



# Buckinghamshire Council

## Transport, Environment & Climate Change Select Committee

### Minutes

**MINUTES OF THE MEETING OF THE TRANSPORT, ENVIRONMENT & CLIMATE CHANGE SELECT COMMITTEE HELD ON THURSDAY 30 MARCH 2023 IN THE OCULUS, BUCKINGHAMSHIRE COUNCIL, GATEHOUSE ROAD, AYLESBURY HP19 8FF, COMMENCING AT 10.00 AM AND CONCLUDING AT 1.00 PM**

#### **MEMBERS PRESENT**

B Chapple OBE, R Carington, P Brazier, M Caffrey, C Cornell, E Gemmell, M Rand, G Smith, D Watson, W Whyte and A Wood

#### **OTHERS IN ATTENDANCE**

S Broadbent, D King, P Martin, R Newcombe, R Stuchbury, G Williams, S Bambrick, R Barker, R Black, S Browning, B Coakley, K Goad, C Ward and C Williams

#### **Agenda Item**

##### **1 APOLOGIES FOR ABSENCE**

Apologies were received from Councillors M Collins, E Culverhouse, S Guy, A Poland-Goodyer and L Sullivan. Councillor S Guy had been substituted for Councillor G Smith.

Apologies had also been received from Daniel Clancy (EA), Gary Moreira (HS2), Ian Thompson and Dr Laura Leech (Buckinghamshire Council).

##### **2 DECLARATIONS OF INTEREST**

There were none.

##### **3 MINUTES OF THE PREVIOUS MEETING**

The minutes of the meeting held on 2 February 2023 were confirmed as an accurate record.

Councillor S Broadbent, Cabinet Member for Transport, provided an update to the Committee on Public Transport. Since the last meeting, a trial would commence from 1 April – 1 August 2023 whereby concessionary travel fares would now be applicable before 9am.

##### **4 PUBLIC QUESTIONS**

One public question was considered at the meeting as attached to the agenda and a verbal response was provided by the Cabinet Member for Climate Change and Environment. The question and answer are appended to the minutes.

## 5 HS2

The Chairman welcomed representatives from HS2 Ltd and Matthew Wales from the Environment Agency to the meeting and invited the Cabinet Member for Transport, Councillor S Broadbent, and the Deputy Cabinet Member for Transport, Councillor P Martin to introduce the officer report. The HS2 project continued to have a significant impact in Buckinghamshire and the Council worked to mitigate the project's impact by holding HS2 Ltd to account on its activities. In the last 12 months, there had been a significant increase in works as the project entered the first of its envisaged three-year peak. The Cabinet Member highlighted the project's effect on the Highways asset, notably through diversionary routes and HGV movements which had caused deterioration of roads. The Council had been able to access an annual HS2 pothole fund of £93,000 however it was felt this value was insufficient. Additionally, the Council was required to bid for extra funds for road repairs which had been a protracted process; one example being King's Lane which was unresolved one-year after the Council's bid. Nonetheless, dialogue had improved recently which the Cabinet Member welcomed.

The Cabinet Member highlighted the importance of preventative works to ensure that roads did not deteriorate so that road closures caused by safety concerns could be avoided; a recent example was the five-week closure of Station Road, Quainton, around Christmas 2022. The Cabinet Member was optimistic through his upcoming attendance at a roundtable discussion with Ministers and the Department for Transport in Parliament on 24 April and would continue to reiterate the project's impacts on Buckinghamshire residents and businesses.

The Cabinet Member highlighted the importance of collaborative and open working on issues such as flooding which required information from HS2 e.g. works to woodlands and hedgerows and flooding impacts. It was acknowledged that positive steps had been taken to reduce HGV movements through the use of rail access and the A413 conveyor which was welcomed.

The Deputy Cabinet Member for Transport, Councillor P Martin, underpinned the importance of collaborative working and planning applications. The Council found it challenging to make timely decisions on planning applications due to a lack of supporting information. Monthly meetings on forthcoming applications had been helpful however these were now three-monthly. The last planning application was received on 6 January and Deputy Cabinet Member was concerned that the planning service would receive an influx of applications for urgent decisions.

The Chairman invited David Emms, Aaron Heer and Alasdair Hassan to give their presentation to the Committee. Prior to the presentation, David Emms acknowledged the importance of the A413 to Buckinghamshire residents and that whilst there was collaborative working with the Council, elements of it could be improved. The following points were noted during HS2 Ltd's presentation:

- Align was responsible for the Colne Valley Viaduct and the Western Valley Slopes, HS2's Chiltern Tunnel, five shafts along the route of the tunnel and the north portal of the tunnel (located near Great Missenden). EKFB was responsible for HS2 between Great Missenden and Turweston which included key design features such as Wendover Green Tunnel and Small Dean/Wendover Dean viaducts, interfacing with EWR and the Stoke Mandeville Relief Road.
- All shafts had been excavated to their full depth with earthworks and concreting completed. The Little Missenden shaft was currently being waterproofed. At Amersham, Schedule 17 was now in place for the headhouse which would feature a flint wall.
- The 10km-deep tunnel boring machines had now passed Amersham. Access for materials in and out was through the portal located inside the M25.

- A 600m section of the Colne Valley viaduct had now been completed which passed over the A412. This had involved two months of night closures which had been well coordinated with the Local Authority.
- Around 70km of internal site access roads had been completed in Buckinghamshire and utility diversions were underway.
- The cumulative effect of the HS2 and EWR projects on communities was recognised. HS2 Ltd had developed tools to help communicate following feedback from community engagement activities. Examples included detailed lorry movement figures, video route mapping with annotations, road closures and diversions, and the mobile visitor centre.
- The primary remit of the Traffic Team was to facilitate construction with the least possible impact to the Highways network. Under Schedule 4 Part 2 Consents, which referred to temporary Highway interference, there were currently 206 live and planned consents on the county's network with only around 50% impacting the roads.
- The Traffic Liaison Group (TLG) met monthly with Council officers, emergency services and neighbouring Local Authorities. Teams were embedded to engage with community groups and forums regularly.
- EWR shared their programme of works with HS2 weekly which HS2 imported into their mapping system for clash detection and forward planning.
- The Road Safety Fund had allocated Buckinghamshire £3.95m which would be allocated by tranches up to 2026; 17 road safety schemes had been approved for delivery since the first tranche launched in 2021.
- The pothole fund of around £98,000 was designed to be quick access for the Council to drawdown funds for repairs related to HS2 construction traffic. Under a Highway Damage Claim the Council could apply for contributions towards specific maintenance treatment due to HGV traffic which was assessed in-part by the vehicle management system that analysed traffic data. Examples of contribution to schemes included 31% contribution for the reconstruction of A40/A412 junction in Denham and 100% of £280,000 resurfacing scheme of Quainton Road. Other schemes included Moorfield Road (circa £180,000 from Align) and Station Road (circa £160,000 from EKFB).
- Fortnightly meetings with Council officers took place to specifically consider damage to Highways. A pilot scheme was under discussion to consider preventative maintenance, which would be a first for the project, following instances of road failures.
- HS2 monitored its baseline traffic count along the A41 and A413, noting that it was a small percentage of total traffic.
- The Quainton Railhead gave the ability to deliver 3m tonnes of aggregate into site by rail which would have been equivalent to 300,000 HGV movements up to 2025. In the past two years, over 800 trains delivered 1.4m tonnes of which prevented an estimated 13,100 tonnes of CO<sub>2</sub> in Buckinghamshire.
- The Engineering and Environment Team held designers and contractors to account on the quality of submitted designs towards the project's sustainability vision.
- HS2 had a Net Zero Carbon Plan which aimed to be net zero carbon by 2035 and carbon-free construction by 2029. In 2022, the project had:
  - Achieved Carbon Literacy Project silver accreditation
  - Adopted science-based targets
  - Had the first diesel-free HS2 construction site (19 across the project)
  - Integrated carbon performance into supplier relationship management scorecards
- EKFB's carbon footprint was estimated to be 2,216,111 tCO<sub>2</sub>e which was a 23% decrease compared to the baseline. Key carbon hotspots included materials (42%), construction activities (23%) and transport (22%).
- Designs of tunnels and pre-cast segments had been optimised to reduce the volume of materials required. Action towards carbon reduction on sites included use of renewable

energy, switching from diesel to HVO biofuel and railhead transport.

- Calcareous grasslands were planned on the south portal construction site in future with the planting of 65,000 trees and around 3.5km of hedgerows. It was estimated this would provide a localised biodiversity net gain and carbon sequestration of 52,000 tonnes of CO<sub>2</sub>.
- Across Phase 1, 845,000 trees had been planted and 15ha of ancient woodland had been translocated. Grassland translocation had been carried out at Grendon and Doddershall Meadows Local Wildlife site.
- 32 wildlife sites had been created in Buckinghamshire and 66 new ponds were planned in the county. A Sheephouse Wood Bat structure was being introduced near Calvert to protect the Bechstein bat and flight lines around Bernwood Forest. Construction had also commenced on multiple green overbridges.
- The majority of tree removals had taken place in Buckinghamshire. Enabling Works Contractors had planted 230,000 trees in mitigation sites, Align would plant 85,000 trees and plants and EKFB planned to plant 2.25m trees and plants.
- The HS2 Woodland Fund had provided grant funding to help landowners restore Plantations on Ancient Woodland Sites (PAWS) and create new native woodland.
- Flood risk received early consideration through specialist input at all stages of design development. HS2 continued engaging with the Environment Agency and Lead Local Flood Authorities for consents.

Following the presentation, Mathew Wales, Environment Agency, outlined his team's role in relation to HS2 consents and compliance in Phase 1 (Schedule 33). Flood risks were considered along main rivers water courses, groundwater impacts and water quality. Meetings took place with the Council monthly to ensure collaborative working and ensure no cross-over on responsibilities.

The following points were noted during the Committee's discussion:

- One non-Committee Member attended to question HS2 regarding the impact of the construction of the Wendover Green Tunnel and associated works on the Chiltern aquifer. There were a number of concerns in the Wendover area on consequential impacts such as increased water flow in Stoke Brook, drying up of Hampden Pond and decreased water flow to the Weston Turville Reservoir and the Wendover arm of the Grand Union Canal. In response, HS2 advised that:
  - Planning applications had been made under Section 17 and further approvals were necessary under Schedule 33 of the HS2 Act to address impacts on waterbodies. Groundwater around Wendover and its flow towards Aylesbury was complex and the EA had been engaged in an updated groundwater model of the green tunnel and the north cutting in the Special Scientific Interest (SSI) area.
  - The EA had been consulted during the development of a water framework directive assessment and was now being reviewed by the EA. The assessment found that flow to Stoke Brook would be minimal and would be mitigated through SuDS, and that the flow impact to the Wendover arm would also be minimal.
  - Hampden Pond had been investigated three years ago by HS2 with the Parish Council and found there was little impact caused by the works as the pond was fed by a spring from groundwater.
  - Monitoring would ensure that the assessment was adhered to which was part of the EA's role. Subject to EA's consent, excavations were planned this year and HS2 were confident in the model.
  - An engagement plan was developed around stakeholders interested in

groundwater around Wendover, including residents, Members and community groups, who would be informed as works progressed. Stakeholders would also be updated on groundwater monitoring.

