

HS2 Phase One Information Paper Change Log – Last updated 23 February 2017

Ref	Information Paper Title	Date of change	Summary of changes	Version no.
A Series – Route Development				
A1	Development of the HS2 Proposed Scheme	29/04/2014	Revised section 7 , 'Connection to Hs1', to reflect latest position.	1.1
		28/07/2014	Information paper title page updated with new address. Minor formatting changes throughout the document.	1.2
		01/06/2015	In Section 1 Minor updates to introduction text to reflect current status of the project. In 'More Information' Website address updated.	1.3
		21/03/2016	In Section 2.1 updated to include a reference to new Information Paper B10: High Speed Rail as amended in the House of Commons Select Committee Sections 6.14, 6.15 & 6.16 added as below: 6.14. <i>Subsequently on 9 March 2015, the Secretary of State advised, in response to a House of Commons written question, that the spur would not be implemented as part of HS2 Phases One or Two.</i> 6.15. <i>The Select Committee's Second Special Report of Session 2015-16 highlighted that following the update on 9 March 2015, there remained a risk of blight on properties on the trajectory of the previously envisaged spur, and directed that the Promoter should not use the Bill powers to implement passive provision for a Heathrow spur.</i> 6.16. <i>In its response to the Select Committee's Second Special Report of Session 2015-16, the Promoter confirmed acceptance of the Select Committee's direction, confirming that the Promoter will not use the powers in the Bill to provide passive provision for a Heathrow spur. An assurance to this effect will be added to the Undertakings and Assurances Register.</i>	1.4
		27/04/2016	In Sections 2 and 9 changes made to reflect the Command Paper November 2015 which split the Phase route in 2a and 2b.	1.5
		23/02/2017	Name amended to 'High Speed Two Phase One Information Paper' . Front page information also updated.	1.6
A2	Future Train Service Patterns on the West Coast Main Line Corridor	28/07/2014	Information paper title page updated with new address. Minor formatting changes throughout the document.	1.1
		01/06/2015	In Section 1 Minor updates to introduction text to reflect current status of the project. In 'More Information' Website address updated.	1.2
		01/07/2015	In Section 3.4, point B & D , 'Office of Rail Regulation' updated to 'Office of Rail and Road'.	1.3
		21/03/2016	In Sections 4.1 and 4.2 minor updates to reflect the work that is underway in relation to post-Phase One services on the WCML corridor.	1.4
		23/02/2017	Name amended to 'High Speed Two Phase One Information Paper' . Front page information also updated.	1.5
B Series – Understanding the hybrid Bill				
B1	The Main Provisions of the Planning Regime	07/03/2014	In section 1 , 'Introduction', minor changes were made to the standard text; in addition, throughout the rest of the document, minor formatting changes were made.	1.1
		28/07/2014	Information paper title page updated with new address. Minor formatting changes throughout the document.	1.2
		12/09/2014	New section 6 inserted as below: <i>'Restoration of construction sites</i> <i>Where a site is used for construction purposes the site must be restored in accordance with a scheme submitted to the local planning authority within four months of the discontinuation of works at the site. Where no such scheme is agreed the site must be restored in accordance with a scheme determined by the appropriate Ministers'.</i>	1.3
		01/06/2015	In Section 1 Minor updates to introduction text to reflect current status of the project. In 'More Information' Website address updated.	1.4
		21/03/2016	Clause/Schedule numbers updated to reference amended Bill as printed on 22 nd February 2016.	1.5
		23/02/2017	Name amended to 'High Speed Two Phase One Information Paper' . Front page information also updated.	1.6
B2	Limits on Parliamentary Plans	07/03/2014	In section 1 , 'Introduction', minor changes were made to the standard text; in addition, throughout the rest of the document, minor formatting changes were made.	1.1
		28/07/2014	Information paper title page updated with new address.	1.2

			Minor formatting changes throughout the document.	
		01/06/2015	In Section 1 Minor updates to introduction text to reflect current status of the project. In 'More Information' Website address updated.	1.3
		23/02/2017	Name amended to 'High Speed Two Phase One Information Paper' . Front page information also updated.	1.4
B3	Disapplication of Legislation	12/03/2014	No changes were made – this is the original version	1.1
		28/07/2014	Information paper title page updated with new address. Minor formatting changes throughout the document.	1.2
		01/06/2015	In Section 1 Minor updates to introduction text to reflect current status of the project. In 'More Information' Website address updated.	1.3
		21/03/2016	Clause/Schedule numbers updated to reference amended Bill as printed on 22 nd February 2016.	1.4
		27/04/2016	In Section 4 change of all reference to 'Heritage England' to 'Historic England'. In Section 11 change to reflect accurate references to Schedule 22 and addition of explanation of Paragraph 3 of Schedule 22.	1.5
		23/02/2017	Name amended to 'High Speed Two Phase One Information Paper' . Front page information also updated. The following changes have been made to the clause / schedule information: Page 3, Footnote 2 'Schedule 26' changed to 'Schedule 27' Paragraph 6.1: 'clause 64(1)' changed to 'clause 68(1)' Paragraph 9.1: 'Schedule 32' changed to 'Schedule 33' Paragraph 12.2 'Paragraphs 1 and 2' changed to 'Paragraphs 2 and 3' Paragraph 13.1: 'Schedule 32' changed to 'Schedule 33' Paragraph 14.2 : 'Schedule 25' changed to 'Schedule 26' Paragraph 14.4 : 'Schedule 25' changed to 'Schedule 26' Paragraph 14.5 : 'Section 5 of Schedule 25' changed to 'Paragraph 5 of Schedule 26' Paragraph 15.1: 'Schedule 26' changed to 'Schedule 27' Paragraph 15.3: 'Schedule 26' changed to 'Schedule 27' Paragraph 16.1: 'Schedule 27' changed to 'Schedule 28' Paragraph 16.2: 'Schedule 27' changed to 'Schedule 28' Paragraph 16.3: 'Schedule 27' changed to 'Schedule 28' Paragraph 16.4: 'Schedule 27' changed to 'Schedule 28' Paragraph 16.5: 'Schedule 27' changed to 'Schedule 28' Paragraph 16.6: 'Schedule 27' changed to 'Schedule 28' Paragraph 16.7: 'Schedule 27' changed to 'Schedule 28' and second bullet point: 'Schedule 32' changed to 'Schedule 33' Paragraph 18.1, 1 st and 3 rd lines: 'Clause 52' changed to 'Clause 53'	1.6
B4	Compliance with Undertakings and Assurances	07/03/2014	In section 1, 'Introduction' , minor changes were made to the standard text; in addition, throughout the rest of the document, minor formatting changes were made.	1.1
		28/07/2014	Information paper title page updated with new address. Minor formatting changes throughout the document.	1.2
		01/06/2015	In Section 1 Minor updates to introduction text to reflect current status of the project. In 'More Information' Website address updated.	1.3
		14/07/2015	In Sections 2.2 and 2.3 text amended from: 2.2. 'Commitments will be categorised in two ways: by the party or parties that they affect, and by type. Establishing a 'type' depends on the nature of the commitment, promise or indication given by the Promoter to the third party concerned. Two categories are used: <ul style="list-style-type: none">• undertakings, which are binding (usually contingent) agreements set out in legal documents or given by another means to the Select Committee itself or to Parliament; and• assurances, which are unilateral written commitments made by the Promoter in a letter or other document, or in petition responses.' 2.3. A number of commitments have already been made, such as the EMRs. Others will be in response to petitions that are received to the Bill. to: 2.2. 'Commitments' is a generic term for both undertakings and assurances in relation to HS2. <ul style="list-style-type: none">• The term 'undertaking' is used to describe either a promise given to Parliament (a breach of which would be addressed through recourse to Parliament) or, a bilateral or multilateral commitment which has effect as a legally binding contract (enforceable by the courts). This will include commitments expressed as formal agreements and undertakings given in consideration of withdrawal of a petition that have effect as a legal contract.• The term 'assurance' is used to describe any other unilateral commitment given directly to Petitioners or affected parties which is not a legally binding contract enforceable by the courts, but is made binding on the	1.4

			<p>project by being included on the register. Enforcement is through the Secretary of State, who is answerable to Parliament for securing compliance.</p> <p>2.3. A number of commitments were made when the Bill was deposited and others have and will be made in response to petitions against the Bill.</p> <p>In section 3.2, text amended from:</p> <p><i>'The register itself will be a list of the commitments given, and to whom. It will not necessarily give details of each undertaking, and in some cases may simply refer to other documents (such as signed undertakings between the Promoter and the third party concerned). The register should also be read in conjunction with other documents that are part of the EMRs, namely the Code of Construction Practice, the Environmental Memorandum and the Planning and Heritage Memorandum. The entries on the register itself will not, therefore, be definitive in themselves.'</i></p> <p>to:</p> <p><i>'The register itself will be a list of the commitments given, and to whom. It will give the full wording of any assurance which has been offered but will not give the full details of each undertaking and may simply refer to other documents (such as signed undertakings between the Promoter and the third party concerned).'</i></p> <p>New paragraph 3.3 added:</p> <p><i>'The register of undertakings and assurances forms part of the Environmental Minimum Requirements (EMRs, the collection of documents and specific commitments outside the Bill which control the impacts of the project) and should therefore be read in conjunction with other EMRs documents namely the Code of Construction Practice and the Environmental, Planning and Heritage Memorandums. The entries on the register itself will not, therefore, be definitive in themselves.'</i></p> <p>Text amended in Section 3.3 from:</p> <p><i>'The register itself will be published and updated as the Bill process continues through Parliament to include any further undertakings and assurances given. A final version will be produced and published after the Bill receives Royal Assent'</i></p> <p>to:</p> <p><i>'3.5. The register will be updated and published before Parliamentary winter and summer recesses. It will include any further undertakings and assurances given as the Bill progresses through Select Committee. A final version will be produced and published after the Bill receives Royal Assent.'</i></p> <p>In Sections 4.2 and 4.3 new text inserted:</p> <p><i>'4.2 On the first day of Select Committee proceedings, the Secretary of State gave an undertaking to Parliament that he will take such steps as he considers reasonable and necessary to secure compliance with the EMRs:</i></p> <p><i>"Insofar as the Environmental Minimum Requirements are not directly enforceable against any person appointed as the nominated undertaker, the Secretary of State will take such steps as he considers reasonable and necessary to secure compliance with those requirements."</i></p> <p><i>4.3. This undertaking does not apply to commitments that take the form of agreements and can be enforced directly through the courts. As assurances are not directly enforceable against the nominated undertaker through the courts, they will be enforceable through the Secretary of State's undertaking. In the event of a failure to comply with such an assurance, the Secretary of State would need to report this fact to Parliament and the steps that he is taking to rectify the failure.'</i></p>	
		23/02/2017	Name amended to 'High Speed Two Phase One Information Paper' . Front page information also updated.	1.5
B5	Environmental Impact Assessment and Human Rights	28/07/2014	Information paper title page updated with new address. Minor formatting changes throughout the document.	1.1
		01/06/2015	In Section 1 Minor updates to introduction text to reflect current status of the project. In 'More Information' Website address updated.	1.2
		23/02/2017	Name amended to 'High Speed Two Phase One Information Paper' . Front page information also updated.	1.3
B6	Railway powers in the hybrid Bill	28/07/2014	Information paper title page updated with new address. Minor formatting changes throughout the document.	1.1
		01/06/2015	In Section 1 Minor updates to introduction text to reflect current status of the project. In 'More Information' Website address updated.	1.2
		01/07/2015	In Section 3 & 3.1 'Office of the Rail Regulator' updated to 'Office of Road and Rail'.	1.3
		21/03/2016	Clause/Schedule numbers updated to reference amended Bill as printed on 22 nd February 2016. Minor addition to Section 3.2	1.4
		23/02/2017	Name amended to 'High Speed Two Phase One Information Paper' . Front page information also updated. The following changes have been made to the clause / schedule information: Paragraph 2.1: 'clauses 37-42' changed to 'clauses 39-44'	1.5

