

HS2 Context Report

Prepared For London Borough of Brent

October 2017

Table of Contents

Table of Contents.....	3
Preface.....	4
Purpose	4
Status.....	4
Structure	4
Other Relevant Documents	4
1 Introduction to HS2.....	5
The HS2 Project.....	5
Control of Environmental Impacts.....	6
Controls in the Act	6
Environmental Minimum Requirements	8
Existing Legislation and Other Safeguards	10
2 HS2 Route Description in London Borough of Bren.....	11
Introduction.....	11
Permanent works.....	11
Primary Utility Works.....	11
Worksites and Compounds.....	11
Demolition Works.....	12
3 Landscape and Restoration.....	13
4 Schedule 17 Requests for Approval – Programme	14
5 Planning Context Report Plans – Construction and Operation	15
Annex 1 – Signposting	30

Preface

Purpose

This Planning Context Report provides an overview of HS2 works that will take place within the London Borough of Brent and a programme for making requests for approval under Schedule 17 to the High Speed Rail (London - West Midlands) Act 2017 ("the HS2 Act").

The report has been prepared in fulfilment of the requirements of paragraph 16 (1) (a) of Schedule 17 to the Act, which states:

A planning authority need not consider a request for approval under Part 1 [of Schedule 17 to the Act] unless:

a) the nominated undertaker has deposited with the authority a document setting out its proposed programme with respect to the making of requests under that Part to the authority,

This document accordingly sets out the proposed programme for making requests under Schedule 17 to the HS2 Act. This document also meets the requirement of paragraph 9.2 of the High Speed Rail (London – West Midlands) Planning Memorandum (the "Planning Memorandum"), which states that the '*...report is to include an indication of the location of the scheduled and non-scheduled works to which requests for approval are expected to relate.*'

Status

This document is deposited for information only. It does not require the approval of the planning authority.

Structure

This document contains five sections:

Section 1: Introduction to HS2

Describes in outline the HS2 project, summarises the planning regime and outlines obligations with respect to mitigation of environmental impacts.

Section 2: HS2 in London Borough of Brent

Outlines the proposals within the Borough, and describes the permanent, preparatory and temporary works.

Section 3: Landscape and Restoration

Outlines landscape and restoration works proposed after construction.

Section 4: Programme for Requests for Approval under Schedule 17

Sets out the programme for submission of requests for approval.

Section 5: Planning Context Report Plans – Construction and Operation

Illustrates the location of permanent and temporary works in the Borough.

Other Relevant Documents

To understand the full background to the HS2 proposals and to the planning regime under which requests for approval are to be made, reference should be made to the following documents:

- The HS2 Act;
- The HS2 Environmental Statement ; and
- The High Speed Rail (London – West Midlands) Environmental Minimum Requirements ("the EMRs").

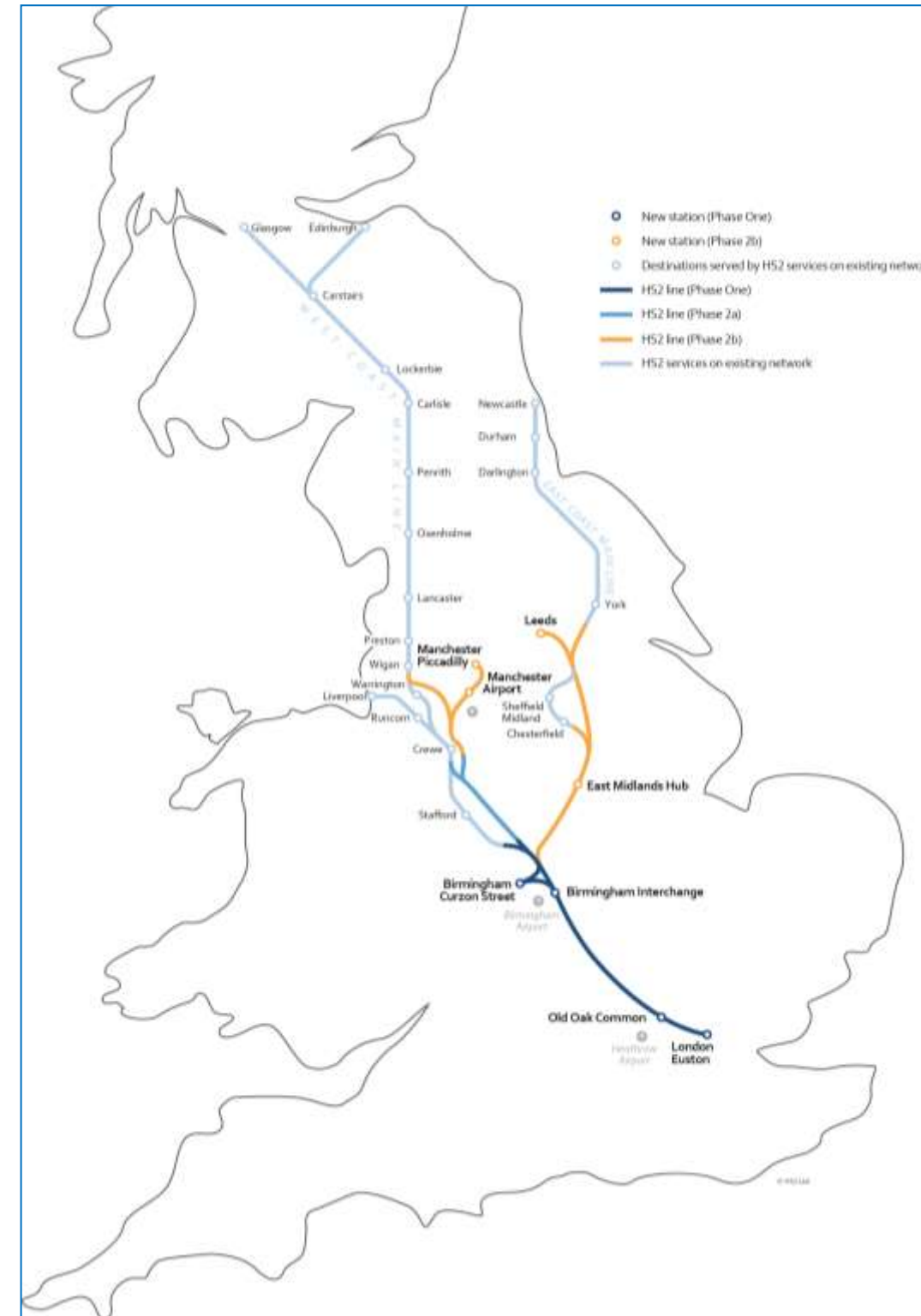
Annex 1 signposts these and other relevant documents.

1 Introduction to HS2

The HS2 Project

- 1.1 HS2 is the Government’s proposal for a new, high speed north-south railway. The proposal is being taken forward in two phases: Phase One will connect London with Birmingham and the West Midlands and Phase Two will extend the route to Manchester, Leeds and beyond.
- 1.2 On 23rd February 2017 Royal Assent was granted for Phase One of HS2, which comprises of a new high speed railway between London and the West Midlands with stations at London Euston, Old Oak Common, Birmingham Interchange, and Birmingham Curzon Street. Figure 1 illustrates the Phase One route between London – West Midlands and Phase Two proposals.

Figure 1: HS2 route map



Control of Environmental Impacts

- 1.3 The environmental impacts of the construction, maintenance and operation of HS2 will be controlled in three ways:
- Controls within the HS2 Act such as approvals for designs and construction arrangements;
 - Policies, commitments and undertakings entered into outside of the Act, including the EMRs; and
 - Existing legislation, unless expressly or impliedly dis-applied or modified by the Act.
- 1.4 These controls are summarised below.

Environmental Statement

- 1.5 The HS2 Phase One Environmental Statement (ES) was published in November 2013. It has been supplemented by a number of additional volumes as further information has become available, and in light of proposed changes to the project¹.
- 1.6 The ES identifies the likely significant effects that will arise from the construction and operation of HS2 and identifies the range of mitigation measures that could be used to reduce or eliminate these effects. The assessment is based on a number of assumptions about design and construction practices.
- 1.7 As the project is taken forward to detailed design and construction there may be changes to assumed construction methods and design, subject to the requirements of the Act, the EMRs, and any approvals required from consent granting bodies, and in response to the requirements of any relevant Undertakings or Assurances.

Controls in the Act

The Planning Regime

- 1.8 Section 20 to the HS2 Act grants deemed planning permission under Part 3 of the Town and Country Planning Act 1990 (“the TCPA”) for the works authorised by the HS2 Act. This permission is subject to the requirement that certain approvals need to be obtained from the relevant planning authorities under the planning regime established by Schedule 17 to the Act. The conditions in Schedule 17 are enforceable by the planning authority in accordance with the TCPA.
- 1.9 The principal works authorised by the HS2 Act are described in Schedule 1 (the “scheduled works”). The descriptions in Schedule 1 to the HS2 Act set out the type of work and their location, for example:

Work No.1/1 – A railway (23.48 kilometres in length) partly in tunnel, commencing at a point 235 metres east of the junction of North Gower Street with Drummond Street passing north-westwards and terminating beneath a point 80 metres north-west of the bridge carrying Ickenham Road over the Marylebone to Aylesbury Railway. Work No. 1/1 includes shafts at Coburg Street, Mornington Street, Granby terrace, Parkway, Adelaide Road, Alexandra Place, Canterbury Works and Greenpark Way, a station at Old Oak Common and a Crossover Box at Victoria Road.

- 1.10 The scheduled works must be constructed in the locations and to the levels relevant to each scheduled work shown on the deposited plans and sections (the ‘Limits of Deviation’). The scheduled works may deviate vertically downwards from the levels shown to any extent, and may deviate upwards up to 3 metres subject to the upper limits defined for certain works such as stations, depots or shafts.
- 1.11 Section 2 to the HS2 Act authorises, within the Act limits, the construction and maintenance of a wide range of other development for the purposes of or in connection with the scheduled works, or otherwise for Phase One purposes. Section 2 also authorises, within the Act limits, the carrying out and maintenance of landscaping and other works to mitigate adverse effects of the construction, maintenance or operation of the works and to carry out and maintain works for the benefit or protection of land affected by the works.
- 1.13 Such ancillary works may be constructed within Act limits as defined on the deposited plans. The HS2 Act only grants deemed planning permission for the construction of works which are not scheduled works if they are with the scope of the ES that accompanies the HS2 Act.
- 1.14 Schedule 2 to the Act authorises further works, including surveys and investigation of land, support of buildings, works to trees, discharge of water, and temporary works to certain waterways.
- 1.15 Schedule 17 to the Act defines the detailed planning regime which will apply to the planning authority affected by works to construct and operate HS2.
- 1.16 The planning regime under Schedule 17 is different to that of the TCPA. It differs from the TCPA process in how it defines the matters that require approval and the grounds that the planning authorities can have regard to in determining requests for approval. The grounds for the imposition of conditions and/or the refusal of Schedule 17 submissions are limited in comparison to the TCPA process. This is because the works already have deemed planning permission through the Act and there are other complementary controls imposed through the HS2 Act and EMRs.
- 1.17 Schedule 17 requires the nominated undertaker to submit the following details to planning authorities, for approval or agreement:
- Plans and specifications of certain works;
 - Matters ancillary to development (“construction arrangements”);
 - Road Transport (lorry routes);

¹ An Environment Statement has been published with the Additional Provision tabled by the Promoter in September 2014. In addition, Supplementary Environmental Statements and Additional Provision Environmental Statements were published and tabled by the Promoter in July 2015, September 2015, October 2015 and December 2015.

- Bringing into use; and
 - Site restoration schemes.
- 1.18 Planning authorities who have given the Secretary of State undertakings, as set out in the Planning Memorandum, with respect to the handling of planning matters under Schedule 17, have become 'qualifying authorities'. The main provisions of the Planning Memorandum are summarised in Section 1.51 below.
- 1.19 The Borough has become a qualifying authority.
- 1.20 In relation to qualifying authorities, the operations or works for which plans and specifications will be submitted for approval are identified in Table 1.

