

Planning Context Report

Prepared For Wycombe District

August 2017

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Preface

Purpose

This Planning Context Report provides an overview of HS2 works that will take place within Wycombe District (“the District”) 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 three 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 Wycombe District

Outlines the proposals within the District, 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 District.

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”).

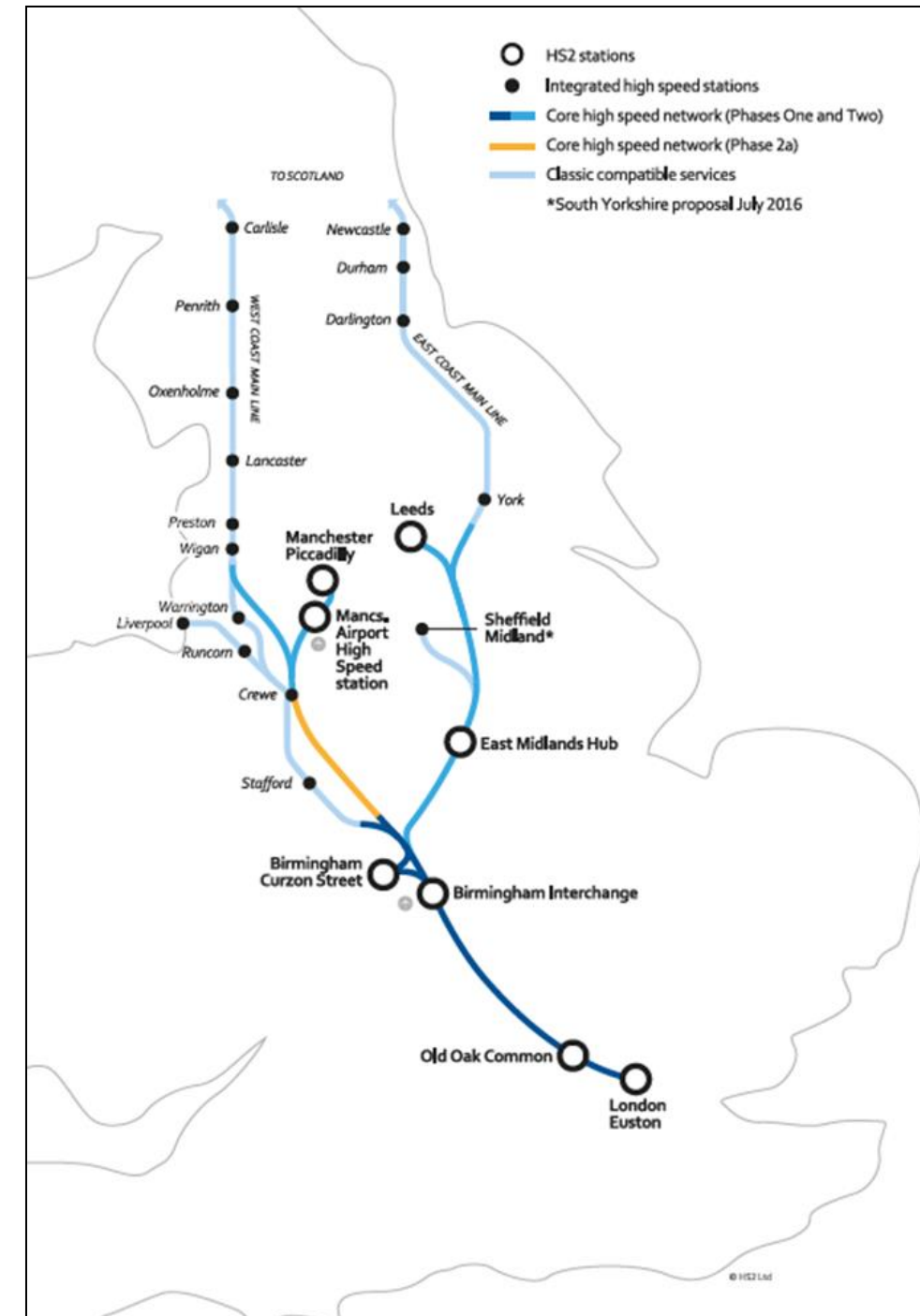
Annex 1 signposts these and other relevant documents.

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 within 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 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.

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);
- 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 District 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 disappplies 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.

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.

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.

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;
 - 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 in Wycombe District

Introduction

2.1 The HS2 route in the District is described in three distinct areas:

- The HS2 railway itself, enters the District from Aylesbury Vale District to the south west of Wendover at Nash Lee Road in a cutting. It then continues North West, partly in a cutting and partly on an embankment for approximately 800m before exiting back in to Aylesbury Vale District. Part of the railway within Wycombe District will include maintenance loop sidings and so will be four tracks wide, with two live running tracks and two sidings.
- The highway works for a 700m length of the Stoke Mandeville bypass (A4010 realignment) within Wycombe District to the South of Stoke Mandeville. This area of works comprises the realignment of the A4010 and the approach embankments off the A4010 to footbridge SMA/9 taking a Public Right of Way (PRoW) over the HS2 railway.
- Works to the Princes Risborough railway line and overhead power lines in proximity to North Lee Road and Bishopstone Road and Nash Lee Road.

2.2 Section 5 of this report illustrates the location of works in the District. This section describes the permanent, preparatory and temporary works in the District.

2.3 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.

Permanent Works

Nash Lee Road to the Stoke Brook

2.4 The railway enters the District at its boundary with Aylesbury Vale District at Nash Lee Road, towards the northern end of the Wendover North Cutting. Overall the Wendover North cutting is 1.55 kilometres long and up to 11m deep. The last 600 metres of cutting, typically up to 6m deep, lie within the District from the point it crosses under the realigned Nash Lee Road. The railway then enters the Stoke Mandeville south embankment for approximately 250 metres within the District which will be up to 2 metres high before crossing the Stoke Brook. Approximately the last 120 metres of the cutting and the 250 metres of the embankment will include maintenance loop sidings and so the railway will be four tracks wide as it re-enters Aylesbury Vale District.

2.5 In addition to the cutting and embankment described above, other works associated with this section of railway within the District will include:

- landscape earthworks on the west of the route;
- noise fence barriers on the east and west side of the route;

- a new overbridge east of Nash Lee, approximately 5m above existing ground level, carrying the realigned B4009 Nash Lee Road over the route;
- diversion of Nash Lee Lane to the B4009 Nash Lee Road, that will be stopped up on either side of the route;
- Stoke Grove auto-transformer station and associated access track approximately 100m north of the B4009 Nash Lee Lane on the east side of the Proposed Scheme;
- the creation of maintenance loop sidings north of the B4009 Nash Lee Road extending into Aylesbury Vale District, including access tracks along either side of the maintenance loops from the B4009 Nash Lee Road;
- a land drainage area and associated access track north of the B4009 Nash Lee Road and south of Footpath ELL/20 over bridge with associated access track from B4009 Nash Lee Road to the west of the route;
- a balancing pond for railway drainage and associated access track north of the B4009 Nash Lee Road and south of Footpath ELL/20 over bridge with associated access track from B4009 Nash Lee Road to the east of the route; and
- a new overbridge north of Nash Lee Lane approximately 10m above existing ground level, carrying Footpath ELL/20 over the route.