			<p>Paragraph 3.6, 1st line: 'Clause 42' changed to 'Clauses 43' and 'Schedule 29' changed to 'Schedule 30'</p> <p>Paragraph 3.8: 'Clause 43' changed to 'Clause 44'</p> <p>Paragraph 4.4: 'Clause 39' changed to 'Clause 40'</p> <p>Paragraph 4.6: 'Clause 39(3)' changed to 'Clause 40(3)'</p> <p>Paragraph 4.8: 'Clause 40' changed to 'Clause 41'</p> <p>Paragraph 4.12: 'Schedule 28' changed to 'Schedule 29'</p> <p>Paragraph 4.16: 'Schedule 28' to 'Schedule 29'</p> <p>Paragraph 4.19 removed</p> <p>Paragraph 4.20: re-numbered to 4.19 and changed 'paragraph 8' to 'paragraph 7'</p> <p>Paragraph 4.21: re-numbered to 4.20 and changed 'paragraph 9' to 'paragraph 8'</p>														
B7	Time Limits in the HS2 Bill	12/03/2014	No changes were made – this is the original version	1.1													
		28/07/2014	Information paper title page updated with new address. Minor formatting changes throughout the document.	1.2													
		01/06/2015	In Section 1 Minor updates to introduction text to reflect current status of the project. In 'More Information' Website address updated.	1.3													
		21/03/2016	Clause/Schedule numbers updated to reference amended Bill as printed on 22 nd February 2016.	1.4													
		23/02/2017	Name amended to 'High Speed Two Phase One Information Paper'. Front page information also updated. The following changes have been made to the clause / schedule information: Paragraph 3.7: 'Clause 49' changed to 'Clause 50' Paragraph 3.8: 'Schedule 2, clause 2' changed to 'Schedule 2, paragraph 2' Paragraph 3.9: 'Schedule 16, paragraph 6' changed to 'Schedule 16, paragraph 7'	1.5													
B8	Additional Provisions	28/07/2014	Information paper title page updated with new address. Minor formatting changes throughout the document.	1.1													
		01/06/2015	In Section 1 Minor updates to introduction text to reflect current status of the project. In 'More Information' Website address updated.	1.2													
		08/06/2015	In Section 3.3 Addition of new text to clarify content of additional provisions and reflect request by Select Committee in First Special Report published 26 March 2015. In Section 4.1 Updated to reflect deposit of additional provision in September 2014. In 'More Information' Website address updated.	1.3													
		22/10/2015	<p>In Section 3.3, text amended from:</p> <p><i>'The SEI comprises'</i></p> <p>to</p> <p><i>'The SEI may comprise'</i></p> <p>In Section 4, text deleted:</p> <p><i>'An AP was deposited in September 2014; this mainly dealt with changes identified during ongoing discussions with stakeholders, including landowners and utility companies, as well as some development of the design for the railway. A second AP is currently in preparation. This will seek to address many of the specific issues raised by petitioners during Committee hearings, and will also reflect developments in the design of the project. Any changes proposed for the scheme at Euston will be the subject of a future AP.'</i></p> <p>and insertion of:</p> <p>The table below shows the APs that have been deposited and what changes each has dealt with.</p> <table border="1"> <thead> <tr> <th>AP Number</th> <th>Date of Deposit</th> <th>Content of AP</th> </tr> </thead> <tbody> <tr> <td>AP1</td> <td>September 2014</td> <td>Changes arising from discussions with stakeholders (including landowners and utility companies) and design development.</td> </tr> <tr> <td>AP2</td> <td>July 2015</td> <td>Changes arising from petition negotiations, design development and a realignment at the A38, and recording the submission of a Supplementary Environmental Statement.</td> </tr> <tr> <td>AP3</td> <td>September 2015</td> <td>Changes related to the redesign of Euston, and recording the submission of a Supplementary Environmental Statement.</td> </tr> <tr> <td>AP4</td> <td>October 2015</td> <td>Changes arising from petition negotiations and design development, and recording the submission of a Supplementary Environmental Statement.</td> </tr> </tbody> </table>	AP Number	Date of Deposit	Content of AP	AP1	September 2014	Changes arising from discussions with stakeholders (including landowners and utility companies) and design development.	AP2	July 2015	Changes arising from petition negotiations, design development and a realignment at the A38, and recording the submission of a Supplementary Environmental Statement.	AP3	September 2015	Changes related to the redesign of Euston, and recording the submission of a Supplementary Environmental Statement.	AP4	October 2015
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		21/03/2016	Minor updates throughout the document to reflect that all Additional Provisions have been deposited and that the House of Commons Select Committee proceedings are complete. New paragraph 2.4 to reference new Information Paper B10: High Speed Rail (London – West Midlands) Bill as amended in the House of Commons Select Committee. In Section 4.1 updated to show AP5 content details.	1.5
		23/02/2017	Name amended to 'High Speed Two Phase One Information Paper'. Front page information also updated.	1.6
B9	Introduction to Hybrid Bill Powers	21/03/2016	New Information Paper	1.0
		23/02/2017	Name amended to 'High Speed Two Phase One Information Paper'. The following changes have been made to the clause / schedule information: Paragraph 2.3 removed Paragraph 4.2: 'Schedule 32' changed to 'Schedule 33' Paragraph 7.2: 'Schedule 32' changed to 'Schedule 33' Paragraph 11.1: 'Schedule 32' to 'Schedule 33'	1.1
B10	High Speed Rail (London – West Midlands) Bill as amended in the House of Commons Select Committee	21/03/2016	New Information Paper	1.0
		23/02/2017	Name amended to 'High Speed Two Phase One Information Paper'. Front page information also updated.	1.1
C Series – Property and compensation				
		07/03/2014	In section 1, 'Introduction' , minor changes were made to the standard text; in addition, throughout the rest of the document, minor formatting changes were made.	1.1
		28/07/2014	Information paper title page updated with new address. Minor formatting changes throughout the document.	1.2
		01/06/2015	In Section 1 Minor updates to introduction text to reflect current status of the project. In 'More Information' Website address updated.	1.3
C1	Information for Property Owners	21/03/2016	Section 4 amended to reflect the current compensation schemes available. Removal of reference to Exceptional Hardship Scheme and insertion of: 4.3. <i>In addition to the statutory processes that relate to the safeguarded area, property owners inside and out of this area may be eligible for one of a few schemes depending on the distance of the land or property from the planned route. These schemes are discretionary policies, formulated specifically for properties affected by HS2. They include property purchase schemes and cash payment schemes. Property owners may have more than one option available to them.</i> 4.4. <i>Please see Information Paper C4 – Information for Property Owners or search for the 'Guide to HS2 Property Schemes' at www.gov.uk for further information</i> Section 6 updated to include link to more info on statutory and discretionary property schemes.	1.4
		05/05/2016	In Section 4.4 change from 'C4 Information for Property Owners' to 'C4 Land Acquisition Policy'	1.4
		24/06/2016	In footnote 1 change of hyperlink	1.5
		23/02/2017	Name amended to 'High Speed Two Phase One Information Paper'. Front page information also updated. Paragraph 3.3 amended slightly to replace '...will include a letter...' with '...will include correspondence..'. Paragraph 4.4 updated to include the 'Guide to HS2 Property Schemes' web link.	1.6
C2	Rural Landowners and Occupiers Guide	07/03/2014	In section 1, 'Introduction' , minor changes were made to the standard text; in addition, throughout the rest of the document, minor formatting changes were made.	1.1
		12/05/2014	In section 2.3 'noted in Section 1.8' amended to 'noted in Section 8'.	1.2
		28/07/2014	Information paper title page updated with new address. Minor formatting changes throughout the document.	1.2
		01/06/2015	In Section 1 Minor updates to introduction text to reflect current status of the project.	1.3

			In 'More Information' Website address updated.	
		21/03/2016	<p>In Section 4 new paragraph referencing the 'Farmers and Growers Guide'</p> <p>New section 9 'Discretionary property schemes' added:</p> <p>9.1. <i>In addition to the statutory processes that relate to the safeguarded area, property owners inside and out of this area may be eligible for one of a few schemes depending on the distance of the land or property from the planned route. These schemes are discretionary policies, formulated specifically for properties affected by HS2. They include property purchase schemes and cash payment schemes. Property owners may have more than one option available to them.</i></p> <p>9.2. <i>Please see information paper C4 – Information for Property Owners or search for the 'Guide to HS2 Property Schemes' at www.gov.uk for further information.</i></p>	1.4
		24/06/2016	In Section 10.2 change of hyperlink	1.5
		23/02/2017	<p>Name amended to 'High Speed Two Phase One Information Paper'. Front page information also updated.</p> <p>Paragraph 5.1 – last sentence amended from 'Often it will be possible to give a longer notice.' To 'A longer notice period will be provided where practicable'.</p> <p>Paragraph 9.2 updated to include the 'Guide to HS2 Property Schemes' web link.</p> <p>Paragraph 10.2 updated to correct the link to the 'Farmers and Growers Guide'.</p>	1.6
C3	Ground Settlement	07/03/2014	In section 1 , 'Introduction', minor changes were made to the standard text; in addition, throughout the rest of the document, minor formatting changes were made.	1.1
		28/07/2014	Information paper title page updated with new address. Minor formatting changes throughout the document.	1.2
		01/06/2015	In Section 1 Minor updates to introduction text to reflect current status of the project. In 'More Information' Website address updated.	1.3
		16/12/2015	In Appendix A, Section 1.4 Instructions added on how to pre-register for Settlement Deeds (Pre-registration opens 18 th December 2015)	1.4
		23/02/2017	<p>Name amended to 'High Speed Two Phase One Information Paper'. Front page information also updated.</p> <p>Paragraph 3.2 updated to correct web link to HS2 website.</p> <p>The following changes have been made to the clause / schedule information: Annex B (Settlement Deed), Recital 1: '[43]' changed to '45' Annex B (Settlement Deed), Recital 1: 'HS2 Act 20XX' changed to 'HS2 Act 2017' Clause 2(19)(b): 'sub-paragraph(1)(a)' changed to 'sub-paragraph(1)(b)'</p>	1.5
C4	Land Acquisition Policy	12/05/2014	'Land Acquisition Policy' and 'Disposal of Surplus Land' Information Papers replaced previously published 'Land Acquisition and Disposal Policy' Information Paper.	1.0
		28/07/2014	Information paper title page updated with new address. Minor formatting changes throughout the document.	1.1
		21/10/14	<p>In Section 3.3 text revised from: <i>'These were replaced by an updated set of directions on 24 October 2013.'</i></p> <p>To: <i>'On 24 October 2013, the directions were replaced with an updated set of safeguarding directions to include two sections in Northolt and Bromford, which had previously not been published.'</i></p> <p>New Section 3.4 inserted: <i>'The directions were again replaced with an updated set of safeguarding directions on 26 June 2014.'</i></p> <p>In Section 4.2 bullet point 1 text revised from: <i>'where the nature of the site will not materially change and no new railway works will be constructed on the site. Often these sites can be returned to their original use. In these cases, if the landowner wishes, the Secretary of State will normally be willing to agree to take the land temporarily rather than acquiring the freehold interest; and'</i></p> <p>To: <i>'where the nature of the site or part of the site will not materially change and no new railway works will be constructed on the site. Often these sites can be returned to their original use. In these cases, if the landowner wishes, and it is economic for the Secretary of State to do so, he will normally be willing to agree to take the land temporarily rather than acquiring the freehold interest. When considering whether it is economic to do so, the Secretary of State may require the compensation for the temporary occupation of land to be agreed prior to exercising powers of acquisition under the Bill as enacted; and'</i></p> <p>In Section 5.6 bullet point 1 the figure was revised from '£47,000' to '£49,000'.</p>	1.2

		01/06/2015	In Section 1 Minor updates to introduction text to reflect current status of the project. In 'More Information' Website address updated.	1.3
		21/03/2016	In Section 4 Insertion of text ' <i>or where land or property is planned to be developed.</i> ' Sections 5 & 6 revised to include information on the current compensation schemes available. Removal of the reference to the Exceptional Hardship Scheme. Section 7 insertion of link to where further information on the property schemes can be found.	1.4
		27/04/2016	Date changed to reflect accurate 'last updated' date from 'July 2016' (error) to 'March 2016'.	1.4
		24/06/2016	Section 4.3 Insertion of text 'see 7.1 link to Department for Communities and Local Government Guidance on Compulsory Purchase Process and The Crichel Down Rules' Section 7.1 Insertion of hyperlink	1.5
		23/02/2017	Name amended to 'High Speed Two Phase One Information Paper'. Front page information also updated. Paragraph 2.7 updated to remove reference to 'regeneration' and to update the name of IP C6 – 'Disposal of Surplus Land and Over-Site Development' due to the amendments of the Bill. Paragraph 3.4 'and 16 August 2016' added. Paragraph 4.4 updated to reflect the amended name of IP C6 'Disposal of Surplus Land and Over-Site Development'. Paragraph 5.4 '£53,000' amended to '£58,000' Paragraph 7.1 web links formatted.	1.6
C5	Safeguarding	07/03/2014	In section 1, 'Introduction' , minor changes were made to the standard text; in addition, throughout the rest of the document, minor formatting changes were made.	1.1
		28/07/2014	Information paper title page updated with new address. Minor formatting changes throughout the document.	1.2
		04/11/14	In Section 4.1 the last sentence was moved to section 4.4 and new text inserted: <i>On 26 June 2014, the safeguarding directions were further updated to broadly reflect the land requirements set out in the hybrid Bill.</i> New sections 4.2 and 4.3 added: <i>4.2 The safeguarded area has been informed by the land requirements set out in the hybrid Bill for Phase One of HS2, which was deposited in Parliament in November 2013. Generally, all areas of land identified in the Bill are being safeguarded apart from the following two exclusions:</i> <ul style="list-style-type: none"> • works to existing utilities (where these can reasonably be distinguished from other work for HS2) because these are deemed to have sufficient existing protections, and; • the HS1-HS2 link through Camden Town along the North London Line, as this link no longer forms part of the HS2 project following the outcome of the Higgins review. <i>4.3 The published safeguarding maps also show the Extended Homeowner Protection Zone. This zone covers the areas of land that were in surface safeguarding, according to the 24 October 2013 Safeguarding Directions, but which are no longer in surface safeguarding in the revised 26 June 2014 Safeguarding Directions.</i> In Section 4.4 text was moved to here from the end of section 4.1, as below: <i>4.4. As with other major infrastructure projects such as HS1 and Crossrail, it is expected that the safeguarding boundaries will be subject to periodic review as the project design evolves.</i>	1.3
		01/06/2015	In Section 1 Minor updates to introduction text to reflect current status of the project. In 'More Information' Website address updated.	1.4
		16/08/2016	In Section 4.1 add text 'The latest updates to the safeguarding directions, made on 16 August 2016, reflect changes set out in the Additional Provisions'. In Section 4.2 change text from 'in November 2013' to 'between late November 2013 and December 2015'. Remove final bullet point and replace with 'some access roads'. In Section 4.3 add text 'Extended Homeowner Protection Zone 2 covers the areas of land that were in surface safeguarding, according to the 26 June 2014 Safeguarding Directions, but which are no longer in surface safeguarding in the revised 16 August 2016 Safeguarding Directions'. In Section 6.2 replace old hyperlink with correct updated hyperlink.	1.5
		23/02/2017	Name amended to 'High Speed Two Phase One Information Paper'. Front page information also updated. Paragraph 4.1 slightly amended to include reference to Proposed 'Phase One' Scheme. Paragraph 5.3 combined in to paragraph 5.2.	1.6
C6	Disposal of Surplus Land	10/05/2014	In section 2.2, text was changed from: <i>'The Key elements of the land disposal policy, where that land is acquired under compulsory purchase, are set out in the section below'</i>	1.1

		<p>To:</p> <p><i>'The Key elements of the land disposal policy, which will apply where that land is acquired by compulsory purchase under the powers of the Bill, are set out in this paper'.</i></p>	
	28/07/2014	<p>Information paper title page updated with new address.</p> <p>Minor formatting changes throughout the document.</p>	1.1
	23/10/14	<p>In Section 2.5 text deleted:</p> <p><i>'This policy does not apply to land purchased by private treaty agreement.'</i></p> <p>New text inserted:</p> <p><i>This policy applies the Crichel Down Rules to property acquired under compulsory purchase powers and under statutory blight only. The Crichel Down Rules do not apply to:</i></p> <ul style="list-style-type: none"> • <i>Property purchased by private treaty agreement (where the power to acquire the land under compulsory purchase did not exist at the time of acquisition);</i> • <i>Property purchased under discretionary property compensation schemes (save where the property owner was also entitled to serve a blight notice at the time of acquisition).</i> <p>Section 3.2 text amended from:</p> <p><i>'...They provide for the circumstances in which land acquired by or under threat of compulsion or blight, but no longer required for public purposes, will be offered back to the former owners, their successors or sitting tenants as the case may be.'</i></p> <p>To:</p> <p><i>'...They provide for the circumstances in which land acquired by or under threat of compulsion or statutory blight, but which is no longer required for public purposes, will be offered back to the former owners, their successors or sitting tenants as the case may be.'</i></p> <p>In Section 4.2 bullet point 5, text deleted:</p> <p><i>'in so far as this is consistent with the principles outlined above'</i></p> <p>In Section 6.1 text amended from:</p> <p><i>In the following circumstances, the Secretary of State may decide that provisions of this Policy shall not apply:</i></p> <p>To:</p> <p><i>'In the following circumstances, the Secretary of State may decide that the property should not be offered back under the Crichel Down Rules:'</i></p> <p>In section 6.1 bullet point 1 deleted:</p> <p><i>'where the works have materially changed its character, for example where a building with land was originally compulsorily acquired for HS2 and the building was demolished for incorporation of some, although not all of the land within the proposed railway, and some land becomes surplus;'</i></p> <p>New bullet points 1-4 inserted:</p> <ul style="list-style-type: none"> • <i>'where the works have materially changed the character of the land since the acquisition, examples of which may include:</i> <ul style="list-style-type: none"> ○ <i>where a building with land was originally compulsorily acquired for HS2 and the building was demolished so some, but not all, of the land could be incorporated for incorporation of some, although not all of the land within the proposed railway, and some land becomes surplus;</i> ○ <i>where property has been compulsorily acquired under material detriment i.e. where part only part of the land acquired is required but the effect of the scheme is so material to the rest of the property that the owner requires the promoter to acquire all of the property;</i> • <i>to sites that, in the opinion of the Secretary of State, are of such a nature or so small or isolated that their sale would not be commercially worthwhile;</i> • <i>where agricultural land that has been severed is no longer capable of being farmed economically; or</i> • <i>where it makes sense to pool the land with adjoining ownerships in a joint disposal;'</i> <p>In Section 6.1 original bullet point 6 deleted:</p> <p><i>'to sites that, in the opinion of the Secretary of State, are of such a nature or so small that their sale would not be commercially worthwhile; or where it makes sense to pool the land with adjoining ownerships in a joint disposal to achieve the Guiding Principles;'</i></p>	1.2
	01/06/2015	<p>In Section 1 Minor updates to introduction text to reflect current status of the project.</p> <p>In 'More Information' Website address updated.</p>	1.3
	24/06/2016	<p>In Section 3.2 insertion of 'The Rules are set out in the Department for Communities and Local Government Guidance on Compulsory Purchase Process and The Crichel Down Rules (see link at 7.2)'</p> <p>In Section 7.2 insertion of Hyperlink</p>	1.4
	23/02/2017	<p>Name amended to 'High Speed Two Phase One Information Paper'. Front page information also updated.</p> <p>Title of paper also updated to 'C6: Disposal of Surplus Land and Over-Site Development'.</p> <p>Paragraph 7 added (this was paragraph 4 in IP C11 which is now withdrawn):</p>	1.5

