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Dear Mr Lewis

8 May 2018

**HIGH SPEED RAIL (WEST MIDLANDS – CREWE) BILL – HOUSE OF COMMONS SELECT COMMITTEE:
PETITION P2A-000130 – STAFFORDSHIRE COUNTY COUNCIL**

I am writing to you in my capacity as the Director of Hybrid Bill Delivery at HS2 Ltd, which is acting on behalf of the Promoter of the High Speed Rail (West Midlands-Crewe) Bill ('the Bill') currently before Parliament. I understand that your clients, Staffordshire County Council ('the County') have raised a number of concerns about the impact of Phase 2a of HS2 (known as 'the Proposed Scheme') and have submitted a petition on that basis against the Bill in the House of Commons.

I also understand that the Council and members of HS2 Ltd have been in constructive dialogue over a long period of time with a view to trying to resolve your key concerns, a number of which are also raised by Lichfield District Council. Further to those discussions I am writing to you on behalf of the Secretary of State for Transport, to offer your client the assurances at Annex A to this letter, and to enter into the undertaking at Annex B.

These assurances and the undertaking are offered on the understanding that they reflect and address the Council's concerns regarding matters contained within its petition (P2A-130) (save for in respect of Rugeley Power Station as explained below). Notwithstanding that, the Promoter recognises the importance of an ongoing relationship with the County and the need for a continuing dialogue on issues related to the Proposed Scheme as part of ongoing normal engagement and in exercising the powers in the Bill.

Rugeley Power Station

The Promoter recognises the importance to the County of the site of the former Rugeley Power Station for redevelopment. At the request of a number of interested parties the Promoter has been considering whether there is an alternative option for the electricity supply required for the Proposed Scheme, which would mean that the Promoter would not need to exercise the powers in the Bill in relation to the Rugeley Power Station site.

This work is ongoing, and the Promoter should be in a position to report on progress within the next few months. The Promoter will keep the County informed of developments.

As part of the undertaking offered to the County, there is a provision that allows for the County to appear before the House of Commons Select Committee at a later date on the sole issue of Rugeley Power Station.

Given your close working relationship with Lichfield District Council, and the areas of common interest in your petitions, the assurances and the undertaking are also offered on the basis that Lichfield formally confirm that they are willing to withdraw their petition. However, we have written to them separately to confirm that we would have no objection to them appearing with the County as a witness should the County feel the need to appear on the question of Rugeley Power Station.

Maximising the use of the rail connection to the IMB-R

The assurances offered look to address the County's concerns about the Infrastructure Maintenance Base-Rail (IMB-R). In relation to assurance 4a the Council may wish to note the evidence of Mr Smart given to the Select Committee on 25th April 2018 (Paragraph 735 onwards) in relation to the anticipated frequency of rail services which may offer further reassurance.

I hope that you find this response to these aspects of your client's petition useful. If you require further assistance, please contact Martin Wells, Senior Petition Manager, by telephone on 020 7944 0601 or by email at martin.wells@hs2.org.uk.

Yours sincerely



Oliver Bayne

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

¹ A copy can be found at <https://www.gov.uk/government/publications/understanding-the-hybrid-bill-hs2-phase-2a-information-papers>

HS2 Phase 2a – Assurances for Staffordshire County Council P2A-130

These assurances are provided on the understanding that they reflect and address the entirety of Staffordshire County Council's concerns regarding the matters contained within its petition (P2A-130), with the exception of the points that Staffordshire County Council has raised in respect of Rugeley Power Station at paragraph 18 of its petition.

In these assurances:

"Additional Provision" means an amendment to the Bill, and any requisite supplemental environmental information, which confers on the Secretary of State additional land and/or works powers;

"the Bill" means the High Speed Rail (West Midlands – Crewe) Bill as deposited in the House of Commons on 17 July 2017;

"Code of Construction Practice" means the HS2 code of construction practice published as part of the Environmental Statement which was produced to accompany the Bill (as amended) as finalised following the Bill achieving Royal Assent;

"draft Construction Code of Practice" means the draft Code of Construction Practice published alongside the Bill in July 2017.

