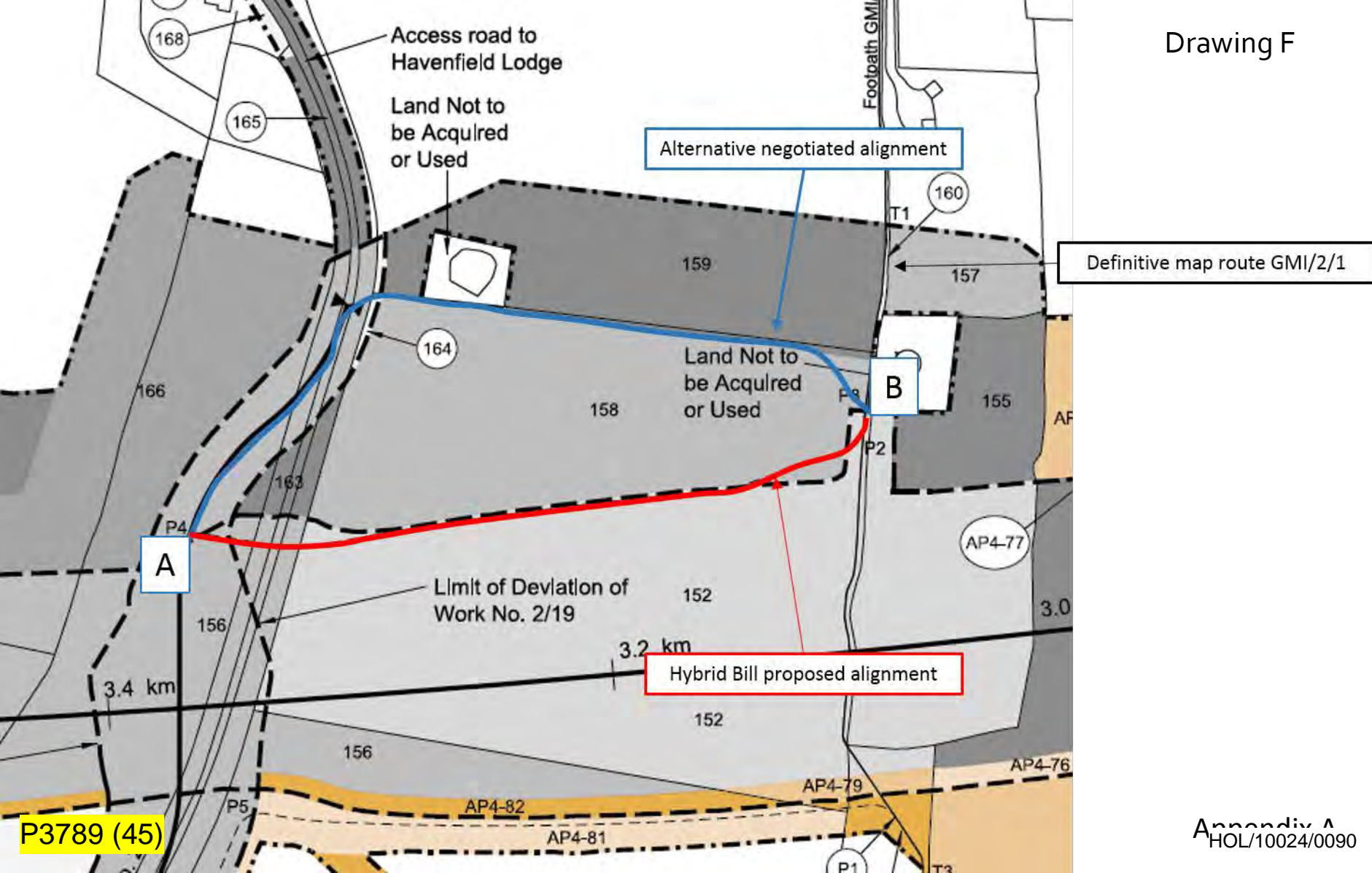
Hybrid Bill proposed alignment











FOR CONTINUATION

FOR CONTINUATION SEE F

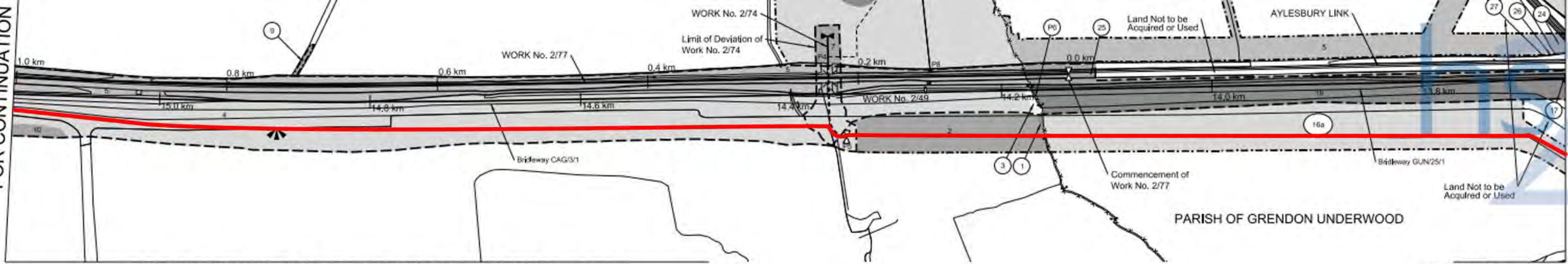
P3789 (46)

PARISH OF CALVERT GREEN

Drawing G - A_{HOL/10024/0091}

FOR CONTINUATION

FOR CONTIN



FOR CONTINUATION SEE ADDITIONAL SHEET No. 2-55A

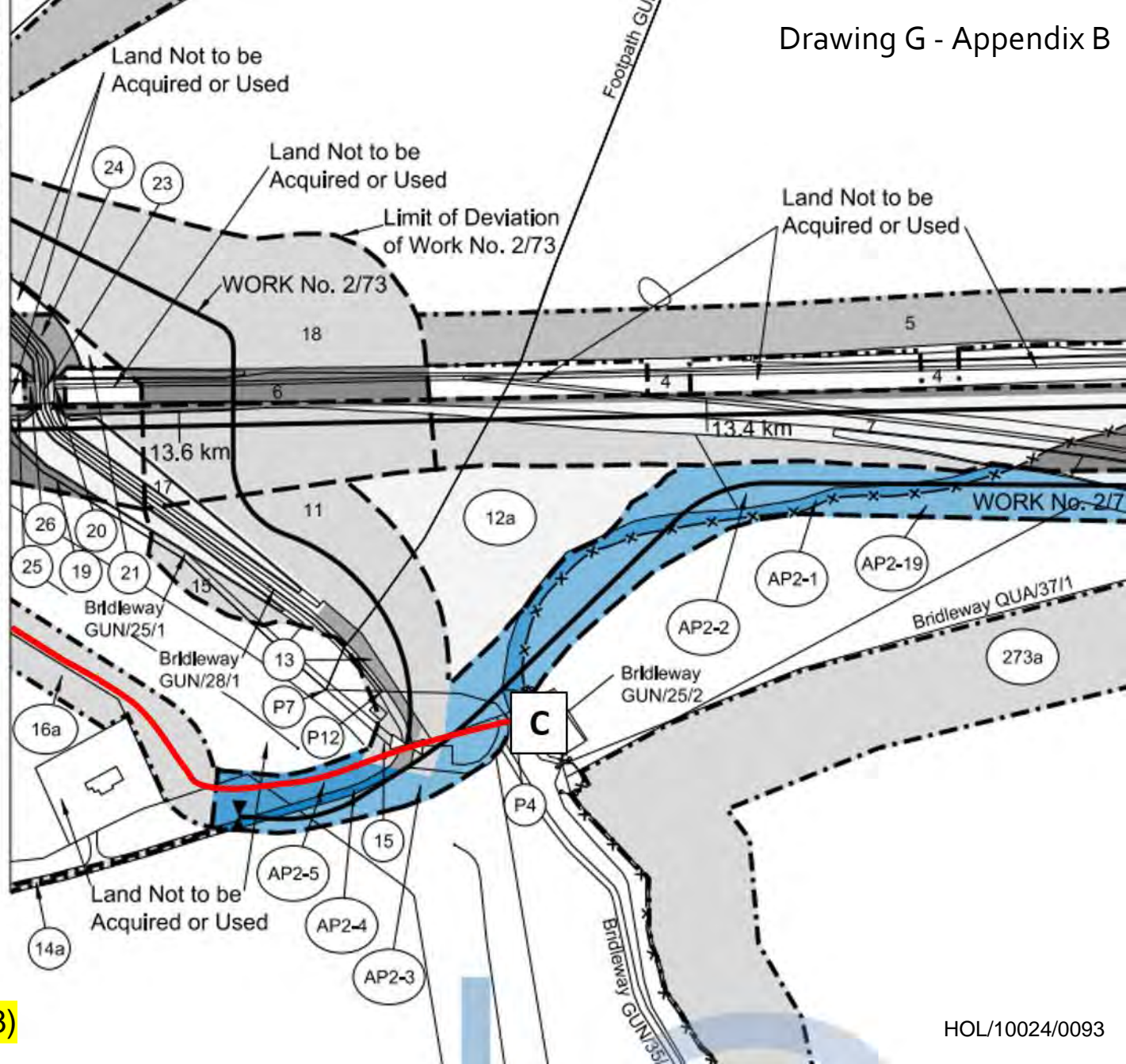
FOR CONTINUATION
SEE INSET

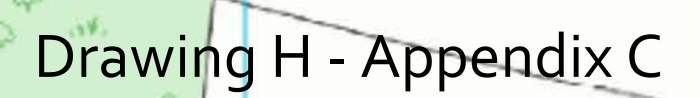
Drawing G - HOL/10024/00923

Proposed Railways over Muxwel Brook Works Nos.
2/49 and 2/77 Span 2.4m. Headway 2.40m

