

EXHIBIT LIST

Reference No: HOL/00028

Petitioner: Little Missenden Parish Council

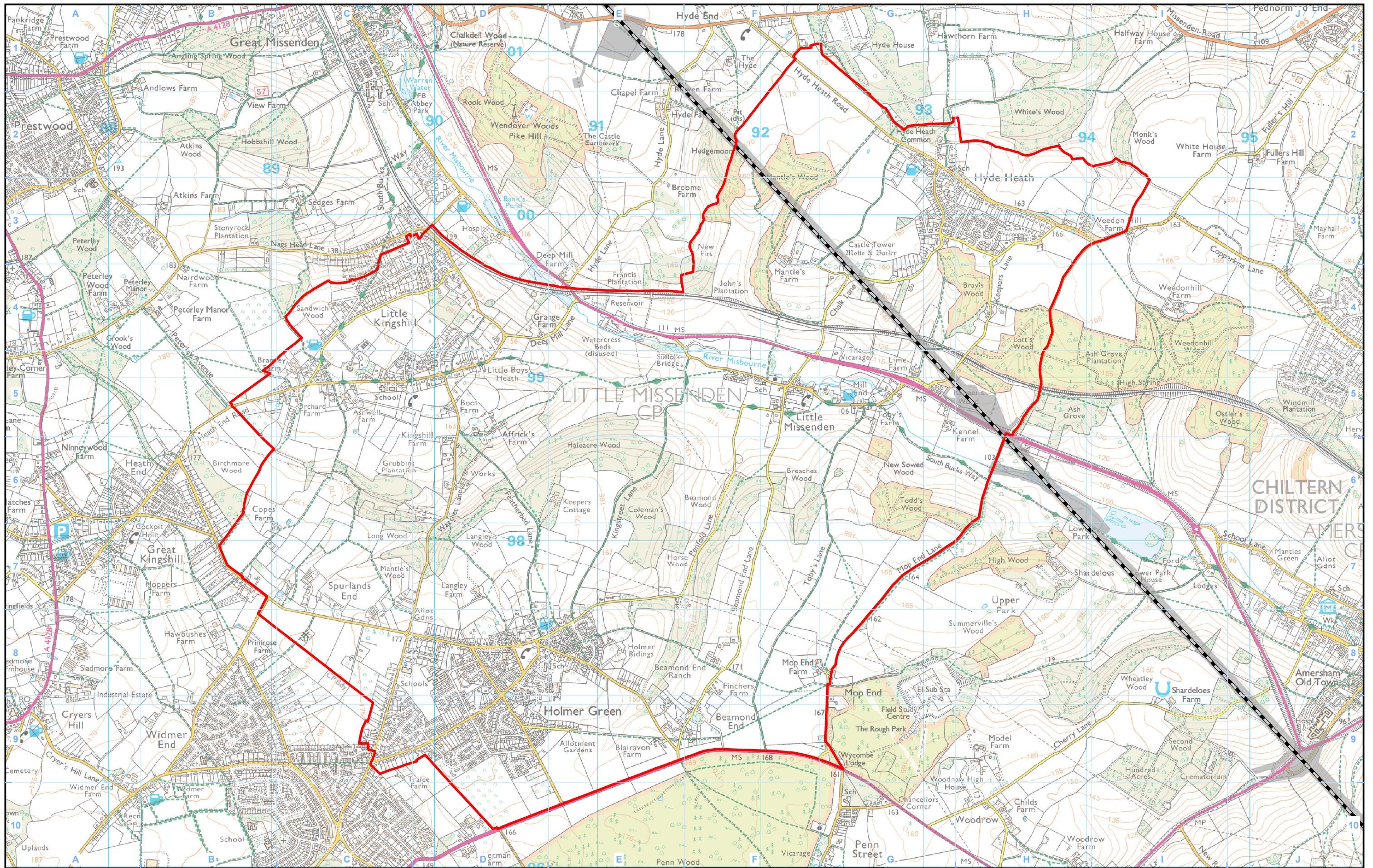
Published to Collaboration Area: Wednesday 02-Nov-2016