"Large Goods Vehicle" has the same meaning as in Part 4 of the Road Traffic Act 1988;

"M6 Slip Roads" means those slip roads proposed in the Bill on the northbound and southbound carriageways of the M6 as set out in paragraph 14.4.15 of the Stone and Swynnerton Community Area 3 report in Volume 2 of the Environmental Statement;

"the nominated undertaker" refers to the body or bodies appointed by the Secretary of State to carry out the powers conferred under the Bill to construct and maintain the scheme. The nominated undertaker may be HS2 Ltd, or it may be another body or bodies appointed to oversee the construction and operation of the Proposed Scheme;

"Proposed Scheme" means Phase 2a of HS2 as defined further in the Bill;

"Stone IMB-R" means the permanent infrastructure maintenance facility proposed between the route of the Proposed Scheme and the M6 as set out at paragraph 2.5.52 to 2.5.55 of the Stone and Swynnerton Community Area 3 report in Volume 2 of the Environmental Statement and shown on Map CT-05-223;

"Yarnfield North Embankment Temporary Worker Accommodation" means the temporary modular accommodation block proposed for the Yarnfield North embankment satellite compound as set out at paragraph 2.3.61 of the Stone and Swynnerton Community Area 3 report in Volume 2 of the Environmental Statement and shown on Map CT-05-223.

Kings Bromley not to be used for HS2 LGV construction traffic

As 'A' classified roads the Promoter believes that the roads through Kings Bromley are suitable for use by Large Goods Vehicles should the need arise, however the Promoter recognises that it is not the preferred route of the local highway authority.

1. The Promoter will require the nominated undertaker to restrict HS2 Large Goods Vehicle construction traffic from entering the village of Kings Bromley and using the A513 Alrewas Road within the village as a through route, except:

- i. in circumstances where it is required to do so by the relevant planning authority under the powers conferred on it by paragraph 6 of Schedule 17 to the Bill, or*
- ii. in circumstances where it would not be reasonably practicable to use other access routes, for example (but not limited to) in respect of any utilities works proposed within the village of Kings Bromley as part of the Proposed Scheme, or*
- iii. in the case of an emergency or if directed to do so by the police or emergency services, or*
- iv. where, it would prejudice the safe, timely and economic construction and/or operation of the Proposed Scheme.*

Temporary roundabout A513/A515 and use of Kings Bromley for traffic involved in its construction

The Promoter is willing to offer the following assurance due to the potential impacts of removal / reinstatement work at this specific location:

2. (a) Recognising that the local highway authority would like the temporary roundabout proposed in the Bill at the junction of the A513 Rugeley Road and A515 Lichfield Road and shown on Map Number CT-05-202 in the CA1 Fradley to Colton Mapbook, in Volume 2 of the Environmental Statement ("the Temporary Roundabout") to be made permanent, the Promoter will require the nominated undertaker to design and construct the works to provide the Temporary Roundabout in a manner that does not preclude this subject to the satisfaction of the following conditions:

(b) The conditions in paragraph (a) are:

- i. the nominated undertaker being satisfied that the permanent retention of the Temporary Roundabout can be delivered without the need for any additional land to that included within the limits of land to be acquired or used in the Bill;*
- ii. Staffordshire County Council securing the necessary consents and approvals to enable the permanent retention and adoption of the Temporary Roundabout, under relevant legislation prior to the Temporary Roundabout being removed by the nominated undertaker.*

(c) Nothing in this assurance shall require the Promoter or nominated undertaker to retain the works in paragraph (a) permanently or seek any powers or consents for the permanent retention of the Temporary Roundabout.

Maximising the use of the Stone railhead and the rail connection to the IMB-R

The Promoter recognises that the impact of construction traffic on local roads is likely to be a particular concern for the local community and has sought to reduce the use of roads for transport to and from construction sites, using the construction corridor and rail where reasonably practicable. In the case of the Stone railhead, the Promoter is willing to offer the following assurance aimed at addressing the concerns of the local community:

3. (a) The Promoter will require the nominated undertaker to explore, and subject to the conditions in sub-paragraph (c) implement, options for maximising, as far as is reasonably practicable, the volume of materials and equipment brought in, and the volume of excavated material removed, by rail via the Stone railhead once that railhead is operational. In exploring those options, the nominated undertaker must balance the wider environmental impacts to the local community with the impact on rail passenger services.