A4010 Bypass and Associated Works

2.6 A new highway, the A4010 Stoke Mandeville bypass, approximately 2.9km long, will be provided leaving A4010 Risborough Road to the west of the HS2 railway and to the south of the present Bucks Goat Centre. This will replace the current A4010 alignment to Stoke Mandeville when it is stopped up. The road will continue within the District in an approximate west and north-west direction running roughly parallel to the HS2 railway before leaving Wycombe District at its boundary with Aylesbury Vale District along the present SMA/9 Public Right of Way. In addition to the highway civil engineering earthworks, other associated works within the District will include:

- two bunds, one approximately 300m long and the other approximately 340m long, along the east side of the bypass near properties on Old Risborough Road. A small gap is to be provided between the bunds to allow Public Right of Way ELL/2 to pass through; and
- a noise fence barrier, approximately 70m long, along the east side of the bypass and extending from the southern end of the bunds described above.

Realignment of the Princes Riseborough railway line

2.7 The Princes Risborough to Aylesbury Line runs broadly east-west, crossing the route to the south-west of Aylesbury. It will be realigned approximately 15 metres to the north of its current alignment, with an overall length of realignment of approximately 1.82 kilometres. The

realignment will commence just north of the Marsh Lane level crossing. It will cross over the HS2 route on an overbridge approximately four metres above existing ground level, and re-join the current alignment on the outskirts of Aylesbury.

2.8 Whilst much of the above work is within neighbouring Aylesbury Vale District, the first 200m of the scheme lies within Wycombe District. Those elements within Wycombe District include:

- civil engineering earthworks associated with the realigned railway; and
- a balancing pond for railway drainage just south of the Marsh Lane level crossing, to the west of the route. Access will be provided via Marsh Lane.

Preparatory and Temporary Works

2.9 Building and preparing the railway for operation will comprise the following general stages:

- advance works, including: site investigations; site surveys; preliminary mitigation works; preliminary enabling works;
- diverting utilities;
- civil engineering works, including: establishment of construction compounds;
- site preparation and enabling works including demolition, site clearance; main earthworks and structural works;
- 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

2.10 Within the District there are limited major utility works. While smaller works including telecoms and broadband realignments are proposed within the district, the only major utility diversions consist of the following two areas of work associated with overhead line diversions.

- A temporary diversion of 400kV National Grid overhead power lines and pylons in proximity to Nash Lee Road will take place. The temporary diversion will be approximately 70 metres to the south of the present alignment, for a period of approximately two years, with permanent reinstatement to its existing alignment. The work will involve the demolition and construction of new permanent pylons and also the provision of temporary pylons. Access to pylons between Nash Lee Road and the present A4010 alignment will also be required from the A4010 Risborough Road.

- The second area of works is located to the north of North Lee Lane and requires access to two towers where temporary earthing equipment will be installed while works take place further west in Aylesbury Vale District.

Worksites and Compounds

2.11 Construction of the HS2 route 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 activity:

- civil engineering works, such as earthworks, tunnelling and construction 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.

2.12 Construction of the route 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. In addition, there will also be smaller site compounds for some utilities works.

2.13 The principal compound carrying out activity for railway work within the District will be operated from a satellite construction compound at Nash Lee Road located to the East of the present Nash Lee Road alignment.

2.14 Works to the A4010 will take place utilising the Risborough Road Satellite compound which is located on the Wycombe District boundary with Aylesbury Vale District to the south of the Old Risborough Road and Mill House Farm.

2.15 Works for the realignment of the Princes Risborough to Aylesbury Railway line will take place in five distinct phases and operate predominantly from a compound located in Aylesbury Vale District. However, for railway systems installation work a compound will be located at Marsh Lane for a short duration.

Roadheads and Material Transfer Stockpile Areas

2.16 In the District one roadhead will be established to facilitate material transfer on to vehicles that will then exit the site utilising Nash Lee Road.

2.17 Additional temporary stockpile sites may be required during work on particular elements of the route and will be adjacent to the works within the existing area of land required for construction.

Demolition Works

2.18 No major demolitions are proposed within the District.

Archaeology

- 2.19 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.
- 2.20 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).
- 2.21 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