Table 1: Operations or works requiring approval of plans and specifications

PLANS AND SPECIFICATIONS	
BUILDING WORKS (paragraph 2 of Schedule 17)	The erection, construction or alteration of any building, other than a temporary building.
OTHER CONSTRUCTION WORKS (paragraph 3 of Schedule 17)	Road vehicle parks; Earthworks; Sight, noise or dust screens; Transformers, telecommunication masts or pedestrian accesses to railway lines; Fences or walls, and Lighting equipment.
WASTE AND SPOIL DISPOSAL AND EXCAVATION (Paragraph 7 of Schedule 17)	Disposal of waste or spoil. Excavations of bulk materials from borrow pits.

- 1.21 In relation to qualifying authorities, development must be carried out in accordance with matters ancillary to development (construction arrangements) approved by the relevant planning authority (paragraph 4 of Schedule 17).
- 1.22 Schedule 17 enables the Secretary of State to make a class approval for construction arrangements, except in relation to construction camps (paragraph 5 of Schedule 17). A class approval was made by the Secretary of State on 24th March 2017, following consultation with the planning authorities affected, for the following generic construction arrangement matters: handling of re-usable spoil and topsoil; storage sites; site screening; artificial lighting; suppression of dust; road mud control measures. The approval of construction camps is not included in the class approval.
- 1.23 Where lorry movements exceed 24 to/from a construction site, the lorry route must be approved (paragraph 6 of Schedule 17) by the relevant qualifying authority.
- 1.24 The relevant qualifying authority approves a bringing into use request for approval (paragraph 9 of Schedule 17), for most scheduled works, apart from any which are below ground, and maintenance depots. The purpose of bringing into use requests is to ensure that appropriate mitigation has been incorporated, and no such work can be brought into use without such approval.

- 1.25 A site restoration scheme will be submitted for agreement with the relevant planning authority in accordance with paragraph 12 of Schedule 17.
- 1.26 The planning authority must have regard to statutory guidance issued by the Secretary of State in accordance with paragraph 26 of Schedule 17 to the HS2 Act.

Other Consents in the Act

- 1.27 In addition to the planning regime described above, Schedules 4 and 33 to the HS2 Act contain provisions setting out the protections to be provided for various bodies with statutory responsibilities likely to be affected by the works.

Schedule 4 – Accesses to highways affecting traffic

- 1.28 To control the impact of constructing new or altering existing accesses onto the local road network, local highway authorities have an approval role. For the opening of an access onto, or the alteration of, a road at a place shown on the deposited plans the works must be carried out in accordance with plans and specifications approved by the highway authority. In addition the local highway authority may require the access to be moved elsewhere within the Act limits where that is reasonably capable of being done. If an access is required at a location other than that shown on the deposited plans, the consent of the highway authority is required, subject to its approval of plans and specifications.

Schedule 4 – Stopping up, diversion and interference with the highway

- 1.29 During construction the temporary closure, diversion or interference with highways will be required. In order to address local impacts the Act provides for highway authority input. Where a highway is specified within the Act, the nominated undertaker must consult the highway authority about the exercising of the powers before doing so. Where the powers are to be exercised in relation to a highway not specified within the Act the nominated undertaker must obtain the consent of the highway authority.

Schedule 33 – Highways

- 1.30 Part 1 of Schedule 33 requires the nominated undertaker in exercising the powers in the Act in relation to highways to have regard to the potential disruption of traffic and to seek to minimise such disruption so far as reasonably practicable, and gives highway authorities rights of approval over various matters concerning details of the works affecting highways.
- 1.31 Additional controls are contained in Schedule 4. Where the nominated undertaker constructs a new or alters an existing highway, the construction or alteration must be completed to the reasonable satisfaction of the highway authority, who shall certify that fact in writing to the nominated undertaker.
- 1.32 Where the nominated undertaker constructs or realigns a highway that is constituted or comprises a carriageway, it must be carried out in accordance with plans, sections and specifications approved by the highway authority.

Schedule 33 – Water

- 1.33 The construction of HS2 will have impacts on inland waterways and land drainage, flood defences, water resources and fisheries. In order to address these impacts the Act includes a range of controls for the relevant authorities.
- 1.34 The impacts on inland waterways are addressed in Part 4 of Schedule 33, this gives the Canal and River Trust the power to approve plans and specifications for works affecting waterways for which it is responsible.
- 1.35 Part 5 of Schedule 33 states that before beginning to construct any “specified work” (in the main, those affecting drainage, flood storage and flood defence, the flow or purity of water and conservation of water resources), the nominated undertaker will submit plans, including method statements, for the works to the Environment Agency or local drainage authorities (i.e. lead local flood authorities, or internal drainage boards) for approval. Works will be constructed in accordance with the approved plans.
- 1.36 The Environment Agency or local drainage authorities may, amongst other matters, make conditions requiring the nominated undertaker at its own expense to construct such protective works as are reasonably necessary to safeguard any drainage work against damage or to ensure its efficiency for flood defence purposes is not impaired during the construction of the specified works.
- 1.37 These provisions have effect instead of the normal consenting regime which would apply, for example, under the Land and Drainage Act 1991, or the Environmental Permitting Regulations 2010.

Schedule 33 - Other Controls

- 1.38 Schedule 33 – Protective provisions also include the requirement for consultations and agreements from statutory utilities undertakers.

Schedule 18 – Listed Buildings

- 1.39 The HS2 Act disapplies the normal controls requiring conservation area consent and listed building consent under the Planning (Listed Building and Conservation Areas) Act 1990, for the demolition, alteration or extension of listed buildings and unlisted buildings. The disapplication applies to the extent specified in Schedule 18 to the Act.
- 1.40 In recognition of the removal of the requirement for listed building consent, heritage agreements have been entered into between the nominated undertaker, Historic England and relevant local authorities. These agreements require approvals to detailed method statements in relation to the works subject to the disapplication of the normal listed building controls.

Environmental Minimum Requirements

- 1.41 There are a variety of control mechanisms and mitigation strategies outside of the HS2 Act. These are captured in the EMRs.

- 1.42 The EMRs are a suite of documents that have been developed in consultation with local authorities and other relevant stakeholders. The nominated undertaker is contractually bound to comply with the controls set out in the EMRs, through the Development Agreement with the Secretary of State.
- 1.43 The controls contained in the EMRs, along with powers contained in the HS2 Act and the Undertakings given by the Secretary of State, will ensure that impacts which have been assessed in the ES will not be exceeded, unless any new impact or impacts in excess of those assessed in the ES:
- results from a change in circumstances which was not likely at the time of the ES² ;
 - would not be likely to be environmentally significant³ ;
 - results from a change or extension to the project, where that change or extension does not itself require environmental impact assessment (EIA) under either (i) article 4(1) of and paragraph 24 of Annex 1 to the EIA Directive⁴ ; or (ii) article 4(2) of and paragraph 13 of Annex 2 to the EIA Directive⁵; or
 - would be considered as part of a separate consent process (and therefore further EIA if required).
- 1.44 In addition to general principles, the EMRs comprise:
- a number of specific requirements, including that the nominated undertaker will use reasonable endeavours to adopt mitigation measures that will further reduce any adverse environmental impacts caused by HS2, insofar as these mitigation measures do not add unreasonable costs to the project or unreasonable delays to the construction programme;
 - the undertakings and assurances given to Parliament and petitioners by the Secretary of State during the passage of the High Speed Rail (London – West Midlands) Bill (the Bill); and
 - the Code of Construction Practice, Planning Memorandum, Heritage Memorandum, and Environmental Memorandum.

Undertakings and Assurances

- 1.45 During the passage of the Bill through Parliament, the Secretary of State entered into a range of undertakings and assurances. The HS2 Act Register of Undertakings and Assurances contains all the undertakings and assurances given to petitioners and to Parliament before and during the passage of the Bill. The register forms part of the EMRs and as a result the nominated undertaker is contractually bound to deliver them.

² i.e. a situation that could not reasonably have been anticipated at the time of the ES.

³ This covers all effects (both positive and adverse) where those effects are simply of no environmental significance.

⁴ 2011 consolidated EIA Directive (2011/92/EU).

⁵ Broadly, this would not allow those changes or extensions to the project which would give rise to adverse environmental effects within the EIA.

Code of Construction Practice

- 1.46 The Code of Construction Practice (CoCP) is Annex 1 of the EMRs. It sets out specific details and working practices in relation to site preparation (including site investigation and remediation, where appropriate), demolition, material delivery, excavated material disposal, waste removal and all related engineering and construction activities.
- 1.47 The CoCP sets out the measures that nominated undertaker and contractors are required to implement in order to limit disturbance from construction activities, as far as reasonably practicable:
- General requirements related to community relations, hours of work, pollution incident control and security, etc;
 - Agriculture, forestry and soils;
 - Air quality;
 - Cultural heritage;
 - Ecology;
 - Ground settlement;
 - Land quality;
 - Landscape and visual;
 - Noise and vibration;
 - Traffic and transport; and
 - Water resources and flood risk.
- 1.48 Local Environmental Management Plans (LEMPs) will be prepared for each local authority area.
- 1.49 The LEMPs will include a number of specific measures by topic, as relevant to each local authority area. The LEMPs will build on the general environmental requirements contained in the CoCP and will set out how the project will adapt and deliver the required environmental and community protection measures within each relevant local authority area.
- 1.50 The nominated undertaker and/or its contractors will engage with the local communities, local authorities and other stakeholders in order to develop the LEMPs.

Planning Memorandum

- 1.51 The Planning Memorandum is Annex 2 of the EMRs. It sets out in detail the responsibilities and requirements in relation to planning matters for those authorities that choose to become qualifying authorities. It also sets out requirements for the nominated undertaker in the implementation of Schedule 17 of the HS2 Act.

Heritage Memorandum

- 1.52 The Heritage Memorandum is Annex 3 of the EMRs. It provides a framework for the nominated undertaker, Historic England, local authorities and other stakeholders to work together to ensure that the design and construction of Phase One is carried out with proper regard to the historic environment.

Environmental Memorandum

- 1.53 The Environmental Memorandum is Annex 4 of the EMRs. It provides a framework for the nominated undertaker and representatives of the National Environment Forum to work together to ensure that the design and construction of the HS2 Phase One is carried out with due regard for environmental considerations.

Planning Forum

- 1.54 The HS2 Phase One Planning Forum was established to help co-ordinate and secure the expeditious implementation of the planning provisions in the Act. The primary objectives and functions of the Planning Forum are:
- To prepare notes on related matters, which will set out standards and practices to be followed by those implementing the planning regime.
 - To consider common design items for certain structures associated with the railway (such as bridges, acoustic barriers or retaining walls).
- 1.55 The Planning Forum has a number of sub-groups:
- Highways Subgroup.
 - Environmental Health Subgroup;
 - Heritage Subgroup; and
 - Flood Risk and Drainage Subgroup.

Environmental Management System

- 1.56 As part of the sustainability policy, the nominated undertaker will develop an environmental management system (EMS) in accordance with *BS EN ISO 14001*. The EMS provides the process by which environmental management, both within its organisation and in relation to its operations, is undertaken to ensure the relevant findings of the ES are addressed through the construction phase.
- 1.57 The nominated undertaker will require each of its main contractors to have an EMS certified to *BS EN ISO 14001*. Their EMS will include roles and responsibilities, together with appropriate control measures and monitoring systems to be employed during planning and constructing the works for all relevant topic areas. Where the lead contractor is a joint venture, the EMS will be certified to cover the activities of the joint venture.

Management of Construction Traffic

- 1.58 The HS2 Routewide Traffic Management Plan (RTMP) describes the principles and objectives for the management of transport, highways and traffic during the delivery of the works. It codifies the discussions held with the highway authorities along the HS2 Phase One route via the Highway Subgroup to the Planning Forum and takes into account the best practice used during the delivery of similar large construction projects.
- 1.59 The RTMP document will be supplemented with a series of Local Traffic Management Plans (LTMPs) along the route. LTMPs will set out the full range of local controls, significant works programmes for highways and other appropriate matters.
- 1.60 Regular local Traffic Liaison Group (TLG) meetings have been established with local highway authorities so that matters such as LTMPs and site specific traffic management schemes can be reviewed prior to submission or approval and the implementation of schemes reviewed and other monitoring reported, along with other matters of interest discussed and co-ordinated.