(b) The Promoter will require the nominated undertaker to respond to any reasonable request made by Staffordshire County Council for information about the progress made in exploring the options mentioned in paragraph (a).

(c) The conditions in paragraph (a) are that such options:

- i. must be deliverable within the existing powers of the Bill;*
- ii. are subject to the availability of train paths; and*
- iii. must not prejudice the safe, timely and economic delivery of the Proposed Scheme.*

4. (a) The Promoter will require the nominated undertaker to explore, and, as far as is reasonably practicable and subject to the availability of train paths, implement options for maximising the use of the Norton Bridge to Stone Railway connection to the Stone IMB-R for the movement of materials and equipment involved in maintenance works during the operation of the Proposed Scheme. In exploring those options, the nominated undertaker must balance the wider environmental impacts to the local community with the impact on rail passenger services.

(b) The Promoter will require the nominated undertaker to respond to any reasonable request made by Staffordshire County Council for information about progress made in exploring the options mentioned in paragraph (a).

Noise at Stone Infrastructure Maintenance Base – Rail

5. The Promoter will require the nominated undertaker to, subject to securing the necessary consents and approvals under the Bill and in so far as is consistent with the Environmental Statement, use reasonable endeavours to ensure that at the Stone IMB-R:

(a) a landscape, noise and flood mitigation bund, of 430m in length and 3m in height is provided to the west of the M6 and north of the realigned Yarnfield Lane to provide noise and visual screening for properties to the west of the Proposed Scheme; and

(b) a landscape bund 90m in length and 3m in height, is located at the eastern extent of the Norton Bridge to Stone sidings with a noise fence barrier, 2m in height, along the top of the landscape bund to provide visual and acoustic screening for Micklow House Farm and residents of properties in Walton.

M6 slips – put in place as early as practicable and maximise use to reduce use of Yarnfield Lane

The Promoter recognises the importance to the local community of the ability to continue to use Yarnfield Lane during construction of the Proposed Scheme. The Promoter has already taken steps to ensure that the road remains open throughout construction of the Proposed Scheme, which have been welcomed locally. The Promoter has also made provision in the Bill for the creation of slip roads onto the M6 to alleviate the need to use the stretch of the road from the A34.

While the Promoter has explained to Staffordshire County Council why it is not possible to avoid the use of any part of Yarnfield Lane during construction, and in particular during site set up, accessing the M6 slips and for more local or worker trips, the Promoter is willing to offer the following assurances aimed at addressing the concerns of the local community:

6. (a) The Promoter will (subject to any necessary consents or approvals being in place) require the nominated undertaker to use reasonable endeavours to complete the construction and commissioning of the M6 Slip Roads as soon as reasonably practicable in the main civil engineering works construction programme for the Proposed Scheme.

(b) The Promoter will (subject to any necessary consents or approvals being in place) require the nominated undertaker to ensure that, upon the opening of the completed M6 Slip Roads to HS2 construction traffic, it will use reasonable endeavours to maximise the use of the M6 Slip Roads by HS2 Large Goods Vehicle construction traffic, so far as reasonably practicable, for access to and egress from the Stone railhead main compound so as to reduce so far as reasonably practicable the use of Yarnfield Lane by HS2 Large Goods Vehicle construction traffic accessing the Stone railhead main compound.

Height of Yarnfield North Embankment Temporary Worker Accommodation and any Office Buildings

The Promoter recognises the concerns expressed by Staffordshire County Council about the visual impact of the proposed temporary worker accommodation and any office buildings at the Yarnfield North embankment satellite compound and is willing to offer the following assurance aimed at addressing the concern:

7. The Promoter will require the nominated undertaker to limit the external elevation of the building comprising the Yarnfield North Embankment satellite compound Temporary Worker Accommodation and any temporary office buildings within this compound to two storeys.

Height of permanent buildings at the Stone IMB-R

8. The Promoter will require the nominated undertaker to limit the external elevation of any permanent buildings at the Stone IMB-R constructed under the powers in the Bill to two storeys.

Dust monitoring at Stone railhead main compound

The Promoter believes that the measures set out in the draft Code of Construction Practice would be sufficient to manage and control dust from the construction of both the Stone railhead and the Stone IMB-R.