Page 1 of 8

No	Exhibit Name	Page
1	P4511 LittleMissPC_01_Local.pdf (P4511)	2
2	P4512 LittleMissPC_02_Construction.pdf (P4512)	3
3	P4513 LittleMissPC_03_Operation.pdf (P4513)	4
4	P4514 LittleMissPC_10_Assurance_BucksCC_WycombeSingleRailLin	5
5	P4530 LittleMissPC_11_PAL_20161102.pdf (P4530)	6 - 8

6	P3748 LittleMissPC_04_Vent Shafts	9 - 10
7	P3769 LittleMissPC_05_Rainbow traffic maps	11
8	P3771 LittleMissPC_06_CFA8 Chalfonts and Amersham daily weekday flows	12
9	P3772 LittleMissPC_07_CFA9 Central Chilterns daily weekday flows	13
10	P3776 LittleMissPC_08_TrafficManagementPlan	14 - 17
11	P1526 LittleMissPC_09_HOL topic presentation TT 27052016	18 - 19

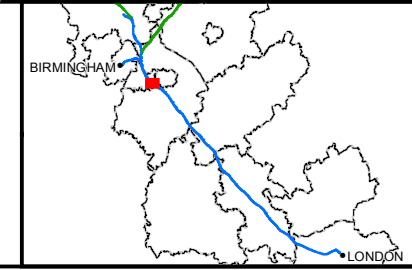




Legend

- Phase One SES3 and AP4 ES alignment October 2015
- Viaduct
- Cutting
- Embankment
- Green Tunnel
- Retaining Wall

- Parish boundary
- Hybrid Bill Limits



**High Speed Two
Petitioner Location Plan
Reference Drawing**

SC-04-028

Petitioner
Little Missenden Parish Council

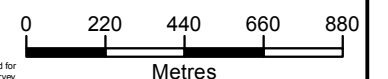
Petition number
HS2-HS2-HY-PET-HOL-000028



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Doc Number: PH1-HS2-HY-MAP-000-004343

HOL/00028/0002

Assurance offered to Buckinghamshire County Council on 5 May 2016 – Wycombe single rail line

14. Wycombe Single rail line

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

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

Sanctuary Buildings
5th Floor
20 Great Smith Street
London
SW1P3BT

Mrs Elizabeth Howard
38 New Pond Road
Holmer Green
Buckinghamshire
HP15 6SU

By email: clerk.lmpc@btconnect.com

2 November 2016

Dear Mrs Elizabeth Howard,

**High Speed Rail (London – West Midlands) Bill – House of Lords
Petition reference HoL28: Little Missenden Parish Council**

I am the Director of Hybrid Bill Delivery at HS2 Ltd, which is acting on behalf of the Promoter of the High Speed Rail (London – West Midlands) Bill ('the Bill') currently before Parliament. I understand that you have a number of concerns about the impact of Phase One of HS2 (known as 'the Proposed Scheme') and have submitted a petition on that basis to the House of Lords.

I am writing to set out our position in relation to the issues you have raised during your meeting with HS2 Ltd on 21 September 2016. I understand that HS2 Ltd took away some actions and responded to them on 31 October 2016 via email.

Shardeloes Lake

Under the Protective Provisions, Part 5 of Schedule 32 to the Bill, the nominated undertaker is required to seek approval from the relevant body for any works likely to affect groundwater or surface water flow, level or quality. The relevant body in this case is the Environment Agency (EA). As part of this approval process the main works contractor will need to provide the EA with a method statement which they are satisfied with. These discussions will take place during detailed design prior to construction. Therefore, no works affecting groundwater or surface water can be undertaken until the appropriate body is satisfied that the impacts from construction are properly understood, and that any mitigation and monitoring is adequate. You may wish to refer to HS2 Information Paper E4 – Water resources and flood risk, which is available online at [https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/509165/E4 -
_Water Resources and Flood Risk v1.4.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/509165/E4_-_Water_Resources_and_Flood_Risk_v1.4.pdf)

The nominated undertaker has a responsibility to protect people's property, please see HS2 Information Paper C3: Ground Settlement.

Trial holes

As noted in the email that was sent to you on 31 October 2016, given that the tunnel alignment passes the edge of the lake there are currently sufficient areas to undertake trial holes, in order to gain a good understanding of the ground conditions without undertaking a bore hole from within the lake itself.

Independent monitoring

I do not agree that the Committee and Mr Mould QC were receptive to your suggestion about appointing an independent water specialist. It appears that it was accepted that your water specialist could appear as a witness for petitioners raising these issues, such as the Parish Council and the County Council.