Excavated Material & Waste Management

- 1.61 Measures to reduce potential impacts from waste management are described in section 15 of the CoCP. An integrated design approach has been developed to use excavated material to satisfy the fill material requirements wherever reasonably practicable. This approach will reduce the need for imported materials and reduce the amount of excavated material requiring off-site disposal. This includes reuse of all topsoil and agricultural subsoil as close to the point of excavation as practicable.
- 1.62 All waste generated from the design, construction and operation will be managed in accordance with the waste hierarchy. This places waste prevention as the preferred option at the top, followed by reuse, recycling and other recovery, with landfill disposal at the bottom as the last resort. Information Paper E3 provides further detail.

Management of Noise and Vibration

- 1.63 The nominated undertaker will obtain consents under Section 61 to the Control of Pollution Act 1974, which will include noise limits and vibration limits where relevant and site specific management and mitigation requirements for noise and vibration, both on and off site.
- 1.64 In relation to the control of construction noise and vibration, Information E23 provides further detail. Information Papers E20, E21 and E22 provide further detail on operational noise from the railway.
- 1.65 Noise and vibration monitoring will be carried out at different times during the lifetime of the railway. Where noise and vibration performance deviates from expected conditions, actions will be taken as described in Information Paper F4.

Existing Legislation and Other Safeguards

- 1.66 Unless a piece of existing legislation is expressly or impliedly dis-applied or modified by the HS2 Act, it will continue to apply. For example, environmental permits in relation to discharges will still be required and the Control of Pollution Act 1974 (COPA) will continue to apply.

Oversite Development

- 1.67 The HS2 Act does not grant approval for any oversite development. Consent for any such development will be applied for and determined through normal planning processes. However, the HS2 Act does authorise works to enable future oversite development, for example the construction of additional foundations or deck structures.
- 1.68 The HS2 Act also puts in place requirements in respect of the environmental assessment of oversite development. It defines the circumstance where the planning application for such development proposed to replace a building demolished or substantially demolished for HS2 must be accompanied by an environmental impact assessment.

Safety and Security

- 1.69 HS2 will create a railway designed, built and operated with world-class health, safety and security standards. All HS2 infrastructure will be designed in accordance with appropriate standards and policies for public safety. The following are some key design principles that will be applied:
- Adoption of hostile vehicle mitigation and blast resilient glazing and facades where appropriate;
 - Application of Crime Prevention Through Environmental Design principles across all of the HS2 network but with particular emphasis on all publicly accessible spaces;
 - Selection of vandal-resistant materials and designs;
 - Appropriate use of surveillance systems and lighting; and
 - Integration of natural way-finding into designs to configure spaces that are easy to navigate and use of signage that is clean and unambiguous.

2 HS2 Route Description in London Borough of Brent

Introduction

- 2.1 The Proposed Scheme through the London Borough of Brent will be approximately 1.4km in length and starts at A5 Kilburn High Road and proceeds west in tunnel.
- 2.2 Approximately 1km of the scheme in the London Borough of Brent consists of a tunnelled section between the A5 Kilburn High Road and Kilburn Lane / Bravington Road below the Royal Mail Kilburn Sorting Office and St Mary's Primary School (where the tunnel continues into Westminster City Council area). A further 400m tunnelled section lies between Kilburn Lane (near Chamberlayne Road) and Harrow Road close to junction with Berens Road, where the route then continues into the Royal Borough of Kensington and Chelsea. There will be an above ground ventilation and intervention shaft (vent shaft) at Canterbury Works, Kilburn.
- 2.3 Part of the London Borough of Brent has been incorporated into the Old Oak and Park Royal Development Corporation (OPDC) area. For those works formerly in London Borough of Brent which are now part of OPDC, including a small part of Willesden Euroterminal Main Compound and the F Sidings Satellite Compound, please refer to the HS2 Context Report for the OPDC area.

Permanent works

Canterbury Works Vent Shaft

- 2.4 The proposed above ground works in the London Borough of Brent primarily consist of the construction of a permanent vent shaft, the erection of an Auto Transformer Station (ATS) and the relocation of a Network Rail electricity substation and its associated structures, over an area of approximately 0.6ha at Canterbury Rd.
- 2.5 The Canterbury Works vent shaft will provide passive and mechanical ventilation for the Euston tunnel and will allow intervention in the event of an emergency. Key features of this vent shaft will include a permanent fenced compound containing:
- I. a shaft headhouse building, measuring approximately 700m² and approximately 9.5m high above existing ground level. It will provide access to the tunnel below;
 - II. an ATS to supply power for the trains. The ATS will measure approximately 400m², with a height of approximately 5m;
 - III. an area of hardstanding, to allow for maintenance and emergency access; and
 - IV. an Auto Transformer Station and relocated Network Rail substation and its associated structures.

- 2.6 The Canterbury Works vent shaft site will be accessed through two entrances, one off Canterbury Road via Canterbury Terrace and one off Albert Road. Albert Road is accessed from B413 Carlton Vale. The permanent headhouse entrance will be from Albert Road.
- 2.7 There are no other planned above ground works on the section of the HS2 route through the London Borough of Brent.

Preparatory and Temporary Works

- 2.8 Building and preparing the railway for operation will comprise the following general stages:
- advance works, including: site investigations; preliminary mitigation works; preliminary enabling works;
 - civil engineering works, including: establishment of construction compounds;
 - site preparation and enabling works; main earthworks and structure works; and
 - railway installation works, including: infrastructure installation; connections to utilities; and changes to the existing rail network;
 - site restoration; and
 - system testing and commissioning.

Primary Utility Works

- 2.9 No major diversions of utilities are proposed.

Worksites and Compounds

- 2.10 Construction of the Proposed Scheme will require engineering works along the entire length of the route, and within land adjacent to the route. This will comprise two broad types of engineering work:
- civil engineering works, such as earthworks and erection of bridges and viaducts; and/or
 - railway installation works, such as laying ballast or slabs and tracks, and/or installing power supply and communications features.
- 2.11 Construction of the Proposed Scheme will be subdivided into sections, each of which will be managed from compounds. The compounds will act as the main interface between the construction work sites and the public highway, as well as performing certain other functions. Compounds will either be main compounds or satellite compounds, which are generally smaller. Some compounds will be used for civil engineering works and others for railway installation works, and in some cases for both.

Table 2: Construction compounds and activities

Compound Name	Principle Construction Activity
Canterbury Works main compound	To manage construction of the Canterbury Works vent shaft including equipment fit-out. It will also be used for civil engineering and railway installation works.

Roadheads and Material Stockpile Areas

2.12 Roadheads will be used for the storage, loading and unloading of bulk earthworks material which is moved to and from the site on public highways. Roadheads will be operational for the duration of the civil engineering works. There are none proposed in the Borough.

Demolition Works

Table 3: Buildings that will need to be demolished

Description of structure	Location
The existing commercial and industrial buildings on the Canterbury Works vent shaft site.	Canterbury Works, off Albert Road and Canterbury Road.

Archaeology

- 2.13 HS2 Ltd has sought to design the railway and to approach the task of construction in ways that reduce the impact on archaeological remains, as far as is reasonably practicable.
- 2.14 In accordance with the requirements of Heritage Memorandum and Code of Construction Practice, the nominated undertaker will develop an integrated investigation programme to deliver all archaeological works identified in the ES and as developed during the detailed design process. The programme will set out the key stages of investigation, for example:
- detailed desk-based assessment (where appropriate to inform location specific mitigation);
 - field evaluation (where appropriate to inform location specific mitigation); and
 - location specific mitigation (for example preservation in situ or archaeological excavation).
- 2.15 The investigation programme will be developed in light of, and in conjunction with, the overall construction programme and will be reviewed and updated, as necessary. The programme will aim to undertake as much of the work as possible in advance of any construction activities.

Geotechnical Investigations

- 2.16 Geological investigations and intrusive site investigations (involving boreholes and trial pits) will be undertaken where necessary, to inform the detailed design.

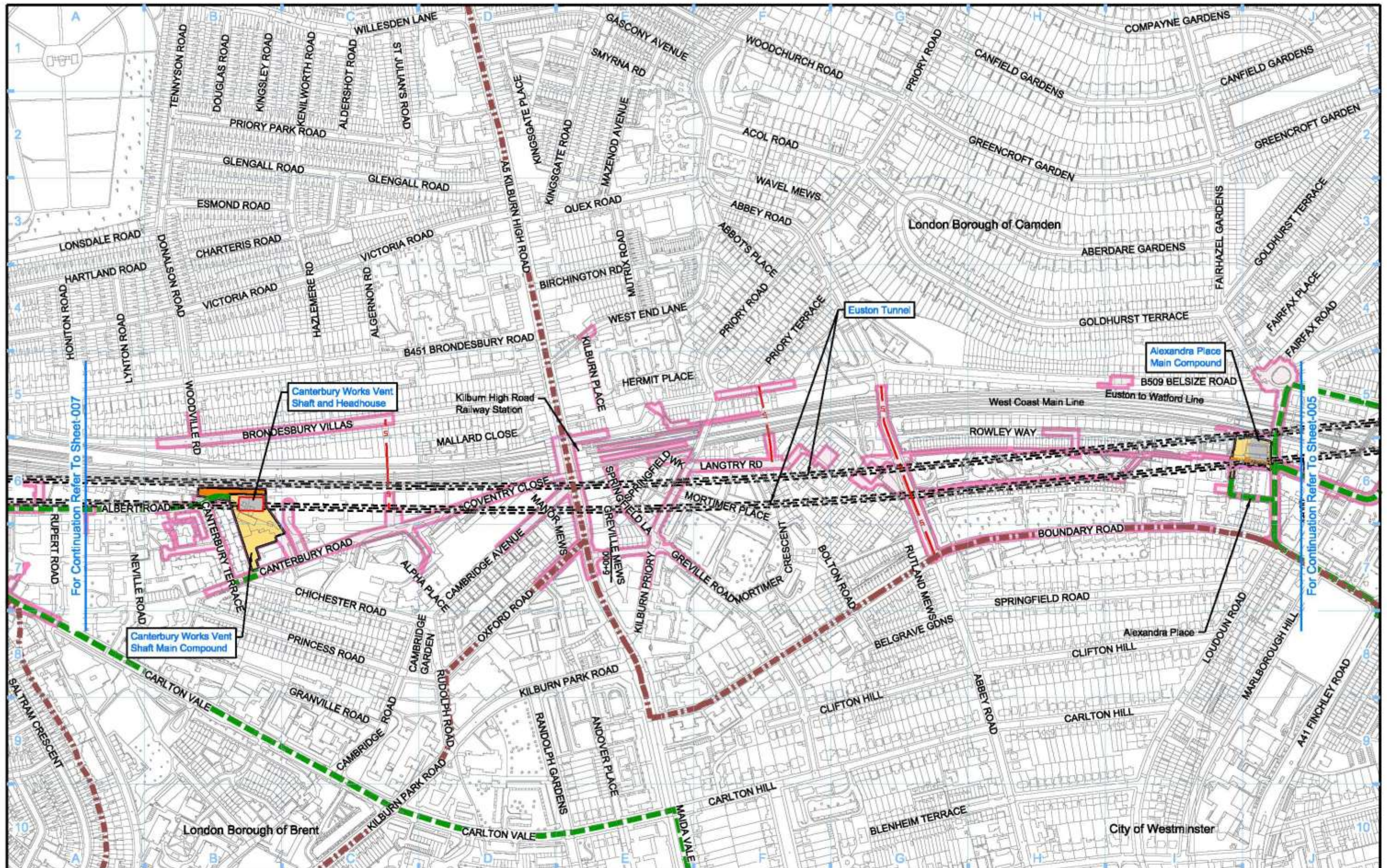
3 Landscape and Restoration


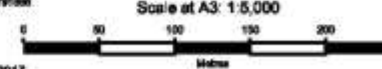
- 3.1 Different landscape types will be incorporated into HS2 works at various stages of the project. Some early landscape works may be proposed – for example new planting to compensate for the loss of prior habitat or to help integrate HS2 into the surrounding landscape. Planting and landscape techniques will be used for different purposes – for example to visually screen the railway, new structures or to reduce railway noise. Where possible, screen planting will be incorporated into the design along new embankments or cuttings in order to provide a combination of landscape integration, visual screening, and or ecological habitat connectivity.
- 3.2 Upon completion of construction works, land that is not required for operation of the railway will be restored. At this early stage of the design of the project, the presumption is that land would be restored to its pre-existing condition. Any new planting, grassland and habitat creation will be maintained to ensure they become established and are properly maintained.