			<p>7. Over-site development and the HS2 Phase One Bill</p> <p>7.1 Over-site development describes commercial and residential development that can be built over and around the permanent operational structures of the Proposed Scheme (such as stations), and is not related to the operation of HS2 (such as offices, shops or homes).</p> <p>7.2 The Bill does not seek approval for any over-site development. Consent for any such development will be applied for and determined through normal planning processes. However, the Bill contains ancillary powers which allow for certain works to enable over-site development (e.g. additional foundations and columns and deck structures) to be constructed as part of the Proposed Scheme.</p> <p>7.3 The Bill also puts in place requirements in respect of the environmental assessment of over-site development. It defines the circumstances where the planning application for such development which is proposed to replace a building demolished or substantially demolished for HS2 must be accompanied by an environmental impact assessment.</p>	
C7	Business Relocation	28/07/2014	Information paper title page updated with new address. Minor formatting changes throughout the document.	1.1
		01/06/2015	In Section 1 Minor updates to introduction text to reflect current status of the project. In 'More Information' Website address updated.	1.2
		21/03/2016	Clause/Schedule numbers updated to reference amended Bill as printed on 22 nd February 2016.	1.3
		24/06/2016	In Sections 7.7, 7.11, 7.13 change from 'clause 48(2)' to 'clause 48(4)'	1.4
		23/02/2017	Name amended to 'High Speed Two Phase One Information Paper'. The following changes have been made to the clause / schedule information: Paragraph 7.5: 'clause 48(4)' changed to 'clause 49(1)' Paragraph 7.7: 'clause 48(4)' to 'clause 49(1)' Paragraph 7.11: 'clause 48(4)' changed to 'clause 49(1)' Paragraph 7.12: 'clause 48' changed to 'clause 49' Paragraph 7.13: 'clause 48(4)' changed to 'clause 49(1)' Paragraph 7.14: 'clause 49' changed to 'clause 50' Paragraph 7.16: 'clause 49' changed to 'clause 50'	1.5
C8	Compensation Code for Compulsory Purchase	28/07/2014	Information paper title page updated with new address. Minor formatting changes throughout the document.	1.1
		21/10/14	In Section 3 bullet point 4, the figure was revised from '£47,000' to '£49,000'.	1.2
		01/06/2015	In Section 1 Minor updates to introduction text to reflect current status of the project. In 'More Information' Website address updated.	1.3
		20/06/2016	Minor update due to the Crichel Down Rules set out in ODPM Circular 06/2004 being updated by DCLG: 'Guidance on Compulsory Purchase Process and The Crichel Down Rules' (published October 2015); - Page 3, paragraph 3.1: loss payments has increased from £49,000 to £53,000 - Page 6, paragraphs 9.4 & 9.5 deleted.	1.4
		24/06/2016	In section 3.1 change from '£49,000' to '£53,000' In section 9.3 addition of hyperlink In section 9.4 insertion of 'The Royal Institute of Chartered Surveyors has also published a consumer guide on compulsory purchase and compensation at: http://www.rics.org/Global/RICS-Compulsory-Purchase-Guide.pdf '	1.4
23/02/2017	Name amended to 'High Speed Two Phase One Information Paper'. Front page information also updated.	1.5		
C9	Recovery of Costs by Property Owners	11/05/2014	In section 2.3, 'acquires' amended to 'acquired'.	1.1
		28/07/2014	Information paper title page updated with new address. Minor formatting changes throughout the document.	1.2
		01/06/2015	In Section 1 Minor updates to introduction text to reflect current status of the project. In 'More Information' Website address updated.	1.3
		14/01/2016	Update in Section 5 of contact address for The Central Association of Agricultural Valuers	1.4

		24/06/2016	In Section 2.2 deletion of 'and Disposal'	1.4
		23/02/2017	Name amended to 'High Speed Two Phase One Information Paper'. Front page information also updated.	1.5
C10	Small Claims Scheme	28/07/2014	Information paper title page updated with new address. Minor formatting changes throughout the document.	1.1
		01/06/2015	In Section 1 Minor updates to introduction text to reflect current status of the project. In 'More Information' Website address updated.	1.2
		16/12/2015	Reference throughout to a <i>Construction Commissioner</i> (previously titled Complaints Commissioner) Amendment in Section 4.2 of expected Small Claims threshold from £7,500 to £10,000	1.3
		12/04/2016	Text inserted: 3.1 ". . . other effects on the property." Text inserted: 3.3 ". . . or other effects on the property." Text inserted: 4.3 ". . . may also cover claims relating to other effects on property caused by the construction process which give rise to additional expense, such as removing dust from windows." Updated link to Draft Code of Construction Practice	1.4
		10/08/2016	Text inserted: 4.3 "or costs arising from vermin and pest control."	1.5
		23/02/2017	Name amended to 'High Speed Two Phase One Information Paper'. Front page information also updated.	1.6
C11	Regeneration, Compulsory Purchase Policy and Over Site Development	29/04/2014	Added of ' <i>Regeneration</i> ' to start of Information Paper title.	1.1
		28/07/2014	Information paper title page updated with new address. Minor formatting changes throughout the document.	1.2
		01/06/2015	In Section 1 Minor updates to introduction text to reflect current status of the project. In 'More Information' Website address updated.	1.3
		21/03/2016	Clause/Schedule numbers updated to reference amended Bill as printed on 22nd February 2016.	1.4
		24/06/2016	In Section 2.2 change from 'Clause 48(2)' to 'Clause 48(4)' In Section 3 minor text changes In Footnote 2 replacement of hyperlink In Section 4 change from 'OSD' to 'over-site development'	1.5
23/02/2017	Information Paper withdrawn due to the House of Lords Select Committee removal of Clause 48 from the Bill. Paragraph 4 (Over-Site Development) has been included in IP C6.	N/A		
C12	The Community and Environment Fund and Business and Local Economy Fund	12/05/2015	In Section 1 Minor updates to introduction text to reflect current status of the project. In 'More Information' Website address updated.	1.1
		24/06/2015	In Section 5.1 text amended from: <i>HS2 Ltd expects to announce the full eligibility criteria, application and decision making arrangements in Spring 2015.</i> To: <i>HS2 Ltd expects to announce the full eligibility criteria, application and decision making arrangements in Autumn 2015.</i>	1.2
		10/07/2015	In Section 2.2 new text inserted: A total of £30m has been made available for these two funds, <i>exclusive of administration costs</i> . This is in addition to the comprehensive mitigation outlined in the Bill and ES to address the environmental impacts of Phase One. <i>For examples see Information Paper E2: Ecological Impact, and Information Paper E6: Mitigation of significant community effects on public open space and community facilities</i> . The ES also sets out wide-ranging measures which will enable local people and businesses to obtain employment and contracts arising from the construction and operation of Phase One. <i>For further information on these measures, see Information Paper G4: Approach to Training and Employment.</i> Section 3 amended from: <i>3. The Community and Environment Fund</i> <i>3.1. The objective of this fund is to help offset the impacts on communities along the route as a result of disturbance associated with the construction and initial operation of the railway. The aim is to maintain local quality of life and, wherever possible, leave a sustainable legacy.</i> <i>3.2. There will be two types of CEF grant:</i> <ul style="list-style-type: none">•Local – these projects will benefit individual communities; and•Strategic – these larger projects will provide a legacy across larger areas by supporting multiple communities along the Phase One route.	1.3

			<p>3.3. It is envisaged that applications will be invited from community-based voluntary organisations, charitable bodies, and local authorities.</p> <p>to:</p> <p>3. The Community and Environment Fund</p> <p>3.1. The objective of the CEF is: To add benefit over and above committed mitigation and statutory compensation to communities along the route that are demonstrably disrupted by the construction of HS2. The CEF Local will focus on quality of life and environment in individual communities, while the CEF Strategic will focus on large projects across several communities and address strategic rather than purely local concerns. Wherever possible, the CEF fund will leave a sustainable legacy.</p> <p>3.2. There will be two types of CEF grant. The first is CEF Local, this grant will fund smaller projects (up to a maximum of £75,000 per project) which will benefit quality of life for individual communities. The second is CEF Strategic, these larger grants (from £75,000 up to a maximum of £1 million per project) will provide a legacy by supporting projects which benefit multiple communities along the Phase One route. These grants may fund projects that cross a number of local authority areas. Both capital and revenue grants will be available. Initiatives the CEF may support might include:</p> <p>3.3. Applications for both CEF grants will be invited from community-based voluntary organisations, charitable bodies, social enterprises, schools and local authorities.</p> <p>Section 4 amended from:</p> <p>4. The Business and Local Economy Fund</p> <p>4.1. The objective of this fund is to help offset the impacts on business from disturbances associated with construction of the railway.</p> <p>4.2. It will be for local business support organisations, including local authorities, to work with their local enterprise partnerships to identify appropriate projects which will help maintain business activity in local communities.</p> <p>4.3. Initiatives might include:</p> <p>to:</p> <p>4. The Business and Local Economy Fund</p> <p>4.1. The objective of the BLEF is: To add benefit over and above committed mitigation and statutory compensation to support local economies that are demonstrably disrupted by the construction of HS2.</p> <p>4.2. Initiatives BLEF may support might include:</p> <p>4.3. It will be for local business support organisations, including local authorities, to identify appropriate projects which will help maintain business activity in local communities. Applications will be invited for capital or revenue grants from £10,000 up to a maximum of £1 million.</p> <p>Section 5 '5. Eligibility and administration' deleted:</p> <p>5.1. The detailed eligibility criteria and administration arrangement are being developed through engagement with local authorities, local enterprise partnerships and environmental NGOs. HS2 Ltd expects to announce the full eligibility criteria, application and decision making arrangements in Autumn 2015.</p> <p>5.2. However, it is clear that all applicants will be required to demonstrate temporary or permanent disturbance, arising from construction works.</p> <p>New Section 5. 'Governance and management of the Funds' inserted.</p> <p>New Section 6 'Eligibility for the Fund' inserted.</p> <p>'Timing' becomes Section 7 and new paragraph is inserted at 7.1:</p> <p>7.1. It is envisaged that the Chair of the Independent Panel will be appointed by December 2015, and the appointment of other members will take place in early 2016. Once the panel has been established, we will work in collaboration with members to appoint the grant-management body with the aim that detailed guidance for applicants will be published in mid-2016, in advance of a first call for applications.</p>	
C12	The Community and Environment Fund and Business and Local Economy Fund	11/07/2015	<p>In Section 3.2, addition of 'and not-for-profit bodies'</p> <p>New Section 8 added:</p> <p>'8.1. HS2 Ltd is committed to requiring its contractors to participate in a Community Investment Programme (CIP), similar to that which Crossrail has in operation. For example, as part of the Crossrail CIP, a contractor sponsored the refurbishment of the playground area of a local primary school in Camden, and another contractor project-managed the design and installation of a new professional kitchen and utility area for a community centre in south Islington. HS2 Ltd is currently working on the scope of its CIP for inclusion in works instructions, to be ready for the invitation to tender (ITT) process that will begin in 2016.'</p>	1.4
		18/04/2016	<p>In Section 2.2, addition of paragraph 'However, in response to the Select Committee's Second special report, published on 22nd February 2016, HS2 Ltd and DfT have committed to providing an additional £10 million of funding, making the available total £40 million. The aim of the Funds is to support good quality bids, therefore the drawdown of the full £40 million will depend on enough good quality bids coming forward.'</p>	1.5

			<p>New Section 2.3 added:</p> <p><i>'It was also recognised that it would be useful for communities to have an indication of the likely minimum spend they would receive from these funds. HS2 and DfT will develop these indicative allocations and publish them by the end of the Lords Select Committee stage.'</i></p> <p>In Section 2.4, addition of 'These funds are provided'.</p> <p>In Section 7.1, addition of paragraph 'In January 2016, Cathy Elliott, currently Chief Executive of Community Foundations for Lancashire and Merseyside, was appointed as the Independent Panel Chair for the funds.'</p> <p>In Section 7.2, addition of 'Cathy will now work with HS2 Ltd and DfT to appoint other members of the Panel towards the end of 2016'.</p> <p>In Section 7.3, change from 'mid 2016' to 'by the end of 2016'.</p>	
		19/10/2016	<p>In Section 2.3, addition of 'On 12th October 2016, indicative regional allocations were announced for the two funds. The Phase One route was divided into three broad areas for the purpose of the regional indicative allocations, £15 million allocated for the Central Area, £7.5 million for Greater London area and £7.5 million for the West Midlands area. £10 million will remain unallocated to allow flexibility to fund bids for cross-border or route-wide projects, as well as to fund bids from areas affected by the construction of the Proposed Scheme, but geographically separated from the main route. Please see section 7 for more detail.'</p> <p>New Section 7 added, 'Indicative area allocations' as below:</p> <p><i>As described above, the funds have been indicatively allocated on a regional level; £15 million for the Central region, £7.5 million for Greater London and £7.5 million for the West Midlands with £10 million remaining unallocated for cross-boundary, route-wide projects or for bids from areas that are separate from the main route.</i></p> <p><i>The West Midlands area includes Birmingham, Solihull and Coventry. The Central area covers the remainder of the planned HS2 Phase One route (outside Greater London) including, Staffordshire, Warwickshire, Buckinghamshire, Northamptonshire, Oxfordshire and Hertfordshire.</i></p> <p><i>Allocation of funding in this way gives communities a degree of certainty about the level of funding available, while maintaining some flexibility on the allocation of funding. The three defined areas have been developed in this way to attract best quality bids, but reduce the pool of competition that the groups will face in each area. These indicative allocations will be used to guide the decision makers when assessing grant applications.</i></p> <p><i>For communities experiencing demonstrable disruption from construction works which are considered 'off-route,' but are contained within the High Speed Rail Bill, successful projects will receive funding from the unallocated £10 million element of the funds.</i></p> <p>New Section 10 added, 'Road Safety Fund' as below:</p> <p><i>The Government has separately announced a £30 million road safety fund that will be used to make improvements to places along the line of route – for instance to support traffic calming, safer junctions or better pedestrian crossings. Further details on this fund will be announced in due course.</i></p>	1.6
C12	The Community and Environment Fund and Business and Local Economy Fund	23/02/2017	Name amended to 'High Speed Two Phase One Information Paper'. Front page information also updated.	1.7
C13	Local Authority Funding and New Burdens Arising From HS2	26/02/2015	Appendix 1 removed from document.	1.1
		01/06/2015	In Section 1 Minor updates to introduction text to reflect current status of the project. In 'More Information' Website address updated.	1.2
		21/03/2016	Clause/Schedule numbers updated to reference amended Bill as printed on 22 nd February 2016. Minor amendment to Section 2.10	1.3
		23/02/2017	Name amended to 'High Speed Two Phase One Information Paper'. Front page information also updated. The following changes have been made to the clause / schedule information: Table 1, Activity 7: 'Schedules 4 and 32 (part 1)' changed to 'Schedules 4 and 33 (part1)' Table 1, Activity 12: 'Schedule 32 (part 5)' changed to 'Schedule 33 (part 5)' Table 1, Activity 13: 'Schedule 32 (part 5)' changed to 'Schedule 33 (part 5)'	1.4
C14	Site Access for Surveys	08/01/2016	New Information Paper	1.0
		21/03/2016	Clause/Schedule numbers updated to reference amended Bill as printed on 22 nd February 2016.	1.1
		24/06/2016	In Section 5.8 change from 'Section 54' to 'Section 53' In Section 5.11 change from 'Sections 51 and 52' to 'Sections 53 and 54'	1.2
		23/02/2017	Name amended to 'High Speed Two Phase One Information Paper'. Front page information also updated.	1.3