Entrance and exit off the A413

It has been agreed with the highways authority that a new right turn across the dual carriageway at this location would not be appropriate; hence the temporary site access, and permanent operational occasional use, will be a 'left in, left out' only junction. There is considered to be sufficient space to safely accommodate this type of junction. The subsequent detailed design of the layout will need to be approved by the highway authority.

Single line train to Old Oak Common

No decision has been made about the Wycombe Single Line. As mentioned in the an email that was sent to you on 31 October 2016, at this early stage it is not possible to anticipate whether there would be a case for a new train service from the Chiltern line to Old Oak Common. However, the Promoter anticipates further discussions with the affected parties, including rail companies, before any decision to implement the Great Western Main Line fly-over, for which there was provision in Additional Provision 2.

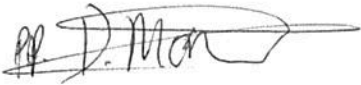
Cycle path between Amersham and Great Missenden on the A413

Cyclist numbers were included in the traffic assessments that have been carried out for the project, which identified that there is a low number of cyclists currently using the A413 in this area. Given that there are also other less heavily trafficked routes available between Amersham and Great Missenden, e.g. through Hyde Heath, the additional cost and land-take that would be required for a cycle path along the A413 would not seem justified. In addition, the local highway authority has not requested a cycle path in this area.

The Promoter recognises the need for safety during construction and will include specific measures in the route-wide and local traffic management plans to be taken as the project moves into the construction phase. For further information on the type of measures please see exhibits P3776 (1), (2) and (3). You can view these exhibits by following the link below
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/561781/Section_F_Traffic.pdf

If this letter satisfies your remaining concerns it is open to you to withdraw your petition and not appear before the committee. Petitions may be withdrawn by depositing a letter (or requisition) in the House of Lords Private Bill Office, signed by the Petitioner or agent. This may also be faxed to the House of Lords Private Bill Office. Please refer to the Lords petitioning guide at <https://www.parliament.uk/documents/Lords-HS2/House-of-Lords-HS2-petitioning-kit-guide.pdf> for further details.

Yours sincerely

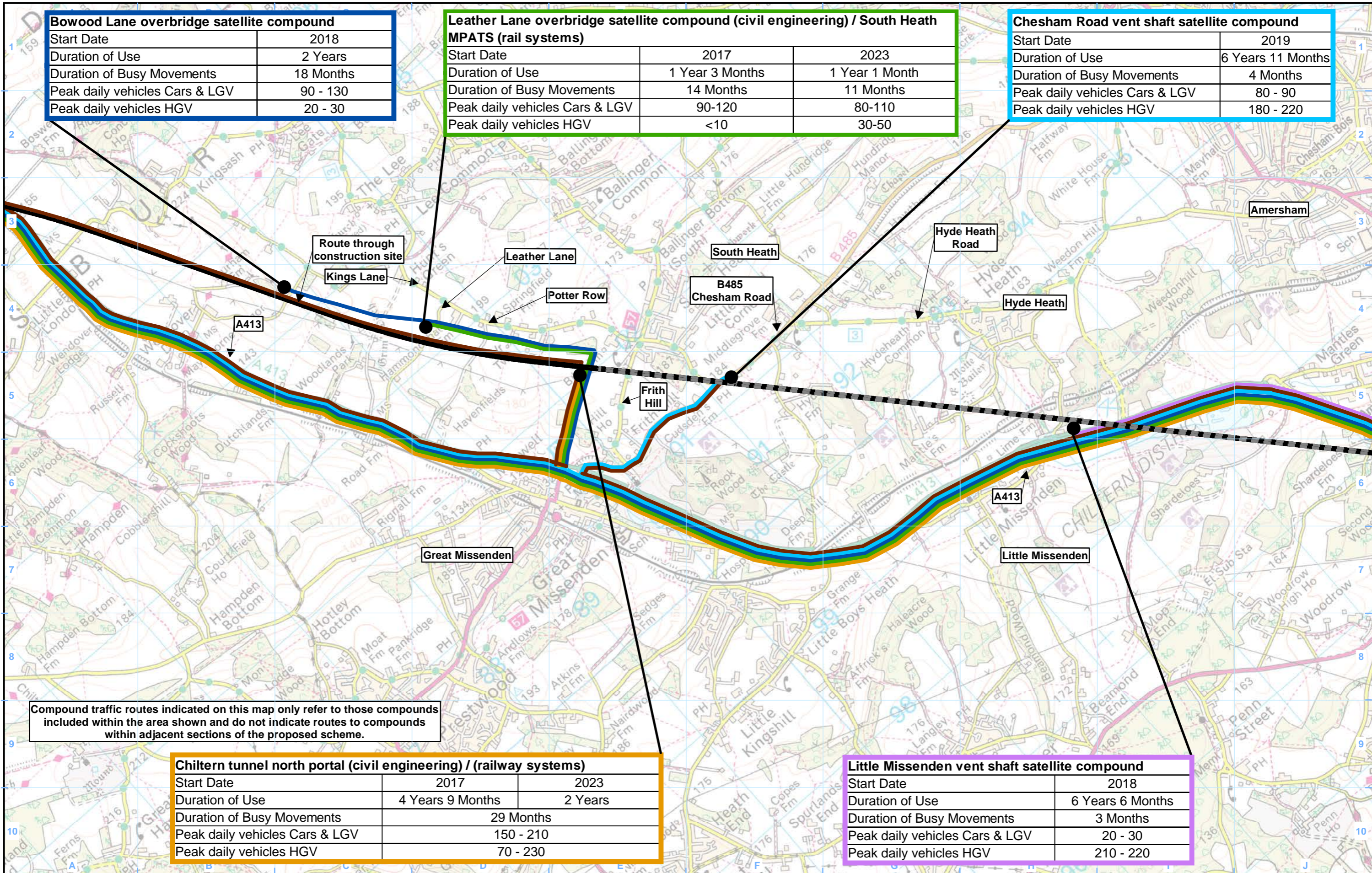
A handwritten signature in black ink, appearing to read 'R. Hargreaves', with a long horizontal flourish extending to the right.