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

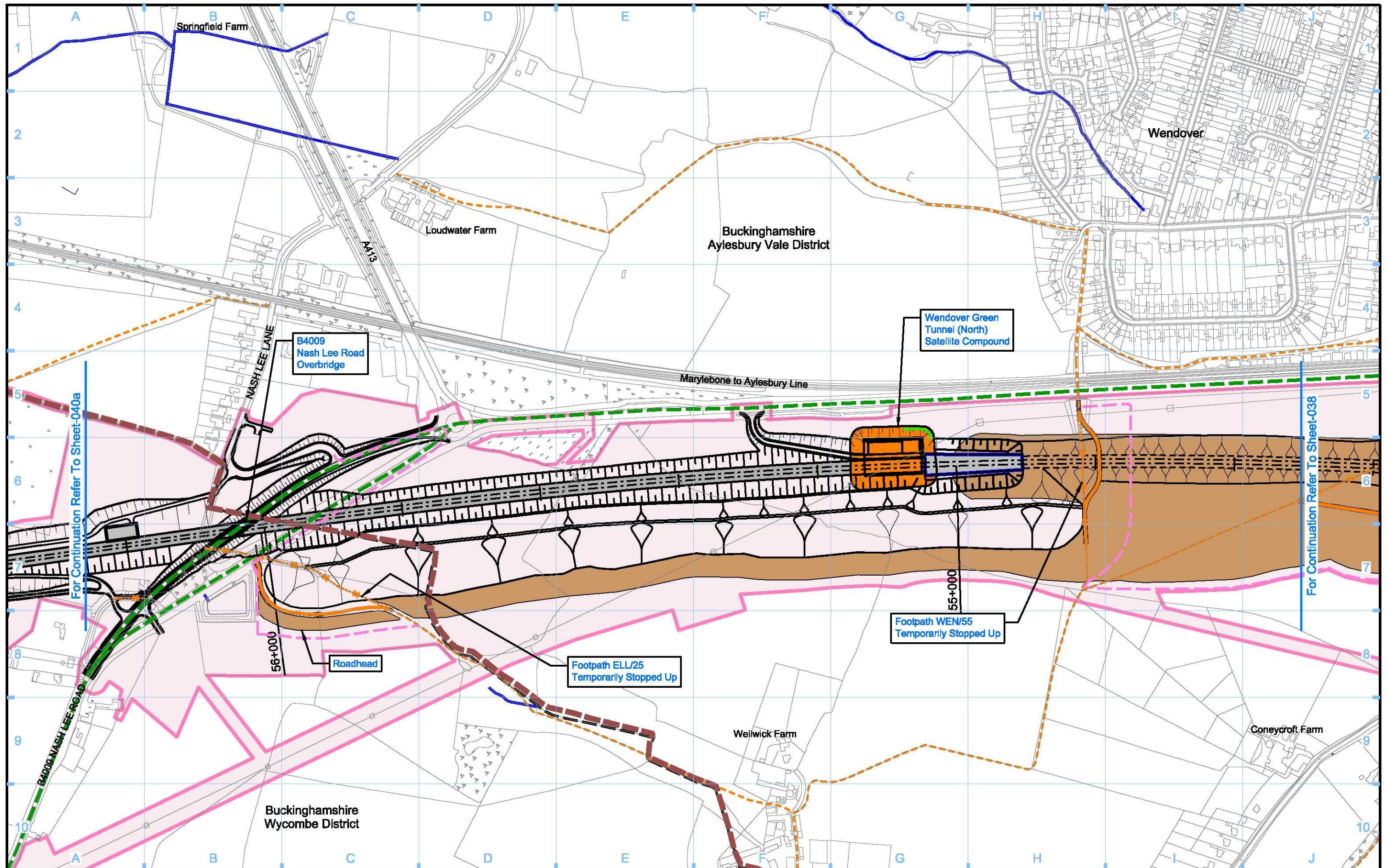
3 Landscape and Restoration

- 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 New areas of woodland will be created along the route. This includes woodland to compensate for the loss of habitat and new planting to help integrate HS2 into the surrounding landscape. Certain areas of grassland will be created specifically to compensate for habitat loss resulting from the scheme.
- 3.3 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 as far as possible to its pre-existing condition. This will include reinstatement of field boundaries and hedgerows where possible. Hedgerows will be used to replace existing hedgerows removed during construction, to mitigate the impacts on wildlife or to create new visual screens. Any new planting, grassland and habitat creation will be maintained to ensure they become established and are properly maintained.

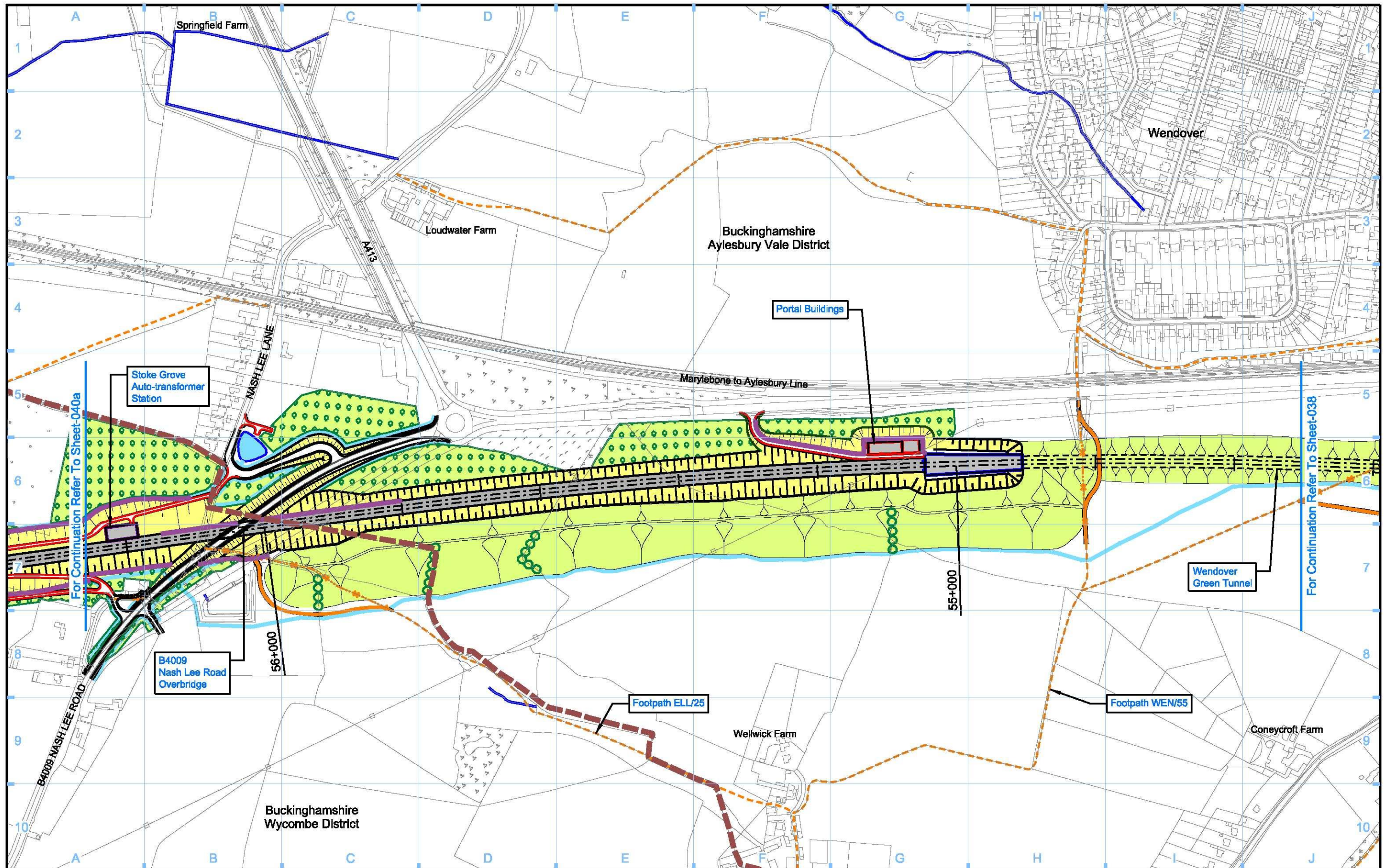
4 Schedule 17 Requests for Approval – Programme

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
Nash Lee haul Road																																								
Nash Lee Road to the Stoke Brook civil works																																								
A4010 Bypass																																								
Realignment of the Princes Risborough Railway Line																																								
Bringing into Use																																								
Lorry routes																																								
Class Approval																																								