			<p>The following changes have been made to the clause / schedule information:</p> <p>Paragraph 3.4: 'Clauses 53 and 54' changed to 'Clauses 54 and 55'</p> <p>Paragraph 5.1, first and third lines: 'Clauses 53 and 54' changed to 'Clauses 54 and 55'</p> <p>Paragraph 5.6, Heading: 'Clauses 53 and 54' changed to 'Clauses 54 and 55'</p> <p>Paragraph 5.7: 'Clauses 53' changed to 'Clause 54'</p> <p>Paragraph 5.8: 'Section 53' changed to 'Section 54'</p> <p>Paragraph 5.11: 'Sections 53 and 54' changed to 'Sections 54 and 55'</p>	
D Series - Construction				
D1	Design Policy	07/03/2014	In section 1, 'Introduction' , minor changes were made to the standard text; in addition, throughout the rest of the document, minor formatting changes were made.	1.1
		28/07/2014	Information paper title page updated with new address. Minor formatting changes throughout the document.	1.2
		05/11/2014	<p>New section 5 added as below:</p> <p><i>5. Design development and public engagement</i></p> <p>5.1. <i>The Promoter recognises the importance of public engagement in the design development process. However, the exact scope and nature of public engagement will depend on the element being designed. For example, the project would expect a higher degree of public engagement on those parts of the railway that have the most significant impact on people, such as stations.</i></p> <p>5.2. <i>The Promoter plans to adopt the following approach for public engagement in design development:</i></p> <ul style="list-style-type: none"> • <i>Stations - the Promoter will undertake public engagement for stations designs. While the exact form and nature of such engagement will be developed closer to the time, it is likely to be an open engagement exercise, with public exhibitions, leaflet drops, interactive on-line materials and related publicity, reflecting the complexities of station design and the importance of their existing and potential contexts.</i> • <i>Key design elements - the Promoter will engage the public on the design development of key elements of infrastructure - including main viaducts, depot buildings and key ventilation shafts in sensitive areas. The engagement exercise is likely to include many of the elements outlined for stations, but will focus more on engaging the public in the locality where the infrastructure is located.</i> • <i>Common design elements - the Promoter will develop standard or common designs for certain permanent structures associated with the railway (such as road-bridges, foot-bridges, noise barriers). The Promoter will undertake wider public engagement on design development for common design elements, including for example interactive on-line materials, with associated local and route-wide publicity.</i> 	1.3
		16/03/2015	<p>In Section 3.1 bullet point 3, new text added as below:</p> <ul style="list-style-type: none"> • the design of all visible elements of the built and landscaped environment <i>in both rural and urban areas</i> are sympathetic to their <i>local</i> context, environment and social setting; <p>In Section 4.1 bullet point 2, new text added as below:</p> <ul style="list-style-type: none"> • to limit adverse environmental <i>and visual</i> impacts during design construction and operation; 	1.4
		01/06/2015	<p>In Section 1 Minor updates to introduction text to reflect current status of the project.</p> <p>In 'More Information' Website address updated.</p>	1.5
		21/03/2016	Section 2 updated to reflect the establishment of the HS2 Design Panel (paragraph 2.2 added)	1.6
		09/11/2016	<p>In Section 5.2 addition of text '<i>See Table 1 for a list of key design elements</i>'</p> <p>Section 6 includes new Table 1 listing key design elements.</p>	1.7
		23/02/2017	Name amended to 'High Speed Two Phase One Information Paper' . Front page information also updated.	1.8
D2	Selection of the Location of Construction Compounds	07/03/2014	In section 1, 'Introduction' , minor changes were made to the standard text; in addition, throughout the rest of the document, minor formatting changes were made.	1.1
		28/07/2014	Information paper title page updated with new address. Minor formatting changes throughout the document.	1.2
		01/06/2015	<p>In Section 1 Minor updates to introduction text to reflect current status of the project.</p> <p>In 'More Information' Website address updated.</p>	1.3
		21/03/2016	Clause/Schedule numbers updated to reference amended Bill as printed on 22 nd February 2016.	1.4
		23/02/2017	Name amended to 'High Speed Two Phase One Information Paper' . Front page information also updated.	1.5
D3	Code of Construction Practice	12/03/2014	No changes were made – this is the original version.	1.1
		28/07/2014	Information paper title page updated with new address. Minor formatting changes throughout the document.	1.2

		27/02/2015	<p>New paragraph added at section 5.3,</p> <p><i>The nominated undertaker and/or its contractors will engage with the local communities in order to develop the LEMPs, once the detailed design and construction planning is underway, and HS2 is nearer the start of construction.²</i></p> <p>Footnote No.2 added at the end of page 5,</p> <p>² See Annex 3: Local Environmental Management Plan Template of the Draft Code of Construction Practice See https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/259617/Vol5_draft_code_of_construction_practice_CT-003-000.pdf</p>	1.3
		01/06/2015	<p>In Section 1 Minor updates to introduction text to reflect current status of the project.</p> <p>In 'More Information' Website address updated.</p>	1.4
		21/03/2016	Section 2.8 Updated to reference latest draft of the Draft Code of Construction Practice	1.5
		23/02/2017	Name amended to 'High Speed Two Phase One Information Paper' . Front page information also updated.	1.6
D4	Working Hours	12/03/2014	No changes were made – this is the original version.	1.1
		28/07/2014	Information paper title page updated with new address. Minor formatting changes throughout the document.	1.2
		01/06/2015	In Section 1 Minor updates to introduction text to reflect current status of the project. In 'More Information' Website address updated.	1.3
		23/02/2017	Name amended to 'High Speed Two Phase One Information Paper' . Front page information also updated.	1.4
D5	Inclusive Design Policy	28/07/2014	Information paper title page updated with new address. Minor formatting changes throughout the document.	1.1
		01/06/2015	In Section 1 Minor updates to introduction text to reflect current status of the project. In 'More Information' Website address updated.	1.2
		23/02/2017	Name amended to 'High Speed Two Phase One Information Paper' . Front page information also updated.	1.3
D6	HS2 Phase One construction timetable	28/07/2014	Information paper title page updated with new address. Minor formatting changes throughout the document.	1.1
		01/06/2015	In Section 1 Minor updates to introduction text to reflect current status of the project. In 'More Information' Website address updated.	1.2
		23/02/2017	Name amended to 'High Speed Two Phase One Information Paper' . Front page information also updated.	1.3
D7	Tunnel Construction	28/07/2014	Information paper title page updated with new address. Minor formatting changes throughout the document.	1.1
		01/06/2015	In Section 1 Minor updates to introduction text to reflect current status of the project. In 'More Information' Website address updated.	1.2
		23/02/2017	Name amended to 'High Speed Two Phase One Information Paper' . Front page information also updated.	1.3
D8	Tunnel shafts and portals	29/04/2014	In section 4.3, added text to the sentence, <i>'The final designs of the tunnel headhouse buildings will be approved by local authorities'</i> to clarify that it will be <i>'in accordance with the planning regime established in the Bill'</i> .	1.1
		28/07/2014	Information paper title page updated with new address. Minor formatting changes throughout the document.	1.2
		01/06/2015	In Section 1 Minor updates to introduction text to reflect current status of the project. In 'More Information' Website address updated.	1.3
		07/06/2015	<p>New Section 5.2 inserted:</p> <p><i>5.2. As a train enters a tunnel at one end, it generates a pressure wave, which can produce noise at the other end of the tunnel. This is known as a micro pressure wave. The effect of which is mitigated by adding a 'porous portal'.</i></p> <p>In Section 5.3 text amended from:</p> <p><i>'...which can result in nose as the train exits the tunnel...'</i></p> <p>To:</p> <p><i>'...which can result in noise at the exit of the tunnel...'</i></p> <p>New sentence added at the end of Section 5.3:</p>	1.4

			<p><i>The porous portal slows the build-up of the pressure wave in the tunnel, reducing the resulting effect.</i></p> <p>Previous Section 5.4 deleted:</p> <p>5.4. <i>As a train enters a tunnel at one end, it generates a pressure wave, which can produce noise at the other end of the tunnel. This effect is mitigated by adding a 'porous portal'. The porous portal slows the build-up of the pressure wave in the tunnel, reducing the resulting effect.</i></p> <p>In Section 5.4 text amended from:</p> <p><i>The figures below are generic sketches of porous portals:</i></p> <p>To:</p> <p><i>The figure below is a generic sketch of a porous portal:</i></p>	
		08/04/2016	Updated to reflect AP4 change in Chiltern tunnel length to 15.9km / 9.9miles long and addition of further vent shaft at Chesham Road.	1.5
		23/02/2017	Name amended to 'High Speed Two Phase One Information Paper' . Front page information also updated.	1.6
D9	Maintenance of Public Utilities	28/07/2014	Information paper title page updated with new address. Minor formatting changes throughout the document.	1.1
		01/06/2015	In Section 1 Minor updates to introduction text to reflect current status of the project. In 'More Information' Website address updated.	1.2
		21/03/2016	Clause/Schedule numbers updated to reference amended Bill as printed on 22 nd February 2016.	1.3
		23/02/2017	Name amended to 'High Speed Two Phase One Information Paper' . Front page information also updated. The following changes have been made to the clause / schedule information: Paragraph 4.2 '(Schedule 32 Part 2) changed to '(Schedule 33 Part 2) Paragraph 4.2 'Part 3 of Schedule 32' changed to 'Part 3 of Schedule 33'	1.4
D10	Worksite Security	12/03/2014	No changes were made – this is the original version.	1.1
		28/07/2014	Information paper title page updated with new address. Minor formatting changes throughout the document.	1.2
		01/06/2015	In Section 1 Minor updates to introduction text to reflect current status of the project. In 'More Information' Website address updated.	1.3
		23/02/2017	Name amended to 'High Speed Two Phase One Information Paper' . Front page information also updated.	1.4
D11	Maintaining Access to Residential and Commercial Property During Construction	29/07/2014	Information paper title page updated with new address. Minor formatting changes throughout the document.	1.1
		01/06/2015	In Section 1 Minor updates to introduction text to reflect current status of the project. In 'More Information' Website address updated.	1.2
		21/03/2016	In Section 5.2 a minor update to include a reference to Information Paper E13: Management of Traffic during Construction.	1.3
		23/02/2017	Name amended to 'High Speed Two Phase One Information Paper' . Front page information also updated.	1.4
D12	Possessions	29/07/2014	Information paper title page updated with new address. Minor formatting changes throughout the document.	1.1
		01/06/2015	In Section 1 Minor updates to introduction text to reflect current status of the project. In 'More Information' Website address updated.	1.2
		23/02/2017	Name amended to 'High Speed Two Phase One Information Paper' . Front page information also updated. Paragraph 2.1 – minor update to amend the paragraph to: This Information Paper summarises the Promoter's approach to engineering access "possessions" ¹ . It also describes the possessions that, at the time the HS2 Bill	1.3

¹ Where a section of rail line is required for maintenance, repair or renewal, trains cannot run when the line is handed over to the engineering contractors, who take possession for a specified period. Each closure period is known as a 'possession'. In this paper, possessions longer than a weekend are described as 'blockades'.

			<p>was deposited in November 2013, were estimated to be required to implement the Proposed Scheme and provides an indication of their likely effects on existing rail passenger services.</p> <p>Paragraph 2.3 – As ‘much’ amended to As ‘many’. Removal of ‘an estimated 183’ before weekend possessions.</p> <p>Section 3 – title amended to ‘Estimated requirement for weekend possessions envisaged at Bill deposit’</p> <p>Paragraph 3.1 – minor update to amend the paragraph to: ‘Table 3.1 comprises a high level estimate of possessions required, the lines affected and a general indication of the likely disruption that were estimated to result in each case. It should be noted that the number and duration of possessions required could only be estimated at Bill deposit stage. Factors such as revisions to the engineering design, more detailed construction planning, uncertainty over approval processes or unforeseen delays during construction can all affect the timing and duration of the possessions’</p> <p>Table 3.1 – ‘November 2013 estimate of’ added in front of HS2 Phase One weekend possession requirement</p> <p>Paragraph 3.2 – amended to: On the basis of this analysis, the total number of weekend possessions that would be needed to implement the HS2 Phase One Proposed Scheme is set out in Figures 3.2 below².</p> <p>Section 4 and paragraph 4.1 now paragraph 3.4.</p> <p>Section 5 and paragraph 5.1 now Section 4 and paragraph 4.1.</p>	
E Series – Environment				
E1	Control of Environmental Impacts	07/03/2014	In section 1, ‘Introduction’, minor changes were made to the standard text; in addition, throughout the rest of the document, minor formatting changes were made.	1.1
		30/07/2014	Information paper title page updated with new address. Minor formatting changes throughout the document.	1.2
		12/01/15	<p>New paragraph added at 4.3 as below:</p> <p><i>4.3 The EMRs will remain in draft until the Bill receives Royal Assent. The EMRs will continue to be refined during the Parliamentary process through engagement with local authorities and other relevant stakeholders. Any changes made to the EMRs during that process will not lessen the environmental controls in the draft EMRs published at the time of Bill deposit.</i></p> <p>In 4.2 bullet point 3 text revised from:</p> <p><i>The four documents mentioned in paragraphs 4.3 to 4.6 below.</i></p> <p>To:</p> <p><i>The four documents mentioned in paragraphs 4.4 to 4.7 below.</i></p> <p>In Section 6: Website address updated.</p>	1.3
		23/02/15	<p>In Section 2 paragraphs 2.6, 2.7 & 2.8 updated to provide clarity on enforcement mechanisms for the EMRs. Text amended from:</p> <p>2.6 Any nominated undertaker will be contractually bound to comply with the controls set out in this paper and as may be developed during the passage of the Bill through Parliament.</p> <p>2.7 In addition, it is expected that the Secretary of State will give an undertaking to Parliament that “insofar as the Environmental Minimum Requirements are not directly enforceable against any person appointed as a nominated undertaker, he will take such steps as he considers are reasonable and necessary to secure compliance with those requirements”.</p> <p>To:</p> <p>2.6 <i>Counsel for the Promoter confirmed on Day 1 of the Committee proceedings that the EMRs would be made contractually binding on the nominated undertaker. Counsel also gave an undertaking to Parliament on behalf of the Secretary of State concerning their enforcement:</i></p> <ul style="list-style-type: none"> • <i>“Insofar as the Environmental Minimum Requirements are not directly enforceable against any person appointed as the nominated undertaker, the Secretary of State will take such steps as he considers reasonable and necessary to secure compliance with those requirements.”</i> <p>2.7 <i>Assurances (including those relating to the EMRs) will be enforceable against any person appointed as the nominated undertaker through the Secretary of State’s undertaking set out above. This means that in the event of a failure to comply with an assurance, recourse will be through the Secretary of State, and the Secretary of State is answerable to Parliament for securing compliance.</i></p> <p>2.8 <i>If it is felt that a contractor undertaking works authorised by the Bill is not meeting the requirements of the EMRs then there are steps that can be taken to ensure there is an investigation and if any corrective action is needed it is taken. These are:</i></p>	1.4

² It should be noted that the totals differ from Figure 6.5 (p.131) of the HS2 Strategic Case total for Phase One (223 weekends) as the Strategic Case included 30 weekend and 10 one day possessions on the North London Line to implement the HS1-HS2 Link. This is no longer part of the Proposed Scheme but, otherwise, the estimated possessions reported in this Information Paper are those prepared for the HS2 Strategic Case and deposit of the Bill in Autumn 2013.