However, the Promoter recognises that local concerns could be allayed by a commitment to monitor dust during the most intensive periods of construction. On that basis the Promoter is willing to offer an assurance in the following terms:

9. (a) The Promoter will require the nominated undertaker to treat the Stone railhead main compound as 'medium risk' as set out in the Institute of Air Quality Management (IAQM) 'Guidance on the assessment of dust from demolition and construction', 2014 as revised from time to time ("IAGM, 2014") for the purposes of worksite boundary construction dust monitoring unless and until it is demonstrated by the appointed contractor that the Stone railhead main compound does not meet the criteria to be classed as medium risk under IAQM, 2014.

(b) Worksite boundary construction dust monitoring will be undertaken at the Stone railhead main compound for any such period that it is treated as medium risk under (a) above as set out in Section 7.3 of the draft Code of Construction Practice, and the results will be reported back to the relevant local authority as set out in Section 4.3 of the draft Code of Construction Practice.

Footprint of Stone IMB-R

Staffordshire County Council and Stafford Borough Council have requested that additional visual screening be employed at the Stone IMB-R. While the Promoter is satisfied that the existing scheme proposals in the Bill include sufficient mitigation here such that additional screening is not required for environmental reasons, the Promoter is prepared to offer an assurance in the following terms:

10. The Promoter will require the nominated undertaker to use reasonable endeavours in the design of the Stone IMB-R to:

(a) reduce, so far as is reasonably practicable, the footprint of the permanent works included in the Stone IMB-R (other than any mitigation works); and

(b) explore, and so far as is reasonably practicable, implement options for local placement of excavated material to create additional visual screening of the permanent works included in the Stone IMB-R (other than any mitigation works), and can be achieved within the existing powers of the Bill and the limits of land to be acquired or used within the Bill plans for the purpose of the Stone IMB-R.

(c) The Promoter will require the Nominated Undertaker to respond to any reasonable request made by Staffordshire County Council for information about progress made in exploring the options mentioned in paragraphs (a) & (b).

Haul roads

11.(a) In managing the HS2 Large Goods Vehicle construction traffic within the Petitioner's administrative boundary and in order to reduce the impact of HS2 Large Goods Vehicle construction traffic on the local road network, the Promoter shall, subject to the conditions in paragraph (b), require the nominated undertaker to use reasonable endeavours to:

(i) commence construction of each Haul Road as soon as reasonably practicable following commencement of main civil engineering works in the construction programme for the Proposed Scheme, having regard to the purpose of each Haul Road; and

(ii) prioritise the use of the Haul Roads by HS2 LGV construction traffic so far as reasonably practicable above the use of the local road network.

(c) The conditions referred to in paragraph (a) above are:

(i) the securing of any necessary consents and approvals; and

(ii) the Promoter being satisfied that doing so would not prejudice the safe, timely and economic construction of the Proposed Scheme.

In this assurance "Haul Roads" means those haul routes described in the Environmental Statement as proposed within the limits of land to be acquired or used as shown on the plans deposited with the Bill.

Impact on hedgerows

12. (a) The Promoter will require the nominated undertaker in exercising the powers of the Bill to carry out Road Widening Works to explore and, where reasonably practicable, implement options to avoid the need to remove existing hedgerows during the widening works, for example by carrying out the widening on only one side of the existing road, so far as doing so can be done: within the existing powers of the Bill and without the need for any additional land from that identified on the deposited plans as within the limits of land to be acquired or used for the purposes of the Proposed Scheme; and without prejudicing the safe, timely and economic delivery of the Proposed Scheme, including having regard to the safety of all road users and particularly pedestrians, cyclists and equestrians.

In this assurance: "Road Widening Works" means those works authorised by the Bill to widen those existing highways not forming part of the Strategic Road Network or other 'A' roads within Staffordshire County Council's administrative boundary which have existing hedgerows at the boundary of the highways which are within the limits of land identified on the deposited plans as within the limits of land to be acquired or used for the purposes of the Proposed Scheme.

Impact on veteran trees

13. The Promoter will require the nominated undertaker in exercising the powers of the Bill to carry out works which the Environmental Statement reports might result in the loss of any Veteran Trees to explore and, where reasonably practicable, implement options to avoid in each case the need to remove a Veteran Tree.