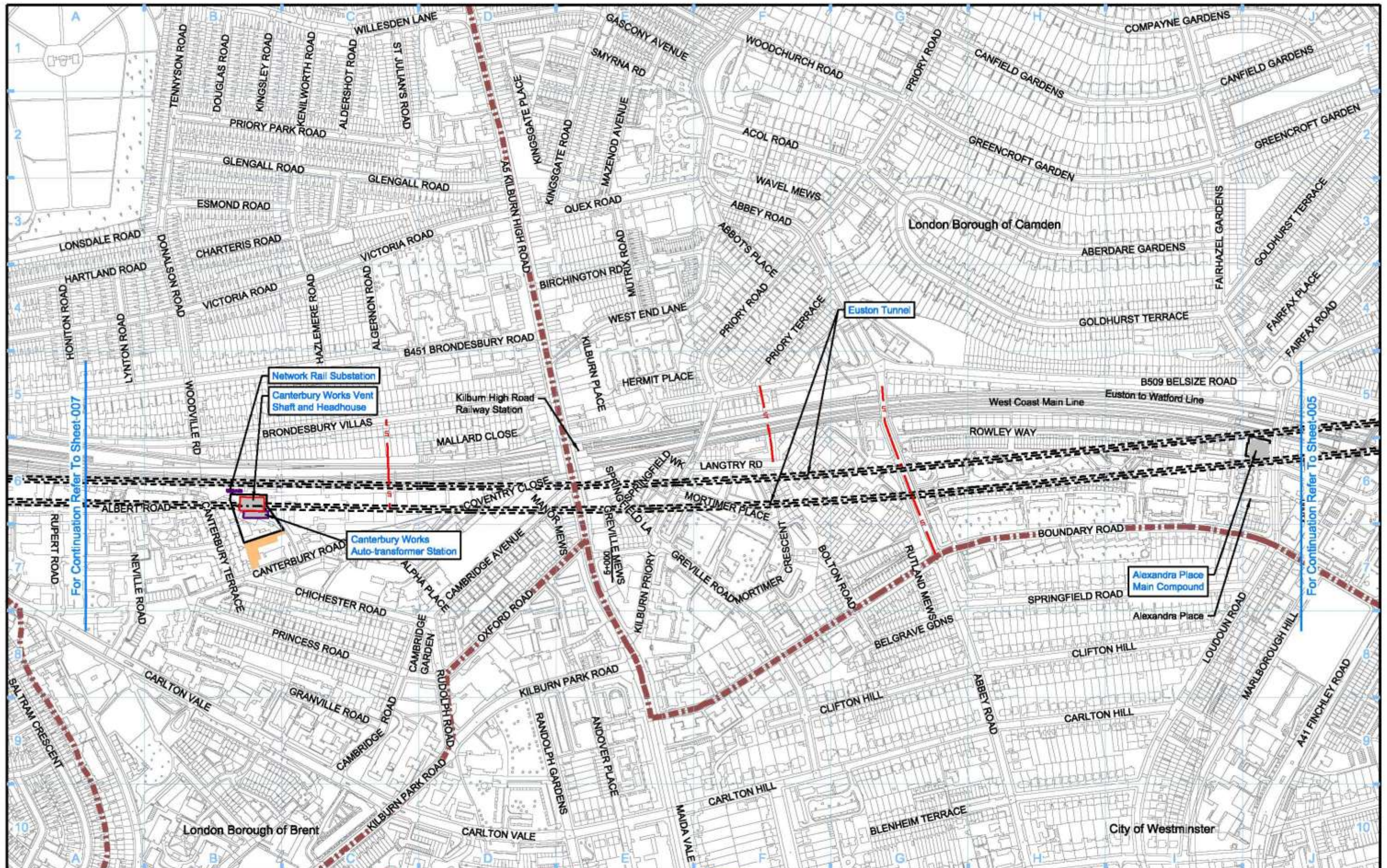
4 Schedule 17 Requests for Approval – Programme

Requests for Approval	2017 quarters				2018 quarters				2019 quarters				2020 quarters				2021 quarters				2022 quarters				2023 quarters				2024 quarters				2025 quarters				2026 quarters							
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4				
Plans and Specifications																																												
Approval of plans and specifications for the above ground shaft (Canterbury Works Vent Shaft) headhouse.																																												
Approval of plans and specifications for Canterbury Works Auto Transformer Station.																																												
Bringing into Use																																												
BiU's for Schedule 1 Works																																												
Lorry Routes																																												
Lorry Route submissions																																												
Construction Arrangements																																												
Class Approval																																												

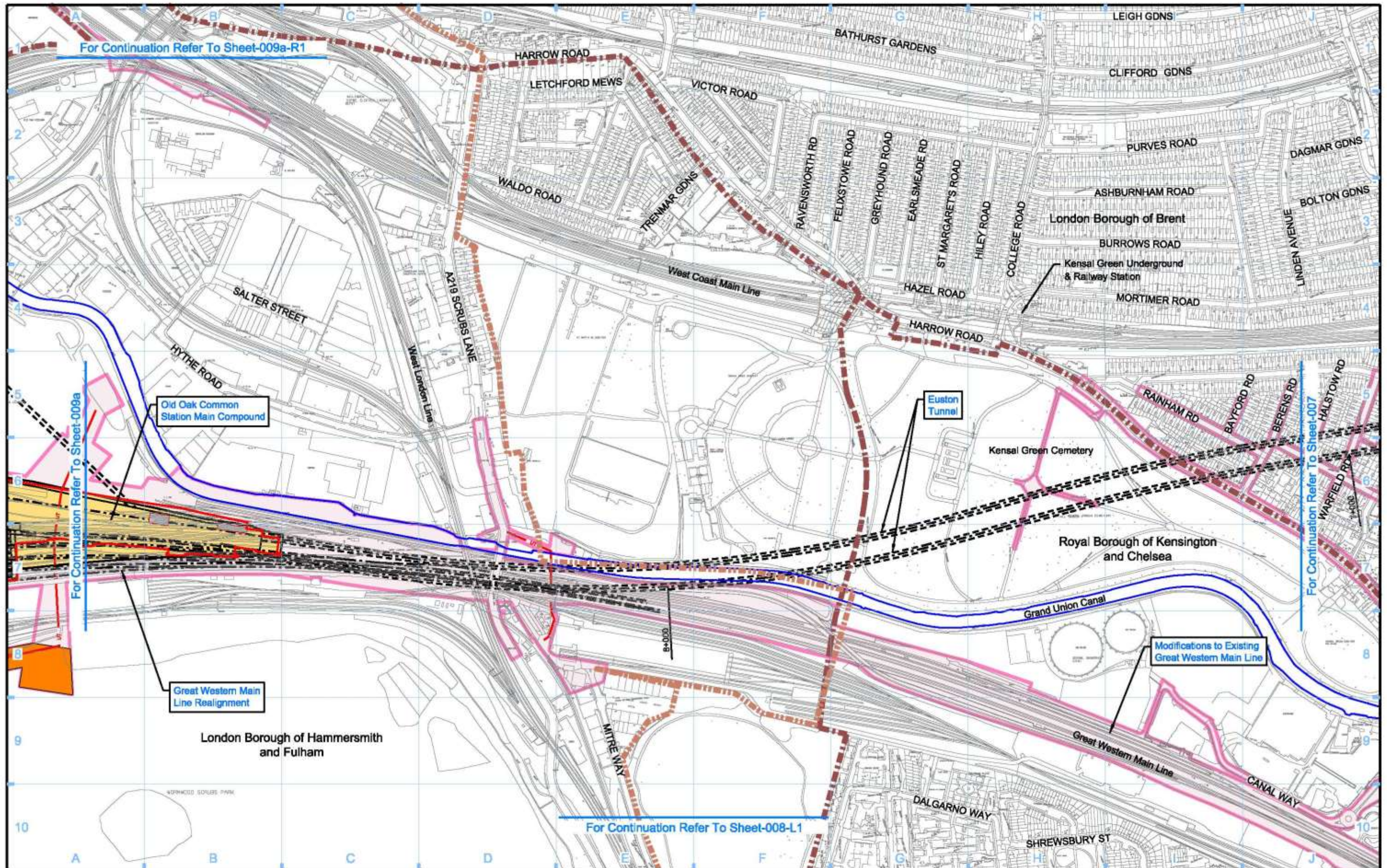
5 Planning Context Report Plans – Construction and Operation



Legend <ul style="list-style-type: none"> Depot, station, headhouse or portal building Tunnel portal Main construction compound Satellite construction compound Temporary material stockpile Rail alignment formation Landscape earthworks Engineering earthworks County boundary Borough / District boundary Land potentially required during construction Temporary replacement community facility Planning authority boundary Existing watercourse Tunnels external extent Construction traffic route Existing public right of way (PRoW) New, diverted or realigned PRoW Stopped-up PRoW Temporary PRoW diversion / realignment Temporary highway diversion / realignment Main utility works Chainage (e.g. 10+000) Rail alignment 		Map Number S17-CP-006b Map Name Construction Phase Sch 17 Planning Context Report Plan Planning Authority Area London Borough of Camden / London Borough of Brent / City of Westminster	 <p>HS2 Ltd accept no responsibility for any circumstances, which arise from the reproduction of this map other than alterations, amendments or abbreviations or if it is issued in part or issued incomplete in any way.</p> <p>Registered in England Registration number 06793888 Registered office 2 Snow Hill, Queensway, Birmingham, B4 6QA</p> <p>© Crown copyright and database rights 2017 Ordnance Survey Licence Number 100049100</p> <p>Doc Number: C221-HS2-TP-DPL-010-520060 P00.1 Date:</p> <p>Scale of A3: 1:5,000</p> 
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Legend <ul style="list-style-type: none"> Depot, station, headhouse or portal building Tunnel portal Electricity substation Land drainage area Ecological mitigation pond Balancing pond 		<ul style="list-style-type: none"> Replacement floodplain storage Woodland habitat creation Wetland habitat creation Grassland habitat creation Landscape mitigation planting (scrub / woodland) Grassed areas Sustainable placement 		<ul style="list-style-type: none"> Public realm/Replacement community facility Engineering earthworks Landscape earthworks Rail alignment formation Returned to suitable development use County boundary Borough / District boundary 		<ul style="list-style-type: none"> Planning authority boundary Watercourse diversion Existing watercourse Ditches - new Hedgerow habitat creation Main utility works Existing public right of way (PRoW) New, diverted or realigned PRoW 		<ul style="list-style-type: none"> Stopped-up PRoW Tunnels external extent Rail alignment HS2 Access road Noise fence barrier Chainage (e.g. 10+000) 		Map Number S17-OP-006b Map Name Operational Phase Sch 17 Planning Context Report Plan Planning Authority Area London Borough of Camden / London Borough of Brent / City of Westminster		<p>HS2 Ltd accept no responsibility for any circumstances, which arise from the reproduction of this map after alteration, amendment or abbreviation or if it is issued in part or issued incomplete in any way.</p> <p>Registered in England Registration number 06792988 Registered office 2 Snow Hill, Queensway, Birmingham, B1 3QA</p> <p>Scale of A3: 1:5,000</p> <p>© Crown copyright and database rights 2017 Ordnance Survey Licence Number 100049100</p> <p>Doc Number: C221-HS2-TP-DPL-010-580060 P00.1 Date:</p>	
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For Continuation Refer To Sheet-009a-R1