P3789 (47)

FOR CONTINUATION SEE RE





COUNTY OF BUCKINGHAMSHIRE
DISTRICT OF AYLESBURY VALE
PLAN

FOR CONTINUATION SEE REPLACEMENT SHEET No. 2-38

FOR CONTINUATION SEE REPLACEMENT SHEET No. 2-37

REPLACEMENT SHEET No. 2-36

IN PARLIAMENT - SESSION 2015-16

HIGH SPEED RAIL
(LONDON - WEST MIDLANDS)

ADDITIONAL PROVISION
(JULY 2015)

Works Nos. 2/28, 2/39 (Railways)
Work No. 2/36 (Road)
Works Nos. 2/36A, 2/43, 2/43A (Access Roads)
Work No. 2/44 (Bridge)

For Section of Work No. 2/28 see Sheet No. 5-17
For Section of Work No. 2/39 see Sheet No. 5-44
For Section of Works Nos. 2/36, 2/36A see
Replacement Sheet No. 5-54
For Section of Works Nos. 2/43, 2/44
see Sheet No. 5-55
For Section of Work No. 2/43A see Additional
Sheet No. 5-113

The area enclosed by any limit of deviation or by any
limit of land to be acquired or used is the area extending
to the outer edge of the line marking those limits

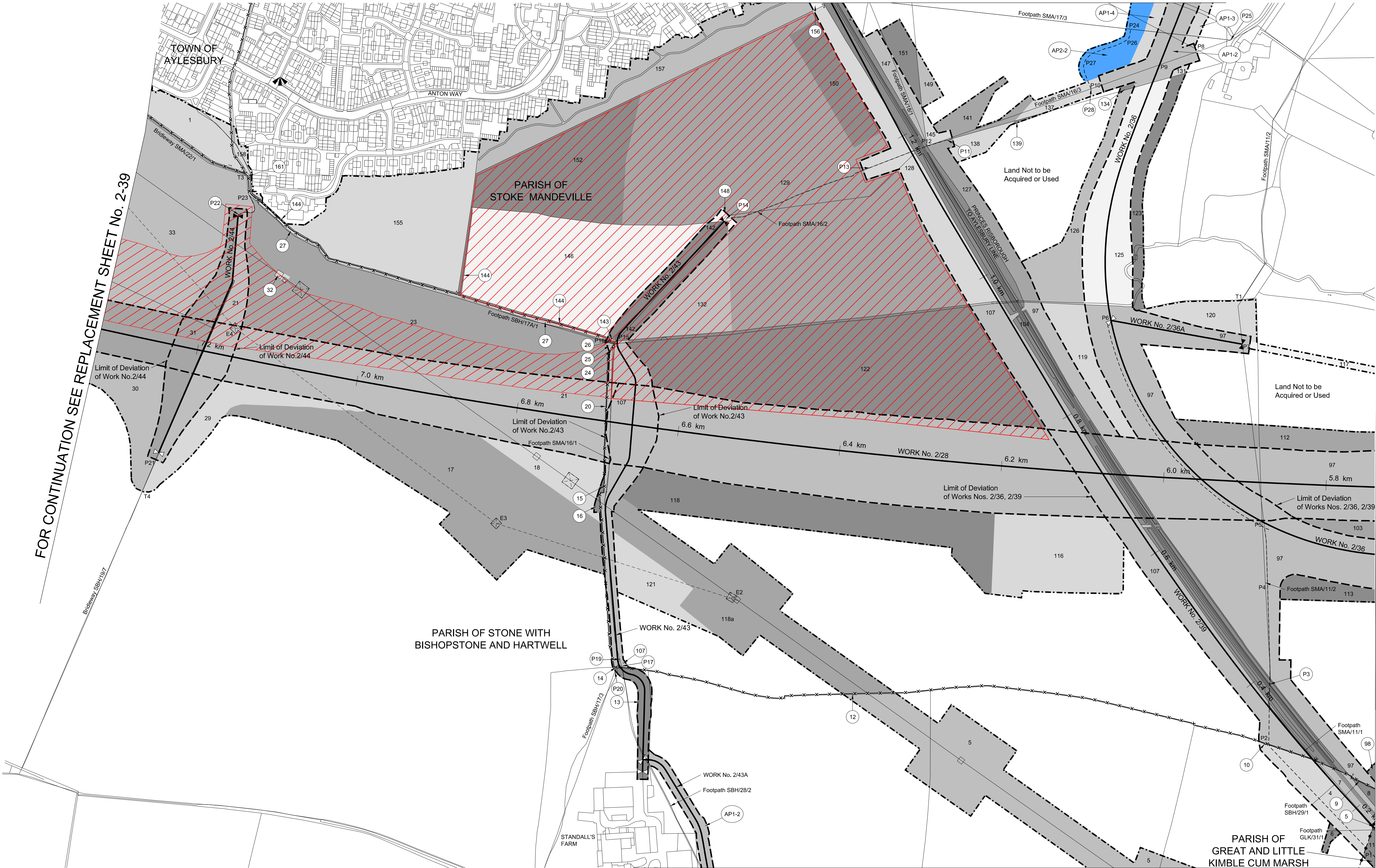
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JULY 2015 AMENDMENTS TO THIS SHEET
ARE AS FOLLOWS :-

Points P24, P25, P26, P27 and P28 added
Footpath SMA/17/3 added
Location of Footpath SMA/18/1 amended
Plot AP2-2 added in Parish of Stoke Mandeville

SEPTEMBER 2014 AMENDMENTS TO
THIS SHEET ARE AS FOLLOWS :-

Work No. 2/43A added
Point T2 removed
Point P18 removed
Plots AP1-2, AP1-3 and AP1-4 added in
Parish of Stoke Mandeville
Plot AP1-2 added in Parish of Stone with
Bishopstone and Hartwell
Plots 133, 136, and 140 removed in
Parish of Stoke Mandeville
Plots 3 and 11 removed in Parish of Stone
with Bishopstone and Hartwell



Scale 1:2500 at A1 size, 1:5000 at A3 size
metres 100 0 100 200 300

Drawing No.
C222-ATK-HY-DPL-020-108500-PET000521 RevP00.0

COUNTY OF BUCKINGHAMSHIRE
DISTRICT OF AYLESBURY VALE
PLAN



REPLACEMENT SHEET No. 2-39

IN PARLIAMENT - SESSION 2015-16

HIGH SPEED RAIL
(LONDON - WEST MIDLANDS)

ADDITIONAL PROVISION
(OCTOBER 2015)

Work No. 2/28 (Railway)
Work No. 2/48 (Road)
Work No. 2/47 (Bridge)
Work No. 2/45 (Footbridge)
Work No. 2/46 (Gas Main Diversion)

For Section of Work No. 2/28 see Sheet No. 5-17
For Section of Works Nos. 2/45, 2/47, 2/48
see Replacement Sheet No. 5-56
For Section of Work No. 2/46 see Sheet No. 5-74

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limit of land to be acquired or used is the area extending
to the outer edge of the line marking those limits

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OCTOBER 2015 AMENDMENTS TO THIS SHEET
ARE AS FOLLOWS :-

Plot 66a added in the Parish of Stone with
Bishopstone and Hartwell
Plot 66 removed in the Parish of Stone with
Bishopstone and Hartwell

SEPTEMBER 2014 AMENDMENTS TO THIS SHEET
ARE AS FOLLOWS :-

Plots AP1-1, AP1-2, AP1-3 and 28b added
Plot 28a removed

FOR CONTINUATION SEE REPLACEMENT SHEET No. 2-40

FOR CONTINUATION SEE REPLACEMENT SHEET No. 2-36

Scale 1:2500 at A1 size, 1:5000 at A3 size

metres 100 0 100 200 300

Drawing No.
C222-ATK-HY-DPL-020-108700-PET000521 RevP00.0

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

By e-mail

12 October 2015

Dear Mrs Nawaz,

High Speed Rail (London-West Midlands) Bill ("the Bill")
Petition No. 0416 – Chiltern District Council ("the Council")

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 in response to your letter of the 7 October 2015 setting out the assurances sought in relation to the Chilterns Area of Outstanding Natural Beauty (AONB).

It was useful to meet with Chiltern District Council ("the Council") and others on the 5 October where these matters were briefly discussed. Although landscape issues across Buckinghamshire as a whole were discussed during that meeting, the matters discussed in this letter and the assurances offered relate specifically to the Chilterns AONB.

1. Mitigation and Integration of HS2 within the Chilterns AONB document

You seek an assurance that the Promoter and Nominated Undertaker will work with Aylesbury Vale District Council, Buckinghamshire County Council, Chilterns Conservation Board, Chiltern District Council, Wycombe District Council (referred to in your letter as "the Chilterns AONB partners") in developing design principles. We consider that the assurances provided to the Council in February 2015 (and other relevant Local Authorities) regarding the design and appearance of HS2 works already cover this request. The offer of these assurances to the district councils was communicated to Chilterns Conservation Board and Buckinghamshire County Council at that time.