			<ul style="list-style-type: none"> • Report to the nominated undertaker - The first step is to report any breach to the nominated undertaker. The nominated undertaker will implement the necessary corrective action. • Report to the Secretary of State - If unsatisfied by the nominated undertaker's response the issue can be reported to the Department for Transport, which can direct the nominated undertaker to implement corrective action. • Report to Parliament - If unsatisfied with the Department for Transport's response, the issue can be reported - to the Speaker in the House of Commons or if it relates to an undertaking given to or accepted by the House of Lords Select Committee then to the Chairman of Committees in the House of Lords under Standing Order 130. 	
		01/06/2015	<p>In Section 1 Minor updates to introduction text to reflect current status of the project.</p> <p>In 'More Information' Website address updated.</p>	1.5
		21/03/2016	Clause/Schedule numbers updated to reference amended Bill as printed on 22 nd February 2016.	1.6
		23/02/2017	<p>Name amended to 'High Speed Two Phase One Information Paper'. Front page information also updated.</p> <p>The following changes have been made to the clause / schedule information:</p> <p>Paragraph 3.14: 'Schedule 15' changed to 'Schedule 16'</p> <p>Paragraph 3.15: 'Clause 62' changed to 'Clause 63'</p> <p>Paragraph 3.18: 'Schedule 32' changed to 'Schedule 33'</p> <p>Paragraph 3.22: 'Schedule 32' changed to 'Schedule 33'</p> <p>Paragraph 3.23: 'Schedule 32' changed to 'Schedule 33'</p> <p>Paragraph 3.26: 'Schedule 30 to 31' changed to 'Schedule 32'</p> <p>Paragraph 3.27: 'Schedule 30' changed to 'Schedule 32' and 'Schedule 31' changed to 'Schedule 30'</p> <p>Paragraph 3.28: 'Clause 49' changed to 'Clause 50' and 'Clause 49(4)' changed to 'Clause 50(4)'</p>	1.7
E2	Ecological Impact	07/03/2014	In section 1, 'Introduction' , minor changes were made to the standard text; in addition, throughout the rest of the document, minor formatting changes were made.	1.1
		30/07/2014	Information paper title page updated with new address. Minor formatting changes throughout the document.	1.2
		01/06/2015	<p>In Section 1 Minor updates to introduction text to reflect current status of the project.</p> <p>In 'More Information' Website address updated.</p>	1.3
		21/03/2016	<p>Section 4 updated to reflect the change to the number of Sites of Special Scientific Interest (SSSI's) that will be affected from two to three.</p> <p>Paragraph 4.2 updated to reflect that '<i>There are also 91 non-statutory Local Wildlife Sites where there will be a direct loss of habitat</i>'.</p> <p>Paragraph 4.3 updated to reflect overall reduction of ancient woodland loss (from 32ha to 30.4ha), at 32 as opposed to 19 sites.</p> <p>Section 5 updated to include information about the Ecology Site Management Plans and the Ecology Review Group.</p>	1.4
		23/02/2017	Name amended to 'High Speed Two Phase One Information Paper'. Front page information also updated.	1.5
E3	Excavated Material and Waste Management	07/03/2014	In section 1, 'Introduction' , minor changes were made to the standard text; in addition, throughout the rest of the document, minor formatting changes were made.	1.1
		30/07/2014	Information paper title page updated with new address. Minor formatting changes throughout the document.	1.2

		<p>12/05/2015</p>	<p>In Section 3 paragraphs 3.1, 3.2, 3.3, 3.4 updated to provide clarity on how HS2 will apply the waste hierarchy and the use of excavated material. Text amended from:</p> <p>'3.1. The waste hierarchy (see Figure 1.1) sets out the preferred approach to the management of waste from waste prevention, to reuse, recycling, energy recovery and landfill disposal as a last resort.</p> <p>3.2. The waste hierarchy supports the need to achieve efficient use of material resources, reduce the amount of waste produced (or otherwise increase its value as a resource) and reduce as far as reasonably practicable the amount of waste that is disposed to landfill.</p> <p>3.3. The waste hierarchy advocates the use of landfill disposal only as a last resort due to a range of potential adverse effects associated with the use of landfill. These include natural resource depletion, methane production and nuisance effects (e.g. dust and odour). There is also a need to conserve existing landfill capacity for wastes for which there is currently no alternative treatment option that can be used to recover material resources and/or energy.</p> <p>3.4. In England and Wales, waste producers are legally required to apply the waste hierarchy to decisions concerning the management of waste. The availability of waste management infrastructure capacity is also important in light of national policy that supports implementation of the proximity principle, to manage waste as close as possible to the point of production without reliance on other communities to do so.'</p> <p>To:</p> <p>3.1. <i>The design, construction and operation of the Proposed Scheme will lead to the generation of solid waste. In England and Wales, waste producers are legally required to apply the waste hierarchy to decisions concerning the management of waste.</i></p> <p>3.2. <i>The waste hierarchy as described in the Government Review of Waste Policy in England 2011 (see Figure 1) sets out the preferred approach to the management of waste from waste prevention, to reuse, recycling, energy recovery and landfill. It supports the need to achieve efficient use of material resources, minimise the amount of waste produced (or otherwise increase its value as a resource) and reduce, as far as possible, the amount of waste that is disposed to landfill, in keeping with the HS2 Sustainability Policy.</i></p> <p>3.3. <i>HS2 will apply the waste hierarchy in relation to the reduction and sustainable management of solid waste generated from the design, construction and operation of the Proposed Scheme to:</i></p> <ul style="list-style-type: none"> • <i>improve resource efficiency and environmental performance; and</i> • <i>reduce costs.</i> <p>3.4. <i>All waste generated from the design, construction and operation of the Proposed Scheme will be managed in accordance with the waste hierarchy. This places waste prevention as the preferred option at the top, followed by reuse, recycling and other recovery, with landfill disposal at the bottom as the last resort.</i></p> <p>3.5. <i>Excavated material will only be classified as waste if it is surplus to the design requirements of the Proposed Scheme. Where the transport of surplus excavated materials would result in significant environmental effects, sustainable placement will be used, in line with the HS2 Strategy for the Sustainable on-Site Placement of Surplus Excavated Materials. This is in accordance with paragraphs (2) and (3) of article 12 of the Waste (England and Wales) Regulations 2011 (as amended) which allow deviation from the hierarchy "so as to achieve the best environmental outcome where this is justified by life-cycle thinking on the overall impacts of the generation and management of the waste" when considering "the overall environmental, human health, economic and social impacts."</i></p> <p>3.6. <i>The waste hierarchy advocates the use of landfill disposal only as a last resort due to a range of potential adverse effects associated with the use of landfill. These include natural resource depletion, methane production and nuisance effects (e.g. dust and odour). There is also a need to conserve existing landfill capacity for wastes for which there is currently no alternative treatment option that can be used to recover material resources and/or energy.</i></p>	<p>1.3</p>
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		01/06/2015	<p>In Section 1 Minor update to introduction text to reflect current status of the project.</p> <p>In 'More Information' Website address updated.</p>	1.4
		21/03/2016	<p>In Section 6.1 'approximately 128 million tonnes' updated to 'approximately 130 million tonnes' and 'over 90%' updated to 'over 86%'</p> <p>In Section 6.2 '1.6 million tonnes' updated to '1.7 million tonnes'</p> <p>In Section 6.3 'over 2.7 million tonnes of construction waste, 90% of which' updated to 'approximately 3.1 million tonnes of construction waste at least 90% of which'</p>	1.5
		23/02/2017	<p>Name amended to 'High Speed Two Phase One Information Paper'. Front page information also updated.</p> <p>The following changes have been made to the clause / schedule information:</p> <p>Paragraph 9.1: 'Part 5 of Schedule 32' changed to 'Part 5 of Schedule 33'</p>	1.6
E4	Water Resources and Flood Risk	07/03/2014	<p>In section 1, 'Introduction', minor changes were made to the standard text; in addition, throughout the rest of the document, minor formatting changes were made.</p>	1.1
		30/07/2014	<p>Information paper title page updated with new address.</p> <p>Minor formatting changes throughout the document.</p>	1.2
		01/06/2015	<p>In Section 1 Minor updates to introduction text to reflect current status of the project.</p> <p>In 'More Information' Website address updated.</p>	1.3
		21/06/2016	<p>Clause/Schedule numbers updated to reference amended Bill as printed on 22nd February 2016.</p>	1.4
		23/02/2017	<p>Name amended to 'High Speed Two Phase One Information Paper'. Front page information also updated.</p> <p>Paragraph 2.1 amended to change 'water agencies' to 'statutory bodies'.</p> <p>Paragraph 3.2 – first sentence amended to: 'The design of the Proposed Scheme includes Sustainable Drainage Systems (SuDS) to control the rate, volume and quality of run-off from the rail corridor and other infrastructure, including an additional allowance for climate change.' Also correction of 'SuB's' (from 'SUBS').</p> <p>Paragraph 5.1 – second sentence amended to: 'The design aim is for no increase in the risk of flooding for vulnerable receptors including residential property (defined as more/highly vulnerable and essential infrastructure in Table 2 of the NPPF) during the lifetime of the development, including an additional allowance for climate change'.</p> <p>Paragraph 7.1 – amended to: 'HS2 Ltd has also reported on the compliance of the Proposed Scheme with the objectives of the Water Framework Directive. Refer to ES Volume 5, Appendix WR-001-000 and the Water Framework Directive compliance assessment review for further details. The scope and the assessment methodology was agreed with the Environment Agency.</p> <p>Paragraph 8.1 – removal of '(LLFA's)' after 'Lead Local Flood Authorities' and 'Canal and River Trust' amended to 'Canal & River Trust'.</p> <p>Paragraph 9.1 – beginning of sentence 'Part 5 of Schedule 32' amended to 'The'.</p> <p>Paragraph 9.2 'regulatory bodies' amended to 'statutory bodies'.</p>	1.5
E5	Roads and Public Rights of Way	07/03/2014	<p>In section 1, 'Introduction', minor changes were made to the standard text; in addition, throughout the rest of the document, minor formatting changes were made.</p>	1.1
		30/07/2014	<p>Information paper title page updated with new address.</p> <p>Minor formatting changes throughout the document.</p>	1.2
		01/06/2015	<p>In Section 1 Minor updates to introduction text to reflect current status of the project.</p> <p>In 'More Information' Website address updated.</p>	1.3
		21/03/2016	<p>Section 4 updated to reflect the name change 'Highways Agency' to 'Highways England'.</p> <p>Paragraph 4.5 updated to reflect both 'urban and rural areas'</p> <p>Section 6 updated to include additional information about bus services:</p> <p><i>6.2. In the case of other bus services provided by local authorities under statutory and policy based obligations, such as home to school transport and adult social care services, these may also be subject to temporary diversion and to some delay. The nominated undertaker will discuss any potential implications arising during construction with the relevant local authorities during preparation of local traffic management plans and again in advance of works taking place in those locations.</i></p> <p>Section 7 insertion of text on Cycle Routes:</p> <p><i>7.1. During the construction phase, meeting the needs for cyclists and other vulnerable road users will be a key consideration when plans are prepared for road closures or other works in the highway that could disrupt existing routes</i></p> <p><i>7.2. Appropriate provision for cyclists is a key consideration in HS2's environmental design aims and the design criteria for roads and public rights of way crossed by the Proposed Scheme.. Cycle access routes and</i></p>	1.4

			<p>storage facilities are also key considerations for the design of HS2 stations to be built in London and the West Midlands.</p> <p>7.3. The design of cycling infrastructure will be informed by relevant advice and guidance published by the Department for Transport (DfT) and Highways England. Due regard will also be given to the applicable aspects of other reference documents, including the Welsh Government's Active Travel Design Guidance in relation to rural roads, Transport for London's London Cycling Design Standards in relation to urban roads, and other relevant standards or guidance (or successor documents of similar scope) as appropriate.</p>	
		23/02/2017	Name amended to 'High Speed Two Phase One Information Paper' . Front page information also updated.	1.5
E6	Mitigation of Significant Community Effects on Public Open Space and Community Facilities	07/03/2014	In section 1 , 'Introduction', minor changes were made to the standard text; in addition, throughout the rest of the document, minor formatting changes were made.	1.1
		30/07/2014	Information paper title page updated with new address. Minor formatting changes throughout the document.	1.2
		01/06/2015	In Section 1 Minor updates to introduction text to reflect current status of the project. In 'More Information' Website address updated.	1.3
		23/02/2017	Name amended to 'High Speed Two Phase One Information Paper' . Front page information also updated.	1.4
E7	Land quality (contamination)	30/07/2014	Information paper title page updated with new address. Minor formatting changes throughout the document.	1.1
		01/06/2015	In Section 1 Minor updates to introduction text to reflect current status of the project. In 'More Information' Website address updated.	1.2
		23/02/2017	Name amended to 'High Speed Two Phase One Information Paper' . Front page information also updated.	1.3
E8	Archaeology	16/04/2014	In section 6.1 , the reference to 'English Heritage' was amended to 'the Department for Culture Media and Sport' and added a new reference (footnote 8).	1.1
		30/07/2014	Information paper title page updated with new address. Minor formatting changes throughout the document.	1.2
		01/06/2015	In Section 1 Minor updates to introduction text to reflect current status of the project. In 'More Information' Website address updated.	1.3
		21/03/2016	Clause/Schedule numbers updated to reference amended Bill as printed on 22 nd February 2016. Updated to change 'English Heritage' to 'Historic England'. In Section 2.3 minor update to reference additional provisions and the supplementary environment statements. In Section 5.4 and 5.5 updated to include references to 'historic environment research and delivery strategy (HERDS) In Sections 5.6, 5.7 and 5.11 minor updates	1.4
		23/02/2017	Name amended to 'High Speed Two Phase One Information Paper' . Front page information also updated. Paragraph 2.3 – second paragraph amended to 'All heritage assets are addressed in the environmental impact assessment (EIA) process which resulted in which consists of the environmental statement that was deposited with the hybrid Bill in November 2013, the environment statements for subsequent additional provisions and the supplementary environment statements. Paragraph 3.2 – 'resources' replaced with 'assets' Paragraph 5.1 – bullet point 2 – amended to read 'field evaluation (where appropriate to inform location specific investigation, recording and mitigation)' Paragraph 5.1 – bullet point 3 – amended to read 'location specific investigation, recording and mitigation (for example preservation in situ or archaeological excavation). Paragraph 5.3 – at the beginning of the sentence 'Mitigating' amended to 'Addressing'. Paragraph 5.10 – second sentence amended to read 'The results of that work will be published via a range of media, for example online and in specialist journals, popular publications and academic books. Approaches to post-excavation works will be developed with Historic England and the relevant local authority.' Paragraph 5.11 – amended to read 'The nominated undertaker recognises the need to deposit the HS2 archaeological archive and will deposit the HS2 historic environment archive in an appropriate depository or depositories. The nominated undertaker is committed to working with Historic England and local authorities to identify suitable museums and storage facilities for depositing artefacts and records generated by the HS2 archaeological investigation works.' Paragraph 6.1 – 'national significance' changed to 'national importance'.	1.5