Roger Hargreaves
Director
Hybrid Bill Delivery

Bowood Lane overbridge satellite compound	
Start Date	2018
Duration of Use	2 Years
Duration of Busy Movements	18 Months
Peak daily vehicles Cars & LGV	90 - 130
Peak daily vehicles HGV	20 - 30

Leather Lane overbridge satellite compound (civil engineering) / South Heath MPATS (rail systems)		
Start Date	2017	2023
Duration of Use	1 Year 3 Months	1 Year 1 Month
Duration of Busy Movements	14 Months	11 Months
Peak daily vehicles Cars & LGV	90-120	80-110
Peak daily vehicles HGV	<10	30-50

Chesham Road vent shaft satellite compound	
Start Date	2019
Duration of Use	6 Years 11 Months
Duration of Busy Movements	4 Months
Peak daily vehicles Cars & LGV	80 - 90
Peak daily vehicles HGV	180 - 220



Compound traffic routes indicated on this map only refer to those compounds included within the area shown and do not indicate routes to compounds within adjacent sections of the proposed scheme.

Chiltern tunnel north portal (civil engineering) / (railway systems)		
Start Date	2017	2023
Duration of Use	4 Years 9 Months	2 Years
Duration of Busy Movements	29 Months	
Peak daily vehicles Cars & LGV	150 - 210	
Peak daily vehicles HGV	70 - 230	

Little Missenden vent shaft satellite compound	
Start Date	2018
Duration of Use	6 Years 6 Months
Duration of Busy Movements	3 Months
Peak daily vehicles Cars & LGV	20 - 30
Peak daily vehicles HGV	210 - 220

- Legend**
- Construction compounds
 - Route in tunnel
 - Mass haul traffic route
 - Route on surface
 - Compound traffic routes

Description Key	
Start Date	Indicative start/set up date.
Duration of Use	Estimated duration of use (years).
Duration of Busy Movements	Estimated duration with busy vehicle movements (months).
Peak daily vehicles Cars & LGV	Average daily combined two-way vehicle trips during busy period and within peak month of activity.
Peak daily vehicles HGV	



High Speed Two
Central Chilterns CFA 9
Construction Compounds Routes
and Vehicle Numbers