You request that the design principles established by this process shall be incorporated into the 'Mitigation and Integration of Design of HS2 in the AONB ('M&I Document')'. This document was produced in order to provide an illustrative example of what may be possible in the AONB during detailed design, following the development of such principles. However, whilst we agree that the design principles developed should be captured for our consideration, we believe it would not be appropriate to prescribe the manner in which this is done at this time. After all, part of the discussion when developing principles in the manner offered may involve a discussion about where they would most appropriately be located in order to inform the Promoter's procurement process. This should provide the necessary comfort to the 'AONB partners'.

The Promoter has already shown its commitment to embedding good design at the heart of all it does through the establishment of the Design Panel and the appointment of the Chair of the Design Panel. As part of this approach, the HS2 Design Vision published on 23 March 2015, will help to drive design

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Registered office: One Canada Square, London E14 5AB. Company registration number: 06791686. VAT registration number: 1814312 301

excellence in every aspect of HS2 to achieve social, economic and environmental potential. The Design Vision will underpin all aspects of design and the objective is to provide direction and to form part of the requirements for any contract involving design. As has already been stated in published documentation and now in the Design Panel's Terms of Reference, once contractors have been appointed, the Design Panel will have a key advisory role in the development of the design of stations and key infrastructure.

With the appointment of the Chair of the Design Panel and until such time as the full membership of the Panel is established, a Pilot Panel has been set up to consider how the principles within the Design Vision can be incorporated into the current design of HS2. Since its establishment, the Design Panel has considered and will continue to consider the approach to landscape design. This has involved reviewing early drafts of the HS2 Landscape Design Approach (the LDA), which is due to be published by the Promoter shortly. The version of the LDA that was previously exhibited was published to show the Committee and petitioners the emerging framework for developing landscape design along the whole of the HS2 route. Our letter to Buckinghamshire County Council on 26 June 2015 sets out the process for developing appropriate landscape solutions which would also apply to HS2. An assurance has already been provided to local authorities confirming that this document will be discussed with the members of the HS2 Planning Forum when published.

2. Design Competition for Viaducts

Although not in relation to the AONB, this issue has been discussed in Select Committee, and on the 24th September we provided a response to the Select Committee's 14th and 15th July statements on preliminary conclusions in relation to London Borough of Hillingdon, including the consideration of an international design competition. Part of the text is reproduced below, albeit in relation to the Colne Valley viaduct:

'the value of having an international design competition, or any competition, is that it can generate in an open way a choice of concepts from which the competition winner can be picked and unacceptable designs can be eliminated. The Promoter is however already committed to a design process and governance process that involve public engagement, independent review, and a vision for a high quality design to meet the needs of all stakeholders. This is enshrined in the HS2 Information Papers and corresponding assurances to Parliament, the establishment of a project-wide Design Panel with an independent chairperson, and other assurances given to Parliament relating to consultation. The procurement of design and construction packages as contemplated by the Promoter will necessarily be by an international competition, and will involve careful consideration of quality and competence. For these reasons, HS2 remains of the view that at this point in time, an international design competition offers no substantive benefits to the design development process beyond those which will be achieved through the Promoter's approach'.

You state in paragraph vi of your letter that the 'viaducts and other ancillary structures shall result in locally distinct, high quality modern structures which blend into and are sympathetic to the local landscape character, employing materials appropriate within the Chilterns and taking reference from the Chilterns Buildings Design Guide'.

Although not in the context of the AONB, the Promoter has already discussed this very issue at the Select Committee in relation to the appearance from South Northamptonshire Council. This appearance resulted in a number of modifications to the HS2 Design Policy in Information Paper D1. This policy states the Promoter's commitment to achieving high quality design. Notably paragraph 3.1, third bullet of the Information Paper states that "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." This policy (and the changes to it) apply equally to the design of HS2 works in the AONB and is therefore a requirement included in our established approach. Notwithstanding this, the commitments already

provided to the Council on design principles allow for a more focused approach to design of HS2 works in the AONB.

3. HS2 Chilterns AONB Review Panel

The 'Chilterns AONB partners' have requested an assurance in relation to the establishment of an AONB review panel. I am pleased to be able to offer the following assurance which supplements the assurances offered to the Council on the 17 February 2015:

1. In recognition of the special qualities of the Chilterns Area of Outstanding Natural Beauty (AONB), the Secretary of State will require the nominated undertaker to engage prior to the completion of the design phase and subject to the terms of the assurances 2 to 7 below on a collaborative basis in relation to key principles for the design and appearance of HS2 works in the AONB with the following parties:

- a. The Chilterns Conservation Board;*
- b. Buckinghamshire County Council;*
- c. Chiltern District Council;*
- d. Aylesbury Vale District Council;*
- e. Wycombe District Council;*

2. To facilitate this collaborative engagement, the nominated undertaker will seek to form a Chilterns AONB Review Group (the 'Group') involving the parties listed above.

3. The Secretary of State will require the nominated undertaker to initiate the Group if four or more of these parties agree to its formation.

4. If the Group is established, the Secretary of State will require it to be convened as set out below for the purpose only of discussing key principles that could reasonably be applied to the design and appearance of HS2 works in the Chilterns AONB recognising the need for these design principles to be:

- a. compatible with and so as not to compromise or impact on the construction and operational requirements of the railway,*
- b. within the limits and powers of the Bill and the allocated budget,*
- c. in accordance with any other relevant approvals required under the Bill, including any highways approvals required under Schedule 4 and Part 1 of Schedule 31 to the Bill;*
- d. consistent with the HS2 Environmental Minimum Requirements; and*
- e. material to the consideration of requests for approval under Schedule 16 of the HS2 Bill.*

5. The Secretary of State will require the nominated undertaker have regard to those principles in the development of the designs as far as reasonably practicable and within the limits and powers set out in the Bill, and so far as it does not impact the timely, economic and safe delivery and operation of the railway, and is relevant to the grounds on which the relevant planning authority would be entitled to refuse approval under Schedule 16 to the Bill.

6. If the Group is established, the nominated undertaker will seek to convene a meeting of the Group:

a. prior to the commencement of the design process for the HS2 Works in the Chilterns AONB to allow members to present and discuss their views on the needs of the Chilterns AONB and the design principles they wish to see applied; and

b. prior to completion of the detailed design for the HS2 Works in the Chilterns AONB to allow members reasonable opportunity to comment on the design. Such comments to be received within 28 days of receipt of details in respect of such design;

7. Reasonable and properly incurred administrative costs in respect of the formation of and running of the Chilterns AONB Review Group will be met by the nominated undertaker.

It is anticipated that there may be further discussions about relevant stakeholders who may wish to be part of the review group, and that this can take place at an appropriate time.

For the avoidance of doubt, these assurances have been prepared to complement the previous 'design principle' assurances offered to local authorities in February 2015 and are not mutually exclusive. Taken together, we are of the view that these assurances will establish a collaborative framework for design principles which will guide the design of certain HS2 works in the AONB ahead of approval under Schedule 16 to the Bill.

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 the 'Chilterns AONB' partners in seeking to resolve other matters contained within their respective petitions.

I am copying this letter to Alistair Lewis (Sharpe Pritchard), your appointed parliamentary agent. Should you wish to discuss any of the above, please contact Kate Lawton on 0207 944 0790, or John Michaelides, 0207 944 0062.

Yours sincerely,



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

Cc. Alistair Lewis (Sharpe Pritchard) alewis@sharpepritchard.co.uk
Kath Daly (Chilterns Conservation Board) (KDaly@chilternsaonb.org);
Jonathan Bellars (Aylesbury Vale District Council) jbellars@aylesburyvaledc.gov.uk;
Haidrun Breith (Wycombe District Council) Haidrun.Breith@wycombe.gov.uk;
Jackie Copcutt (Buckinghamshire County Council) jcopcutt@buckscc.gov.uk

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

20 January 2016

Dear Mrs Nawaz,

**High Speed Rail (London – West Midlands) Bill
Petition no. AP4:263 – Chiltern District Council**

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 the Secretary of State is willing to give in order to address some of Chiltern District Council's (the "Council") concerns regarding the impact of Phase One of HS2 (known as the Proposed Scheme), as raised in the Council's petition against Additional Provision 4 (AP4).

The response below takes each of the matters you raise in turn.

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 these assurances, HS2 Ltd. "HS2 Works" means works to be authorised by the Bill.