E9	Climate Change Adaptation and Resilience	30/07/2014	Information paper title page updated with new address. Minor formatting changes throughout the document.	1.1
		01/06/2015	In Section 1 Minor updates to introduction text to reflect current status of the project. In 'More Information' Website address updated.	1.2
		21/03/2016	In Section 5.3 , bullet point 3 updated to reference Information Paper E4: Water Resources and Flood Risk Section 6.3 updated as below: 6.3. In order to adapt to the potential increase in flood risk, the top of rail level associated with the Proposed Scheme will be set one metre above the estimated 1 in 1,000 year (0.1%) annual probability of flooding. Where other environmental or engineering constraints mean this is not possible, flood defences will be provided in order to protect the railway line from flooding to the estimated 1 in 1,000 year standard, with a minimum of 300mm freeboard above this level. Section 6.5 updated with a minor change	1.3
		23/02/2017	Name amended to 'High Speed Two Phase One Information Paper' . Front page information also updated.	1.4
E10	Carbon	20/05/2014	In the title for section 7 , ' <i>HS2 Ltd's Carbon Reduction Policy</i> ' changed to ' <i>HS2 Ltd's Carbon Minimisation Policy</i> '.	1.1
		30/07/2014	Information paper title page updated with new address. Minor formatting changes throughout the document.	1.2
		01/06/2015	In Section 1 Minor updates to introduction text to reflect current status of the project. In 'More Information' Website address updated.	1.3
		24/11/2015	In Section 2 Correction of cross reference to Information Paper E9: Climate Change, Adaptation and Resilience	1.4
		21/03/2016	In Section 2 minor update to include where the greenhouse gas assessments of the Proposed Scheme are presented. Sections 5 & 6 updated to reflect changes in the carbon footprint of the Proposed Schemes as a result of the Additional Provisions and Supplementary Environmental Statements.	1.5
		18/10/2016	In footnote 10 on page 5 change from 'E33 Guide to the HS2 Phase One Environmental Statement' to 'E32: Guide to the Environmental Statement'	1.6
		23/02/2017	Name amended to 'High Speed Two Phase One Information Paper' . Front page information also updated.	1.7
E11	Green Infrastructure and the Green Corridor	30/07/2014	Information paper title page updated with new address. Minor formatting changes throughout the document.	1.1
		01/06/2015	In Section 1 Minor updates to introduction text to reflect current status of the project. In 'More Information' Website address updated.	1.2
		21/03/2016	In Section 3 & 4 minor updates and removal of the reference 'phase one'.	1.3
		23/02/2017	Name amended to 'High Speed Two Phase One Information Paper' . Front page information also updated.	1.4
E12	Burial Grounds	30/07/2014	Information paper title page updated with new address. Minor formatting changes throughout the document.	1.1
		01/06/2015	In Section 1 Minor updates to introduction text to reflect current status of the project. In 'More Information' Website address updated.	1.2
		21/03/2016	Minor updates throughout to reference 'Phase One of HS2'. Clause/Schedule numbers updated to reference amended Bill as printed on 22 nd February 2016. New section on undertakings given to the Archbishops' Council of the Church and Commonwealth War Graves Commission: 4.8. Two undertakings have been given by the Promoter in relation to Schedule 20, one to the Commonwealth War Graves Commission (CWGC) and the other to the Archbishops' Council of the Church of England. 4.9. The Promoter will undertake a programme of engagement, notification and consultation with the Archbishops' Council of the Church on the preparation of location specific written scheme of investigations for the burial grounds at St James' Gardens, St Mary's and Park Street. The Promoter will secure that articulated remains will, where reasonably practicable, be removed from the Burial Ground in which they are buried by hand digging. 4.10. The Promoter will undertake a programme of engagement, notification and consultation with the Commonwealth War Graves Commission in relation to burials made after the 28 July 1914 and for which the CWGC is responsible.	1.3

		23/02/2017	<p>Name amended to 'High Speed Two Phase One Information Paper'. Front page information also updated.</p> <p>Paragraph 3.3 – slightly amended to: 'Where burial has occurred over 100 years ago, consideration will be given to the extent of archaeological investigation and recording. The nature and extent of any archaeological investigation will be determined in discussion with Historic England, the Archbishops' Council (Church of England), the relevant local authority and, where applicable, other religious authorities and Commonwealth War Graves Commission. The Heritage Memorandum and Code of Construction Practice set out the framework and management of archaeological and heritage investigations on Phase One of HS2 (see 'Framework for the Control of Impacts', below).'</p> <p>Paragraph 4.6 – correction of 'St James's Gardens'</p> <p>Paragraph 4.9 – correction of 'St James's Garden' and the addition of 'Archbishop's Council in relation to consecrated land and the Commonwealth War Graves Commissions...'</p>	1.4
E13	Management of traffic during construction	30/07/2014	<p>Information paper title page updated with new address.</p> <p>Minor formatting changes throughout the document.</p>	1.1
		02/12/2014	<p>In Section 4.2, minor text rewording to give greater clarity:</p> <p><i>24 one way trips per day.</i></p> <p>Reworded to say:</p> <p><i>24 trips per day, to or from a site.</i></p>	1.2
		11/05/2015	<p>New paragraph added at section 4.10 as below:</p> <p><i>4.10 In order to mitigate impacts on Local Air Quality, in areas where there is action in place to meet EU limit values through the introduction of Low Emission Zones (such as the London Low Emission Zone), HS2 Ltd will require Heavy Duty Vehicles² entering these designated Zones during construction, for the purposes of transporting excavated material, to be powered by EURO VI (or lower emission) engines.</i></p> <p>[Footnote]: ²Heavy Duty Vehicles are defined as those with a weight greater than 3.5 tonnes. EURO VI engines are required to have substantially lower emissions of NOx and particulate matter than older engines.</p> <p>In Section 1 Minor updates to introduction text to reflect current status of the project.</p> <p>In 'More Information' Website address updated.</p>	1.3
		21/03/2016	<p>Section 3 updated to provide more information on the construction traffic movements relating to excavated material.</p> <p>Section 4 minor update to reflect the Additional Provision Environmental Statements and Supplementary Environmental Statements and to reference new Information Paper: E31 Air Quality.</p> <p>Section 5 updated to provide information on the CoCP traffic management requirements (which includes Traffic Management Plans).</p> <p>Section 6 updated to provide additional information on the variety of impacts for different users.</p> <p>Section 7 updated to include further information about the 'Highways Sub-Group of the HS2 Planning Forum' and communication plans between contractors and affected parties.</p>	1.4
		23/02/2017	<p>Name amended to 'High Speed Two Phase One Information Paper'. Front page information also updated.</p>	1.5
E14	Highways and Traffic During construction Legislative Provisions	30/07/2014	<p>Information paper title page updated with new address.</p> <p>Minor formatting changes throughout the document.</p>	1.1
		01/06/2015	<p>In Section 1 Minor updates to introduction text to reflect current status of the project.</p> <p>In 'More Information' Website address updated.</p>	1.2
		14/09/2015	<p>In Section 3, text inserted</p> <p><i>'3.7. Following the permanent stopping up of a highway (or part thereof), ownership of each half-width of the former highway will normally revert to the adjoining landowner unless it has been previously acquired by the highway authority (e.g. by means of a compulsory purchase order). The usual rights of statutory undertakers to place new utilities apparatus in a highway also cease to have effect. However, Schedule 31 Part 2 Paragraph 27 preserves the rights of electricity, gas, water and sewerage undertakers to access any existing apparatus remaining in the former highway land. A similar provision is made in Schedule 31 Part 3 Paragraph 35 in respect of electronic communications code network operators.'</i></p> <p>In Section 3.10. An explanation of temporary stopping up is provided in a footnote</p> <p>In Section 3, text inserted</p> <p><i>'3.17. Further details about the future maintenance responsibilities for new and altered highways (and their associated structures) are given in Information Paper E29: Future Highway Maintenance Responsibilities.</i></p> <p><i>3.18. Following the transfer of maintenance responsibilities from the nominated undertaker to the highway authority after 12 months, ownership of the highway itself will vest in the highway authority as a result of the deemed adoption provisions in Schedule 4. However, the subsoil will remain in the ownership of the Secretary of State unless it is transferred to the highway authority by agreement.'</i></p> <p>In Section 4, text inserted</p>	1.3

		<p>'4.3. Notwithstanding the above, highway authorities and police also retain their existing power under Section 161 of the Highways Act 1980 to take action against any person depositing mud on a road without lawful authority or excuse in a way that might endanger highway users.'</p> <p>In Section 5, text inserted</p> <p>5.5. Except where disapplied by the hybrid Bill, existing highway legislation continues to have effect in respect of street works carried out in conjunction with the Proposed Scheme. In the case of the New Roads and Street Works Act 1991, these include:</p> <ul style="list-style-type: none"> Section 54 – Advance notice of certain works Section 55 – Notice of starting date of works Section 64 – Traffic-sensitive streets Section 75 – Inspection fees <p>In Section 6, text inserted To clarify the provisions detailed in Schedule 24 of the Bill relating to lorries</p> <p>In Section 7, text inserted</p> <p>'7.15. Furthermore, the existing power under Section 59 of the Highways Act 1980 enabling a highway authority to recover expenses due to extraordinary traffic is not disapplied by the hybrid Bill.'</p>		
		21/03/2016	Clause/Schedule numbers updated to reference amended Bill as printed on 22 nd February 2016.	1.4
		23/02/2017	<p>Name amended to 'High Speed Two Phase One Information Paper'. Front page information also updated.</p> <p>The following changes have been made to the clause / schedule information:</p> <p>Paragraph 3.7: 'Schedule 31' changed to 'Schedule 33' and 'Schedule 31' changed to 'Schedule 33'</p> <p>Footnote page 4: 'Schedule 31 Part 2' changed to 'Schedule 33 Part 2'</p> <p>Paragraph 6: 'Schedule 25- Lorries' changed to 'Schedule 26- Lorries'</p> <p>Paragraph 6.2: 'Schedule 24' changed to 'Schedule 26'</p> <p>Paragraph 7: 'Schedule 32- Protective Provisions' changed to 'Schedule 33- Protective Provisions'</p>	1.5
E15	Green Bridges	09/05/2014	In table 4.1 , two new green bridges were added via the 'Community Forum Area (CFA) 23 - Balsall Common and Hampton-in-Arden' references at the bottom of the table.	1.1
		23/06/2014	In Section 4.1 text was corrected to say 'There are 16 green bridges proposed route-wide'.	1.2
		30/07/2014	Information paper title page updated with new address. Minor formatting changes throughout the document.	1.3
		01/06/2015	In Section 1 Minor updates to introduction text to reflect current status of the project. In 'More Information' Website address updated.	1.4
		14/01/2016	<p>Addition and reordering of text to clarify how green bridges will be integrated into the surrounding landscape.</p> <p>In Section 3 insertion of:</p> <p>'3.2. In certain circumstances, green bridges may also be provided to help mitigate other environmental effects (e.g. impact on a community)'</p> <p>'3.6. The safe movement of species between habitats will also be supported by other design elements such as tunnels, viaducts, underpasses and culverts.</p> <p>'3.7. As well as providing safe passage and habitat linkages, the addition of vegetation would also assist to integrate the green bridges into the landscape and their wider environmental and social setting.'</p> <p>'3.9. For ease of reference, the various designs for green bridges can be categorised into the following types based on their principal purpose:</p> <p>Type 1 – Green bridges for Bechstein's bats.</p> <p>Type 2 – Green bridges for important populations of scarce bat species (other than Bechstein's bats) and high value assemblages of bats.</p> <p>Type 3A – Green bridges for landscape and habitat connectivity and/or the dispersal and passage of wildlife (with a single vegetated zone).</p> <p>Type 3B – Green bridges for landscape and habitat connectivity and/or the dispersal and passage of wildlife (with a double vegetated zone).</p> <p>Type 4 – Other types of green bridge with site-specific functionality.'</p> <p>In Section 4 insertion of Footnotes 2-8 to explain Additional Provision changes.</p>	1.5
		14/07/2016	In Section 4.1 – CFA21 change from 'Footpath' to 'Road'	1.5
		23/02/2017	Name amended to 'High Speed Two Phase One Information Paper'. Front page information also updated.	1.6
E16	Maintenance of Landscaped Areas	30/07/2014	Information paper title page updated with new address. Minor formatting changes throughout the document.	1.1
		01/06/2015	In Section 1 Minor updates to introduction text to reflect current status of the project.	1.2

			In 'More Information' Website address updated.	
		23/02/2017	Name amended to 'High Speed Two Phase One Information Paper'. Front page information also updated.	1.3
E17	Balancing Ponds and Replacement Floor Storage Areas	30/07/2014	Information paper title page updated with new address. Minor formatting changes throughout the document.	1.1
		01/06/2015	In Section 1 Minor updates to introduction text to reflect current status of the project. In 'More Information' Website address updated.	1.2
		23/02/2017	Name amended to 'High Speed Two Phase One Information Paper'. Front page information also updated. Paragraph 4.2 – the following text was removed 'will be shallow scrapes in the landscape and..' so paragraph now reads: 'Replacement flood storage areas, as with land drainage balancing ponds, will be suitable for grazing once the scheme is operational. Arable farming may also be possible on replacement flood storage areas in some locations. There is no requirement to fence these areas, unless needed for land or livestock management purposes.'	1.3
E18	Approach to Sustainability	30/07/2014	Information paper title page updated with new address. Minor formatting changes throughout the document.	1.1
		01/06/2015	In Section 1 Minor updates to introduction text to reflect current status of the project. In 'More Information' Website address updated.	1.2
		21/03/2016	Section 3 updated to include information about BREEAM (Building Research Established Environmental Assessment Method). Section 4 updated to reflect details of the independent Design Panel. New Section 5 added to provide details of the establishment of a Sustainability Panel.	1.3
		23/02/2017	Name amended to 'High Speed Two Phase One Information Paper'. Front page information also updated. Section 4 title changed from 'Establishment of an independent Design Panel' to 'HS2's independent Design Panel'. Paragraph 4.1 – 'Ltd' added after HS2. Paragraphs 4.2, 4.3 and 4.4 – minor changes to the tense of the paragraphs as the design panel is now established. New paragraph 4.5 added: 'In 2017, the Design Panel took on an extended role, encompassing the previously run HS2 Sustainability Panel, to provide independent advice on sustainability. This involves advising on issues such as carbon, the circular economy, and climate change resilience – in addition to sustainability aspects of stations and civil engineering structures. The Panel's expertise in this area has been strengthened with recruitment of additional panel members.' Section 5 'Establishment of a Sustainability Panel' removed. Section 6 re-numbered to section 5.	1.4
E19	Sustainable Placement of Surplus Excavated Material	30/07/2014	Information paper title page updated with new address. Minor formatting changes throughout the document.	1.1
		01/06/2015	In Section 1 Minor updates to introduction text to reflect current status of the project. In 'More Information' Website address updated.	1.2
		21/03/2016	Section 3 updated to include reference to assurances provided: 3.8. This has been the subject of an assurance provided by the Secretary of State which states 'The Promoter will require the nominated undertaker not to use plot 720d for the purposes of sustainable placement as described in the main Environmental Statement CFA 7 Vol 2 2.2.7, Page 14.' Plot 720d may be found on Sheet No. 2-04 in HS2 Phase One Plans and Sections Volume 2.1. 3.11. These areas are also the subject of an assurance provided by the Secretary of State which states 'Regarding the site between Harvil Road and Breakspear Road South (plots 526,527,528,530, 531, 532 and a proportion of 511): a) The Promoter will continue discussions with London Borough of Hillingdon regarding the use of this site as a permanent sustainable placement site. b) The Promoter will, so far as reasonable practicable, seek to substantially reduce the area within this site used for permanent sustainable placement.'	1.3