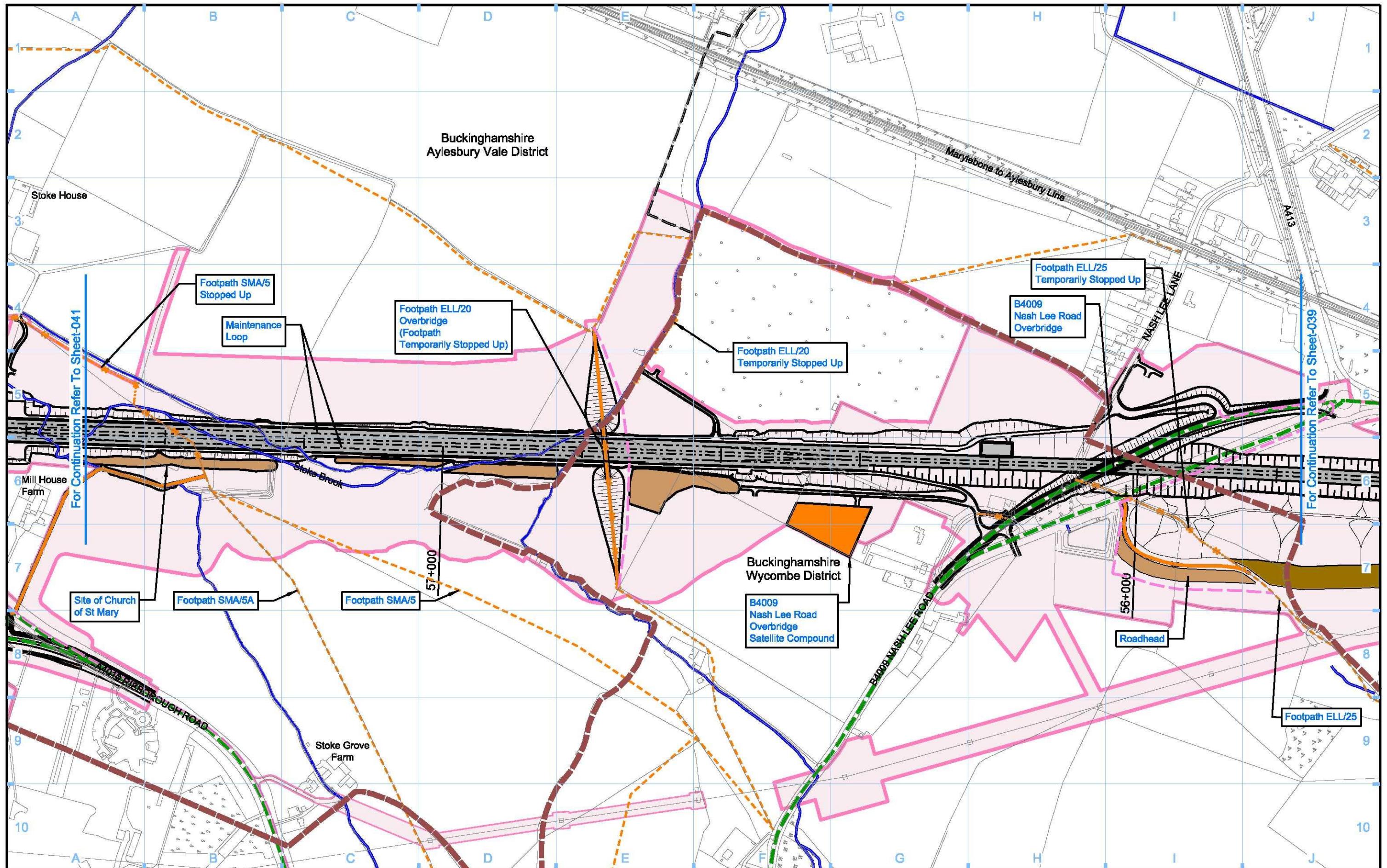
5 Planning Context Report Plans – Construction and Operation