- A more detail answer would be circulated and appended to the minutes.

**Action: Simon Matthews - EKFB**

- Numerous Members had experienced the increase in HGV movements on Buckinghamshire Highways and noted instances of poor driver behaviour (e.g. extended engine idling in laybys, ignoring compound access turn instructions, not following correct routes or displaying HS2 signage in the cabin when on non-HS2 business). HS2 outlined its expectations of driver behaviour and being a 'good neighbour' and worked closely with Tier 1 and 2 contractors to ensure compliance. Cascading the expectations to Tier 3, 4 and 5 contractors had taken longer and there had been instances of drivers and contractors being removed from the project based on their behaviour. All instances of poor driver behaviour, including engine idling and parking in laybys, should be reported to the [HS2 helpdesk](#) for further investigation.
- Members noted the intentions outlined by the senior leadership team on contractor and driver behaviour but felt there may be a disconnect between this intention and the day-to-day reality in and around site compounds. HS2 felt this had improved and did inspect compounds for compliance but appreciated there was more to be done.
- A number of Members felt that the £98,000 pothole fund was not enough, with one Member noting his ward alone had a pothole top-up amount of £60,000. Additionally, the pothole fund should be re-adjusted to account for inflation and increased cost of materials given its value was set 1.5-2 years ago. Members also noted a disparity of figures reported on the pothole fund (£93,000 vs £98,000) and suggested this be clarified between the Council and HS2 as soon as possible. HS2 acknowledged that while the fund may seem small, it was designed for swift interventions caused by HGV traffic and that a separate process was in place to access more extensive funds for resurfacing.
- Members commented that it would have been beneficial to receive a copy of the presentation in advance due to the amount of information it contained. This would be taken into account for next year's meeting.
- Extensive repairs to the A41 heading into the county near Westcott had been required. One Member attributed this to the loaded HS2 HGVs as the opposite carriageway had not needed repairs. The A41 may be suitable for the proposed preventive pilot and the independent HS2 road network had helped alleviate pressure.
- Figures on tree survival and re-planting would be investigated. The dry summers had caused some dieback and re-planting activity in the spring, and HS2 reiterated their commitment to returning the environment post-construction.

**Action: Alasdair Hassan - HS2**

- An updated figure on trees removed since last year would be circulated to the Committee.

**Action: Simon Matthews - EKFB**

- Of the trees left to be removed, opportunities would be considered in their relocation rather than felling however a commitment could not be provided on this.
- There was an example of four road closure permits on Quanton Road that had all subsequently been cancelled and Members reiterated the importance of traffic management to residents. HS2 had been disappointed in these cancellations and explained this had been caused by non-contestable utility works by the Statutory Undertaker. The Chairman suggested HS2 advise local Members on road closures and cancellations so that accurate information could be circulated to local communities. Another Member suggested HS2 expand their communication of road closures to neighbouring wards and parishes. Communication beyond the line of routes was raised at the Communities & Localism Select Committee in January 2023, and one of the actions

was to work with the Deputy Cabinet Member for Transport to improve this.

- HS2 had a significant network of temporary drainage and water management systems on site which can be seen in aerial footage: <https://vimeo.com/747836661/7836b9194d> Further information specific to the River Great Ouse catchment would be provided outside the meeting.

**Action: Simon Matthews - EKFB**

- The Calvert Infrastructure Maintenance Depot (IMD) Schedule 17 had been submitted last year and was under discussion with the Council's Planning service. One Member requested a more detailed update on the Calvert IMD.

**Action: Simon Matthews - EKFB**

- The Council decided on allocation of the £4m road safety fund through submissions to HS2 for review; it was noted that all submissions to date had been approved. HS2 would investigate and advise on funds spent on their site access roads but did note this was an investment to alleviate pressure on Council highways.

**Action: Aaron Heer – HS2**

- Spoil from the tunnel was designed to be deposited around the north portal valley slopes to achieve biodiversity gain. Material re-use was planned in situ across the length of the route via cutting arisings, forming embankments and earth bunding. One of the current challenges was ensuring material was moved once only. Additionally, discussions were ongoing on the use of some materials from HS2 being utilised by Council contractors during construction of the South East Aylesbury Link Road.
- EWR attended the monthly TLG meetings which included information on forthcoming works and forward plans.
- A number of examples were given on use of the HS2 Woodland Fund to support ancient woodland sites and combined sites.
- Recent announcements about re-phasing of works meant HS2 needed to look at delivering the project with its budget however the impact within Buckinghamshire was expected to be minimal.
- In response to safety concerns raised by the Chiltern Society, HS2 advised that the Chiltern Tunnel would have two bores with cross-passages every 500m as well as intervention shafts along the length of the route. The use of a third bore was for tunnels without surface access (e.g. under mountains or seas).

The Chairman reiterated the great concern and interest that all Members and residents have in the HS2 project and its impact in Buckinghamshire, and hoped that the issues raised would be noted by HS2 Ltd. As this was the principal Select Committee where HS2 attended annually, consideration would be given to the March 2024 meeting being a single item on the project. The Chairman thanked all representatives from HS2 for attending and advised that a follow-up letter would be drafted in due course.

## **6 NEW HIGHWAYS MODEL**

The Cabinet Member for Transport introduced the report and highlighted a number of key points:

- There were a number of organisations involved in the new model which allowed the Council greater control of programmes. Residents should see the benefits of improved works and service response as the alliance format intended to work together to deliver 'right first time'. The Cabinet Member was confident that the service was ready to be launched.
- A schedule of rates also ensured value for money for residents.
- Project Teams and Project Boards had overseen the transition to the new arrangements.

Leaders from the main contractors had been involved in the Board.

- Performance levels were graded which included Acceptable and Desirable. Funds would be withheld for non-acceptable performance until a fix reached the required standard.
- Parish and Town Councils were being engaged on the upcoming arrangements.
- The Atkins Design Team would ensure the new programme would be delivered from the model's commencement on 1 April.
- Work was underway to shift the staff culture.
- An informal review of the contract would take place after three months. Cabinet would receive an update report after 6 and 12 months which the TECC Committee may also want to consider.

The following points were noted during the Committee's discussion:

- A number of Members commended the new arrangement and the communication to Councillors during the contract's progression. Members recommended that should any performance issues be identified, all Councillors be advised so that resident queries could be answered.
- The Local Area Technicians (LAT) were vital in identifying local needs and ensuring a service response particularly during post-winter pressures. Members would receive an updated list of LATs.
- Balfour Beatty offered local social value by attending local job fairs and offering apprenticeship schemes.
- Works scheduled to be carried out by Transport for Buckinghamshire (TfB) that had not been completed would not be paid for. Instead, these works would be identified and carried out under the new model e.g. painting white lines in Market Hill, Buckingham. It was hoped that most of the outstanding works would be completed within six months.
- Communications would be improved to ensure accuracy e.g. temporary repairs would be identified as such on Fix My Street rather than being marked 'completed'.

The Chairman thanked the Cabinet Member for the report.

## **7 AIR QUALITY MONITORING IN BUCKINGHAMSHIRE**

The Chairman invited the Cabinet Member for Climate Change & Environment, Councillor G Williams to introduce the report. The Cabinet Member noted the following points:-

- Local Authorities had a legal obligation to review and assess air quality. All the nine AQMA sites in Buckinghamshire were currently reporting below the annual mean nitrogen dioxide national objective of 40 µg/m<sup>3</sup>.
- Introducing further AQMAs required engagement with DEFRA and air quality improvement action.
- Around 40% of poor air quality in Buckinghamshire was due to vehicles so the Council focused activities in this area e.g. promoting electric vehicles (EVs) and Euro 6 engine upgrades.

The following was noted during the Committee's discussion:-

- One non-Committee Member attended to query the lack of air quality monitoring in Buckingham West particularly given the amount of current and upcoming developments along the A421. The Cabinet Member advised that DEFRA provides guidance on AQMA monitoring and parameters and that assessments were undertaken on a risk basis as to where pollution levels are expected to be at their highest. Consideration had been given

previously to installing a monitoring point along the A421 at Buckingham however after assessment the A421 did not meet concern criteria as it was a relatively open space with extensive vegetation. By comparison, Buckingham town centre had been monitored, due to airflow being more constricted by narrow streets with high walls, and found no exceedances of air quality standards. Each Community Board would soon receive DEFRA-funded monitoring equipment which could be utilised to monitor specific areas.

- Members noted the reduction of pollutants over time, particularly during the Covid lockdowns.
- One Member was concerned by East West Rail's planned use of diesel rolling stock which would impact air quality. Consideration would be given on whether air quality data in the line's vicinity could be monitored.
- Members considered the benefit EV expansion would have on Buckinghamshire's air quality. One Member noted that Char.gy was seeking to install fast EV chargers in Hazlemere, whilst another Member noted that Gerrards Cross wanted to expand its public EV infrastructure. The Cabinet Member advised that Hannah Joyce, Head of Transport Strategy & Funding, was leading a working group on EVs which was considering EV expansion (e.g. EV car-pooling and appropriate charger type and location). Challenges included Distribution Network Operator (DNO) costs.
- On-road EV charging solutions were still in development with one gully trial to commence in Wendover. The process for using lamp posts and bollards for EV charging would be investigated and circulated to the Committee.

**Action: C Ward**

The Chairman thanked the Cabinet Member for the report.

## **8 SCOPING DOCUMENT FOR RAPID REVIEW - STREETWORKS AND STATUTORY UNDERTAKERS IN BUCKINGHAMSHIRE**

The Committee received a scoping document to carry out a rapid review on streetworks and statutory undertakers. It was felt that this was topic was of great interest to the public due to works being carried out on the Highway asset.

The Chairman advised that he would lead the review group and asked Members to write to him if they were interested in being on the group.

RESOLVED –

That the rapid review scope document be agreed.

## **9 WORK PROGRAMME**

A work programme for the next municipal year would be drafted in due course. Members were asked to advise the Chairman and scrutiny officer of items they wish to be considered for the future work programme.

## **10 DATE OF NEXT MEETING**

The next meeting date was to be confirmed.