		23/02/2017	Name amended to 'High Speed Two Phase One Information Paper' . Front page information also updated.	1.4
E20	Control of Airborne Noise From Altered Roads and the Operational Railway	30/07/2014	Information paper title page updated with new address. Minor formatting changes throughout the document.	1.1
		01/06/2015	In Section 1 Minor updates to introduction text to reflect current status of the project. In 'More Information' Website address updated.	1.2
		16/07/2015	In Section 3.1, text inserted <i>'so that the combined airborne noise from these sources, predicted in all reasonably foreseeable circumstances'</i> In Section 3.5, text inserted <i>'from altered roads and the operational railway'</i> In Section 4.3, text amended from: <i>'To ensure that the these measures to control airborne noise are reasonable, the nominated undertaker will take account of:</i> <ul style="list-style-type: none"> • <i>social responsibility (including social equity, stakeholder interests, etc);</i> • <i>the benefit of the measures (including the existence or absence of other forms of environmental noise at the receptor, etc);</i> • <i>the cost of the measures (including the whole-life cost of the measures, etc);</i> • <i>engineering practicability (including safety, maintenance requirements, technical feasibility, etc); and</i> • <i>other environmental effects caused by the mitigation measures (including landscape, visual, climate change, etc).'</i> to: <i>'To ensure that the measures to control airborne noise are reasonable, the nominated undertaker will take account of the set of shared UK principles that underpin the Government's sustainable development strategy.'</i> In Section 5.2, text amended from: <i>4.2. In addition, where noise from the use of new or additional railways authorised by the Bill is measured or predicted outside a permanent dwelling to exceed the night-time noise levels in Table 1, the nominated undertaker will offer noise insulation.</i> to <i>5.2. In addition, following the general time-window of eligibility described in the Noise Insulation Regulations (Railways and Other Guided Transport Systems) 1996, where airborne noise from the use of new or additional railways authorised by the Bill, altered roads authorised by the Bill or the combined airborne noise from both, is predicted outside a permanent dwelling in all reasonably foreseeable circumstances to exceed the significant observed adverse effect levels set out in Table 1 of Appendix B, the nominated undertaker will offer noise insulation.'</i> In Appendix A, insertion of footnote 5: <i>'Note: all sound levels reported in this Appendix are outdoor free-field levels unless otherwise stated'</i> Update of publication year in footnote reference 6: <i>'World Health Organisation, Night Noise Guidelines for Europe 2010'</i> In Appendix B, Table 1 Insertion of times of day and <i>'(at the façade, from any nightly noise event)'</i> in Column 2 and <i>'80 LpAFMax (at the façade, from more than 20 nightly train passbys), or 85 LpAFMax (at the façade, from 20 or fewer nightly train passbys)'</i> in Column 3. In Appendix B, Table 2 Insertion of hours in noise impact levels. In Appendix C Glossary insertion of: <i>'At the façade – with reference to sound pressure measurement locations: a position 1m from the building.'</i> <i>'Outdoor free-field – with reference to sound pressure measurement locations: a position more than 3.5m from all sound-reflecting surfaces other than the ground.'</i> <i>'Permanent residential buildings – man-made structures that contain one or more dwelling units with a roof and walls standing more or less permanently in one place.'</i>	1.3
		22/07/2015	In Section 3.5 and Appendix B, Table 2, text amended from 'outdoor living spaces as well as shared open areas' to 'external amenity spaces' In Section 4.3, insertion of footnote 2: <i>'TSO (The Stationery Office) (2005), Securing the future: delivering UK sustainable development strategy, London.</i> In Appendix C Glossary, insertion of: <i>'External Amenity Spaces - As referred to in the Planning Practice Guidelines – Noise (2014), these are relatively quiet outdoor areas: for sole use by residents as part of the amenity of their dwelling; protected for sole use by a limited group of residents as part of the amenity of their dwelling; or protected as publicly accessible for residents as part of the amenity of their dwelling that are nearby.'</i>	1.4

		23/02/2017	Name amended to 'High Speed Two Phase One Information Paper' . Front page information also updated.	1.5
E21	Control of ground-borne noise and vibration from the operation of temporary and permanent railways	31/07/2014	Information paper title page updated with new address. Minor formatting changes throughout the document.	1.1
		01/06/2015	In Section 1 Minor updates to introduction text to reflect current status of the project. In 'More Information' Website address updated.	1.2
		22/10/15	In Section 4 Reference made to temporary as well as permanent railways. In Section 4, text inserted: <i>'4.2 Ground-borne noise and vibration from the temporary and permanent railways will be controlled by the design and maintenance of the train and track.'</i> In Section 4 Reference made to <i>'the set of shared UK principles that underpin the Governments sustainable development strategy'</i> Insertion of footnote 2: <i>'TSO (The Stationery Office) (2005), Securing the future: delivering UK sustainable development strategy, London.'</i> In Appendix A, deletion of 'measured'	1.3
		23/02/2017	Name amended to 'High Speed Two Phase One Information Paper' . Front page information also updated.	1.4
E22	Control of noise from the operation of stationary systems	30/07/2014	Information paper title page updated with new address. Minor formatting changes throughout the document.	1.1
		01/06/2015	In Section 1 Minor updates to introduction text to reflect current status of the project. In 'More Information' Website address updated.	1.2
		16/07/2015	Update of reference date throughout document from <i>'BS4142:1997'</i> to <i>'BS4142:2014'</i>	1.3
		23/02/2017	Name amended to 'High Speed Two Phase One Information Paper' . Front page information also updated.	1.4
E23	Control of construction noise and vibration	31/07/2014	Information paper title page updated with new address. Minor formatting changes throughout the document.	1.1
		01/09/2014	In Appendix B, Section 2, Bullet Point 3 text <i>'a day or night predicted within 15 years of the Proposed Scheme opening during operation.'</i> Deleted as this applies to operational phase as opposed to construction.	1.2
		01/06/2015	In Section 1 Minor updates to introduction text to reflect current status of the project. In 'More Information' Website address updated.	1.3
		22/10/15	In Appendix A, Table 1, text inserted for clarification <i>'(outdoor at the façade)'</i> In Appendix A, Table 2, text inserted for clarification <i>'(outdoor free field)'</i> In Appendix B, bullet point text inserted: <i>'• buildings exposed to levels of vibration that routinely exceed the criteria described in Tables 2 and/or 3 of section 13 of the draft Code of Construction Practice will also be considered on a case by case basis. The sorts of measures that will be considered include works management methods, or where this is not effective or appropriate, temporary re-housing will be offered.'</i>	1.4
E23	Control of construction noise and vibration	2/12/15	Insertion of new Section: '3. Objectives 3.1. <i>The Nominated Undertaker will take all reasonable steps to design and construct the Proposed Scheme so that noise and vibration from the construction of the Proposed Scheme does not exceed the lowest observed adverse effect levels set out in Table 1 and 3 of Appendix A.</i> 3.2. <i>Where it is not reasonably practicable to achieve this objective, the nominated undertaker will reduce noise and vibration from the construction of the Proposed Scheme as far as is reasonably practicable.</i> 3.3. <i>Where noise or vibration from the construction of the Proposed Scheme exceed the significant observed adverse effect levels set out in Table 1 and 3 of Appendix A, noise insulation or temporary re-housing will be offered with the aim that noise and vibration from the construction of the Proposed Scheme does not give rise to significant adverse effects on health and quality of life. Eligibility for noise insulation and temporary re-housing is explained in Appendix B.</i> 3.4. <i>Effects on health and quality of life are primarily avoided and minimised through the control of noise and vibration at residential dwellings. It is recognised that effects can also occur when people are engaged in noise sensitive activities away from their home. To deliver the Policy aims, reasonable steps will be taken to control noise and vibration from the construction of the Proposed Scheme to the levels set out in Table 2 and 4 of Appendix A for noise sensitive non-residential buildings and external amenity spaces (see Glossary).</i>	1.5

		<p>3.5. For detail on the Noise Policy for the construction of the Proposed Scheme adopted for HS2 Phase One see Appendix A.</p> <p>3.6. The Lowest Observed Adverse Effect Levels and Significant Observed Adverse Effect Levels presented in Tables 1 and 3 of Appendix A do not prejudice local authorities' powers and obligations under Sections 60 and 61 of the Control of Pollution Act 1974.</p> <p><i>Footnote 2: Noise characteristics such as impulses and tones will be considered as set out within BS5228-1:2009+A1:2014. Code of practice for noise and vibration control on construction and open sites. British Standards Institution.'</i></p> <p>Appendix A,</p> <p>Deletion of text on pg. 7: '20. Impacts have been identified at non-residential property where the forecast levels of external noise or vibration exceed the impact levels defined in Tables 2 and 4.'</p> <p>and insertion of 'defined in tables 2 and 4'</p> <p>Appendix B</p> <p>Section 2, deletion of 'private' replaced with 'residential'</p> <p>Section 5, bullet 2, deletion of text:</p> <p>'Whilst these discretionary arrangements only apply to residential properties, buildings which may be particularly sensitive to noise (including, commercial, educational and community) will be subject to individual consideration by the nominated undertaker on the application of anybody or person responsible for, or holding a legal interest or estate in, any such building;'</p> <p>Section 5, insertion of text:</p> <ul style="list-style-type: none"> residential buildings exposed to levels of ground-borne noise or vibration that are predicted or measured to routinely exceed the criteria significant observed adverse effect levels set out in Table 3 of Appendix A, for two or more consecutive days or nights, described in Tables 2 and/or 3 of section 13 of the draft Code of Construction Practice will also be considered on a case by case basis. The sorts of measures that will be considered include works management methods, or where this is not effective or appropriate, temporary re-housing will be offered. <p>6. The nominated undertaker will liaise with the local authority to determine appropriate noise insulation and temporary rehousing trigger values for residential special cases, where these are not explicitly set out above.</p> <p>7. Whilst these discretionary arrangements described above only apply to residential properties, buildings which may be particularly sensitive to noise (including, commercial, educational and community) will be subject to individual consideration by the nominated undertaker on the application of anybody or person responsible for, or holding a legal interest or estate in, any such building .;</p> <p>Section 8, deletion of text:</p> <p>'under the relevant specifications'</p> <p>Section 10, addition of text:</p> <p>'provided by means such as a small electric ventilator fan located in an outside wall'</p> <p>and deletion of:</p> <p>'The package includes an electric ventilator fan in a slim metal cover, fitted inside the room in question, to an outside wall (a 75-100 mm hole is drilled through the wall, through which the fan draws in air from the outside).'</p>	
	<p>11/11/2016</p>	<p>Appendix B, addition of text 'The noise and vibration mitigation policy will be implemented together with any relevant procedures set down in the nominated undertaker's Community Engagement Framework to ensure that residents understand how any concerns raised will be made known to the nominated undertaker and the lines of communication available through which action will be initiated.'</p> <p>Paragraph 3, deletion of text 'The rooms to which this scheme applies, eligible rooms, are defined as living rooms or bedrooms having a qualifying door or a qualifying window in any eligible building. On your behalf the nominated undertaker will prepare the predictions and monitor the actual noise levels in consultation with the relevant local authority' and replaced with ' The scheme applies to all rooms, with a qualifying door or window, which are not solely used as a kitchen, utility room, bathroom, cellar or sanitary accommodation. On your behalf the nominated undertaker will prepare the predictions and monitor the actual construction noise levels in consultation with the relevant local authority.'</p> <p>Paragraph 4, deletion of text 'Initially eligibility for the scheme depends on the predicted noise level following the assessment that will be carried out for that purpose once detailed construction plans are in place. If those noise predictions indicate that a property is eligible, the offer of noise insulation or grant for noise insulation will be made and, if accepted and all necessary approvals obtained, the insulation will be installed before the works commence. However, the actual noise may turn out to be more or less than the prediction and therefore the noise levels will be monitored as work progresses. If it is found that noise levels are not as high as expected, the insulation package will not be removed. If it is found that the noise levels are higher than expected and meet the thresholds, you will be informed and the provisions will apply'</p> <p>Paragraph 5, deletion of text 'Some buildings and/or their occupants will be treated as special cases, such as: mobile homes and houseboats will be treated on a case by case basis. Given that noise insulation does not represent a viable option for mobile homes, where eligibility is confirmed, appropriate alternative mitigation measures will be adopted. The sorts of measure that will be</p>	<p>1.6</p>

considered include works management methods (e.g. adopting quiet times, rescheduling works, and imposing noise limits), or where this is not effective or appropriate, temporary rehousing will be offered' and replaced with text 'Some buildings and/or their occupants may not be adequately protected by the thresholds in Table 5. Specific noise trigger levels and/or alternative noise control measures will be considered on a case by case basis for situations such as: residential homes where noise insulation does not represent a viable option including houseboats or mobile homes, night workers, those who regularly work from home needing a quiet environment to work in and those that have a medical condition which will be seriously aggravated by construction noise.'

Paragraph 6, addition of text 'Residential buildings exposed to levels of ground-borne noise of vibration that are predicted or measured to exceed the significant observed adverse effect levels set out in Table 3 of Appendix A, for two or more consecutive days or nights, will also be considered on a case by case basis'. **Deletion of text** 'residential buildings exposed to levels of ground borne noise or vibration that are predicted or measured to exceed the significant observed adverse effect levels set out in Table 3 of Appendix A, for two or more consecutive days or nights, will also be considered on a case by case basis. The sorts of measures that will be considered include works management methods, or where this is not effective or appropriate, temporary re-housing will be offered'.

Paragraph 10, addition of text 'Secondary glazing is different to double glazing. Double glazing consists of two panes of glass in the same casing, typically around 20mm apart which replace the existing window. If your property already has double glazing, this will not affect your eligibility under this policy. Following a survey of your property, you will be advised as to the effectiveness of any currently installed double glazing in terms of attenuation of external noise, compared to the offer of secondary glazing. However, you are not obliged to accept the offer of insulation if you do not think you need it. You may, at your own discretion, and accepting the reduce level of noise attenuation, choose only to have ventilation units and blinds installed.'

Addition of new temporary re-housing package details from paragraph 15 – 28

'The nominated undertaker will offer to arrange your temporary re-housing package, which will include the following:

- Temporary alternative accommodation.
- Removals.
- Storage and insurance of your personal effects.
- Insurance for the house you vacate
- Where appropriate your pets to go into kennels, catteries etc.
- Where appropriate the disconnection and later reconnection of gas, water, electricity etc.