Petitioner
Petition number

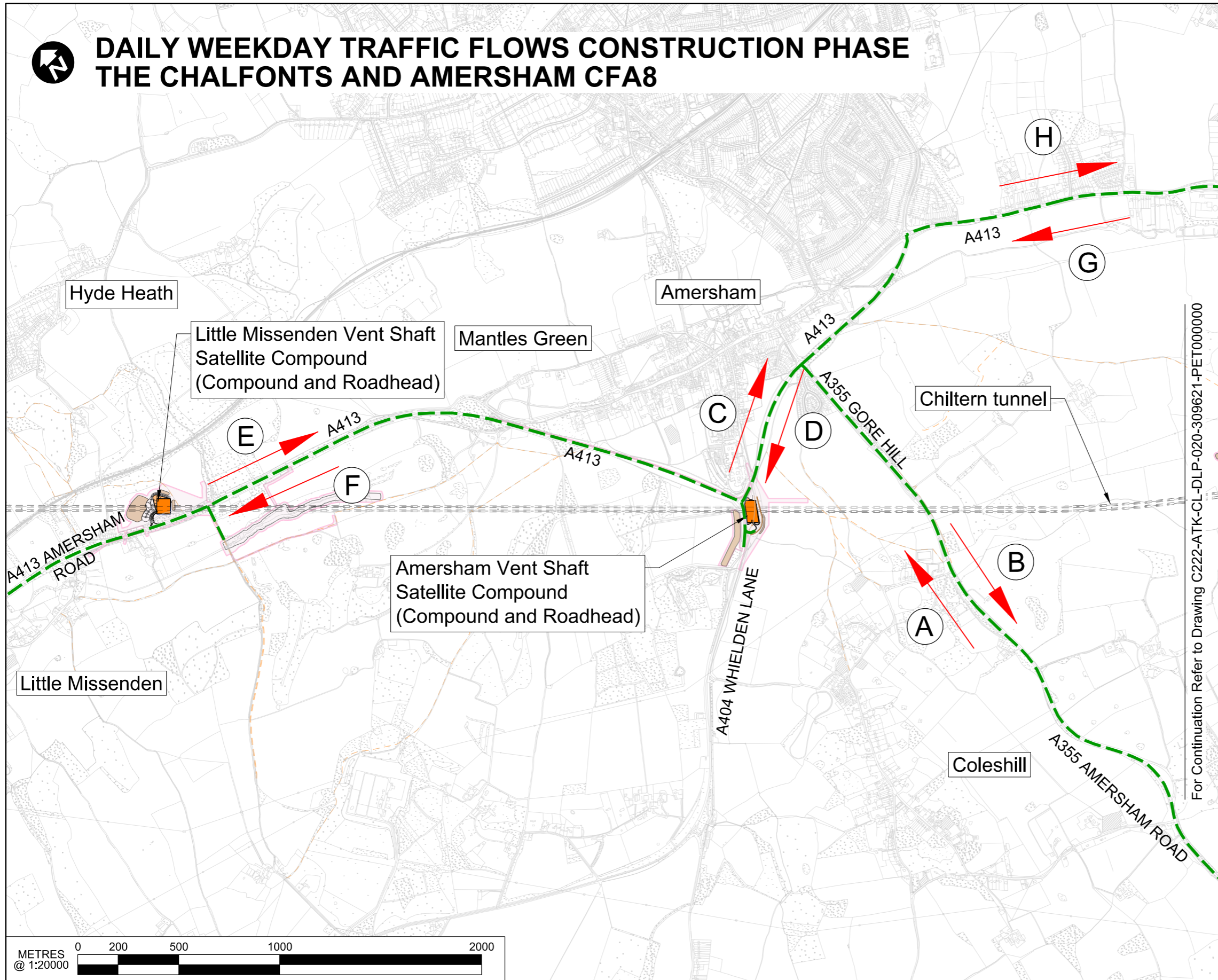
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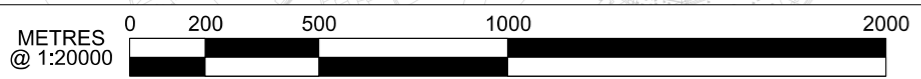