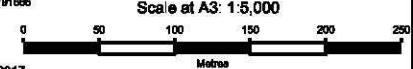


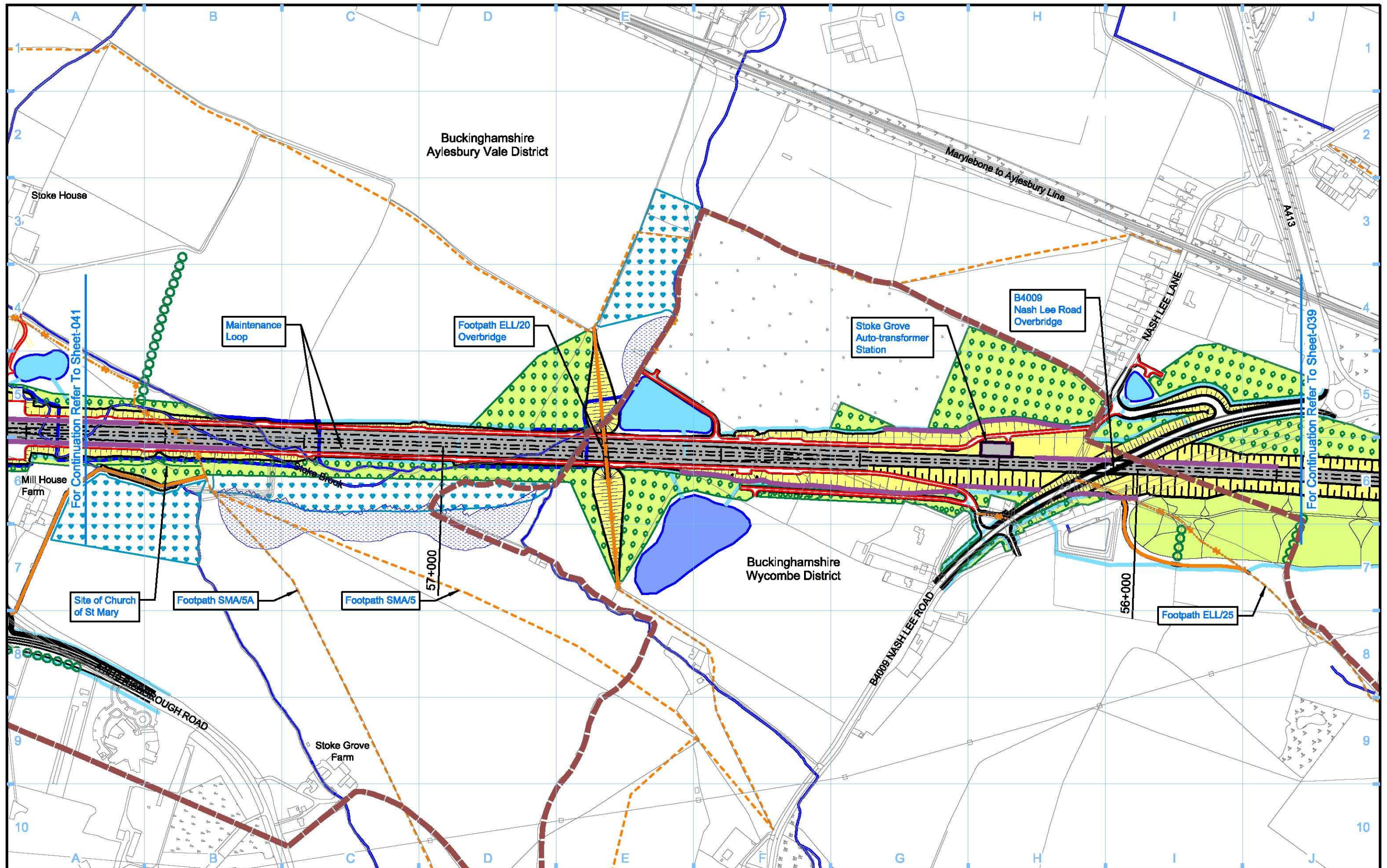
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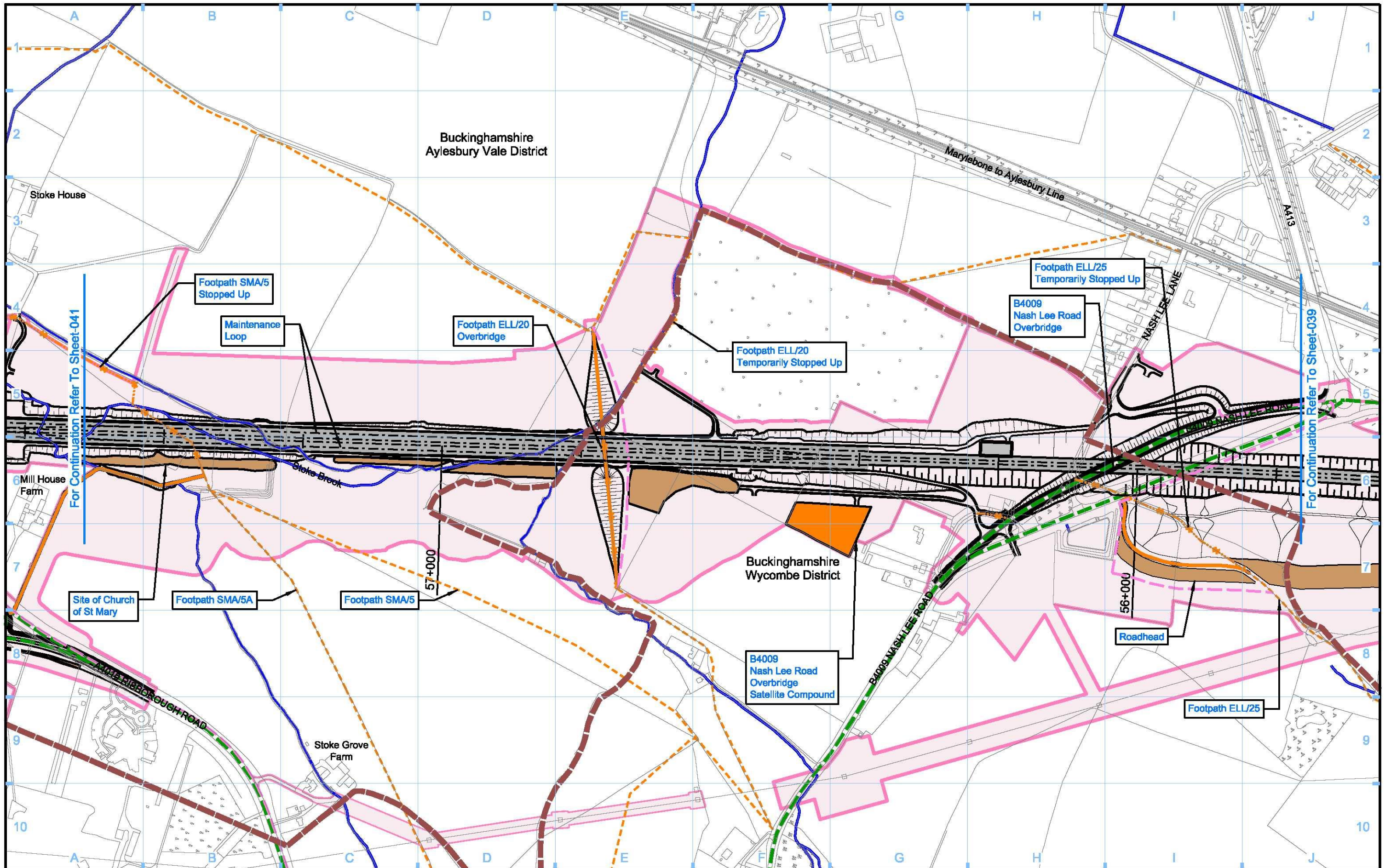
Legend <ul style="list-style-type: none"> Depot, station, headhouse or portal building Tunnel portal Electricity substation Land drainage area Ecological mitigation pond Balancing pond 		<ul style="list-style-type: none"> Replacement floodplain storage Woodland habitat creation Wetland habitat creation 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-039	<p>HS2 Ltd accept no responsibility for any circumstances, which arise from the reproduction of the 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 05791688 Registered office: 2 Snow Hill, Queensway, Birmingham, B4 6QA.</p> <p>© Crown copyright and database rights 2017. Ordnance Survey Licence Number 100049190.</p> <p>Scale at A3: 1:5,000</p> <p>0 50 100 150 200 250 Metres</p> <p>Doc Number: C222-HS2-TP-DPL-020-061005 P00.1 Date:</p>
Map Name Operational Phase Sch 17 Planning Context Report Plan		Planning Authority Area Aylesbury Vale District / Wycombe District									