1. AP4 traffic impacts

Buckinghamshire County Council (BCC), as the Local Highway Authority, has provided HS2 Ltd with a list of junctions located on HS2 construction routes where they have requested assurances that capacity and/or safety improvements will be carried out. This includes junctions within Chiltern District. The resulting assurances have been offered to BCC as follows and will be added to the register of undertakings and assurances:

Traffic Capacity

Definitions for the purposes of this assurance:

- *"the Council" means Buckinghamshire County Council;*
- *"forecast baseline traffic flows" means the forecast flows derived from the assessments carried out pursuant to the Scope and Methodology Report and recorded in the Transport Assessment as amended and supplemented by more recent traffic surveys and where appropriate the Council's strategic model outputs to which HS2 shall then have regard;*
- *"forecast year baseline" means the year 2021 applying the forecast baseline traffic flows to junctions without the introduction of HS2 construction traffic;*
- *"HS2 construction related traffic" means large goods vehicles, heavy goods vehicles and light goods vehicles and vehicles used by the workforce for the purposes of constructing the HS2 railway;*

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- "HS2 Main Civils Works" excludes preparatory site works and site establishment works (comprising site clearance, ecological and utility works, site security and fencing, establishing access works, buildings and storage areas and importing associated construction materials and equipment); and
 - "Material Impact" arises at a relevant junction where an assessment of the addition of HS2 construction related traffic in 2021 predicts that the change in reserve capacity at a junction gives rise to a moderate or major significant effect in relation to congestion, in accordance with the HS2 Scope and Methodology Report (Volume 5 Addendum, Annex 1, tables 11 and 12, as appropriate).
1. The Secretary of State will require the nominated undertaker to carry out an assessment ("Assessment") of each of the junctions (a "relevant junction") listed in paragraph 3 and shall provide a draft copy of the results of the Assessment of each relevant junction to the Council.
 2. As part of each Assessment, the nominated undertaker will:
 - a) use as appropriate the results of traffic assessments undertaken as part of the HS2 Environmental Statement and the further traffic count work undertaken in 2015 and the Council's strategic model outputs to which HS2 shall then have regard;
 - b) use Junctions 8, LinSig or such other model appropriate to HS2 and which it shall use reasonable endeavours to agree with the Council before 28 February 2016;
 - c) use input assumptions (including peak hour traffic flows and junction geometric data) which it shall use reasonable endeavours to agree with the Council in a timely manner and prior to commencement of the relevant HS2 Main Civils Works that generate HS2 construction related traffic affecting a relevant junction;
 - d) take into consideration existing performance of a relevant junction and predicted performance in the forecast year baseline; and
 - e) share and seek to agree the junction model outputs with the Council by no later than 1 June 2016 or by such other date as shall be agreed between the Council and the nominated undertaker.
 3. The junctions to which paragraph 1 applies are those junctions intended to be used as a HS2 construction route:
 - A413 / A404 Whielden Lane roundabout
 - A355 London End / Park Lane roundabout
 - A413 / Leather Lane priority junction
 - A413 / Rocky Lane priority junction
 - A355 / A413 Gore Hill roundabout
 - A413 Link Road Roundabout, Great Missenden
 - A413 / B485 Roundabout, Great Missenden
 - A4010 New Road / Cressex roundabout
 - A40 / A4010 Chapel Lane priority junction
 - A40 / A4010 West Wycombe roundabout
 - A4010 / North Lee Lane north of Terrick
 - A418 Oxford Road / Coldharbour Way roundabout
 - A418 Oxford Road / Fowler Road signals
 - A418 Oxford Road / A41 Gatehouse Road roundabout
 - A41 Gatehouse Road / A41 Bicester Road roundabout
 - A41 / Rabans Lane roundabout
 - A41 / Jackson Road roundabout
 - A41 / Western Link road signals

- A41 / Berryfields / Aylesbury Vale Parkway roundabout
- A41 / Griffin Lane
- A4010 / A4129 Princes Risborough
- A412 Five Points roundabout / Wood Lane A412 roundabout
- Langley Park Road / Wood Lane Iver
- A4010 / B4009 / Chalkshire Road

4. *Where an Assessment of a relevant junction is predicted to identify a Material Impact at that junction by reason of the existence of HS2 construction related traffic in the forecast year baseline, as agreed with the Council, the nominated undertaker will consult with the Council and will either:*
 - a) *seek to agree and implement or fund appropriate temporary mitigation measures under the powers of the Bill, subject to any required approvals or consents being obtained under Schedules 4 and 16 to the Bill; or*
 - b) *seek to agree and implement or fund appropriate temporary mitigation measures under the existing powers of the Council,*

to increase the capacity of a relevant junction for vehicular traffic in order to mitigate the impact of HS2 construction related traffic.
5. *The nominated undertaker shall use reasonable endeavours to implement any measures agreed or approved under paragraph 4 above prior to commencement of the relevant HS2 Main Civils Works which affect a relevant junction, or earlier if agreed between the Council and the nominated undertaker.*
6. *Where, as agreed with the Council, an Assessment of a relevant junction identifies that the junction operates above its design capacity in the forecast year baseline without HS2 construction related traffic, then the following provisions will be applied:*
 - a) *where there is no Material Impact identified at that junction as a result of HS2 construction related traffic, the nominated undertaker will not be required to provide any temporary capacity solutions; or*
 - b) *where there is a Material Impact identified arising as a result of HS2 construction related traffic at that junction then the nominated undertaker will provide appropriate and temporary capacity solutions to mitigate the impacts of its traffic at that junction; or*
 - c) *where there is a Material Impact identified arising as a result of HS2 construction related traffic at that junction and prior to the design of any works the Council wants to implement a more comprehensive junction improvement proposal, the nominated undertaker will offer a contribution equivalent in value to that which it would otherwise have expended in part b) above.*
7. *Should the Council wish any of the capacity improvements identified as a result of the requirements of paragraphs 4 to 6 above to be made permanent highway works, the Secretary of State will require the nominated undertaker to design and construct the works in a manner that does not preclude this, subject to the following conditions:*
 - a) *the Council securing the necessary consents, additional land (if necessary) and approvals to enable permanent construction and adoption of highway works under relevant legislation; and*
 - b) *prior to the design and construction of any of those permanent highways works, the Council agreeing to fund the reasonable construction and administrative costs incurred by the nominated undertaker in making such temporary measures permanent.*
8. *Where the works referred to in paragraph 7 are to be carried out by the Council, such works will be agreed with the Council (acting reasonably) by 1 October 2016 or such later date to be agreed with the Council*

and the Council will use all reasonable endeavours to ensure that such works are completed in a manner that does not interfere with HS2 construction activities, or detrimentally affect the overall HS2 construction programme, and the Council will keep the nominated undertaker informed of the progress of such works.

Traffic Safety

Definitions for the purposes of this assurance:

- "forecast baseline traffic flows" means the forecast flows derived from the assessments carried out pursuant to the Scope and Methodology Report and recorded in the Transport Assessment as amended and supplemented by more recent traffic surveys and where appropriate the Council's strategic model outputs to which HS2 shall then have regard;
 - "forecast year baseline" means the year 2021 applying the forecast baseline traffic flows to junctions without the introduction of HS2 construction traffic;
 - "HS2 Main Civils Works" excludes preparatory site works and site establishment works (comprising site clearance, ecological and utility works, site security and fencing, establishing access works, buildings and storage areas and importing associated construction materials);
 - "HS2 construction related traffic" means large goods vehicles, heavy goods vehicles, light goods vehicles and vehicles used by the workforce for the purposes of constructing the HS2 railway; and
 - "heavy goods vehicles" means all HS2 construction vehicles exceeding 3.5 tonnes.
1. Subject to paragraph 3 below, the Secretary of State will require the nominated undertaker to engage with the Council to identify temporary highway safety measures which can be delivered under powers to be conferred by the Bill for any of the junctions or routes listed in paragraph 2 (a "relevant junction" or "relevant route").
 2. The junctions and routes to which paragraph 1 applies are those intended to be used as a HS2 construction route:
 - A40 London Rd / A355 Pyebush Roundabout
 - A413 / A404 Crematorium Roundabout
 - A404 / Whielden La
 - A355 / Ledborough La
 - A40 London Rd / A355 London End
 - A413 / School La (Amersham Old Town) / Shardeloes
 - A413 Missenden bypass / Weedon Hill
 - A413 / Chalk La / Taylors La
 - A413 / Leather Lane
 - A413 / Bowood Lane
 - B485 / Hyde Heath Rd
 - B485 Chesham Rd / Hyde Heath Rd
 - B485 / Kings La
 - A413 / London Rd
 - B485 / Frith Hill
 - A413 / Aylesbury Rd

- A413 / Rocky La / Chesham La
- A4010 New Rd / Cressex Rd
- A40 West Wycombe Rd / A4010 Chapel La
- A4010 Risborough Rd / B4009 Nash Lee Rd / Chalkshire Rd
- A4010 Risborough Road / North Lee Road
- A40 West Wycombe Rd / A4010 Bradenham Rd
- A4157 Elmhurst Rd / A418 Bierton Rd
- A413 Buckingham Rd / A4157 Weedon Rd
- A4010 New Rd / A4129 Longwick Road
- A41 / Blackgrove Rd (Waddesdon crossroads)
- A41 / Station Rd
- Edgcott Rd / Main St / The Broadway
- Grendon Rd / Edgcott Rd / Marsh Gibbon Rd
- A41 Aylesbury Rd / The Broadway
- A421 Tingewick bypass / Barton Rd
- A421 / A4421 / Sandpit Hill
- A413 / Joiners Lane roundabout
- A413 Chalfont St Giles / B4442 (Pheasant Hill/ High St) double mini-roundabout
- A413 / Bottom House Farm Lane priority junction
- Separate temp site access onto Little Missenden bypass
- A413 / B485 / roundabout
- A413 / A355 Gore Hill (Amersham) roundabout
- A413 / A404 Stanley Hill roundabout
- Bishopstone Road/Nash Lee Road /Stone Road
- Waddesdon crossroads
- Temp site access onto Wendover bypass
- A41 Bicester Road site compound access
- A412 Five Points roundabout / Wood Lane A412 roundabout
- Langley Park Road / Wood Lane Iver
- A412 / Church Road
- A40 Pyebush roundabout to A355