**Transport, Environment & Climate Change Select Committee – 30 March 2023**

**Agenda Item 4 – Public Questions**

**Question One**

Section 3 of today's Air Quality Report draws attention to monitoring PM<sub>2.5</sub> the pollutant now considered the most dangerous to human health. Will Buckinghamshire Council now start monitoring this pollutant in our most built-up areas and close to schools, and what is their timetable for doing this?

**Answer**

The Environment Act 2021 introduced a new target for Defra to adhere to in respect to PM<sub>2.5</sub>. Defra are still in the process of producing the necessary technical guidance for Local Authorities detailing how they would like Local Authorities to work with Defra in order to reach this target. We are expecting the guidance in May/June 2023 and we are hopeful this may provide the framework PM<sub>2.5</sub> monitoring requirements and strategy for local authorities.

In the meantime, we are rolling out one multi-pollutant sensor, which will monitor NO<sub>2</sub>, PM<sub>10</sub> and PM<sub>2.5</sub>, to each Community Board within Buckinghamshire. They are not as accurate as the reference method equipment that are recommended by Defra (e.g. diffusion tubes and continuous monitors) but are far lower in cost and provide a good indicator of trends present. Currently the Community Boards are locating their sensors outside schools. This will therefore provide valuable real time data to show what impact school traffic, including idling, has on the local air quality present outside of the school.

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# HS2

# Buckinghamshire Council

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Transport, Environment and Climate Change Select Committee  
30 March 2023

Minute Item 5

# Constructing HS2 in Buckinghamshire



Responsible for the delivery of:

- The Colne Valley Viaduct and the Western Valley Slopes
- HS2's Chiltern Tunnel
- Five shafts along the route of the tunnel
- The north portal of the tunnel, located near Great Missenden

Responsible for the delivery of:

- HS2 between Great Missenden and Turweston in Buckinghamshire
- A number of key design features inc Wendover Green Tunnel, Small Dean / Wendover Dean Viaducts
- The interface with East West Rail and the HS2 Infrastructure Maintenance Depot
- Stoke Mandeville Relief Road



# HS2

## Works update

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David Emms

Project Client, HS2

# Align Works Update



# Align Works Update



# EKFB Works Update

- Internal site access road almost complete through Buckinghamshire
- All eight main compounds established
- Utility diversions underway
- 16M m<sup>3</sup> of excavation completed to date



**Bulk Earthworks**



**Permanent Bridges**



**Temporary Bridges**



**Buried Culverts**



# EKFB works in 2023

- Handover of track to East West Rail through Calvert
- Handover of Chiltern Tunnel North Portal site to Align
- Earthworks season recommences in March 2023 with 12M m<sup>3</sup> excavation planned this year
- Upgrade of Princes Risborough to Aylesbury railway line

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**Continuation of Earthworks**



**Road Diversions**



**Viaduct Construction**



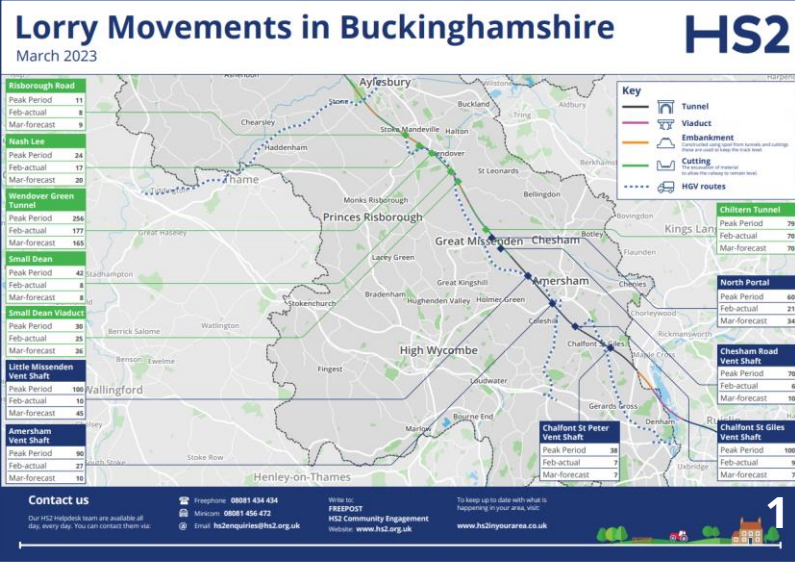
**Bridge Construction**

# Engagement

Communities & Localism Select Committee held on 17 January.

1. Monthly update on lorry movements within Bucks
2. Video mapping of works with impact on road network
3. Annotated aerial footage used to bring impacts to life
4. Mobile Visitor Centre launched with multiple events taking place each month

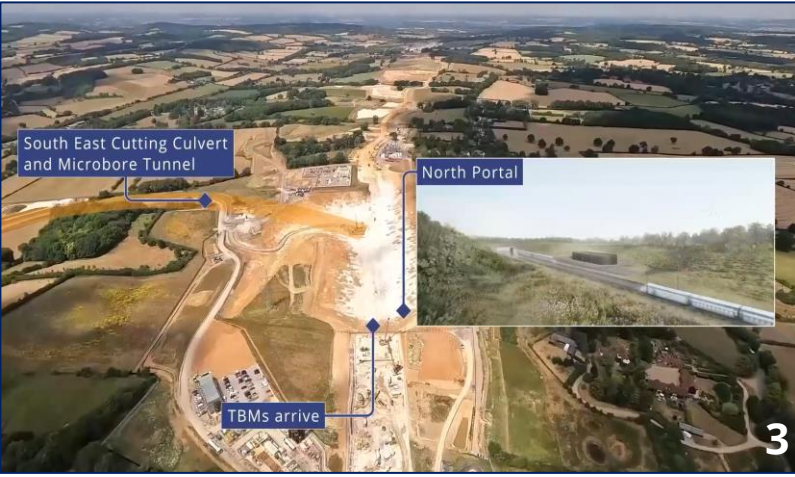
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The A412 will be closed in both directions between West Hyde and Denham every night from 10pm to 6am.

These works are due to take place from 19 August until 25 October 2022.

A temporary diversion will be in place when the road is closed.



# HS2

## Roads

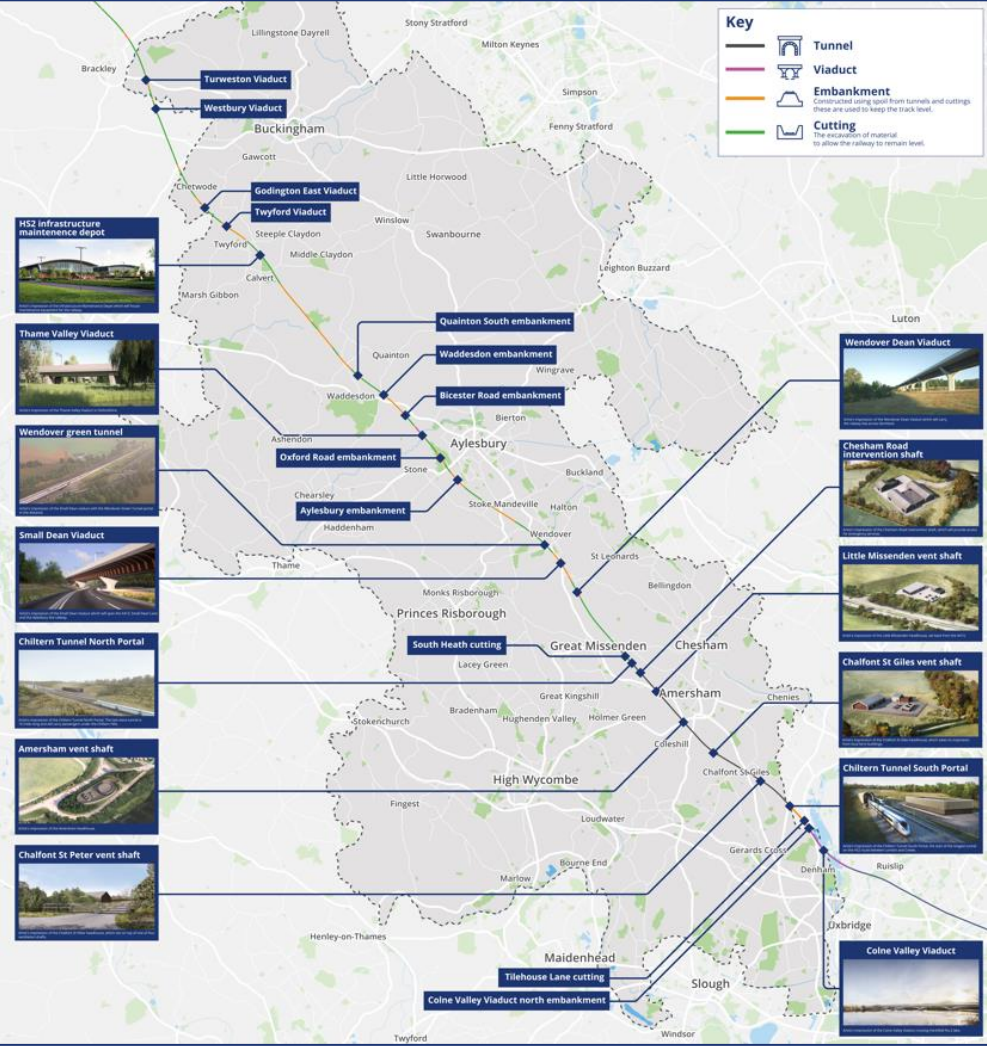
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Aaron Heer