For Continuation Refer To Sheet-009a

For Continuation Refer To Sheet-007

For Continuation Refer To Sheet-008-L1

Legend	
	Depot, station, headhouse or portal building
	Tunnel portal
	Main construction compound
	Satellite construction compound
	Temporary material stockpile
	Rail alignment formation
	Landscape earthworks
	Engineering earthworks
	County boundary
	Borough / District boundary
	Land potentially required during construction
	Temporary replacement community facility
	Planning authority boundary
	Existing watercourse
	Tunnels external extent
	Construction traffic route
	Existing public right of way (PRoW)
	New, diverted or realigned PRoW
	Stopped-up PRoW
	Temporary PRoW diversion / realignment
	Temporary highway diversion / realignment
	UT - Main utility works
	Chainage (e.g. 10+000)
	Rail alignment
	Old Oak and Park Royal Development Corporation Boundary

Map Number: **S17-CP-008**

Map Name: **Construction Phase Sch 17 Planning Context Report Plan**

Planning Authority Area: London Borough of Hammersmith & Fulham / Royal Borough of Kensington & Chelsea / London Borough of Brent

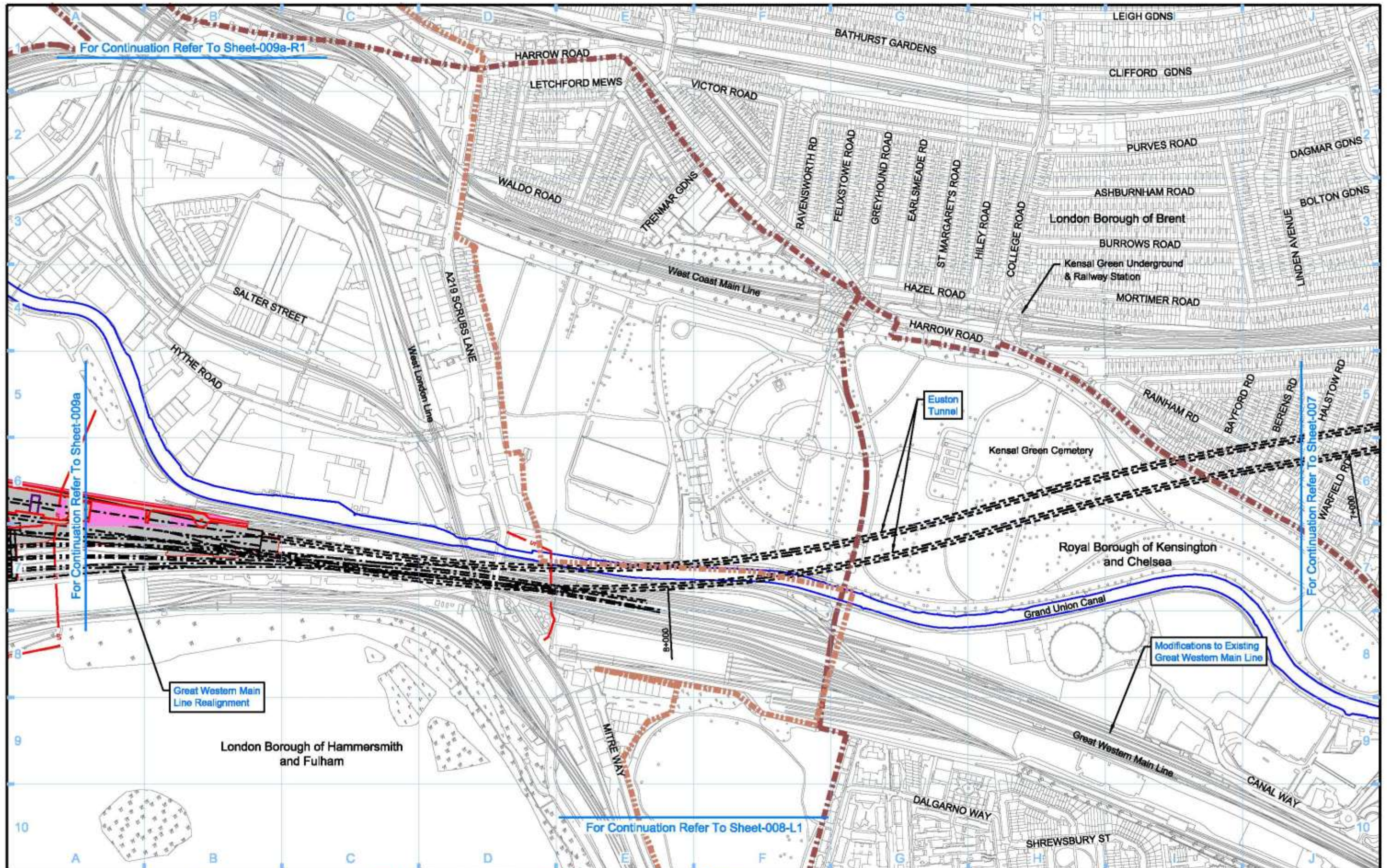
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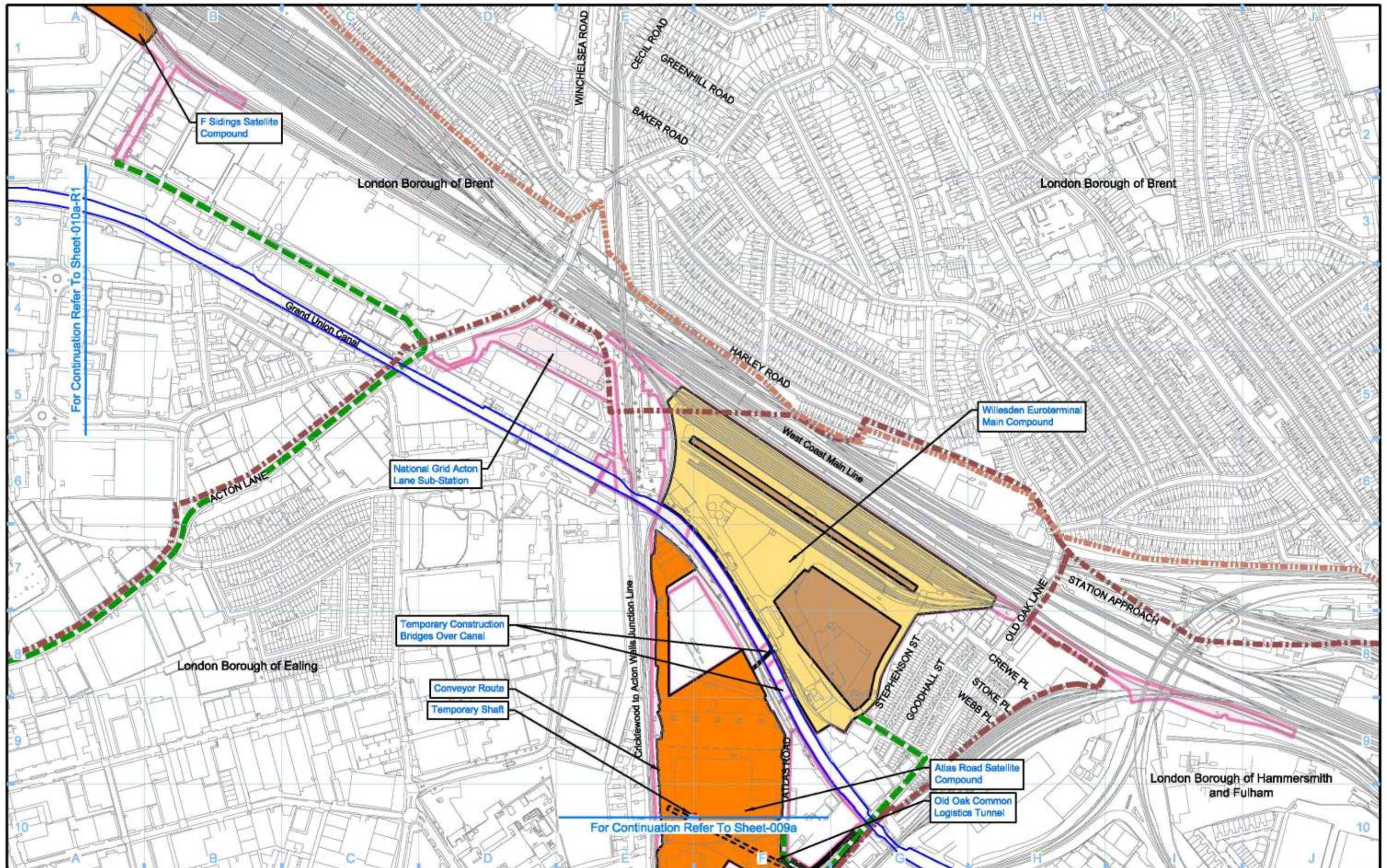