DAILY WEEKDAY TRAFFIC FLOWS CONSTRUCTION PHASE THE CHALFONTS AND AMERSHAM CFA8



A355 Gore Hill / Amersham Road					
A	Northbound	2021 daily weekday	HS2	2021 daily flow plus HS2	% increase
	Cars & LGVs	8636	70	8706	1%
	HGVs	120	167	287	139%
B	Southbound	2021 daily weekday	HS2	2021 daily flow plus HS2	% increase
	Cars & LGVs	8631	70	8701	1%
	HGVs	78	167	245	215%
A413 Amersham Bypass					
C	Eastbound	2021 daily weekday	HS2	2021 daily flow plus HS2	% increase
	Cars & LGVs	11287	104	11391	1%
	HGVs	859	163	1022	19%
D	Westbound	2021 daily weekday	HS2	2021 daily flow plus HS2	% increase
	Cars & LGVs	11447	104	11550	1%
	HGVs	989	163	1152	16%
A413 Amersham Road (Little Missenden)					
E	Eastbound	2021 daily weekday	HS2	2021 daily flow plus HS2	% increase
	Cars & LGVs	8377	179	8556	2%
	HGVs	207	160	366	77%
F	Westbound	2021 daily weekday	HS2	2021 daily flow plus HS2	% increase
	Cars & LGVs	8770	179	8949	2%
	HGVs	173	160	332	92%
A413 Amersham Road, south of A355 Gore Hill/ Amersham Road					
G	Northbound	2021 daily weekday	HS2	2021 daily flow plus HS2	% increase
	Cars & LGVs	7226	54	7280	1%
	HGVs	70	4	74	6%
H	Southbound	2021 daily weekday	HS2	2021 daily flow plus HS2	% increase
	Cars & LGVs	7052	54	7106	1%
	HGVs	74	4	78	5%

For Continuation Refer to Drawing C222-ATK-CL-DLP-020-309621-PET000000



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Scale with caution as distortion can occur.

Legends/Notes:

- Satellite construction compound
- Main construction compound
- Tunnel portal
- Rail alignment formation
- Tunnels external extent
- Rail alignment
- Engineering earthworks
- Landscape earthworks
- Land potentially required during construction
- Temporary site access route / haul route
- Construction traffic route
- Temporary material stockpile

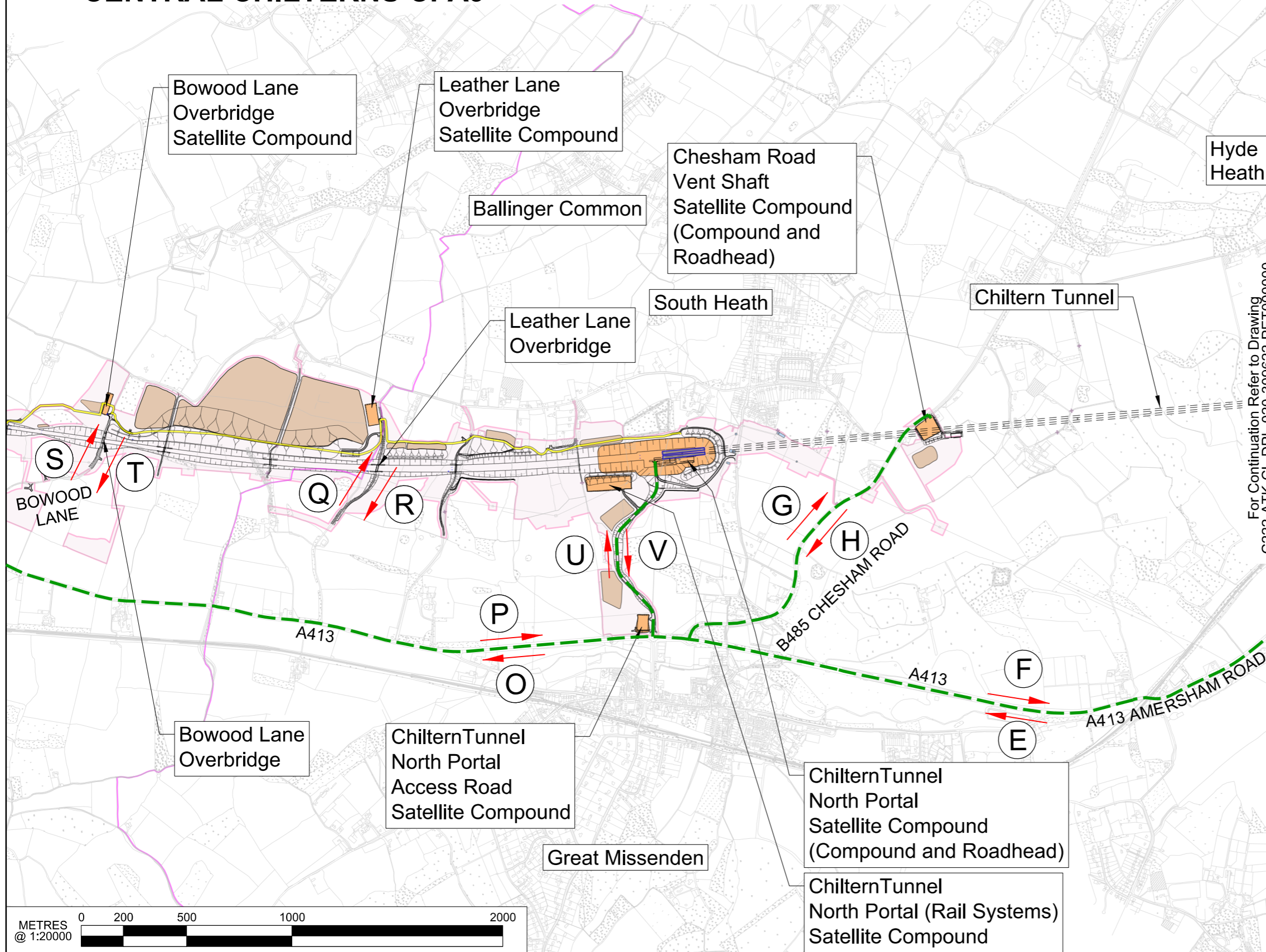
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Creator/Originator
Atkins