Traffic Manager, HS2

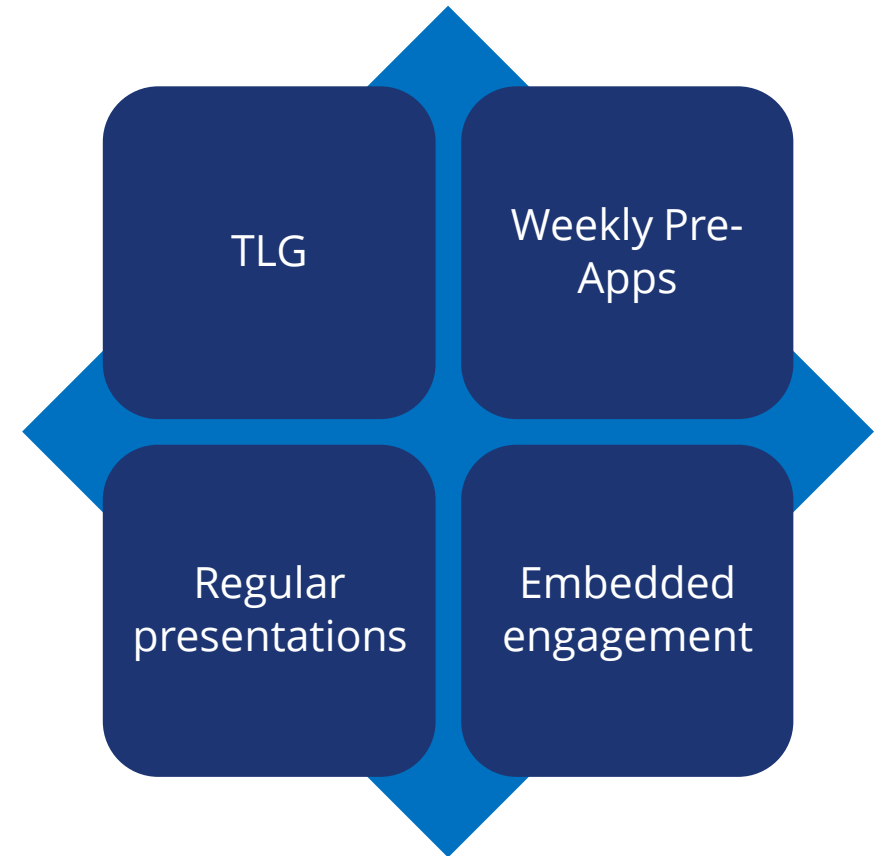
# Context - HS2 in Bucks

- 206 live and planned consents on the Buckinghamshire network
- Since our consents process moved to Street Manager (Q4 2020), 765 traffic consents have been utilised and closed out and 583 forward plan notices have been raised



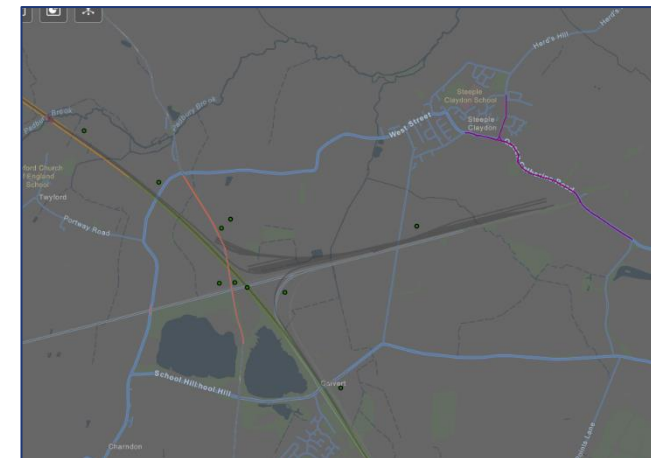
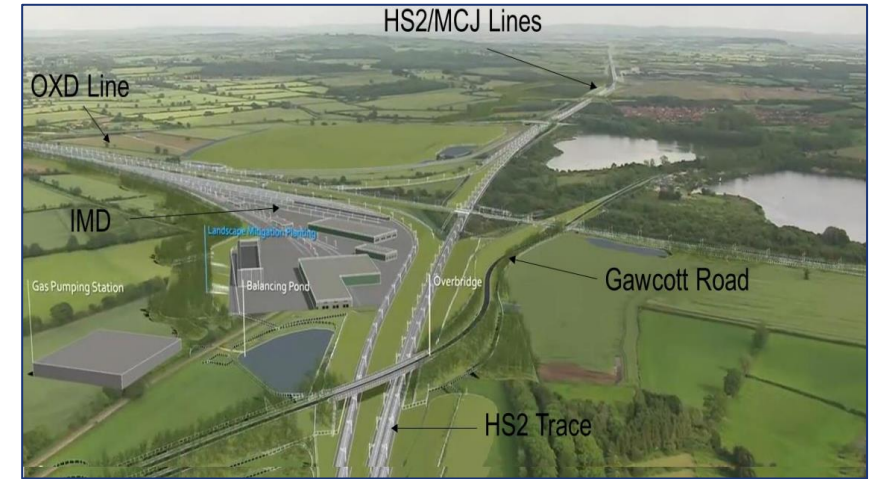
# Engagement with Buckinghamshire Council

- Monthly traffic liaison group (TLG) meeting
- Weekly pre-application meetings attended by HS2, EKFB and the Buckinghamshire Council HS2 consents team
- Presentations to members and community groups on a regular basis
- Engagement teams are embedded in local community forums



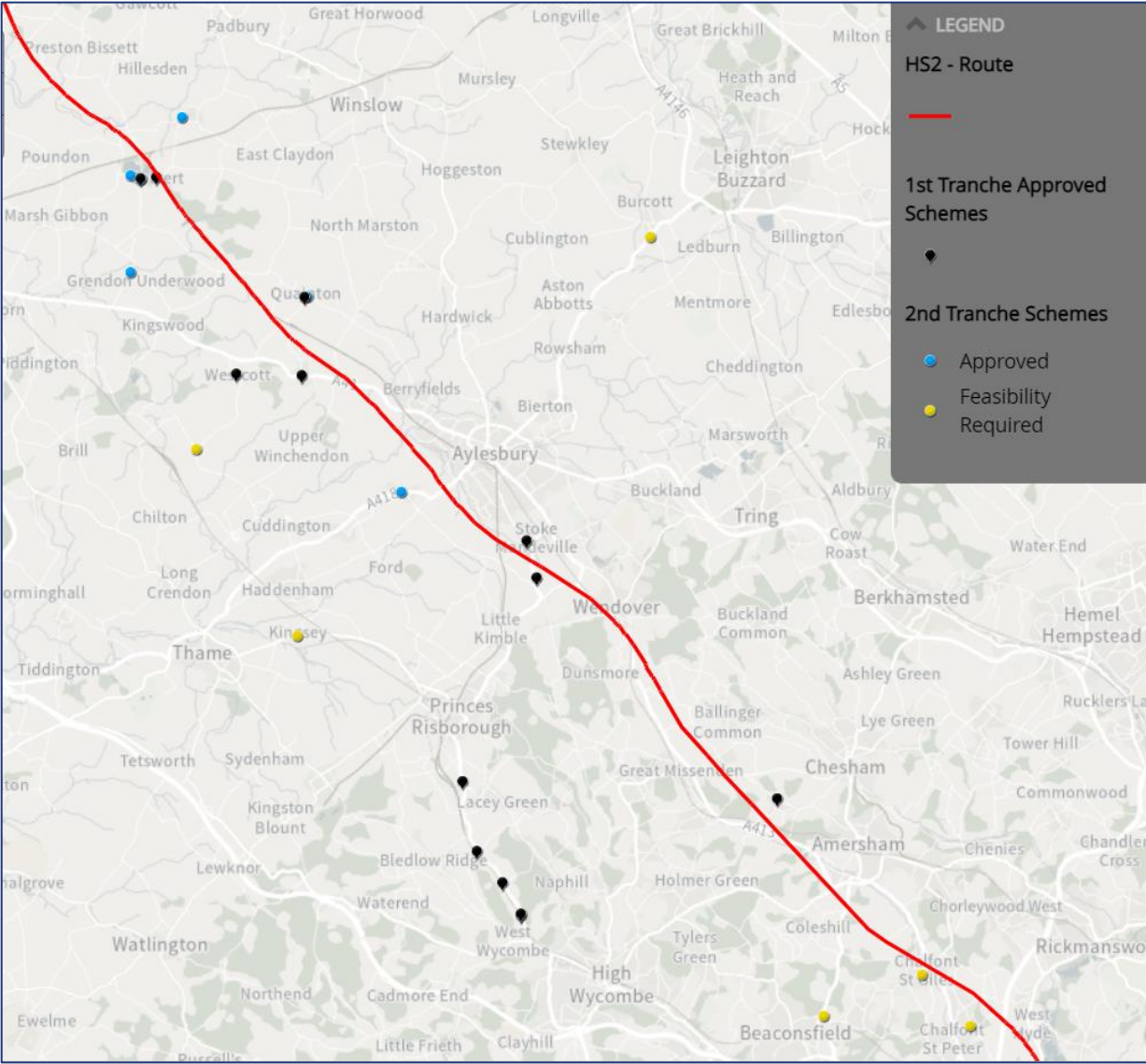
# EWR Interface

- TLG attendance
- Monthly Programme and Planning meeting
- Attendance at BC's fortnightly coordination meeting
- EWR share their confirmed programme of works with HS2 every week, which is imported into the HS2 GIS Portal for clash detection
- HS2 Engagement & EWR both attend local briefings with the community and local councillors, answering questions and updating on programmed works



# Road Safety Fund

- Buckinghamshire has an HS2 Road Safety Fund of £3.95 million, which will be allocated in a series of tranches up to 2026.
- Seventeen road safety schemes have now been approved for delivery from the first tranche of funding launched in 2021



# Road Maintenance

- Maintenance schemes delivered by HS2:
  - Align Moorfield Road ~ £180k
  - EKFB Station Road ~ £160k
- Maintenance schemes contributed towards by HS2:
  - 31% of a £250k scheme for the reconstruction of A40/A412 junction in Denham
  - 100% of £280k scheme for resurfacing of Quainton Road – being delivered by EKFB in 2023
  - Annual pothole fund of £98k
- Discussions ongoing re Pilot Scheme for preventative maintenance