In this assurance: "Veteran Trees" means those trees within the administrative boundary of Staffordshire County Council and identified in:

- paragraph 8.3.27 of the Community area report for CA1, Fradley to Colton, in Volume 2 of the Environmental Statement;
- paragraphs 8.3.27 and 8.3.28 of the Community area report for CA2, Colwich to Yarlet, in Volume 2 of the Environmental Statement;
- paragraph 8.3.28 of the Community area report for CA3, Stone and Swynnerton, in Volume 2 of the Environmental Statement;
- paragraph 8.3.29 of the Community area report for CA4, Whitmore Heath to Madeley, in Volume 2 of the Environmental Statement; and
- paragraph 8.3.20 and 8.3.21 of the Community area report for CA5, South Cheshire, in Volume 2 of the Environmental Statement.

Widening of Bishton Lane (CA2)

Staffordshire County Council has raised concerns that the widening works proposed in the Bill for Bishton Lane could result in a permanent change to the nature of this country road following construction as a consequence of what Staffordshire County Council sees as a relatively small number of HS2 vehicles during construction and operation that need to use Bishton Lane.

Given the lack of suitable roads to get access to this remote part of the route, the Promoter believes that it is appropriate at this stage of the development of the scheme, to seek sufficient powers in the Bill to ensure that construction, and any operational maintenance works, can be undertaken in this area. The powers are needed to enable widening works on Bishton Lane should it be required given the restricted width of this road. However, in recognition of Staffordshire County Council's concerns the Promoter is willing to offer the following assurance.

14.(a) The Promoter will require the nominated undertaker to explore during detailed design of the Proposed Scheme and, if reasonably practicable, implement options for alternative traffic management measures which could be carried out within the existing highway boundary on Bishton Lane instead of the Bishton Lane Widening Works in order to seek to avoid or reduce the need for the Bishton Lane Widening Works and the associated permanent loss of approximately 3km of native species-rich hedgerows reported in paragraph 8.4.16 of the Community area report for CA2, Colwich to Yarlet, in Volume 2 of the Environmental Statement. As part of this the nominated undertaker will have regard to the volume of HS2 traffic proposed to use Bishton Lane during the construction and operation of the Proposed Scheme.

In this assurance: "Bishton Lane Widening Works" means the widening of a 1.5km section of Bishton Lane to 3.5m in width, with provision of passing bays, from The Hollies to Colwich Bridleway 23, with replacement hedgerow planting on both sides of Bishton Lane as set out in paragraph 2.2.11 of the Community area report for CA2, Colwich to Yarlet, in Volume 2 of the Environmental Statement

Additional construction traffic route to reduce the impact upon Beaconside

Staffordshire County Council has requested that an additional HS2 lorry construction route be assumed to allow some of the HS2 traffic currently identified to use roads in the Beaconside area to be redirected.

Given that both Staffordshire County Council and the Promoter accept that the A34 Stone Road has sufficient link traffic capacity to accommodate additional HS2 construction traffic the Promoter is willing to offer the following assurance:

15. (a) The Promoter will, subject to the conditions in paragraph (b), require the nominated undertaker to undertake an environmental assessment of a construction route for Large Goods Vehicles between the Yarlet South Cutting Satellite Compound and the junction of the A51 and the A518 via the A34 Stone Road and the A51 as shown in green for indicative purposes on the attached plan (the "Additional Construction Route") to ensure that the use of the route creates no new significant adverse environmental effects.

(b) The assurance in paragraph (a) is subject to:

- i. the Promoter being satisfied that the Additional Construction Route is deliverable within the existing powers of the Bill and without the need for any additional land from that identified on the deposited plans as within the limits of land to be acquired or used for the purposes of the Proposed Scheme;*
- ii. the Additional Construction Route not requiring the protection of other assets and being capable of being used for Large Goods Vehicles or the condition of the highway not unreasonably deteriorating as a result of its use as an Additional Construction Route; and*
- iii. the carrying out of a satisfactory environmental impact assessment of the effects of the Additional Construction Route and the inclusion of the Additional Construction Route in a Supplementary Environmental Statement to accompany the Bill*
- iv. the approval of the route by the relevant planning authority under Schedule 17 as a lorry route, as required.*

Marston Lane haul road

16. The Promoter will (subject to any necessary consents or approvals being in place) require the nominated undertaker to ensure that, upon the opening of the Haul Road to HS2 construction traffic, it will use reasonable endeavours to maximise the use of the Haul Road by HS2 LGV construction traffic so far as reasonably practicable to access the Marston South embankment satellite compound so as to reduce the use of Marston Lane by HS2 LGV construction traffic accessing the Marston South embankment satellite compound. This assurance is subject to the Promoter being satisfied that doing so would not prejudice the safe, timely and economic construction and operation of the Proposed Scheme.