Zone	Country South
Design Stage	DESIGN-FOR-PETITION
Drawing Title	The Chalfonts and Amersham CFA8 Daily Weekday Traffic Flows Construction Phase (Sheet 2 of 2)

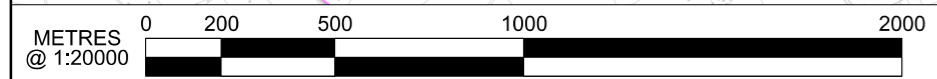
Project/Contract			Country South Design		
Discipline/Function			Construction and Logistics		
Drawn	Checked	Approved			
TD					
Date	Scale	Size			
29/04/2016	AS SHOWN	A3			
Drawing No.			Rev.		
C222-ATK-CL-DPL-020-309622-PET000000			P02		

DAILY WEEKDAY TRAFFIC FLOWS CONSTRUCTION PHASE CENTRAL CHILTERN CFA9



A413 Missenden Bypass (South of B485)					
E	Northbound	2021 daily weekday	HS2	2021 daily flow plus HS2	% increase
	Cars & LGVs	8330	153	8483	2%
	HGVs	223	155	378	69%
F	Southbound	2021 daily weekday	HS2	2021 daily flow plus HS2	% increase
	Cars & LGVs	9498	153	9651	2%
	HGVs	318	155	473	49%
B485 Chesham Road / Frith Hill (west of King's Lane)					
G	Eastbound	2021 daily weekday	HS2	2021 daily flow plus HS2	% increase
	Cars & LGVs	4575	89	4664	2%
	HGVs	139	110	249	79%
H	Westbound	2021 daily weekday	HS2	2021 daily flow plus HS2	% increase
	Cars & LGVs	4487	89	4576	2%
	HGVs	269	110	379	41%
A413 Missenden Bypass (North of B485)					
O	Northbound	2021 daily weekday	HS2	2021 daily flow plus HS2	% increase
	Cars & LGVs	8128	174	8302	2%
	HGVs	195	156	351	80%
P	Southbound	2021 daily weekday	HS2	2021 daily flow plus HS2	% increase
	Cars & LGVs	8309	174	8483	2%
	HGVs	273	156	429	57%
Leather Lane					
Q	Eastbound	2021 daily weekday	HS2	2021 daily flow plus HS2	% increase
	Cars & LGVs	231	26	257	11%
	HGVs	2	0	2	0%
R	Westbound	2021 daily weekday	HS2	2021 daily flow plus HS2	% increase
	Cars & LGVs	256	26	282	10%
	HGVs	2	0	2	0%
Bowood Lane					
S	Eastbound	2021 daily weekday	HS2	2021 daily flow plus HS2	% increase
	Cars & LGVs	4	55	59	1300%
	HGVs	0	0	0	N/A
T	Westbound	2021 daily weekday	HS2	2021 daily flow plus HS2	% increase
	Cars & LGVs	6	55	61	939%
	HGVs	0	0	0	N/A
New link road					
U	Northbound	2021 daily weekday	HS2	2021 daily flow plus HS2	% increase
	Cars & LGVs	0	45	45	N/A
	HGVs	0	135	135	N/A
V	Southbound	2021 daily weekday	HS2	2021 daily flow plus HS2	% increase
	Cars & LGVs	0	45	45	N/A
	HGVs	0	135	135	N/A