3. Any potential temporary highway safety measures identified pursuant to paragraph 1 will be subject to:
 - a) HS2 construction related traffic introducing a 10% or greater daily increase in all vehicular traffic or a 30% increase in heavy goods vehicle traffic across any arm of a relevant junction or relevant route, or should the total flow of vehicle traffic over a relevant junction or relevant route be less than 2,000 vehicles per day, an increase of 100 vehicles or more per day, against the forecast year baseline across any arm of a relevant junction or relevant route, unless otherwise agreed with the nominated undertaker;
 - b) HS2 construction related traffic being likely to cause a material worsening of the safety of a relevant junction or relevant route as agreed between the Council's and the Nominated Undertaker's appropriately experienced and qualified professionals in road safety assessment, both parties acting reasonably; and
 - c) the Council assisting the nominated undertaker in securing any necessary additional consents or approvals beyond those required under Schedules 4 and 16 to the Bill that may be required for the temporary highway safety measures which will be funded by the nominated undertaker.
4. Subject to paragraph 3 above, the Secretary of State will require the nominated undertaker:

- a) *to agree a timetable with the Council of what temporary highway safety measures will be required and by when the said measures (as agreed or amended) will be submitted in detail to the Council, and in the case of the nominated undertaker, when they are likely to be implemented; and*
 - b) *prior to the commencement of the relevant HS2 Main Civils Works (or earlier if agreed between the Council and the nominated undertaker) to either carry out or fund the execution by the Council of any temporary highway safety measures that are agreed between the nominated undertaker and the Council as being reasonably necessary at a relevant junction or relevant route, subject to the nominated undertaker securing all relevant consents and approvals.*
5. *Should the Council wish any of the safety measures identified as a result of the requirements of paragraphs 3 and 4 above to be made permanent highway features by the nominated undertaker, the Secretary of State will require the nominated undertaker to design and construct any required temporary measures in a manner that does not preclude the construction of those temporary highway safety measures as permanent features, subject to the following conditions:*
 - a) *the Council securing the necessary approvals to enable permanent construction and adoption of highway works under relevant legislation; and*
 - b) *prior to commencement of the design and construction of any highways works, the Council agreeing to fund the reasonable construction and administrative costs of the nominated undertaker making such temporary highway safety measures permanent.*
6. *Where the temporary highway safety measures referred to in paragraph 5 are to be carried out by the Council, such works will be agreed with the Council by 1 October 2016 or such later date to be agreed with the Council, and the Council will use reasonable endeavours to ensure such works are completed in a manner that does not interfere with HS2 construction activities, or detrimentally affect the overall HS2 construction programme, and the Council will keep the nominated undertaker informed of the progress of such works.*
7. *So as to confirm and protect the provisions of the Bill, nothing in these assurances shall apply to any junction or route where physical alterations are being made to the junction or route by the nominated undertaker as a result of its own works using existing powers in the Bill.*

2. Chiltern Tunnel north portal: haul road

The Promoter does not agree that an alternative haul road alignment to the north should replace the AP4 ES for the following reasons as detailed in the PRD:

- further land would be required;
- the visual impact on Potter Row would not greatly differ;
- there would still be visibility from Great Missenden;
- traffic impacts; and
- public rights of way would require further diversion.

We would see the traffic issue of the link road roundabout as falling within the scope of the junction capacity assurance as copied above. This could be resolved by widening the link between the link road and the roundabout (ahead of HS2 Main Civils Works), working with the highway authority.

3. Public rights of way

The Promoter has been in discussion with Buckinghamshire County Council on the public rights of way mentioned in your petition. As a result, the assurance below was offered to Buckinghamshire County Council, as the highway authority, on footpaths GMI/13 and GMI/2, and will be included on the register of undertakings and assurances.

1. *Subject to the highway authority entering into an agreement under Section 25 of the Highways Act 1980 with the Secretary of State on terms consistent with paragraphs 2 and 3 below, the Secretary of State will:*
 - a) *create new public rights of way over the alignments marked between points A and B on the following plans (as provided in Appendix A):*
 - *WEN/37 PRoW alignment shown on Drawing A;*
 - *SMA/5/1 PRoW alignment shown on Drawing B;*
 - *QUA/26 PRoW alignment shown on Drawing C;*
 - *PBI/6 and TWY/16 PRoW alignment shown on Drawing D;*
 - *GMI/13 (Frith Hill) PRoW alignment shown on Drawing E; and*
 - *GMI/2/1 PRoW alignment shown on Drawing F.*
 - b) *with respect to the alignments listed in paragraph 1(a), require the nominated undertaker to provide signage, posts, route marking equipment and erect gates where necessary (save for gates erected on access roads on Drawings C and E) at a total cost not exceeding £1,000.*
2. *The Secretary of State will only require the nominated undertaker to provide signage, posts and route marking equipment necessary to give effect to the creation and implementation of the right of way, and will have no obligation to carry out or fund their maintenance, replacement or renewal. Any gates erected under these proposals will become the responsibility of the landowner.*
3. *Subject to the creation of the new public right of way on the GMI/2/1 alignment in paragraph 1(a), the Secretary of State will require the nominated undertaker to seek to divert, subject to the support of Buckinghamshire County Council, the public right of way created under the hybrid Bill over the alignment marked 'Hybrid Bill proposed alignment' between points A and B on Drawing F.*

The remaining concern regarding the alignment of footpath GMI/2 to the South of the Proposed Scheme has been discussed with Buckinghamshire County Council and, as a consequence, the original route on the south side was moved from the top of the cutting to the southern side of the landscape planting that runs parallel to the cutting at this location. The route proposed by the Petitioner would affect privately owned land outside the current Bill limits. The Promoter believes that it would be open for the Petitioner and Buckinghamshire County Council to discuss this further with the landowner in question.

4. Chiltern Tunnel north portal: extent of cutting

The Promoter considers that given the limited impact of the wider cutting in relation to the areas of concern set out by the Petitioner above, the Promoter would not pursue provision of a retained cutting at this location. The detailed design work to follow will utilise the additional ground investigation data to be collected which may offer opportunity to steepen part of the cutting slopes in this area with a consequent reduction in overall width of cutting. This may also offer the opportunity to retain a more natural look to the cut slopes compared to a retained cut slope. The Promoter is therefore willing to offer the following assurance:

1. *With respect to the proposed railway cutting north of the Chiltern north tunnel portal towards Leather Lane, the Secretary of State will require the nominated undertaker in the exercise of the powers of the Bill not to acquire more land compulsorily than the Promoter reasonably considers is needed to secure the construction and operation of Phase One of the Proposed Scheme in a timely and economic manner, and that this will include a consideration of the overall width of the cutting.*

5. Chiltern Tunnel north portal: noise barriers

As stated in the Promoter's Response Document, the SES3 and AP4 ES provides for the potential of an alternative 6m high barrier at the bottom of the cutting as far as Leather Lane, which 'could be substituted for the 3m barrier now proposed', but as the Volume 2 CFA 9 report states: 'further design development is required before this can be confirmed'. It would not be appropriate to provide an assurance at this stage that, specifically, 6m high trackside barriers would be adopted.

Further design and review of noise fence barrier requirements will be dependent on the subsequent ground investigation to be undertaken and which will influence the cutting slopes - and hence noise assessment - in this area. The noise mitigation requirements would then need to be reviewed at that time as part of the detailed design to ensure that the required level of attenuation would be achieved, with consideration of barriers at both track level and along the top of the cutting. Final design of the barriers will be subject to Schedule 16 approvals within the hybrid Bill as well as bringing into use approvals and the location, performance and finish of the barriers will form part of these considerations.

If the required level of attenuation could not be provided by barriers at track level, the SES3 and AP4 ES nonetheless confirms that 'the barriers will be integrated with the landscape earthworks and landscape planting' (please see paragraph 5.1.25).

6. Chesham Road vent shaft

The Promoter does not agree with the Petitioner's assessment that in the proposed location there is inadequate space allocated to provide setting for, and appropriate landscaping around, the large structures. Whilst the SES3 and AP4 ES acknowledges that there will, during construction, be a 'significant temporary adverse impact resulting in a moderate adverse effect to its setting from construction activities', it also acknowledges that 'intervening woodland and hedgerows will contain the [construction] effects of the construction of the Chesham Road Ventilation Shaft in the neighbouring Hyde Heath North LCA, which will be largely inconspicuous in the LCA' (see paragraphs 5.1.242-5.1.245). No further assurance is proposed.

7. Pylons

As the SES3 and AP4 ES Volume 2 CFA 9 Central Chilterns report, sets out:

'The revised Chiltern tunnel north portal cutting will be longer, wider and deeper than the South Heath green tunnel portal cutting. The works will therefore have a larger footprint and be located closer to Frith Hill and Jenkin's Wood. Temporary material stockpiles will be relocated along a new Chiltern tunnel north portal access road between the A413 and the revised portal location. A satellite compound for the portal works will be relocated to the south of the new portal location and a new satellite compound will be located north of the A413 on the new access road. Two towers on the route of the existing 400kV overhead electricity line west of the Chiltern tunnel north portal will be replaced by a single, taller tower (see paragraph 5.1.248).