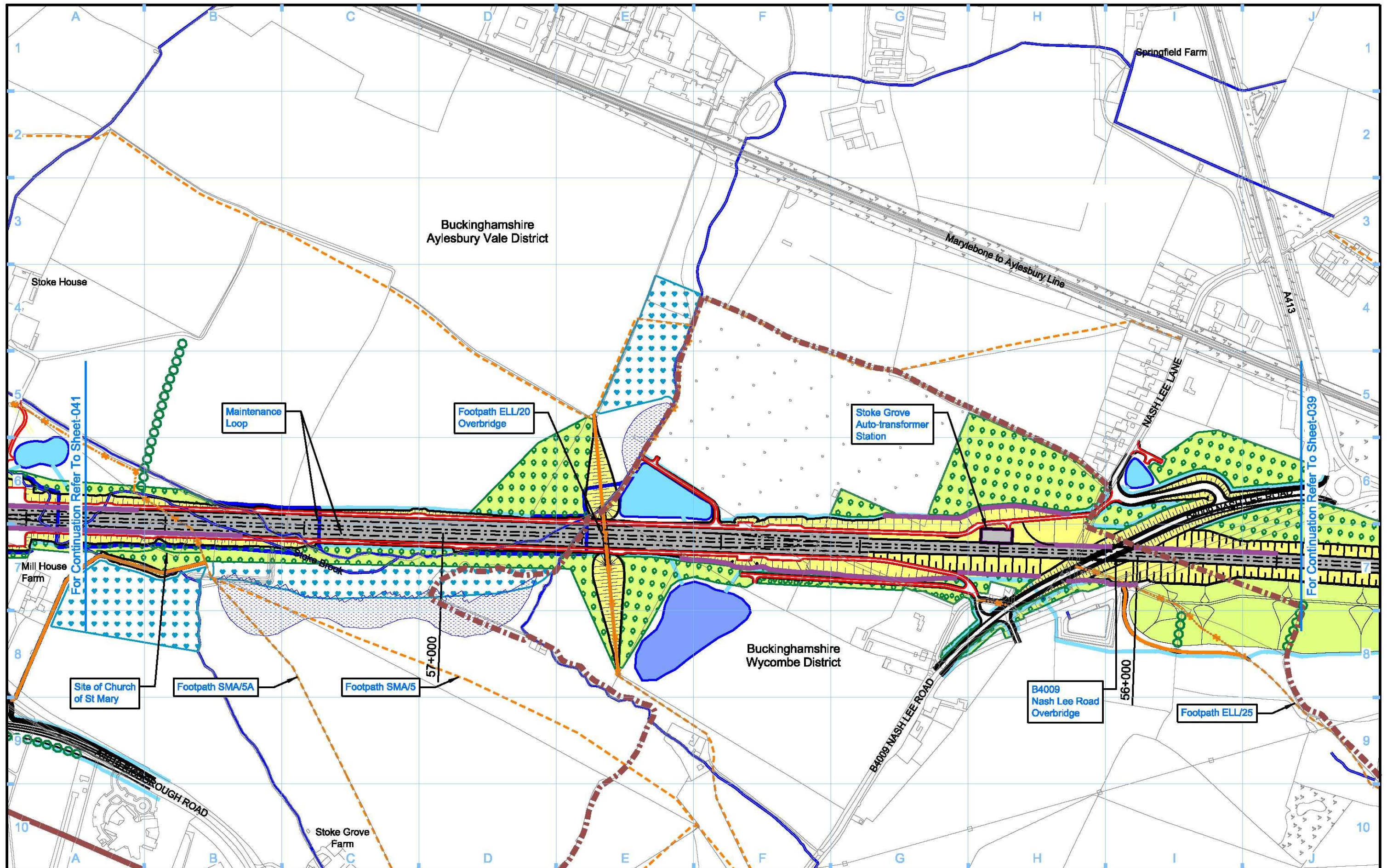
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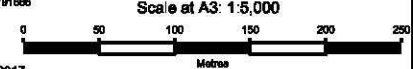


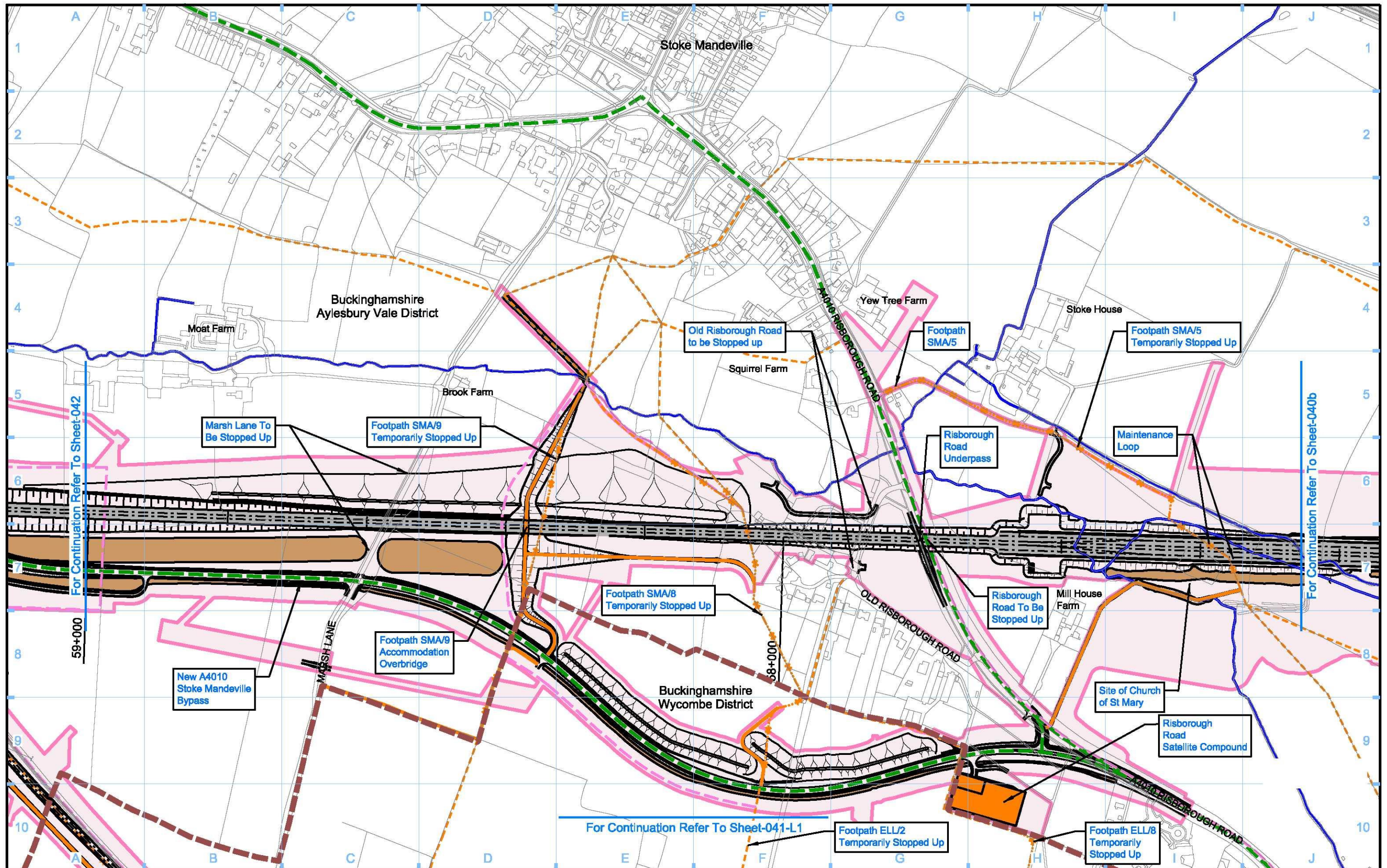
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Map Name Operational Phase Sch 17 Planning Context Report Plan		Registered in England Registration number 05791688 Registered office 2 Snow Hill, Queensway, Birmingham, B4 6GA.		Scale at A3: 1:5,000 		Doc Number: C222-HS2-TP-DPL-020-061006 P00.1 Date:					