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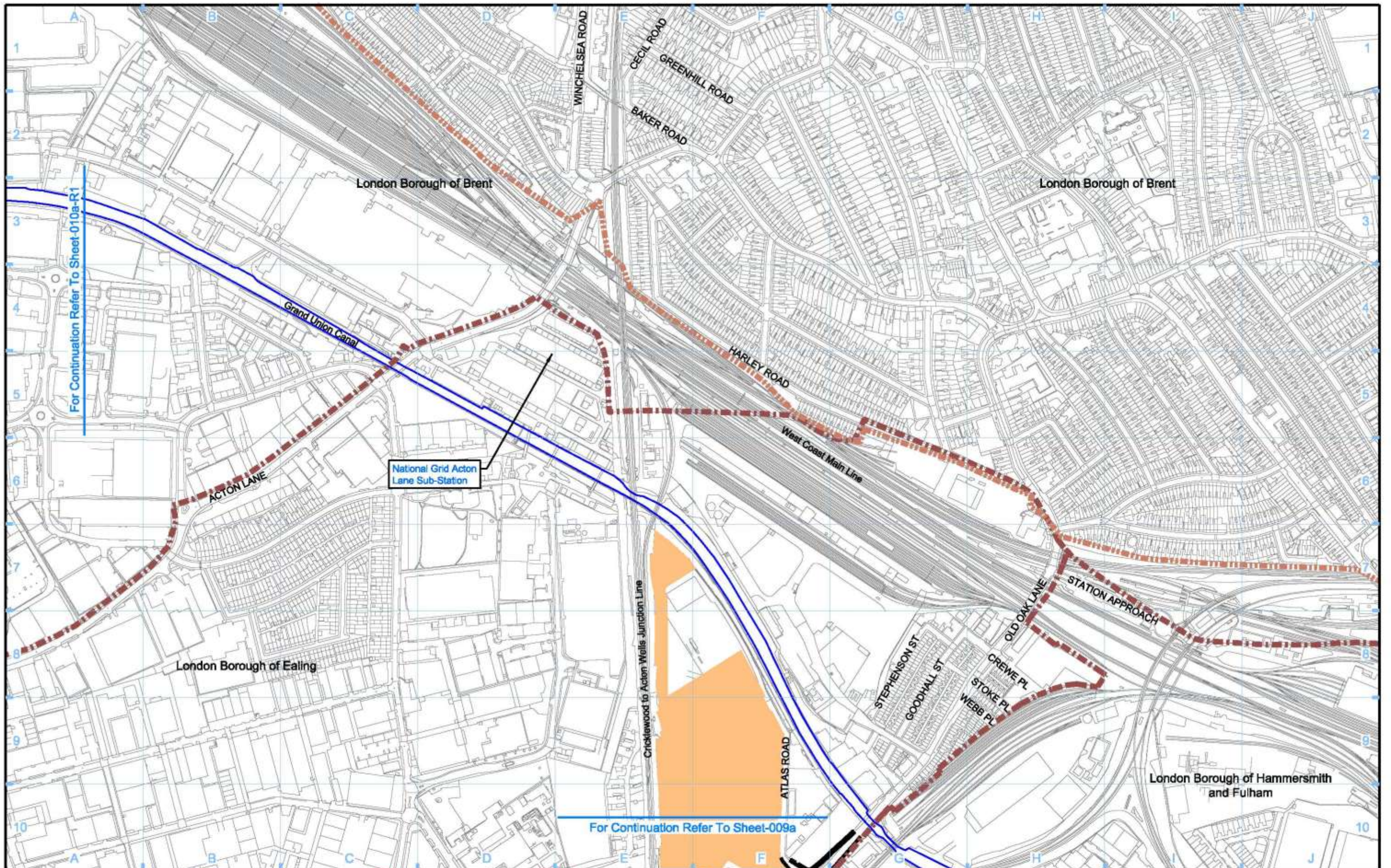
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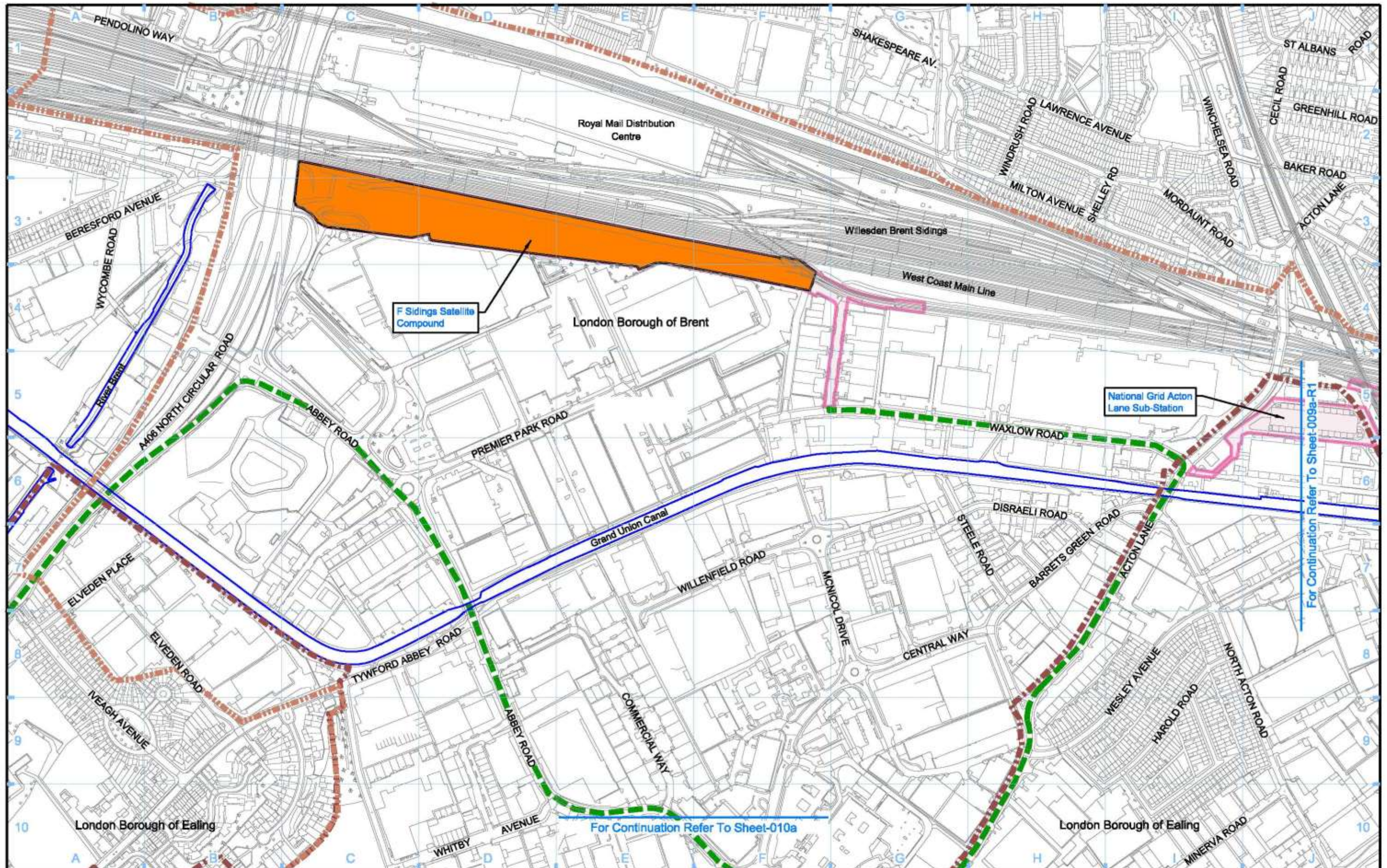
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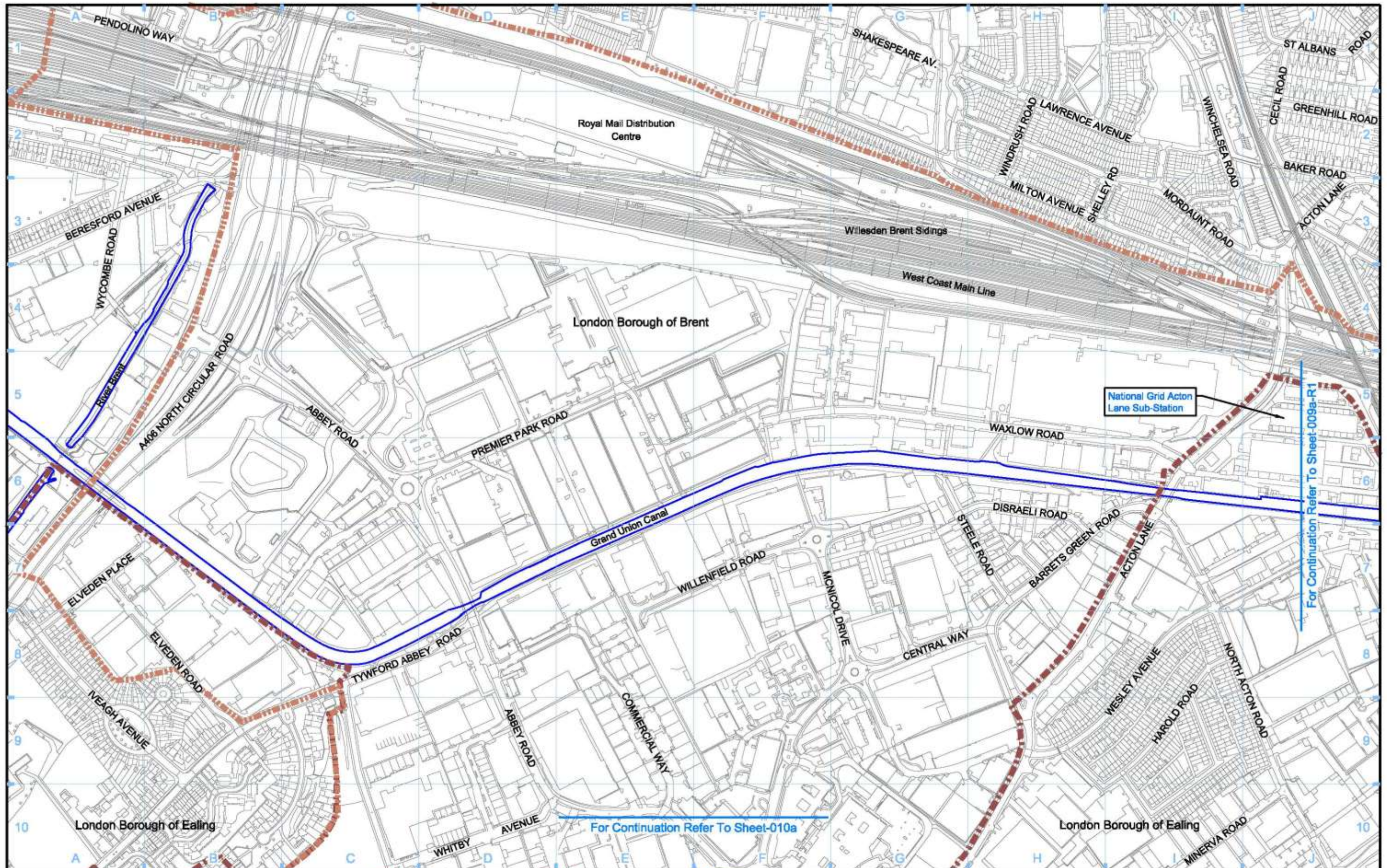
Legend 		Map Number S17-CP-009a-R1 Map Name Construction Phase Sch 17 Planning Context Report Plan Planning Authority Area London Borough of Hammersmith & Fulham/ London Borough of Brent / London Borough of Ealing		 HS2 Ltd accept no responsibility for any circumstances, which arise from the reproduction of this map other than those, amended or abbreviation of it is issued in part or issued incomplete in any way. Registered in England. Registration number 0679388. Registered office 2 Snow Hill, Queensway, Birmingham, B1 4ND. Scale of A3: 1:5,000 © Crown copyright and database rights 2017. Ordnance Survey Licence Number 100049100. Doc Number: C221-HS2-TP-DPL-010-510091 P00.1 Date:	
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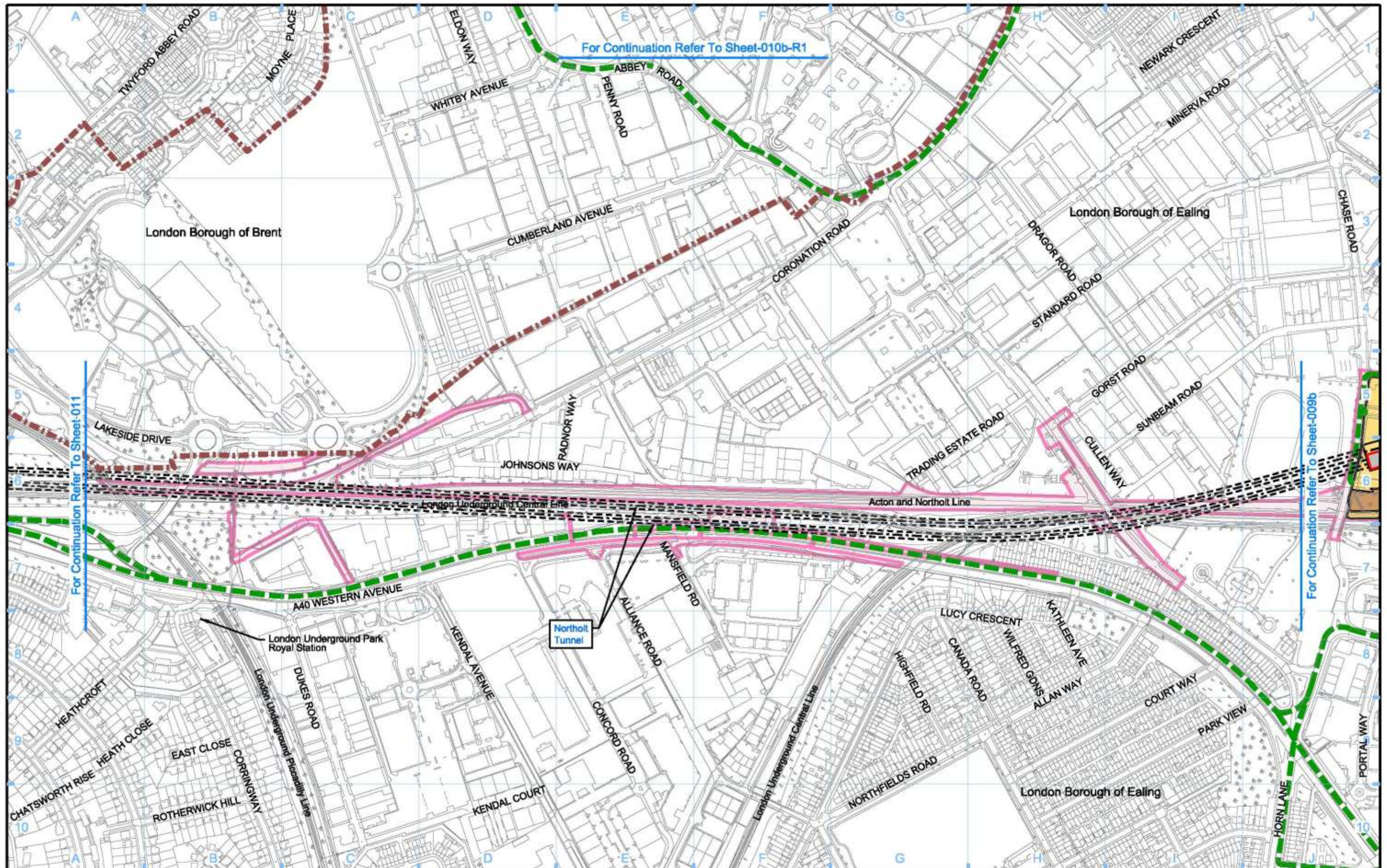
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Map Name Operational Phase Sch 17 Planning Context Report Plan		Planning Authority Area London Borough of Hammersmith & Fulham/ London Borough of Brent / London Borough of Ealing		Scale of A3: 1:5,000 							