The existing 400kV overhead electricity line west of the portal will be diverted south and two existing pylons will be replaced by a taller pylon in this location. These amendments will give rise to a different significant effects on these receptors due to the introduction of new features in the view but this will not change the level of significance reported in the main ES (see paragraph 5.1.258 of SES3 and AP4 ES Volume 2 CFA 9 Central Chilterns report).

8. Wycombe Single rail line

The Council has previously raised concerns regarding, and expressed support for Chiltern Railways regarding the Wycombe Single rail line. I am pleased to inform the Council that following a series of

productive meetings with Chiltern Railways we have offered the following assurances to them, and these will be added to the register of undertakings and assurances:

1. *The development envisaged at Old Oak Common is likely to require and justify additional transport infrastructure and train services in due course. At this early stage it is not possible to anticipate exactly what will be needed, including whether there will be a case for a new train service from the Chiltern lines to Old Oak Common. If there is, there will be a range of options for providing such a service, noting that any proposal requiring public investment will need to be supported by a viable business case.*
2. *The Secretary of State will undertake a study of the business case for additional transport infrastructure and train services – including reconnecting of the Wycombe Single line (the Wycombe Corridor) - into the new Great Western Main Line (GWML) station at Old Oak Common, for the purpose of facilitating potential future services.*
3. *The Secretary of State will consult with Chiltern Railways, Buckinghamshire County Council and other relevant stakeholders so that all relevant evidence and potential options for reconnection are considered as part of the study and to allow Chiltern Railways and Buckinghamshire County Council and other relevant stakeholders to feed in their views on future demand and the priorities of their communities and regions.*
4. *This work will generate strategic options for the best overall use of rail capacity on the national network after Phase One of HS2 commences operations. Once the work has reached draft conclusions, the Secretary of State will consult with Chiltern Railways, Buckinghamshire County Council and other relevant stakeholders regarding options for investment or services that are identified.*

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.

I trust the above assurances accurately reflect recent discussions. HS2 Ltd will continue to work with the Council in developing the scheme and addressing other matters. I have copied this letter to Alastair Lewis (Sharpe Pritchard) who I understand is acting as your appointed Parliamentary Agent, and Kate Lawton (Petition Manager, HS2 Ltd).

I would also like to make you aware of the following recent statements from the Select Committee:

'Petitioners should fundamentally be able to demonstrate an adverse, direct and special effect arising from the AP itself. AP petitioners should not be about rearguing complaints on the effect of the Bill or about saying that the AP is not as good as it should have been or might have been.' (1 December 2015)

'For those who will be talking about APs let me say that the Committee will not want to hear background again, we know the issues now and we will cut petitioners off if they wander away from APs. We expect AP petitions to take no longer than 20 minutes.' (17 December 2015)

Yours sincerely,

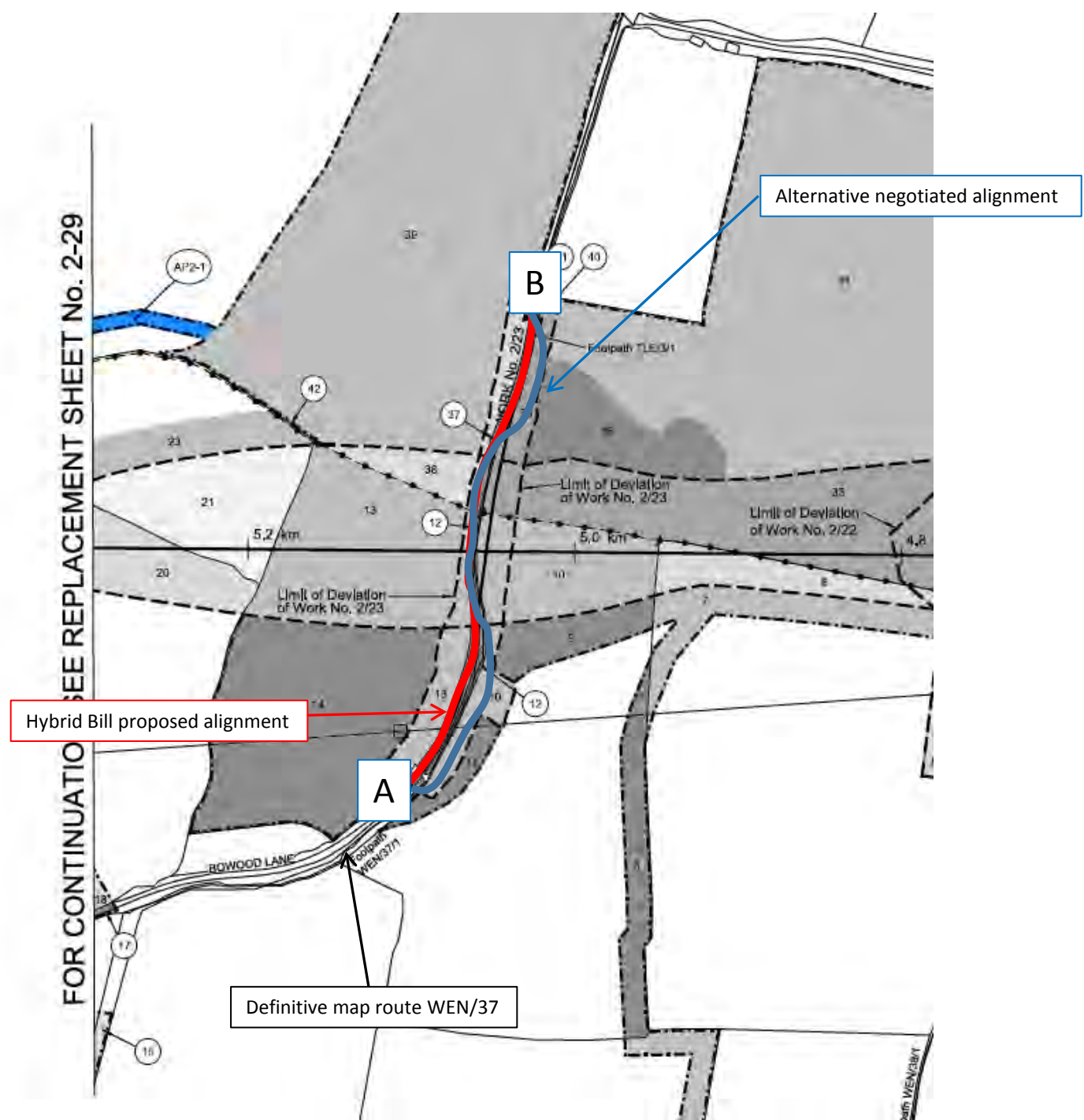


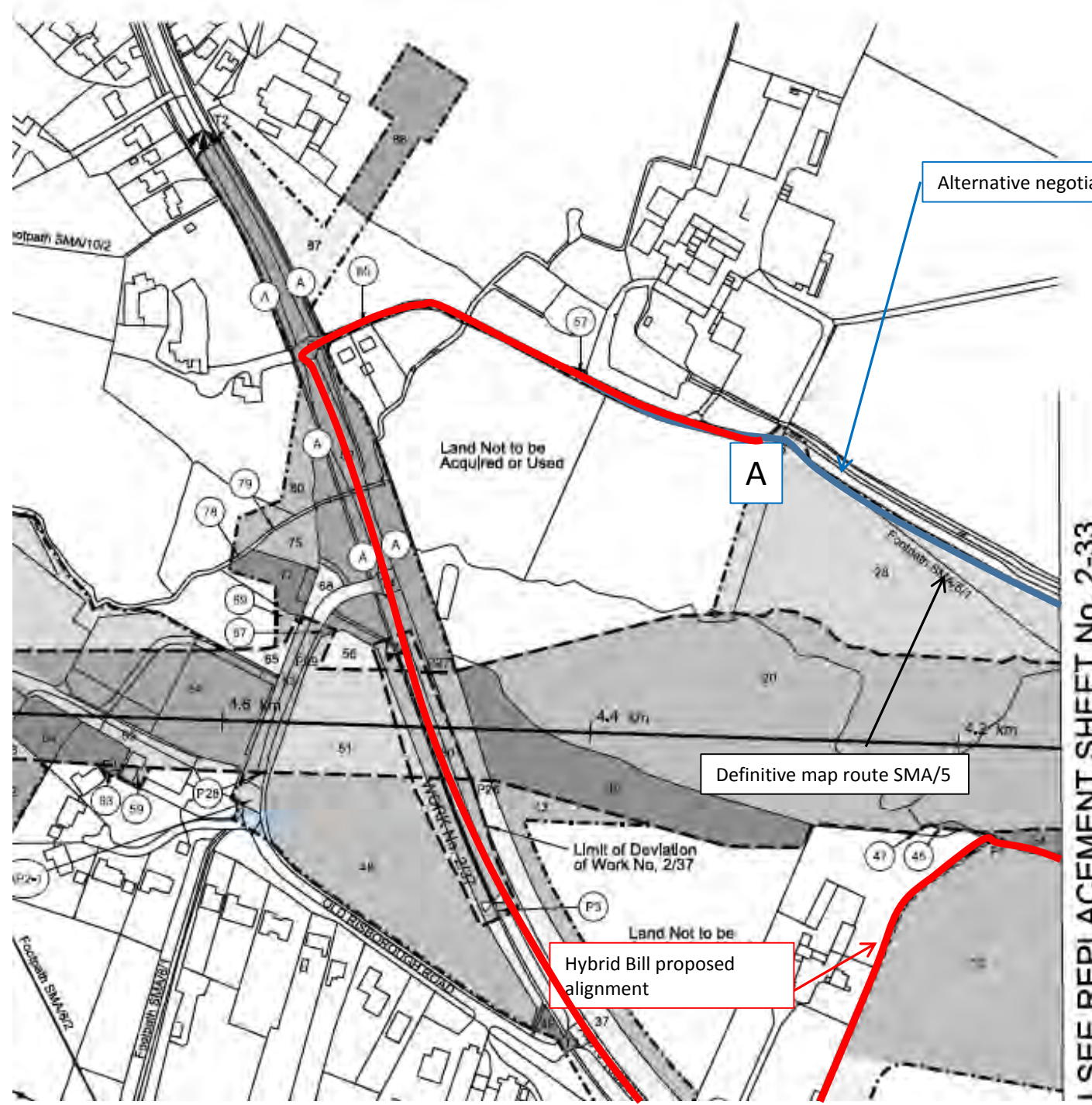
Roger Hargreaves
Director, Hybrid Bill Delivery
High Speed Two (HS2) Limited