In this assurance: "Haul Road" means that site haul route described in the fourth bullet point of paragraph 2.3.94 of the Community area report for CA2, Colwich to Yarlet, in Volume 2 of the Environmental Statement.

Junction improvements

The Promoter and Staffordshire County Council have been in discussion about a number of junctions identified in the Traffic Assessment on routes which may be required to be used for construction traffic as needing further attention and have a shared understanding of what would be practicable in each case. Notwithstanding the fact that the anticipated impacts from the HS2 construction traffic are temporary, the Promoter is willing to offer the following assurances due to the potential impacts of removal / reinstatement works at these specific locations:

17. (a) The Promoter will promote an Additional Provision to provide for the following traffic measures to be provided on a permanent basis:

- The introduction of traffic signals at the existing non-signalised intersection of the A513 and Marston Lane;
- Works to widen the Hydrant Way approach to the A513/A518/Hydrant Way roundabout; and
- Signalisation of the existing priority junction of A34 with Yarnfield Lane.

(b) The Promoter will engage with Staffordshire County Council in preparing the Additional Provision to seek to understand highway capacity and safety standards issues.

(c) The Promoter will require the nominated undertaker to use reasonable endeavours to commence implementation of the traffic measures mentioned in paragraph (a) above as soon as reasonably practicable following commencement of main civil engineering works in the construction programme for the Proposed Scheme.

(d) the Promoter will, subject to securing any necessary consents and approvals and, if necessary, any additional works powers to those currently in the Bill by way of the promotion of an Additional Provision, provide for the introduction of temporary traffic signals at the existing non-signalised intersection of the A513 and Sandon Road (east) for the period in which such temporary traffic signals would provide mitigation to reduce the effects of HS2 construction traffic at that junction.

(e) The Promoter will require the nominated undertaker to notify Staffordshire County Council before making any decision to remove the temporary traffic signals referred to in paragraph (d) above.

(f) The Promoter will require the nominated undertaker to engage with any developer proposing highways improvements to junctions in the vicinity of Beaconside in respect of which works are proposed as part of the Proposed Scheme (provided that the local highway authority gives the nominated undertaker notice of such proposed developer's highway improvements) with the aim of securing that the developer coordinates its works with those in the Proposed Scheme.

The Promoter and Staffordshire County Council have been in discussion about a number of other junctions with existing problems that the Environmental Statement identifies as potential routes where approval would be required under Schedule 17 of the Bill as lorry routes. While HS2 construction traffic creates a temporary impact, the schemes that Staffordshire County Council has been discussing with HS2 Ltd in three particular areas, if retained, would provide a permanent

improvement. Given the substantial cost of these schemes (c. £6.75m) and the potential impacts of removal / reinstatement works at the following locations:

- the A51/A34 Stafford Road (Brooms Road Roundabout);
- the A51 London Road and A53 Newcastle Road junction; and
- the A500/A519 junction, the junction of the A519/A5182 and the part of the A519 Newcastle Road between the two junctions.

the Promoter is willing to consider whether these three other schemes could be constructed to a permanent standard for retention in the event that Staffordshire County Council will enter into an Undertaking to detail the terms whereby the works may be retained and withdraw their objection to the Bill.

This Undertaking also covers Staffordshire County Council's request for an upgrade of Wood End Lane, which would bring that package of measures to a total of c. £7.61m.

Stopping up of Bottom Lane

The Promoter has been in discussion with Staffordshire County Council and the adjoining landowner about the future usage of Bottom Lane after construction of the Proposed Scheme. Having concluded that it is no longer required for public use after that time, the Promoter is willing to offer the following assurance:

18. The Promoter will promote an Additional Provision to provide for the permanent stopping up of Bottom Lane at its junction with the A519 Newcastle Road.