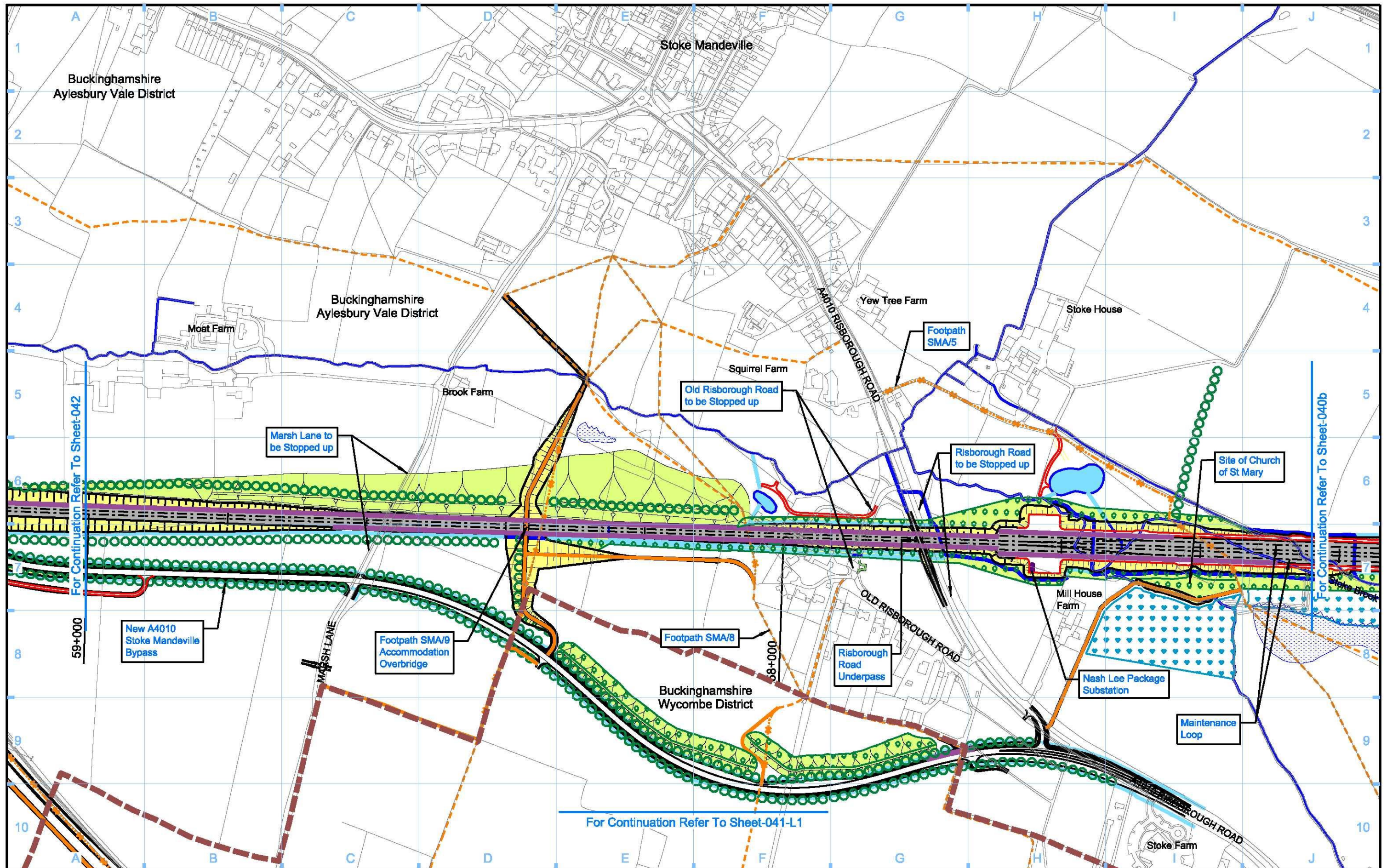
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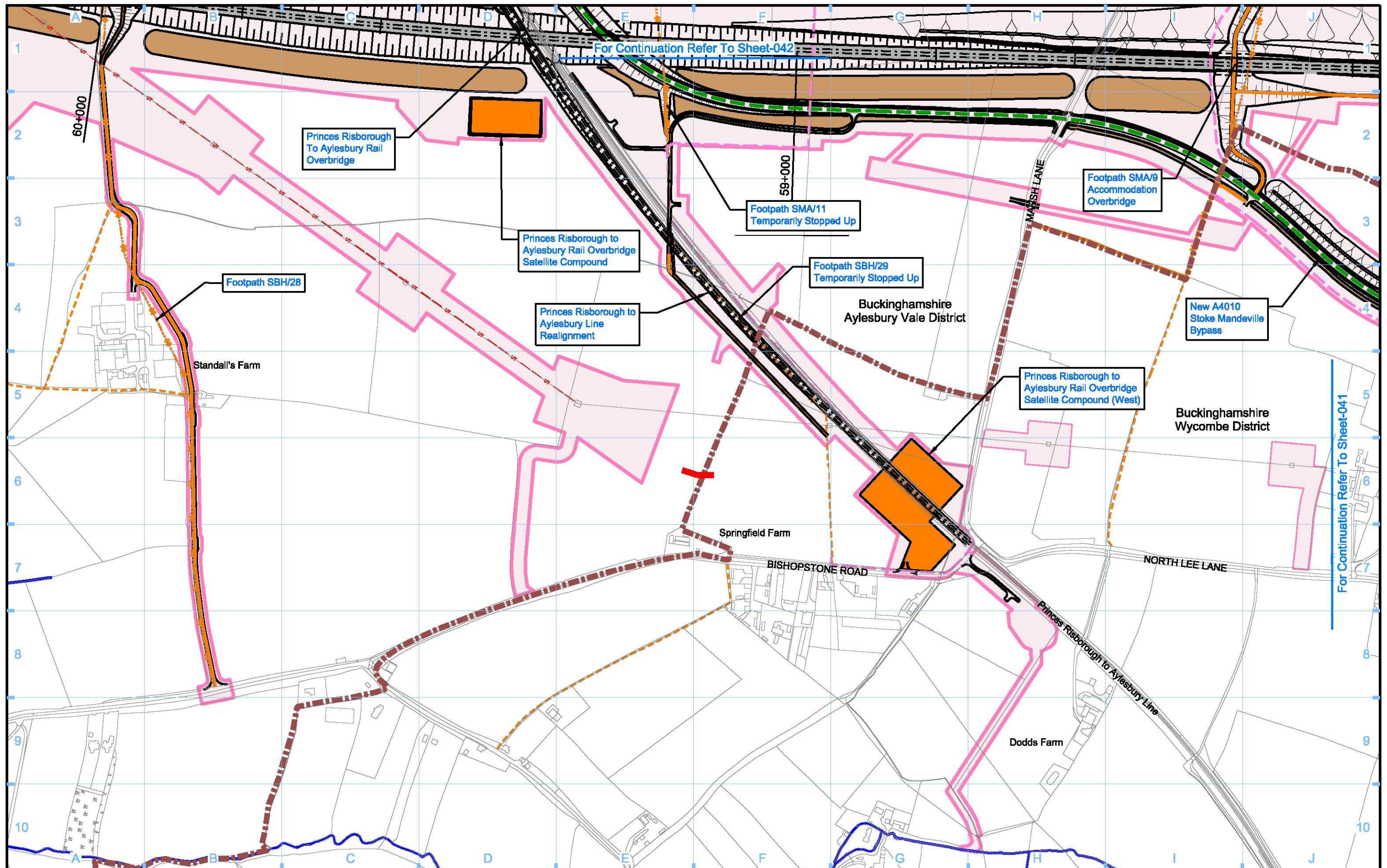
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Legend <ul style="list-style-type: none"> Depot, station, headhouse or portal building Tunnel portal Main construction compound Satellite construction compound Temporary material stockpile Rail alignment formation Landscape earthworks Engineering earthworks 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 <p>S17-CP-041</p>		
Map Name <p>Construction Phase Sch 17 Planning Context Report Plan</p>		<p>Registered in England. Registration number 05791688 Registered office: 2 Snow Hill, Queensway, Birmingham, B4 6QA.</p> <p>Scale at A3: 1:5,000</p> <p>0 50 100 150 200 250 Metres</p> <p>© Crown copyright and database rights 2017. Ordnance Survey Licence Number 100049190.</p> <p>Doc Number: C222-HS2-TP-DPL-020-051102 P00.0 Date:</p>		
Planning Authority Area <p>Aylesbury Vale District / Wycombe District</p>				