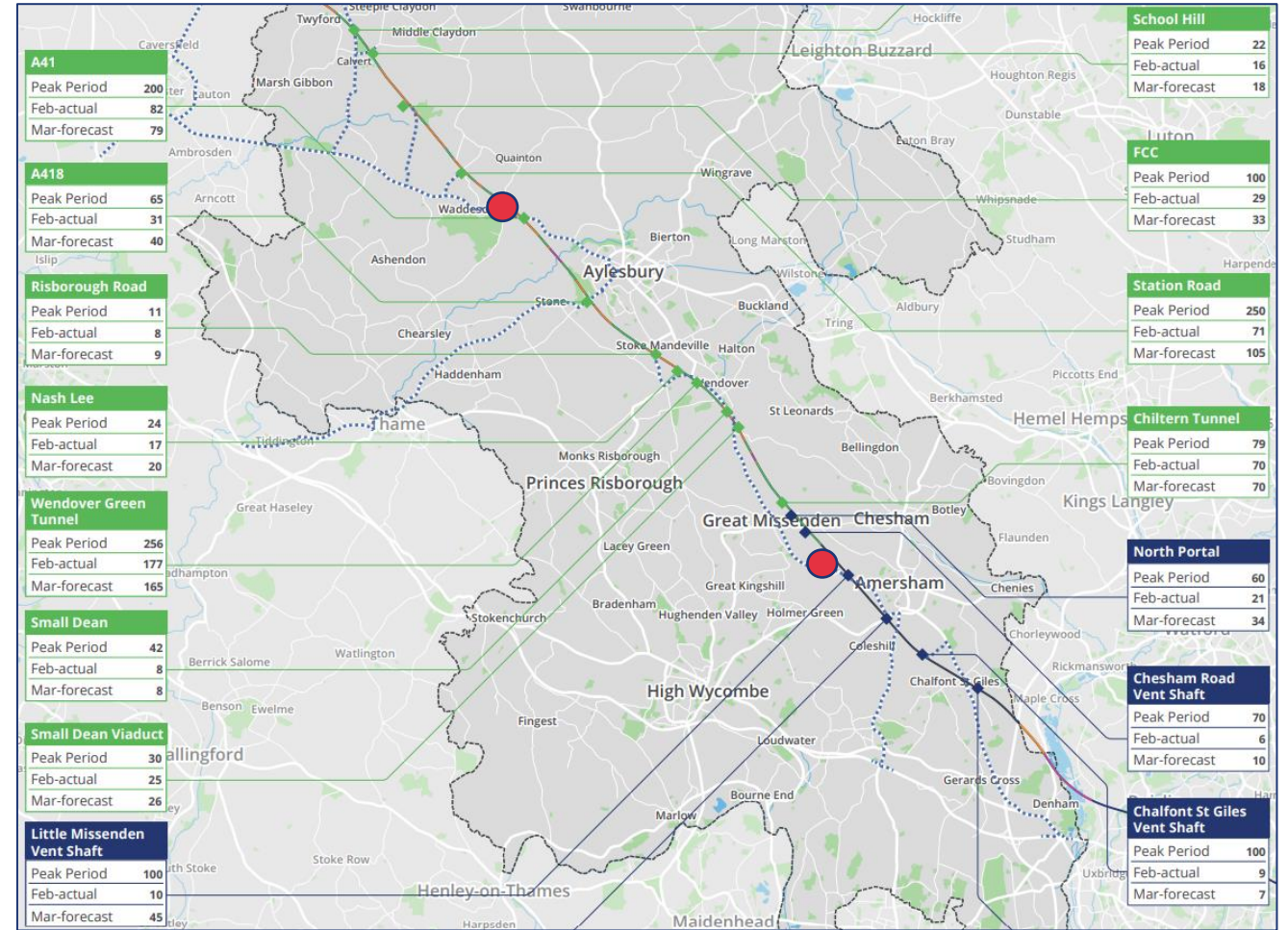


# Vehicle Numbers

- Baseline traffic count data recorded at A41 & A413 throughout 2022
- HS2 lorry movements in 2022 recorded at the same location
- Data only taken on days HS2 are working – weekly percentage would be lower

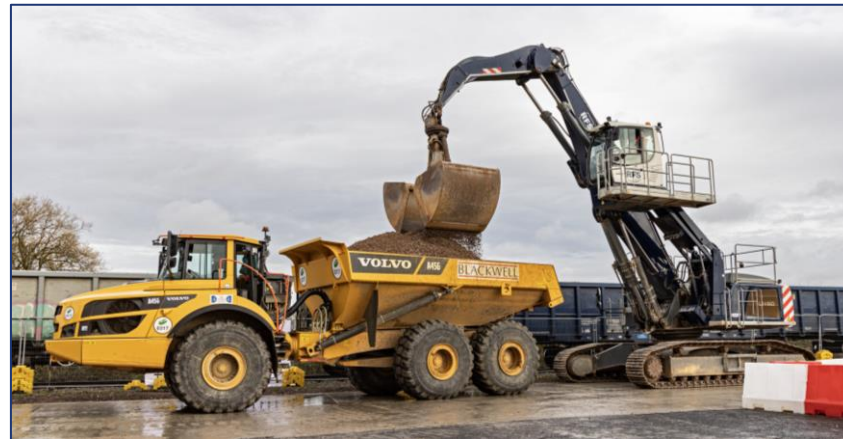
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	Vehicles per day	HS2 HGVs per day	% of total traffic
A41	17335	309	1.8%
A413	22859	203	0.9%



# Quainton Railhead

- Ability to deliver 3m tonnes of aggregate by rail into site – the equivalent of 300,000 lorry movements between now and 2025
- In the past two years 800+ trains have delivered **1.4 million tonnes** of aggregate, avoiding the requirement for more than **140,000** truck journeys on the road, and preventing an estimated 13,100 tonnes CO<sub>2e</sub> in Buckinghamshire
- Ongoing movement by Internal Site Access Road



# HS2

# Environment

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**Alasdair Hassan**

**Head of Engineering and Environment, HS2**

# Environmental Update

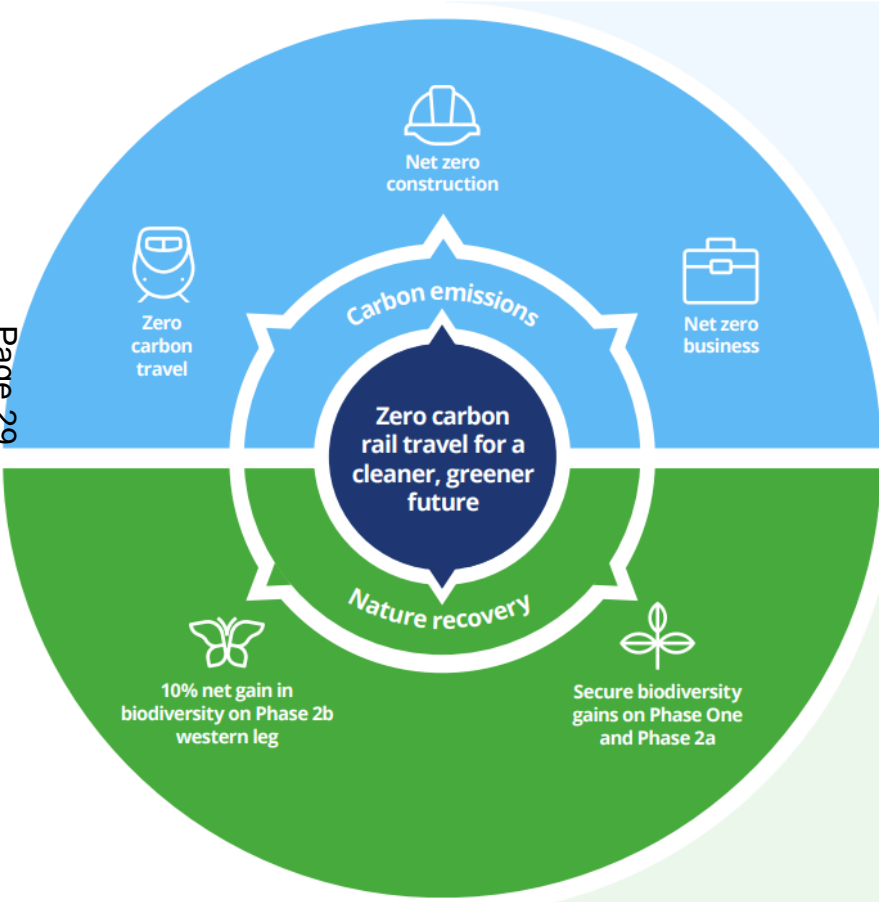
- Carbon
- Tree Planting
- Flood Risk



# Journey to Net Zero

## Sustainability Vision:

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### Our vision for cutting carbon emissions

- Zero carbon electricity powers the dedicated HS2 network
  - HS2 trains, stations, depots and rail infrastructure will use zero carbon energy
  - 50% cut in emissions from concrete and steel by 2030
  - 50% cut in all emissions by 2030
- Carbon emissions from construction removed or offset from 2035
  - 11% reduction in HGV emissions by 2027
  - Contracts awarded to net-zero committed suppliers from 2022
- HS2 Ltd net zero from 2025
  - First diesel-free works site in 2022 – and all sites by 2029
  - Net zero emissions from heating and powering our offices – and running our vehicles – by 2025

- Seek to achieve a 10% net gain in biodiversity on Phase 2b western leg
  - Planting seven million trees and shrubs for the Green Corridor along Phase One
  - £7 million funding to plant new woodlands and improve existing woodlands along Phase One and 2a
  - Minimising the loss of ancient woodlands – and the land needed for HS2
- Secure biodiversity gains on Phase One and Phase 2a, moving beyond no net loss
  - £45 million earmarked for funds including local environment projects
  - £2 million to enhance biodiversity on Phase 2a
  - Managing, monitoring and maintaining new habitats for at least 30 years
  - Supporting innovations in nature recovery and the way biodiversity is monitored
  - Developing route-wide partnerships to boost biodiversity gains

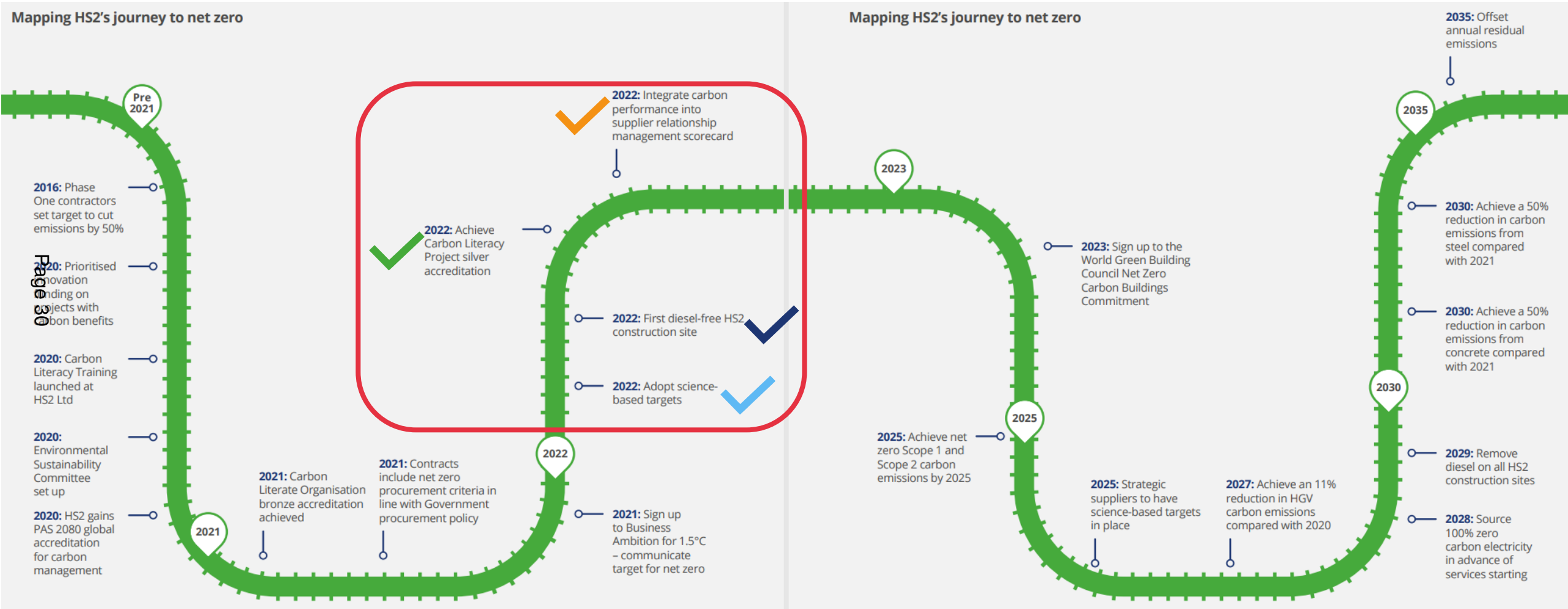
### Our vision for boosting nature recovery