Great Haywood viaduct

Staffordshire County Council has requested that design work on the Great Haywood viaduct commence early in the process and that the 'Cannock Chase AONB HS2 Group' be involved in the process.

The Promoter recognises the value of local involvement in the design of key features of the HS2 scheme, however, the scheme will be delivered through a design and build contract with the detailed design element commencing after Royal Assent. As such the Promoter is willing to offer an assurance in the following terms:

19. (a) The Promoter will require the nominated undertaker, after the relevant main civil engineering works contract which includes the Great Haywood Viaduct has been awarded and commenced (and is free from any legal challenge), to use reasonable endeavours to promptly commence the process for designing the Great Haywood Viaduct.

(b) As a key design element, the Promoter will require the nominated undertaker to engage the public on the design development of the Great Haywood Viaduct as set out in Information Paper D1: Design.

In this assurance: "Great Haywood Viaduct" means that part of Work No. 17 on viaduct over the Macclesfield to Colwich Line and the River Trent as shown on Sheet Nos. 1-24 of the plans deposited with the Bill

The group currently known as the 'Cannock Chase AONB HS2 Group' and referred to in Staffordshire County Council's petition is still in a formative stage. Assuming they are able to agree suitable terms of reference, and ensure that their membership is fully representative of local interests, the Promoter believes that this group could play an important role and would encourage them to participate in the engagement process in part (b) of the assurance.

Ecology Review Group

Staffordshire County Council plays an active role in the Ecology Review Group for Phase 1 and the Promoter is prepared to offer the following assurance:

20. Following Royal Assent of the Bill, the Promoter will extend the Ecology Review Group, comprised of relevant statutory bodies, non-governmental organisations and local authorities, to cover the Proposed Scheme. The Group reviews the outputs of monitoring for habitat creation sites in respect of the Proposed Scheme and makes recommendations for remedial action where appropriate. The Ecology Review Group may, for the avoidance of doubt, be combined with such a group established for HS2 Phase One.

The Promoters would invite Staffordshire County Council to participate in the Group for the Proposed Scheme.

Green Infrastructure and the Green Corridor

In respect of Staffordshire County Council's wider issues in relation to ecology we are willing to offer the following assurance:

21. The Promoter will require the nominated undertaker to work with Staffordshire County Council to identify potential opportunities for environmental enhancements by the nominated undertaker, the council and others in their area as part of the environmental corridor that will be developed as part of the Proposed Scheme as set out in the Environmental Statement and in Information Paper E28: Green Infrastructure and the Green Corridor. The nominated undertaker will give attention to potential improvements to the Stone Meadows Local Nature Reserve, as part of this work

Common Lane

22 (a) Recognising Staffordshire County Council's request for Common Lane to not be permanently stopped up and subject to the satisfaction of the condition in paragraph (b), the Secretary of State will require the nominated undertaker to design and construct a permanent alternative vehicular route between Common Lane and A515 Lichfield Road to the north of the Proposed Scheme to replace that part of Common Lane which is to be permanently stopped up under the Bill between points P6 and P7 on Sheet No. 1-05 of the plans deposited with the Bill ("the Alternative Route").

(b) The assurance in paragraph (a) is subject to the successful promotion of an amendment to the Bill through the introduction of an Additional Provision, and any requisite environmental information, which confers on the Secretary of State the land and works powers to acquire compulsorily the additional land required for the provision of the Alternative Route and to construct the Alternative Route.

(c) The Promoter will use reasonable endeavours to promote the Additional Provision referred to in paragraph (b).

Socio-economic

23 (a) The Promoter will require the nominated undertaker to require its suppliers to seek to create or promote apprenticeship and employment opportunities for local, disadvantaged and under-represented groups in the construction of the Proposed Scheme, in order to promote fair and equal access to the employment opportunities generated by the Proposed Scheme. The Promoter will require the nominated undertaker to, insofar as it is lawful to do so, ensure equality of opportunity in order to encourage the recruitment of local, disadvantaged or under-represented groups in the construction of the Proposed Scheme. This is in accordance with the HS2 Ltd Sustainability Policy, which commits to "providing rewarding jobs and careers that are open to all in society, setting new standards for equality, diversity and inclusion and providing a legacy of skills, learning, expertise and experience"

(b) The Promoter will require the nominated undertaker to report, prior to commencement of the main civil engineering contract, to Lichfield District Council and Staffordshire County Council on the steps it has taken under paragraph (a).