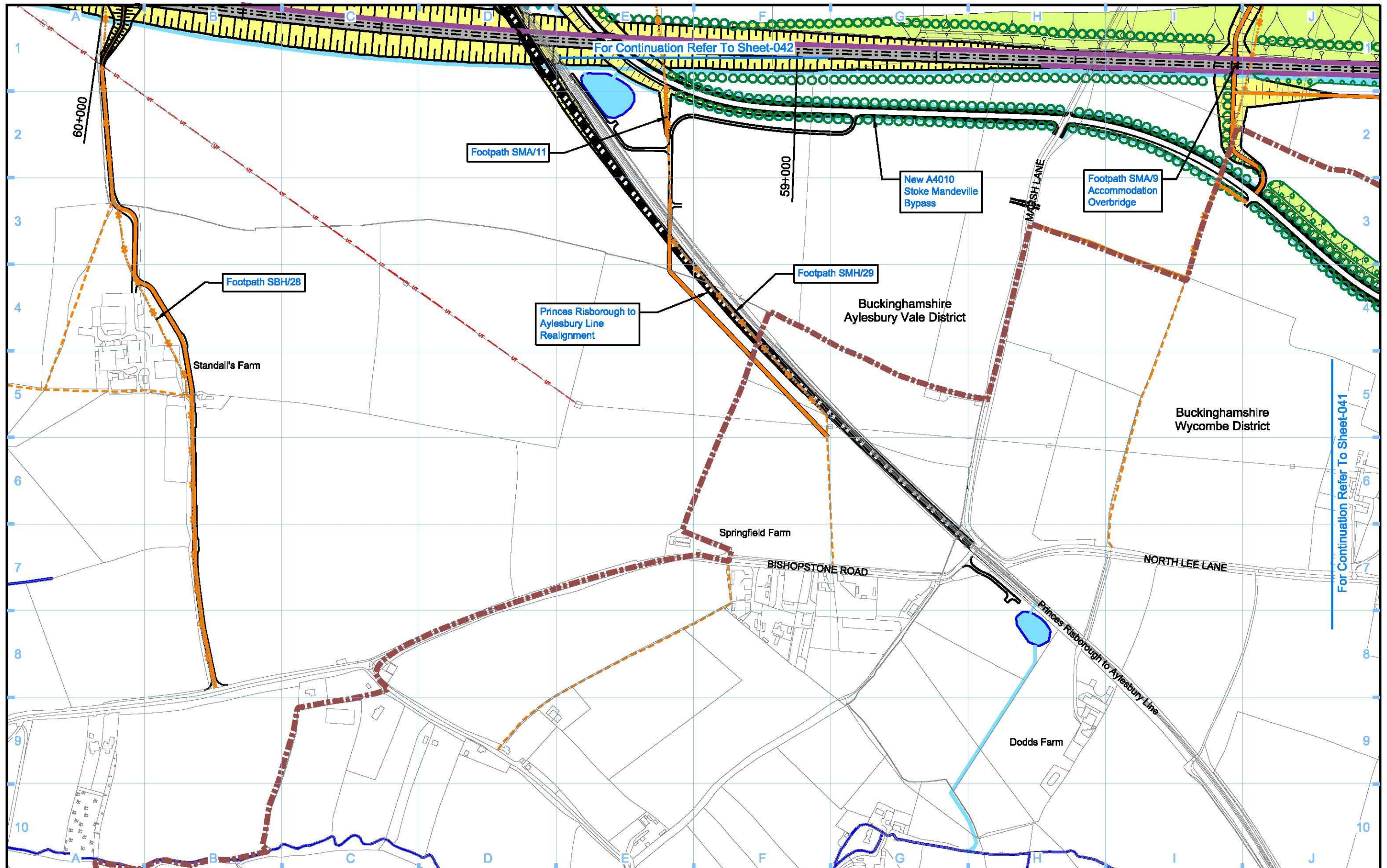
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For Continuation Refer To Sheet-042

For Continuation Refer To Sheet-041

Legend 				Map Number S17-CP-041-L1 Map Name Construction Phase Sch 17 Planning Context Report Plan Planning Authority Area Aylesbury Vale District / Wycombe District	 <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 05791888 Registered office: 2 Snow Hill, Queensway, Birmingham, B4 6GA.</small> <small>Scale at A3: 1:5,000</small> <small>© Crown copyright and database rights 2017. Ordnance Survey Licence Number 100049190.</small> Doc Number: C222-HS2-TP-DPL-020-051103 P00.0 Date:
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Legend 		Map Number S17-OP-041-L1 Map Name Operational Phase Sch 17 Planning Context Report Plan Planning Authority Area Aylesbury Vale District/ Wycombe District	 <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 06791686 Registered office: 2 Snow Hill, Queensway, Birmingham, B4 6GA.</small> <small>Scale at A3: 1:5,000</small> <small>© Crown copyright and database rights 2017. Ordnance Survey Licence Number 100049190.</small> Doc Number: C222-HS2-TP-DPL-020-061103 P00.0 Date:
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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
	https://www.gov.uk/government/collections/supplementary-environmental-statement-2-and-additional-provision-3-september-2015
	https://www.gov.uk/government/collections/supplementary-environmental-statement-3-and-additional-provision-4-october-2015
	https://www.gov.uk/government/collections/supplementary-environmental-statement-4-and-additional-provision-5-december-2015