## Net Zero Carbon Plan:



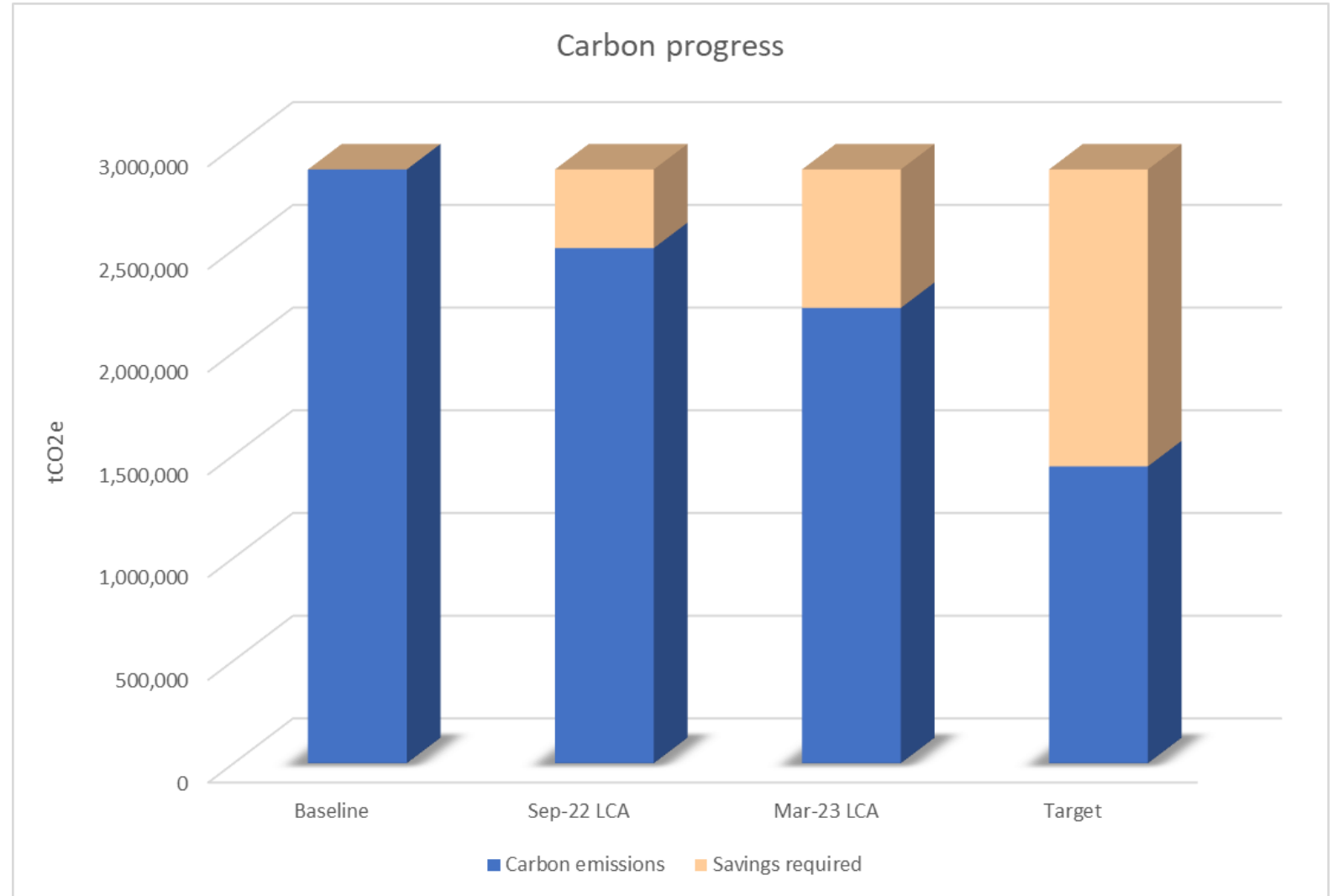
[Net Zero Carbon Plan](#)

# Performance against 2022 objectives



# EKFB – Carbon Mitigation

- The latest carbon footprint estimate for the C23 scheme equates to 2,216,111 tCO<sub>2</sub>e
- This is an approximate 23% decrease compared to the latest agreed baseline
- Key carbon hotspots lie in:
  - Materials (42%)
  - Construction activities (23%)
  - Transport (22%)
- Further mitigation efforts focused in these areas in design and construction



# Carbon Reduction - Design

## Optimised Earthworks

Optimised concentrations of lime treatment for earthwork stabilisation from 2.5-3% down to 1.5%



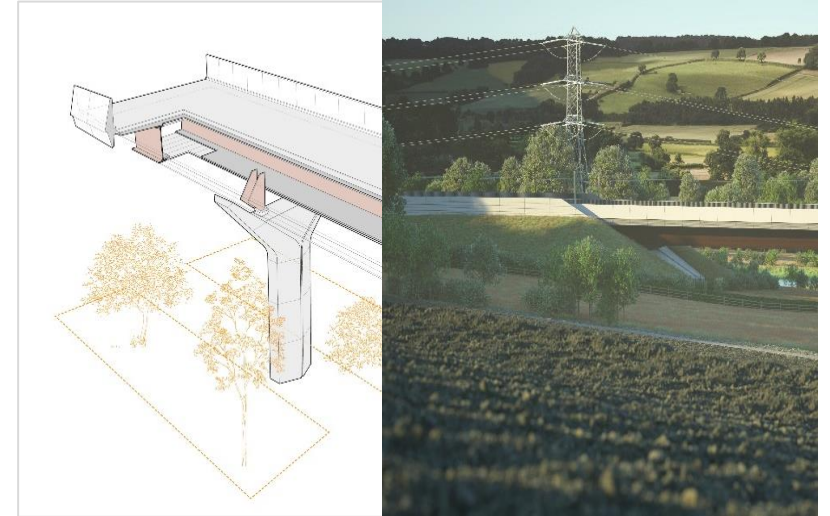
## Volume Reduction

Reduction in volume of material required for pre-cast segments, re-design of green tunnels



## Detailed Design Improvement

D-wall optimisation, double composite viaducts, optimised pile lengths, reduction in heaved slab etc.





# Carbon Reduction - Construction

## Renewable Energy

Such as CCTV, Lighting, Pump, Cabin and monitoring stations



## HVO alternative fuel

Switch from diesel to HVO bio-fuel



## Lower Carbon Transport

Transportation of imported aggregates through the four railheads by RSS



# Carbon Reduction Strategies

## Calcareous Grasslands

65,000 trees and nearly 3.5km of new hedgerows will be planted. Also providing a localised net biodiversity gain and carbon sequestration of 52k tonnes of CO<sub>2</sub>.



# Ecology and Biodiversity

**845,000  
trees  
planted  
across  
Phase 1**

**120 wildlife  
sites  
created  
across  
Phase 1**

**190 new  
ponds  
planned  
across  
Phase 1**

**15ha ancient  
woodland soil  
translocated  
across Phase 1**

**Other ecology e.g  
Sheephouse  
Wood Bat  
Structure, two  
bat houses and  
multiple green  
overbridges**

**Largest grassland  
translocation  
ever carried  
out at Grendon  
and Doddershall  
Meadows Local  
wildlife site**



# Tree Planting

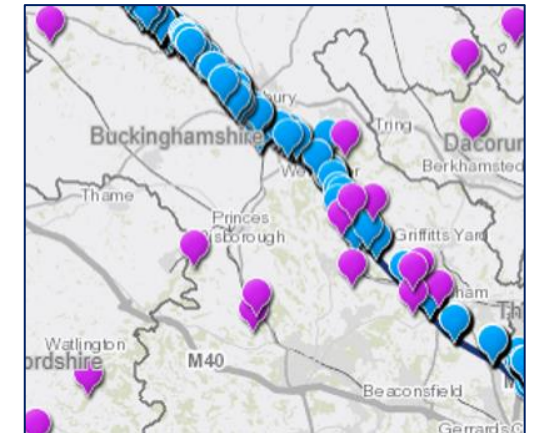
- Across the Buckinghamshire area the majority of tree removals has been completed
- EWC planted 230,000 trees in mitigation sites within the central section of the project
- Align will re-landscape all of their sites and plant approximately 85,000 trees and plants
- Similarly EKFB plan to plant 2.25 million trees and plants as part of their landscape design
- Biodiversity net gain showing in both Align and EKFB areas with in particular net gain in linear / area habitats



# HS2 Woodland Fund

To support HS2's ecology programme, the HS2 Woodland Fund is a £5 million grant scheme aimed at helping landowners to restore Plantations on Ancient Woodland Sites (PAWS) and create new native woodland, at 100% of standard costs.

- 21.7ha PAWS Restoration Sites
- 1.9ha Woodland Creation Sites
- 18.3ha Joint PAWS and Woodland Creation Sites



# Water Resource and Flood Risk

Overarching aim mirrors **National Planning Policy Framework (NPPF)**

**Early consideration of flood risk through specialist input at all stages of design development**

**Early focus on complex waterbodies; minimising risk to the railway, risk to third parties and WFD impacts**

**Continued Engagement with EA and Lead Local Flood Authorities (LLFAs) for consents.**



# Questions



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**Councillor B Chapple OBE**  
**Councillor for Aston Clinton & Berton**  
 Buckinghamshire Council  
 The Gateway  
 Gatehouse Road  
 Aylesbury  
 HP19 8FF

Bill.Chapple@buckinghamshire.gov.uk  
 www.buckinghamshire.gov.uk

Councillor Steven Broadbent  
 Cabinet Member for Transport  
 Buckinghamshire Council  
 The Gateway  
 Gatehouse Road  
 Aylesbury, HP19 8FF

12 April 2023

Dear Councillor Steven Broadbent,

### **TECC & HS2 Ltd: Roundtable Letter**

Thank you for attending the Transport, Environment & Climate Change Select Committee meeting on 30 March 2023 to introduce your report and update Members on the Council's concerns that the HS2 project is having on Buckinghamshire and its residents. At the meeting a number of issues were raised with the representatives of HS2 Ltd, and a summary of these key issues is outlined below.