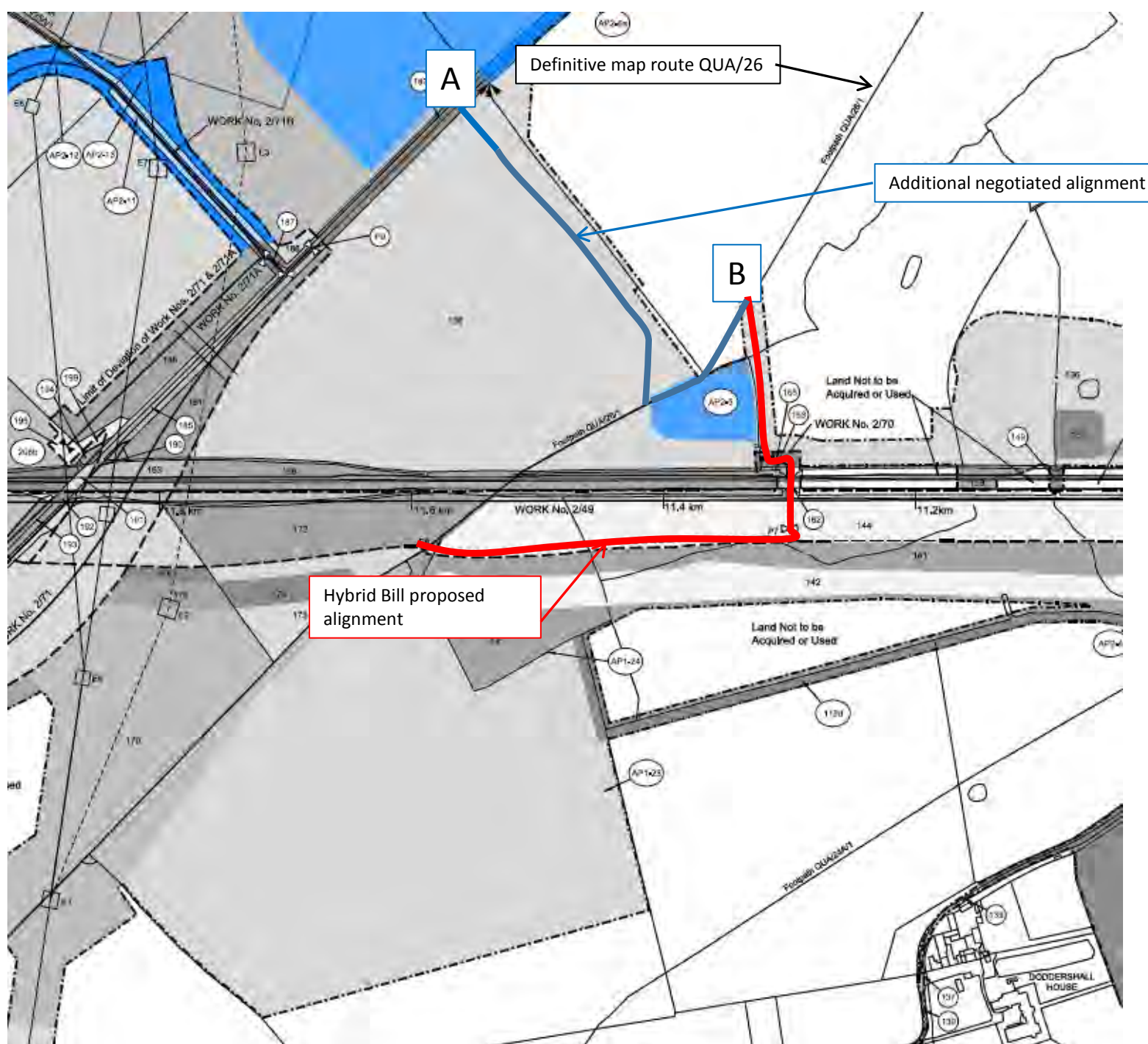
Cc. Alastair Lewis (Sharpe Pritchard) alewis@sharpepritchard.co.uk

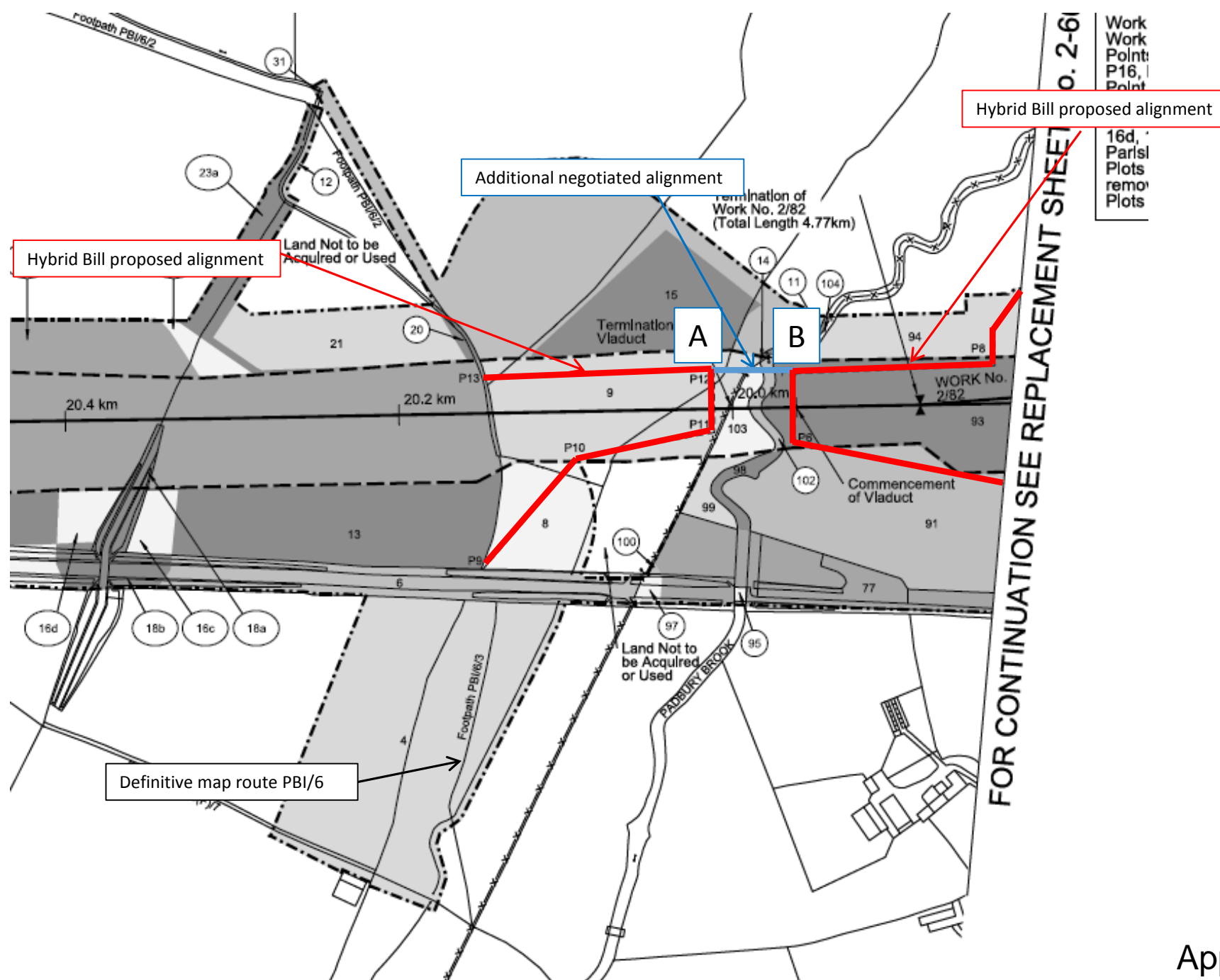
Kate Lawton (Petition Manager, HS2 Ltd)