For Continuation Refer to Drawing C222-ATK-CL-DPL-020-309622-PET000000



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Legends/Notes:

- Satellite construction compound
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- Rail alignment
- Engineering earthworks
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- Land potentially required during construction
- Construction traffic route
- Temporary material stockpile

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Project/Contract	Country South Design		
Discipline/Function	Construction and Logistics		
Drawn	IE	Checked	Approved
Date	27/04/2016	Scale	AS SHOWN
		Size	A3
Drawing No.	C222-ATK-CL-DPL-020-309623-PET000000		Rev.
			P02

P3772 (1)

Route-wide Traffic Management Plan

The CoCP will require the nominated undertaker to prepare a route-wide traffic management plan, in liaison with highway and traffic authorities and the emergency services, will include:

- the means of managing and monitoring lorry flows;
- the requirement for vehicle and driver safety;
- requirements for preparing workforce travel plans;
- the strategy for design and consultation for traffic management (including the signing strategy for emergency service access and lorry wayfinding); and
- the requirements for protecting highways.

A draft route-wide traffic management plan was consulted on with key stakeholders, including all highway authorities along the Phase One route, during 2015 and a final version has been prepared and published:

<https://www.gov.uk/government/publications/hs2-phase-one-route-wide-traffic-management-plan>

HS2 Information Paper E13: Management of Traffic during construction

Local Traffic Management Plan

The CoCP will require the nominated undertaker to also prepare local traffic management plans, in liaison with the relevant highway and traffic authorities and the emergency services. As appropriate, these will include:

- the contractors' construction traffic flow assumptions;
- the local routes to be used by large goods vehicles (approved where applicable), including lorry holding areas; and
- significant works affecting roads and public rights of way, including temporary and permanent closures and diversions.

HS2 Information Paper E13: Management of Traffic during construction

Vehicle flows and road safety management, monitoring and control

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

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

HS2 Information Paper E30: Vehicle flow management and safety requirements during construction

Monitoring of Compliance

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

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

In addition, the compliance team will ensure that HS2's policies and procedures are being adhered to.

HS2 Information Paper E30: Vehicle flow management and safety requirements during construction

Local Traffic Management Plans (LTMPs)

A draft Route-Wide Traffic Management Plan (RTMP) has been produced which sets out the scope for the LTMPs – it has been developed in consultation with highway authorities, within the Highways Sub Group of the HS2 Planning Forum.

The draft RTMP includes 'Construction Logistics and Cycle Safety (CLOCS)' standards for driver and vehicle safety, to manage work related road risk for vulnerable road users (cyclist and pedestrians) and the 'Freight Operation Registration Scheme (FORS)', where operators are subject to audit to ensure that they meet a number of quality standards in fleet operations around management, operations, vehicles and drivers.

LTMPs will initially be drafted by HS2 and completed by the final contractors - they will include the proposed traffic and construction vehicle management strategy.

Traffic Management Site Specific Measures

Traffic Management sites specific measures as set out in the draft CoCP include:

- phasing of works
- road traffic management layouts and signage
- timing of operations
- arrangements for liaison with the relevant highway authorities and emergency services
- monitoring of vehicles arriving and leaving construction compounds
- emergency access protocols
- proposals for transport of construction workforce and measures to ensure safe access to and from site
- parking controls
- use of internal haul roads for construction vehicles to minimise the need to use public roads
- monitoring for deviation from authorised routes
- requirements relating to the movement of traffic from business and commercial operators of road vehicles, including goods vehicles
- measures for highway reinstatement
- a list of roads that may be used by construction traffic in the vicinity of the site, including any restrictions to construction traffic on these routes, such as the avoidance of large goods vehicles operating adjacent to schools during drop off and pick-up periods, where necessary