#### **Pothole Fund**

Whilst appreciating that this is a quick access fund to be drawn down upon, Members note the discrepancy between the figures quoted (£93,000 by Buckinghamshire Council and £98,000 by HS2) and suggest the amount be clarified as soon as possible. In addition, Members feel that the pothole fund is totally inadequate especially given that the Council itself has had to allocate more resource to address potholes across the Highways asset. Moreover, the Committee heard that the value was assigned around two years ago and therefore does not reflect the increased cost of repairs due to inflation and higher cost of materials.

#### **Preventative Highways Maintenance**

The Committee welcomes the pilot planned on preventative highways maintenance and would encourage its acceleration as swiftly as possible. This would mitigate road safety concerns and closures caused by HS2 damage as was experienced on Station Road, Quainton.

#### **Collaboration**

The Council requires more forthcoming communication from HS2 regarding its forward plans and supplementary information on planning applications. In addition, more advanced notice on road closures would allow the Council to put mitigation plans in place sooner.

#### **HGVs and Driver Behaviour**

There has been a noticeable increase in HS2-based traffic across the county and there were a number of examples provided at the meeting which contravened HS2's Code of Conduct for its drivers and contractors. We feel there may be a disconnect between the corporate messages being cascaded by HS2's Senior Leadership Team and the reality 'at ground level' on the Highway and around compounds.

**Communication**

Whilst acknowledging the existing level of comms activity by HS2, there are still areas that can be improved. Members highlighted outdated information on HS2's website (e.g. Calvert IMD) and supported HS2 plans to expand their communication of road closures to neighbouring wards and parishes.

**Ecology**

Ongoing tree maintenance is of fundamental importance, and we support all action to ensure planted trees reach maturity. We also encourage HS2 to minimise felling by moving trees for re-planting wherever possible.

I would like to reiterate my thanks to you, your Deputy Cabinet Member, Councillor Peter Martin, and your officers for continuing to represent the best interests of Buckinghamshire residents and businesses by holding HS2 Ltd to account.

Yours sincerely,

Councillor Bill Chapple OBE  
Chairman of Transport, Environment & Climate Change Select Committee  
Buckinghamshire Council



**Councillor B Chapple OBE**  
**Councillor for Aston Clinton & Bierton**  
 Buckinghamshire Council  
 The Gateway  
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High Speed Two (HS2) Limited  
 1 Eversholt Street  
 London  
 NW1 2DN

18 April 2023

Dear David Emms, Aaron Heer and Alasdair Hassan,

### **HS2 Ltd Attending Select Committee**

I am writing to thank you and your team for attending Buckinghamshire Council's Transport, Environment & Climate Change Select Committee on Thursday 30 March 2023.

The Committee appreciated the opportunity to hear about the progress being made with the works however there were a number of concerns that Members robustly expressed which included the inadequate Pothole Fund, impact to Highways and need for preventative maintenance, HGV movements and driver behaviour, and ecological impact. I trust that comments from the Select Committee will be taken into consideration as the project develops.

As you will recall, there were lines of questioning that HS2 Ltd's representatives were unable to answer in full, and you undertook to provide written responses to the Select Committee. Therefore, the Committee await your response via return letter on the following:

1. Please provide further details on the response provided by Simon Matthews to the question asked regarding HS2 works and Wendover groundwater.
2. Since your attendance at TECC last year, how many trees have been removed by HS2 in Buckinghamshire?
3. Of the trees you have planted, how many have perished and required re-planting?
4. Further details regarding water management and drainage systems in the River Great Ouse catchment.
5. What further information can you provide on the progress of the Calvert Infrastructure Maintenance Depot (IMD)?
6. How much has been spent on the HS2 internal site access roads?

Given the time constraints, Members were unable to ask a number of questions they wished to ask at the meeting. I would therefore be grateful for your response to the following:

7. Given the approvals programme frequently slips, has HS2 adequately resourced its contractors to adhere to the programme?

8. HGVs parking in laybys was highlighted at the meeting, are there adequate contingency plans in place for instances when incoming vehicles exceeds compound capacity?
9. What refused planning applications have been appealed against by HS2 Ltd (if any)?

A copy of the minutes from the meeting will be available on the Council's website once published:  
<https://buckinghamshire.moderngov.co.uk/ieListDocuments.aspx?CId=343&MId=17617>

Please ensure that your response to the questions and further information to be circulated to the Select Committee are sent to Chris Ward (Senior Scrutiny Officer) so that this can be shared with Members. A copy of this letter and your reply will be appended to the minutes of the meeting.

Once again, I thank you for attending our Select Committee meeting and look forward to welcoming you and your team again for our annual update on the project in 2024. I will ensure the meeting is a single-item agenda dedicated to the HS2 works.

Yours sincerely,

Councillor Bill Chapple OBE  
Chairman of Transport, Environment & Climate Change Select Committee  
Buckinghamshire Council

**High Speed Two (HS2) Limited**  
Two Snowhill, Snow Hill Queensway  
Birmingham B4 6GA

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[gov.uk/hs2](https://www.gov.uk/hs2)

**Councillor B Chapple OBE**  
**Councillor for Aston Clinton & Bierton**  
Buckinghamshire Council  
The Gateway  
Gatehouse Road  
Aylesbury  
HP19 8FF

27 November 2023

Dear Councillor Chapple,

**RE: Transport, Environment and Climate Change Committee**

Further to our attendance at Buckinghamshire Council's Transport, Environment & Climate Change Select Committee on Thursday 30 March, please find below our responses to the outstanding queries raised.

**1 - Question received from Cllr Newcombe - Wendover ward**

**"Packages 3 (Small Dean) and 4 (Nash Lee) impact on the Chiltern aquifer through the construction of the Wendover Green Tunnel and associated works. There has been concern in the Wendover area that the consequential effects could include:**

- **Increased water flow in the Stoke Brook leading to flooding downstream at times of high rainfall.**
- **The drying up of Hampden Pond**
- **Decreased water flow to Weston Turville Reservoir with adverse consequences for the SSI**
- **Decreased water flow to the Wendover arm of the Grand Union Canal with adverse environmental consequences**

**Bearing in mind the commitments made by HS2 in the Environmental Minimum Requirements to:**

**'continuity of surface and groundwater flows and quality will be maintained to mitigate environmental impacts, by means of watercourse diversions, sustainable drainage systems (SuDS), creation of natural banks and features and, where unavoidable, culverts;'**

**will HS2/EKFB confirm:**

- 1. That the Environment Agency has given approval to the HS2/EKFB proposals to prevent the abovementioned situations occurring,**
- 2. The date by which the existing connection to Hampden Pond will be unblocked,**
- 3. That they will monitor if any of the above four situations occurs; explain in advance how the monitoring will take place; and that all relevant data will be promptly supplied to Buckinghamshire Council, Wendover Parish Council and be publicly made available,**
- 4. That in the event of any of the above four situations occurring appropriate remedial action will be taken notwithstanding whether the occurrence is before or after the "Bringing into Use" process has been completed."**

#### EKFB response

- An application for planning approval under Schedule 17 has been made for the south end of Wendover (Package 3) and approval granted for the north end (Package 4).
- EA are statutory consultees on these applications and had no material comments as further approvals are required for impacts to water bodies under Schedule 33 Part 5 and are being made to the EA.
- We have been engaging with the EA for a number of years to determine the potential impacts on groundwater in Wendover, and the consequential impacts on the surrounding environment.
- This includes updated groundwater modelling of the proposed excavation, assessment of flows, water levels, and impacts to aquatic ecology in the SSSI.
- An assessment under the Water Framework Directive has been developed with regular EA consultation throughout the process. The completed assessment is currently being reviewed by the Environment Agency such that approval to commence excavation for the Wendover Green Tunnel, the Wendover North Cutting, and installation of the Low Permeability Wall can be progressed through Sch33.5 allowing construction of the main works to follow.
- The assessment has shown:
  - The impact to Stoke Brook is minimal and is managed through the creation of flood mitigation areas along the corridor towards Aylesbury.
  - We have designed mitigation for the cutting to ensure that any impact on flows to the Wendover Brook is insignificant. Our model predicts a small residual impact: a 8% reduction in mean flows in Wendover Brook and a 7% reduction in summer flows. Because there are many other streams that flow into Weston Turville Reservoir (Castle Park Stream and Blue Sky Brook), and because only part of the flow of Wendover Brook is diverted into the reservoir, we estimate that the overall reduction in flows into the reservoir will be about 2%. The

reservoir will still always overflow, so there is to be no change in the reservoir water level. A slight reduction in flows may change nutrient concentrations in the reservoir by about 1%. We are confident that this is nowhere near enough to change the trophic status of the reservoir.

- The springs that feed the Wendover Arm of the Grand Union Canal are almost outside of the zone of influence of the cutting and the part of the tunnel that is beneath the water table. Our model results indicate a very slight increase in flows (c. 0.5%) to the Wendover Arm of the Grand Union Canal.
- Hampden Pond is outside of the zone of influence of the cutting and the part of the tunnel that is beneath the water table. We have not modelled spring flows to Hampden Pond, but we have modelled spring flows to Witchell Pond (which is closest to the cutting). Our model results indicate a very slight increase in flows (c. 1%) to Witchell Pond.
- We carried out surveys on the flows into Hampden Pond in 2020 to determine whether we could divert drainage flows into the pond, but this was inconclusive. Hampden Pond will not be unblocked by the works, as it is not blocked currently.
- The application to the EA includes a monitoring plan and has an established baseline. During the construction stage, monitoring will be maintained to ensure compliance with the assessments, and monitoring will extend a number of years beyond the excavation works.
- The excavation works are planned to commence in the next few months and be completed in 2025. We are confident that the extensive modelling and assessments will have minor impacts on the surrounding groundwater and aquatic ecology. Application for Bringing into Use of the railway will not occur until after 2027, so impacts will be known by then.
- We have developed an engagement plan identifying a number of stakeholders who we will brief on the groundwater impacts and will include a public facing FAQ on what we are doing and how we are monitoring. Updates will be provided through our regular newsletters.

## **2 - Since your attendance at TECC last year, how many trees have been removed by HS2 in Buckinghamshire?**

HS2 does not record information on the number and species of trees removed but undertakes measurement of clearance in terms of area (hectares).