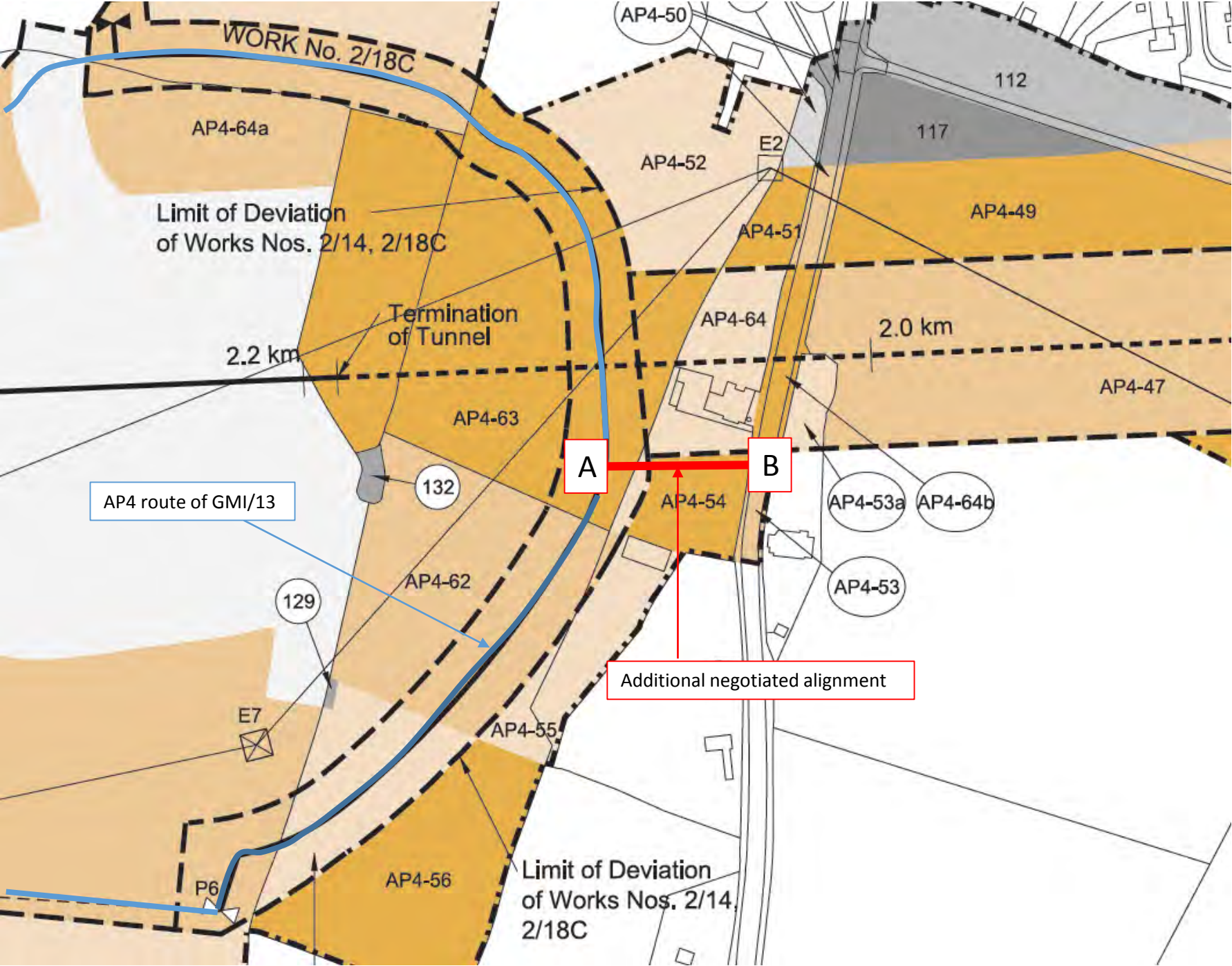
Enc. Appendix A, new public rights of way to be created



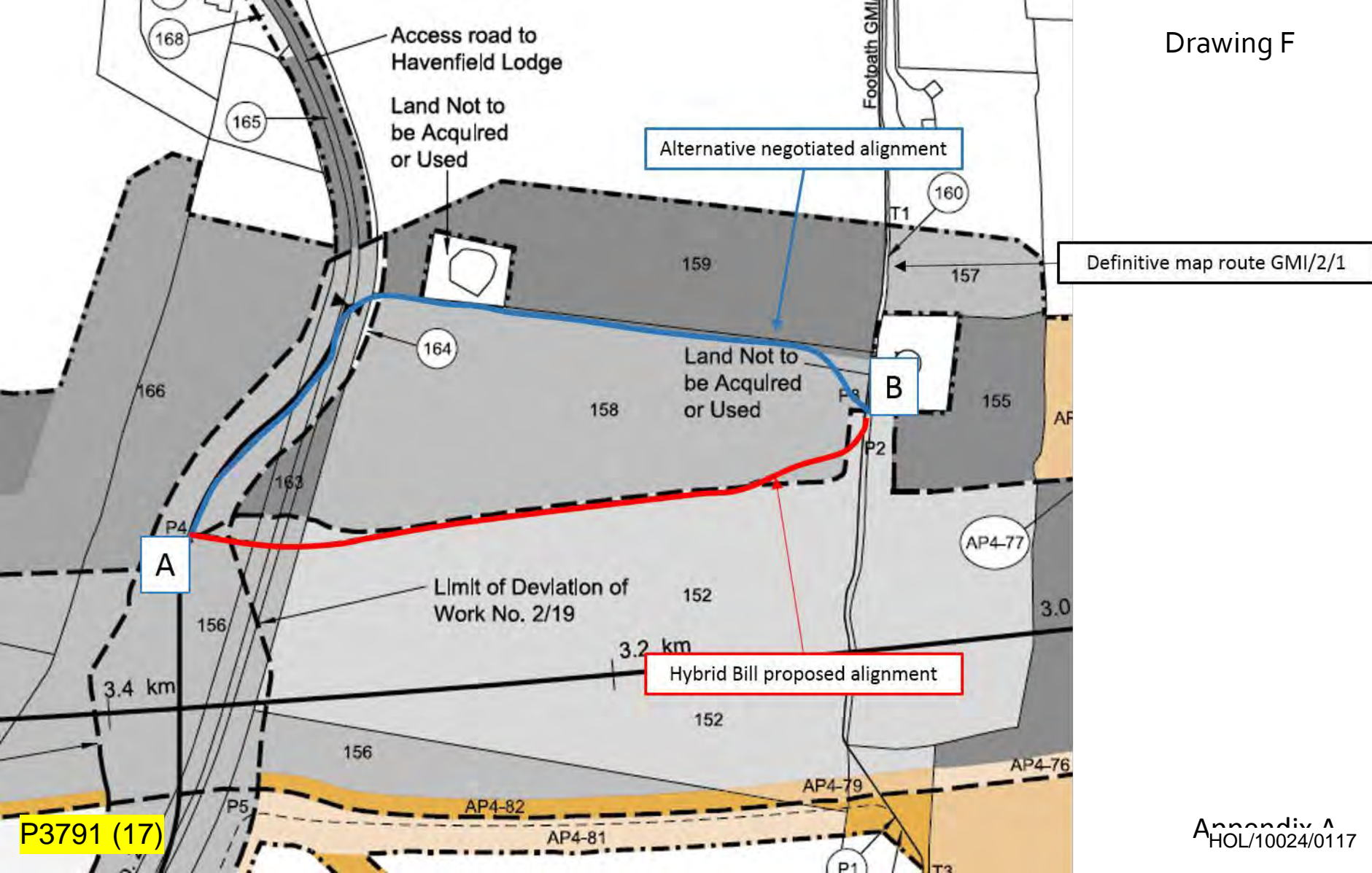








Drawing F



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

13 July 2016

Dear Mrs Nawaz,

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

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 in relation to the Chiltern AONB Review Group and to confirm that, as outlined at the last meeting, a sum of £300,000 will be made available to support the reasonable administrative costs incurred by the group in exercising its function. The manner in which this will be taken forward is set out in paragraphs 22-24 of the Terms of Reference of the group.

I am aware that group has now met on two occasions and understand that positive discussions on the design principles for the AONB have been taking place. I look forward to receiving further updates from my team continuing progress.

Yours sincerely,

A handwritten signature in black ink, appearing to be 'RH', with a long horizontal stroke extending to the right.

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

cc. jcopcutt@buckscc.gov.uk Buckinghamshire County Council
akirkham@aylesburyvaledc.gov.uk Aylesbury Vale District Council
John.callaghan@wycombe.gov.uk Wycombe District Council
KDaly@chilternsaonb.org Chilterns Conservation Board
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Kath Daly

Countryside Officer
Chilterns Conservation Board
The Lodge
90 Station Road
Chinnor
Oxfordshire OX39 4HA

Sent by email

09 Aug 2016

Dear Ms Daly

I am aware of your letter of 13 July 2016 to Dave Buttery at the Department for Transport, where you requested, on behalf of the Chilterns AONB Review Group, additional funding to be made available to support the preparation of the AONB Enhancement and Additional Integration Plan.

I am pleased to confirm that we have given your request consideration and an additional sum of £85,000 (to include administration costs) will be made available to the AONB Review Group to fund the AONB Enhancement and Additional Integration Plan.

With regard to your request for the appointment of a Programme Manager to support this work, there is £300,000 set aside for the administration costs of the AONB Review Group for the next two years. HS2 Ltd would not object to the Group using money within this administration fund to fund this role, but it must do so within this overall financial envelope, as no additional money will be made available for administrative costs by HS2 Ltd during this period.

Your sincerely



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