Noise

“Prediction in ‘all reasonably foreseeable circumstances’

24. The Promoter will require the nominated undertaker, in making predictions of noise and vibration in all reasonably foreseeable circumstances for the purpose of HS2 Phase 2a Information Papers E9 Control of Airborne Noise, E10 Control of Groundborne Noise and Vibration from the Operation of Temporary and Permanent Railways, and E11 Control of Noise from the Operation of Stationary Systems, to include, but not limit such predictions to, the following: the potential for freight operation; planned operational speeds; high speed train noise and vibration characteristics; planned operational rail traffic volumes and compositions; degradation to rolling stock and/or track over the maintenance cycle of the railway; and prediction model uncertainty.

Use of prediction models

25. The Promoter will require the nominated undertaker to use noise or vibration prediction models during the design and construction phases of the Proposed Scheme that are validated for the range of circumstances over which they are applied. Validation reports for the prediction models used shall be provided to all Local Authority Environmental Health Departments with a declaration of the numerical values of prediction model uncertainty being applied by the nominated undertaker under paragraph 24 above.

Individual receptors

26. The Promoter will require the nominated undertaker to apply the noise and vibration commitments set out in HS2 Phase 2a Information Papers E9 Control of Airborne Noise, E10 Control of Groundborne Noise and Vibration from the Operation of Temporary and Permanent Railways, E11 Control of Noise from the Operation of Stationary Systems and E13 Control of Construction Noise and Vibration to individual noise sensitive receptors.

Performance of control measures

27. The Promoter will require the nominated undertaker to share with the Local Authority Environmental Health Departments information that is relevant to understanding the noise and vibration performance of the control measures adopted during the design of the Proposed Scheme for receptors within their administrative area.

Noise change

28. The Promoter will require the nominated undertaker to apply the November 2015 release of Government's Transport Analysis Guidance Unit A3 when valuing the effect of noise change and consider this value when assessing the benefit of applying operational airborne noise control measures to the Proposed Scheme.

Monitoring of research evidence

29. The Promoter will require the nominated undertaker to monitor peer-reviewed research by independent sources into annoyance and health effects specific to high speed railway noise and vibration and notify all Local Authority Environmental Health Departments on the HS2 Phase One route if a numerical correction to noise and vibration levels from the scheme is applied, to account for the research findings.”

Amendment to Schedule 17

30. The Promoter will bring forward an amendment to Schedule 17 to the Bill which would provide for the nominated undertaker to elect to end an approval of lorry routes obtained under Schedule 17. This approach would allow the nominated undertaker to write to the relevant planning authority when it wished to end an approval of lorry routes for a specific site. After this point the nominated undertaker would not be limited to using the routes that had been approved but if it wished to have more than 24 lorry movements from that specific site in a day it would need a new lorry route approval under Schedule 17. The relevant obligations in the Code of Construction Practice and Routewide Traffic Management Plan would still apply.

Discussion about LGV routes with Traffic Liaison Groups

In addition to the amendment to Schedule 17 to the Bill outlined above, the Promoter is also willing to offer the following assurance:

31. Where a site is in regular use by Large Goods Vehicles and the site is not subject to an approval under paragraph 6 of Schedule 17 to the Bill where reasonably practicable routes to and from the site will be discussed at the relevant local Traffic Liaison Group so that any appropriate advice can be provided to the relevant contractor(s) prior to use of that route."

In this assurance: "site" means:

- (a) a working or storage site,
- (b) a site where anything transported to the site will be re-used, or
- (c) a waste disposal site.

Retaining Noddy's Oak

The Promoter is willing to offer the following assurance:

32. The Promoter will require the nominated undertaker to retain the veteran oak tree colloquially known as "Noddy's Oak" on Newlands Lane, Stockwell Heath during construction of the works related to the Proposed Scheme in the area. With regards to Natural England and Forestry Commission standing advice on ancient woodland and veteran trees, and taking account of paragraph 12.2 of the draft Code of Construction Practice particularly in relation to root protection zones, the nominated undertaker will further use reasonable endeavours to ensure that the tree's roots are not damaged during the works to utilities in that area."