The Phase One Environment Statement (Map Books) indicate those areas which may be lost as a result of HS2 construction. Please refer to the Volume 2 Map Books held here: <https://www.gov.uk/government/publications/hs2-phase-one-environmental-statement-volume-2-community-forum-area-reports-and-mapbooks>

All ancient woodlands affected by HS2, and the associated bespoke compensation measures, are described in the Ancient Woodland Strategy for Phase One with updates in the Ancient Woodland Summary Reports ([HS2 Ancient Woodland Reports - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/publications/hs2-ancient-woodland-reports)).

### **3 - Of the trees you have planted, how many have perished and required re-planting?**

At current we are unable to provide data due to assurance requirements. The basis of HS2's approach to tree planting and woodland creation is The National Plant Specification - Handling and Establishment (Published by The Committee for Plant Supply and Establishment, Revised edition, November 1995). This provides industry standard guidance on the processes of plant handling and establishment for large scale planting projects.

For Phase One, HS2 Ltd has committed, through an Act of Parliament, to plant and then maintain up to seven million trees and shrubs between London and Birmingham. This commitment, to plant and then maintain the scheme's original plant numbers, is a requirement of HS2.

All tree planting sites being planted and maintained by HS2 contractors and are subject to ongoing assessment and monitoring. Any plant failures are replaced, to ensure the commitment to plant and maintain seven million trees on Phase One is met. Failures in saplings should be expected in the early years following planting.

Aligning to industry-wide guidance, HS2 Ltd expects failure rates of new tree and shrub planting across its construction sites to be within the industry best practice range of 5-15 percent. Due to the typical industry wide failures of a proportion of newly planted trees, the Forestry Commission advise that the success of tree planted areas is best assessed after five years from initial planting, when the plantation should, by then, be as near to 100 percent of the original planting intention.

The HS2 Phase One Information Paper E26, describes the minimum periods for the management and monitoring of habitats and is available here:

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/672401/E26 -](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/672401/E26_-_Indicative_Periods_Management_and_Monitoring_of_Habitats_v1.2_2_.pdf)

[\\_Indicative\\_Periods\\_Management\\_and\\_Monitoring\\_of\\_Habitats\\_v1.2\\_2\\_.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/672401/E26_-_Indicative_Periods_Management_and_Monitoring_of_Habitats_v1.2_2_.pdf)

Please refer to Page 7.

### **4 - Further details regarding water management and drainage systems in the River Great Ouse catchment.**

Across the River Great Ouse catchment there are multiple interactions of the HS2 scheme with the water environment, these can be through crossings of surface watercourse such as the River Great Ouse itself or its tributaries, discharge of rainfall runoff to surface waters and through works below ground with the potential to interact with groundwater bodies.

Activities with the potential to affect surface or ground waters are subject to approval under Schedule 33 Part 5 of the HS2 Phase One Act. This requires approval from the Environment Agency or the Lead Local Flood Authority (depending on the nature of the works and the water feature affected) before works can commence.



An exception to this approval mechanism is the control of rainwater runoff quality from hardstanding surfaces such as roofs and car parking or from the permanent railway footprint, which are typically not subject to approval by the EA nor the LLFAs. In these instances however the design is still controlled by HS2 Technical Standards and the Environmental Minimum Requirements.

In brief, these requirements ensure that the drainage systems have to include Sustainable Drainage Systems, such as ponds, and control the rate and volume of discharge such that it does not exceed the pre-development runoff rate.

During construction, the majority of runoff from our sites is treated as non-rainfall quality as it has potential to contain elevated levels of silt or other pollutants from construction activities and is therefore subject to approval of discharge rates and quality by the Environment Agency under Schedule 33 Part 5, this includes approval of mitigation measures and pollution control measures on our sites.

Other examples of mitigation measures within the River Great Ouse catchments are the two viaduct crossings of the main river at Turweston and Westbury. The viaduct crossings minimise the scheme's permanent interaction with the river channel itself and its floodplain and are set at a suitable level above the floodplain which ensures both HS2 can remain operational during extreme flood events but also that the viaduct structure does not form a barrier to floodwaters or collect any floating debris within the flood water.

Detailed hydraulic modelling is undertaken at all major watercourse crossings and in the case of the River Great Ouse this modelling has been independently reviewed and approved by the Environment Agency's flood modelling consultants. This flood modelling is used to confirm the impact of the scheme on the flood regime and inform the design of mitigation measures such as size and location of Replacement Floodplain Storage Areas which replicate any floodplain lost due to the presence of the scheme and ensure any changes in flood level remain within the tolerances set by the Environmental Statement.

Full details can be found within the [Phase One Environmental Statement Scope and Methodology Report](#) (Chapter 17 is Water).

#### **5 - What further information can you provide on the progress of the Calvert Infrastructure Maintenance Depot (IMD)?**

An updated Schedule 17 submission was made to Buckinghamshire Council in July. We await formal feedback on this application.

On site, EKFB are continuing with their earthworks to prepare the site for the Rail Systems contractor that will be responsible for construction of the IMD.

#### **6 - How much has been spent on the HS2 internal site access roads?**

The costs associated with the internal haul road are linked to varying elements of localised construction, including piling, excavation, resurfacing and landscaping works. There is no figure available for the overall cost, as it is tied in to these additional works, but we are

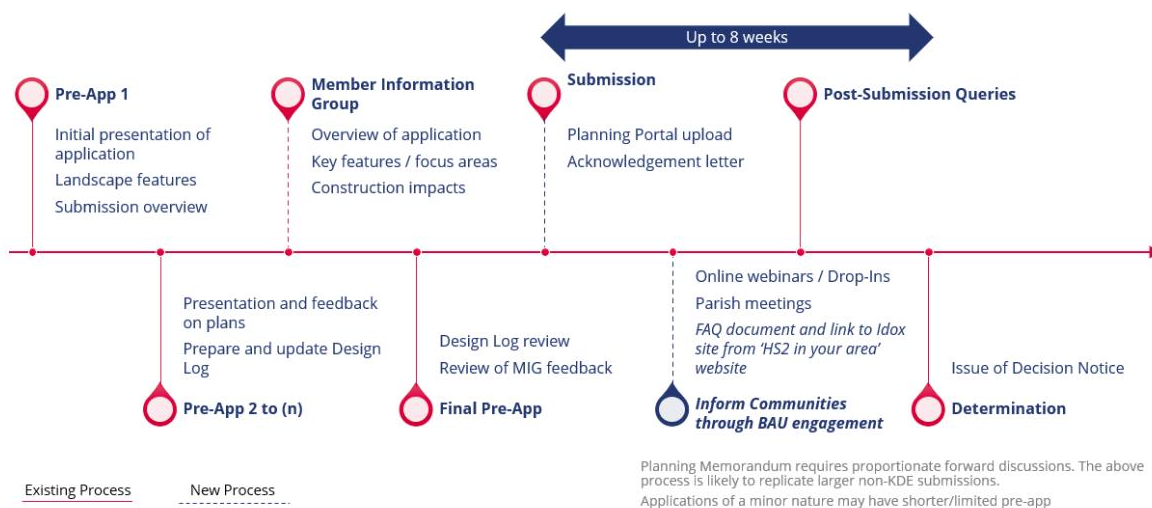
confident that the end result is of local benefit to the community as it removes the need for thousands of additional lorries to use the local road network.

**7 - Given the approvals programme frequently slips, has HS2 adequately resourced its contractors to adhere to the programme?**

Yes, our main works contractors have sufficient resource to carry out their works in accordance to the programme. Unfortunately delays can occasionally occur on such programmes, and we are working with Officers and Members of the Council to avoid any further interruptions to the consenting process.

To address the additional concerns previously raised by Members of the Council, a bespoke process, operational only within Buckinghamshire, was agreed in December 2021. This details the requirements of the Council and HS2 Ltd. and is intended to avoid any additional lengthy determinations, and subsequent delays to construction activities.

We will continue to work to the agreed process and engage with the Council to ensure the successful adherence to the agreed timelines. This process is detailed below:



**8 - HGVs parking in laybys was highlighted at the meeting, are there adequate contingency plans in place for instances when incoming vehicles exceeds compound capacity?**

Our top priority is to ensure compounds never receive deliveries in such a manner that it exceeds compound capacity. Our contractor’s VMBS (Vehicle Management & Booking Systems) are utilised to limit the number of arrivals during a particular booking slot, based on any restrictions we have in place - such as the capacity of the security plaza for HGVs, to allow for our vehicle compliance checks to occur without there being any impact to the public highway.

EKFB’s OSCR (Operational Support Control Room) also support the delivery teams with the management of HGV deliveries, allowing for oversight from a central control room with access to live data from the vehicles fed from EKFB’s driver app.

Where there are instances of drivers not adhering to their booking slots, and site capacity is subsequently a concern, resilience plans are in place to make use of spare capacity at larger compounds such as Greatworth Park & Station Road. It is worth noting that significant work has been undertaken in collaboration with many of our hauliers through our contractor's logistics and supply chain management teams to improve compliance with booking slot times across the supply chain.

Our delivery teams are briefed in advance of any changes made to gate arrangements or booking slots, with our local traffic safety officer and logisticians pro-actively monitoring the local area and immediately challenging any problematic parking that may trigger complaints from the local community.

**9 - What refused planning applications have been appealed against by HS2 Ltd (if any)?**

Buckinghamshire Council Planning Department are fully aware of any refusals that have been appealed by HS2 Ltd. Please contact the Council's Planning Department for details of these appeals and the results from the Planning Inspectorate.

Many thanks for inviting us to the Buckinghamshire Council Transport, Environment and Climate Change Select Committee. We hope the above responses have suitably addressed the outstanding queries, but should you require any more information please let us know and we will work to resolve.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'David Emms', with a stylized flourish at the end.

David Emms  
HS2 Ltd.

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**Information Circulated After the Meeting**

**Air Quality Monitoring**

- The EV working group is an officer only group that aims to share information on what different services across the Council are doing on EVs (e.g. procurement, legal implications, lessons learned).
- Char.gy are well known to us and we already have around 20 of their on-street chargepoints towards the south of the County. Our experience so far has unfortunately not been positive. It is worth noting that several companies are making approaches offering chargepoints for free, but they are also often seeking exclusivity. We are currently working up a procurement strategy for the roll out of on-street chargepoints and through this process we will ensure the Council secures the best value for money and an optimum customer experience.
- The EV field is evolving rapidly and, as mentioned above, we are currently working out the most appropriate route to market for installation, maintenance and management of our on-street chargepoints. Because of this we have not yet publicised a process for requesting on street chargers. We are however building a database of requests that have come into our EV mailbox and are advising that we will get back in touch with interested applicants in due course. Members are welcome to offer this as an interim solution for any residents interested in a charge point in the future: [evcharging@buckinghamshire.gov.uk](mailto:evcharging@buckinghamshire.gov.uk). It is worth noting that any locations identified will need to be assessed, and that it may not always be possible to install a charger at every requested location.

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