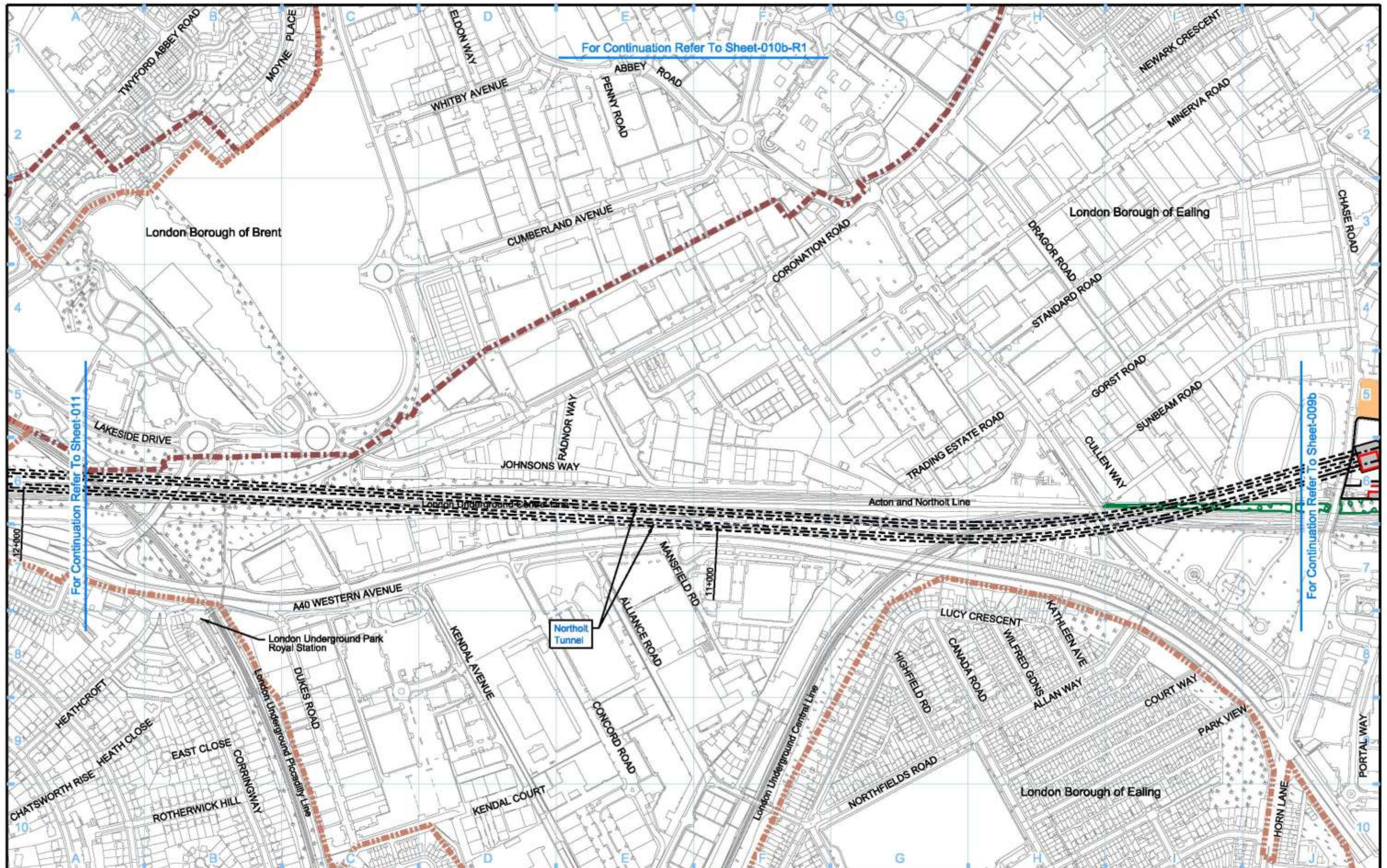
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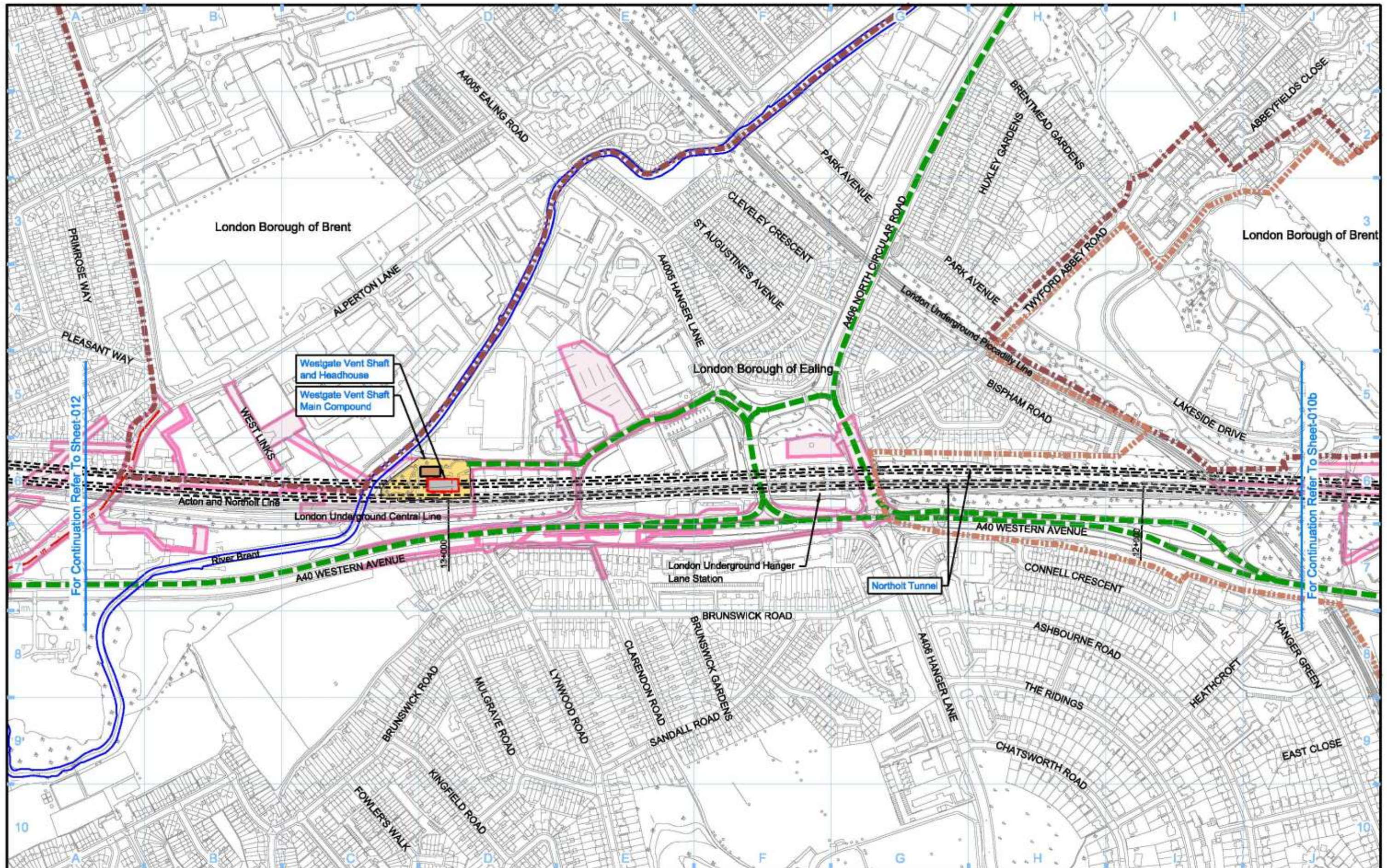
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Map Name Operational Phase Sch 17 Planning Context Report Plan		Planning Authority Area London Borough of Ealing / London Borough of Brent		Map Number S17-OP-010a-R1		Map Name Operational Phase Sch 17 Planning Context Report Plan		Map Number S17-OP-010a-R1			



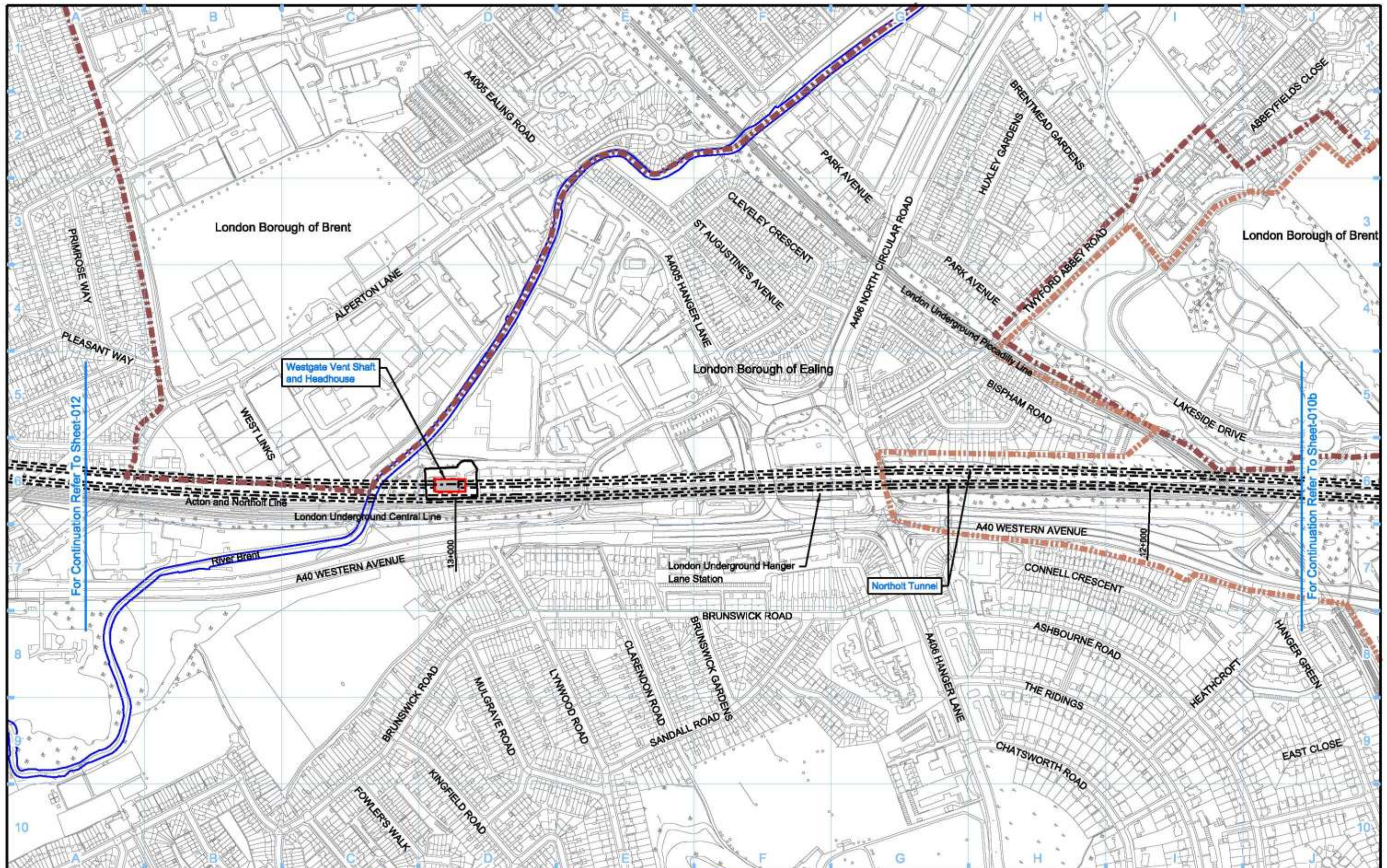
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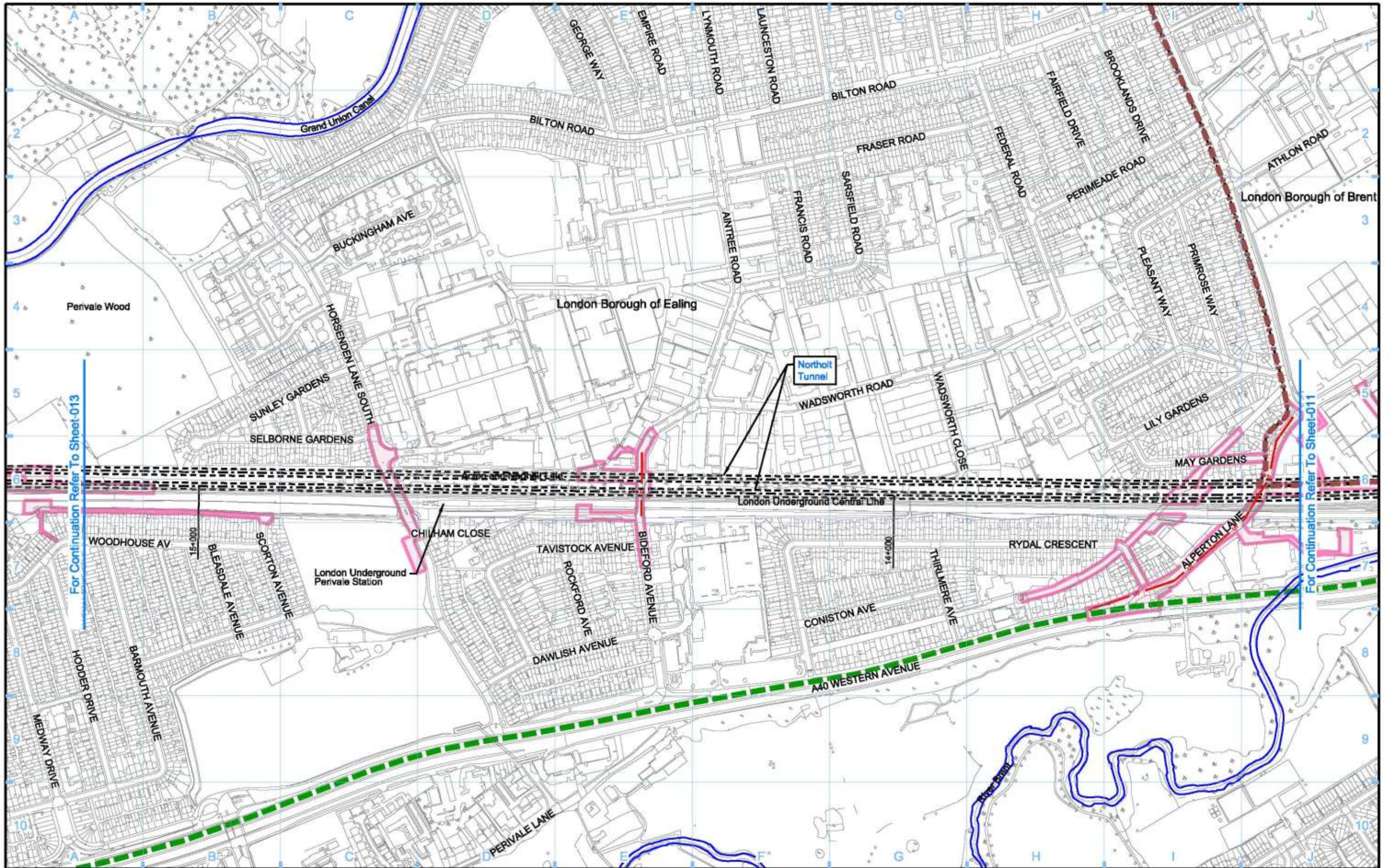
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Legend 		Map Number S17-CP-011 Map Name Construction Phase Sch 17 Planning Context Report Plan Planning Authority Area London Borough of Ealing / London Borough of Brent		 Scale of A3: 1:5,000 0 50 100 150 200 250 Metres <small>HS2 Ltd accept no responsibility for any circumstances, which arise from the reproduction of this map after alteration, amendment or abbreviation or if it is issued in part or issued incomplete in any way.</small> <small>Registered in England Registration number 0679388 Registered office 2 Snow Hill, Queensway, Birmingham, B4 6QA</small> <small>© Crown copyright and database rights 2017 Ordnance Survey Licence Number 100049100</small> Doc Number: C221-HS2-TP-DPL-010-510110 P00.1 Date:	
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Legend <ul style="list-style-type: none"> Depot, station, headhouse or portal building Tunnel portal Electricity substation Land drainage area Ecological mitigation pond Balancing pond 		<ul style="list-style-type: none"> Replacement floodplain storage Woodland habitat creation Wetland habitat creation Grassland habitat creation Landscape mitigation planting (scrub / woodland) Grassed areas Sustainable placement 		<ul style="list-style-type: none"> Public realm/Replacement community facility Engineering earthworks Landscape earthworks Rail alignment formation Returned to suitable development use County boundary Borough / District boundary 		<ul style="list-style-type: none"> Planning authority boundary Watercourse diversion Existing watercourse Ditches - new Hedgerow habitat creation Main utility works Existing public right of way (PRoW) New, diverted or realigned PRoW 		<ul style="list-style-type: none"> Stopped-up PRoW Tunnels external extent Rail alignment HS2 Access road Noise fence barrier Old Oak and Park Royal Development Corporation Boundary 	
Map Number S17-OP-011				Map Name Operational Phase Sch 17 Planning Context Report Plan					
Planning Authority Area London Borough of Ealing / London Borough of Brent				Scale of A3: 1:5,000 				<small>HS2 Ltd accept no responsibility for any circumstances, which arise from the reproduction of this map after alteration, amendment or abbreviation or if it is issued in part or issued incomplete in any way.</small>	
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Legend			
	Depot, station, headhouse or portal building		Temporary replacement community facility
	Tunnel portal		Planning authority boundary
	Main construction compound		Existing watercourse
	Satellite construction compound		Tunnels external extent
	Temporary material stockpile		Construction traffic route
	Rail alignment formation		Existing public right of way (PRoW)
	Landscape earthworks		Stopped-up PRoW
	Engineering earthworks		Temporary PRoW diversion / realignment
	County boundary		Temporary highway diversion / realignment
	Borough / District boundary		Main utility works
	Land potentially required during construction		Chainage (e.g. 10+000)
			Rail alignment

Map Number: **S17-CP-012**

Map Name: **Construction Phase Sch 17 Planning Context Report Plan**

Planning Authority Area: **London Borough of Ealing / London Borough of Brent**

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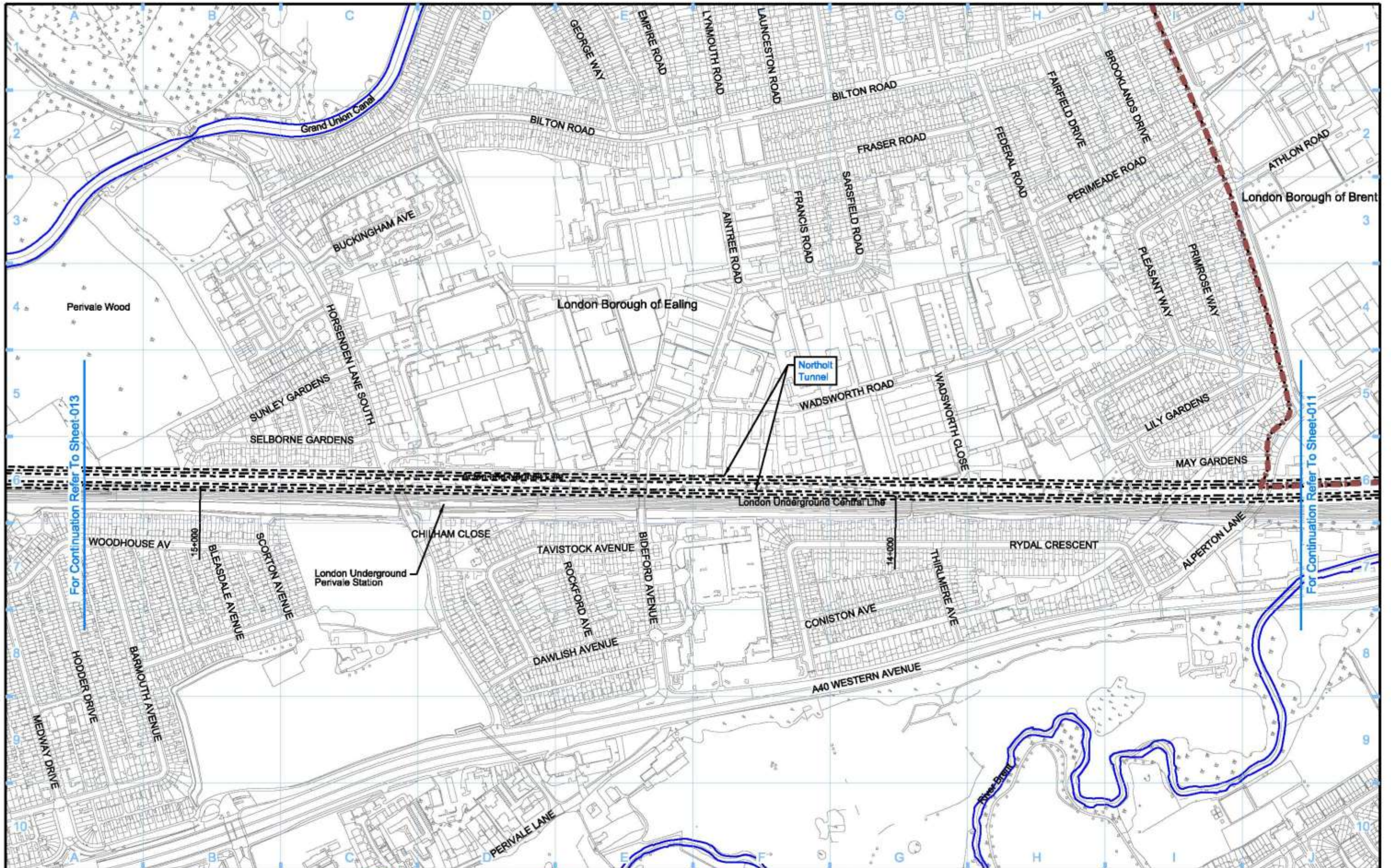
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Annex 1 – Signposting

Document	Link
High Speed Rail (London – West Midlands) Act 2017	http://www.legislation.gov.uk/ukpga/2017/7/contents/enacted
Schedule 17 Fee Regulations	http://www.legislation.gov.uk/uksi/2017/223/contents/made
Schedule 17 Appeal Regulations	http://www.legislation.gov.uk/uksi/2017/227/contents/made
High Speed Rail (London – West Midlands) Environmental Minimum Requirements	https://www.gov.uk/government/publications/environmental-minimum-requirements
	https://www.gov.uk/government/publications/high-speed-rail-london-west-midlands-bill-register-of-undertakings-and-assurances
Schedule 17 Statutory Guidance	https://www.gov.uk/government/publications/high-speed-rail-london-to-west-midlands-act-2017-schedule-17-statutory-guidance
Phase One Information Papers	https://www.gov.uk/government/collections/high-speed-rail-london-west-midlands-bill#information-papers
Phase One – Planning Forum Notes	https://www.gov.uk/government/publications/planning-forum-notes
Phase One Environmental Statement	https://www.gov.uk/government/collections/hs2-phase-one-environmental-statement-documents
	https://www.gov.uk/government/collections/additional-provision-september-2014
	https://www.gov.uk/government/collections/supplementary-environmental-statement-and-additional-provision-2-july-2015
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	https://www.gov.uk/government/collections/supplementary-environmental-statement-3-and-additional-provision-4-october-2015
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