Alternatively, you can choose to make these arrangements yourself. In such circumstances, you will be supplied with information and guidance on all the matters listed above, to enable you to make the arrangements yourself; and you will be offered help you ensure that the costs you incur can be agreed and paid to you as soon as practicable.

Irrespective of how your temporary re-housing arrangements are made, the nominated undertaker will bear (or reimburse you with) the reasonable costs associated with your temporary re-housing. The nominated undertaker will also bear any increased costs of maintaining or insuring your own home resulting from your temporary relocation. These include any additional council tax liability which is due on your own home whilst it is unoccupied.

If you have pre-existing obligations to maintain your property on a regular basis under the terms of your lease or as a result of statutory requirements, the nominated undertaker will ensure that you have suitable access to your own property, where reasonably practicable, to enable you to fulfil such obligations whilst you are away.

However, the acceptance of any offer of temporary re-housing is discretionary. You do not have to move if you do not want to. But if you do decide to stay, you cannot claim compensation for disruption due to the noise of the works.

If you are a tenant and are offered temporary re-housing during the construction works, you will still be responsible for the rent, bills and other outgoings at your current home and you will still be a tenant there. The offer of temporary re-housing will include the additional cost of the relocation accommodation. You are free to visit and use your current home as you wish during the relocation, subject to the terms of your existing tenancy. If your tenancy agreement expires during the relocation you should (if you want to) renew it with your landlord in the normal way. If you choose not to renew your tenancy, grant to meet the cost of the alternative accommodation will cease when your tenancy expires.

If you are a landlord, your tenant will remain your tenant and remain liable to pay rent in accordance with your agreement with them.

The type of re-housing offered will depend on the duration of the relocation. For short durations hotel accommodation may be appropriate. For longer periods, alternative rented accommodation would be more suitable. In all cases account will be taken of your existing accommodation as far as possible.

The accommodation offered will be governed by what is available at the time and your reasonable requirements. Some people may be prepared to move to another area on a temporary basis if they would be nearer friends, family or work. Others may need to stay in the same area.

You may be eligible to receive both noise insulation and temporary re-housing, but this will depend on the circumstances. The noise generated by the works will vary over the course of the job. In some areas, the noise may qualify for temporary re-housing for one period, and noise insulation only for a different period. In these circumstances you would receive a temporary re-housing offer for one period and a noise insulation offer for the other period. In other areas, a home may qualify for temporary re-housing for a given period, but outside that period the noise may not trigger a separate noise insulation offer. In such a case, a temporary re-housing offer only would be made and noise insulation would not be offered.

However, if you qualify for temporary re-housing but not noise insulation, you do not have to accept the offer of re-housing and may request noise insulation instead. You will be made aware of any shortfall in sound insulation performance of the noise insulation in relation to the thresholds presented in Table 5 and that the degree of disturbance could be high even with the noise insulation in place. The nominated undertaker will take account of the performance of the noise insulation package when considering any later request you make for temporary re-housing under this scheme.

Identifying qualifying properties and implementing noise insulation and temporary re-housing measure.

Initially eligibility for the scheme depends on the predicted noise level following the assessment that will be carried out for that purpose once detailed construction plans are in place.

If those noise predictions indicate that a property is eligible, the offer of noise insulation or grant for noise insulation will be made and, if accepted and all necessary approvals obtained, the insulation will be installed before the works commence. However, the actual noise may turn out to be more or less than the prediction and therefore the noise levels will be monitored at locations in consultation with the relevant local authority as work progresses. If it is found that noise levels are not as high as expected, the insulation package will not be removed. If it is found that the noise levels are higher than expected and meet the thresholds for temporary rehousing, you will be informed and the provisions under this policy will apply.

If those noise predictions indicate that a property is eligible, the offer of temporary re-housing will be made and, if accepted, arrangements for temporary alternative accommodation and associated services made. However, the actual noise may turn out to be more or less than the prediction and therefore the noise levels will be monitored as work progresses. If it is found that noise levels are not as high as expected, your temporary re-housing arrangements will still continue.

Paragraph 29 (previously 18) addition of text *'The nominated undertaker will also send an application form at this stage, which will require you to confirm whether or not you are interested in receiving the assistance you are eligible for' and 'if you receive such a notice and application form, you should complete and return the form to the nominated undertaker, confirming whether or not you are interested in receiving the assistance you are eligible for. If you choose not to accept at this stage, you are able to change your mind later by notifying the nominated undertaker. However, if you do change your mind, this is likely to result in a delay to you receiving the assistance you are eligible for' and 'the nominated undertaker will either offer to do the work at their expense, or offer grant aid for you to carry out the works' and 'the nominated undertaker asks you to ensure that you provide adequate access for the survey and installation, and if you should incur expense in arranging access, the nominated undertaker will reimburse you, provided the amount is agreed with the nominated undertaker before the cost is incurred'.*

Addition of paragraphs 30 – 37:

30. *In the cases where the nominated undertaker offers you a grant so that you can have the work done yourself, the grant would be made on the following conditions:*

- *you must first obtain three independent written quotations;*
- *the acoustic performance of the noise insulation works must be equivalent to or greater than that provided by the measures specified in the relevant specifications;*

		<ul style="list-style-type: none"> • you must select the quote that represents the best price; • the amount of the grant will be for whichever is the lesser amount of either your selected quote, or the actual cost of the installation; • the nominated undertaker may pay 10% of the estimated cost in advance, and the balance when the work is satisfactorily completed; • the work must be completed within 12 months of the advance payment, or in advance of the HS2 construction works for which insulation is needed, whichever is the earlier, save in exceptional circumstances and with the nominated undertaker's agreement. If this condition is not complied with, no further grant will be paid, and any payments already made will have to be repaid to the nominated undertaker; • you must obtain the consent of any other person or body that may be required to permit the carrying out of insulation work (e.g. your landlord if you are a tenant and any planning/building consents required from your local authority). <p>31. Please note that the scheme cannot be used for work needed to remedy existing building defects, including the replacement of existing windows if these are in a poor state of repair.</p> <p>32. The scheme also covers the making good of the existing fabric and decoration (not including curtains) after the installation of secondary glazing, ventilation equipment, and second doors, including the adaptation of any existing pelmet and curtain rack. If you wish to have the noise insulation package removed following the completion of the construction works, the scheme also covers the cost of removal.</p> <p>33. A decision to accept an offer of noise insulation must be made within a certain timeframe. Specifically an offer must be accepted no later than 6 months after the date it is made in writing to you or one month before the installation of other noise insulation at eligible properties affected by the same HS2 construction works, whichever is the sooner. In the latter case, you will receive notice of the cut-off date for acceptance at the time the offer is made or shortly thereafter. If you do not respond within the time-frame due to circumstances beyond your control, due consideration will be given to your case but the construction works will continue as programmed. If you choose not to accept the offer of noise insulation, you may change your mind later. However, this is likely to result in a delay in the package being installed at your home.</p> <p>34. If a grant is offered and you accept it, you must have the works carried out to the specifications in the offer. Otherwise you must repay the grant. You are not obliged to accept the offer if you do not think you need it.</p> <p>35. If you are a landlord or tenant of a property qualifying for noise insulation measures, the nominated undertaker will try to reach agreement between all parties where possible, on their installation. In any event, the party wishing to have the work carried out is requested to do all that they reasonably can to reach agreement with all other interested parties that can influence whether or not the work can be carried out.</p> <p>36. If your home has already had insulation work carried out or a grant for such work in respect of another public works scheme (such as a road or earlier railway works), the existing noise insulation will be inspected to ensure that it is in a state adequate to attenuate the construction noise to the extent that it should. If it is not, the nominated undertaker will offer to carry out the works to bring your existing noise insulation package up to meet the relevant specifications. Alternatively, you can receive a grant if you wish to carry out these works yourself.</p> <p>37. If you have had a noise insulation package installed privately since the HS2 Bill was deposited in November 2013, it will be inspected to check whether it is in a state adequate to attenuate the construction noise to the extent that it should. The person who incurred the cost of those works can receive a grant in respect of the work already done. The amount of grant offered will be calculated as follows:</p> <ul style="list-style-type: none"> • if your noise insulation package meets the relevant specifications and you sought at least three independent quotations in seeking and selecting a noise insulation package, the amount of grant you will receive will be for the full cost of the works you have incurred minus any costs attributable to work you have carried out in excess of the relevant specifications; • if your noise insulation package meets the relevant specifications and you have not sought at least three independent quotations in seeking and selecting a noise insulation package, the amount of the grant you will receive will be equal to the cost which would have been incurred by the nominated undertaker if they had provided and installed the noise insulation package in accordance with the procedure set out in paragraph 29; ▪ if your noise insulation package does not meet the relevant specifications, the amount of grant you will receive will be equal to the amount which would have been incurred by the nominated undertaker if they had provided and installed the noise insulation package in 	
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			<p>accordance with the procedure set out in paragraph 29, minus the cost of the remedial works incurred by the nominated undertaker to bring your package up to meet the relevant specifications.</p> <p>Addition of Appendix C</p> <p>Decibel (dB) - Between the quietest audible sound and the loudest tolerable sound there is a ten million to one ratio in sound pressure (measured in Pascal (Pa)). Because of this wide range, a level scale called the decibel (dB) scale, based on a logarithmic ratio, is used in sound measurement. Audible sound covers a range of approximately 0-140 dB.</p> <p>dB(A) - The human ear system does not respond uniformly to sound across the detectable frequency range and consequently instrumentation used to measure sound is weighted to represent the performance of the ear. This is known as the 'A weighting' and is written as 'dB(A)'.</p> <p>Outdoor free-field – with reference to sound pressure measurement locations: a position more than 3.5m from all sound-reflecting surfaces other than the ground.</p> <p>At the façade – with reference to sound pressure measurement locations: a position 1m from the building.</p> <p>LpAeq, T - An index used internationally to measure and assess environmental sound from sources such as roads, railways and construction. It is defined as the notional unchanging level that would, over a given period of time (T), deliver the same sound energy as the actual time-varying sound over the same period. Hence fluctuating sound levels can be described in terms of an equivalent single figure value.</p> <p>LpASmax - the maximum A-weighted sound pressure level attained during a given time interval, T (30 seconds, 5 minutes etc) measured using a noise meter's slow (S) time weighting setting. It is used internationally in the measurement and assessment of ground-borne noise from railways.</p> <p>Relevant specifications - means the items in Part I of Schedule 1 to the Noise Insulation (Railways and Other Guided Transport Systems) Regulations 1996 except where they are amended by the provisions of this Information Paper, such of the items in Part II of Schedule 1 to the Regulations as may be approved by the Secretary of State and such of the specifications set out in Part III of Schedule 1 to the Regulations as are applicable in the circumstances of the case or items whose performance is equivalent thereto.</p>	
E23	Control of construction noise and vibration	23/02/2017	<p>Name amended to 'High Speed Two Phase One Information Paper'. Front page information also updated.</p> <p>Paragraph 3.5 – 'Noise Policy' updated to 'Construction Noise and Vibration Policy'</p> <p>Page 8, footnote 5 – updated to: In line with the code of practice for noise and vibration control on construction and open sites (BS5228-1) significant adverse effects on health and quality of life are expected to occur when SOAELs are exceeded for at least the time periods set out in Appendix B Paragraph 2. In addition, where existing ambient levels exceed the SOAELs set out in Table 1, significant adverse effects on health and quality of life are expected to occur when construction noise levels are at least equal to the current ambient level and are exceeded for at least the time periods set out in Appendix B Paragraph 2.</p> <p>Annex B – 1st paragraph – 'The noise and vibration mitigation policy' updated to 'The noise insulation and temporary re-housing policy'.</p>	1.7
E24	Private Means of Access	31/07/2014	<p>Information Paper title page updated with new address.</p> <p>Minor formatting changes throughout the document.</p>	1.1
		01/06/2015	<p>In Section 1 Minor updates to introduction text to reflect current status of the project.</p> <p>In 'More Information' Website address updated.</p>	1.2
		21/03/2016	<p>Minor update to section 6.3 to include measurement details of accommodation overbridges carrying internal farm routes:</p> <p>6.3. Accommodation overbridges carrying internal farm routes above the new railway will typically be 4.7 metres wide between parapets (or 5.6 metres where shared with a public right of way).</p>	1.3
		23/02/2017	<p>Name amended to 'High Speed Two Phase One Information Paper'. Front page information also updated.</p>	1.4
E25	Authorising works affecting watercourses	31/07/14	<p>Information paper title page updated with new address.</p> <p>Minor formatting changes throughout the document.</p>	1.1
		01/06/2015	<p>In Section 1 Minor updates to introduction text to reflect current status of the project.</p> <p>In 'More Information' Website address updated.</p>	1.2
		21/03/2016	<p>Clause/Schedule numbers updated to reference amended Bill as printed on 22nd February 2016.</p> <p>The following changes have been made to the clause / schedule information:</p> <p>Page 3 footnote: 'Schedule 32 Part 5' changed to 'Schedule 33 Part 5'</p>	1.3

			Paragraph 5.2: 'Schedule 32 Part 5' changed to 'Schedule 33 Part 5'	
		23/02/2017	Name amended to 'High Speed Two Phase One Information Paper' . Front page information also updated. Page 3 – footnote 2: schedule reference updated from 'schedule 33' to 'schedule 32'.	1.4
E26	Indicative Periods for the Management and Monitoring of Habitats	13/05/2015	In Section 1 Minor updates to introduction text to reflect current status of the project. In 'More Information' Website address updated.	1.1
		23/02/2017	Name amended to 'High Speed Two Phase One Information Paper' . Front page information also updated.	1.2
E27	Land Drainage	01/06/2015	In Section 1 Minor updates to introduction text to reflect current status of the project. In 'More Information' Website address updated.	1.1
		23/02/2017	Name amended to 'High Speed Two Phase One Information Paper' . Front page information also updated.	1.2
E28	Mitigation and Compensation	07/07/2015	New Information Paper	1.0
		23/02/2017	Name amended to 'High Speed Two Phase One Information Paper' . Front page information also updated.	1.1
E29	Future Highway Maintenance Responsibilities	14/09/2015	New Information Paper	1.0
		21/03/2016	Clause/Schedule numbers updated to reference amended Bill as printed on 22 nd February 2016.	1.1
		23/02/2017	Name amended to 'High Speed Two Phase One Information Paper' . Front page information also updated.	1.2
E30	Vehicle Flow Management & Safety during Construction	21/03/2016	New Information Paper	1.0
		23/02/2017	Name amended to 'High Speed Two Phase One Information Paper' . Front page information also updated.	1.1
E31	Air Quality	21/03/2016	New Information Paper	1.0
		13/05/2016	Addition of new paragraph section 5.9 ' <i>HS2 has adopted a policy for vehicles carrying excavated material in Low Emission Zones to be EURO VI (or lower emission). In order to mitigate impacts on local air quality, in areas where there is action in place to meet EU limit values through the introduction of Low Emission Zones (such as the London Low Emission Zone), HS2 Ltd will require Heavy Duty Vehicles³ entering these designated Zones during construction, for the purposes of transporting excavated material, to be powered by EURO VI (or lower emission) engines. A study is being carried out into extending the types of vehicles required to be of the latest EURO standard, including cars and vans.</i>	1.1
		22/08/2016	Appendix A, Table 1 change from 'DPF' to 'Diesel Particulate Filter'	1.2
		04/10/2016	Addition of new paragraph section 5.8 ' <i>HS2 has set emission requirements and targets for the engines of contractor cars, vans and heavy road vehicles. These have been developed for the whole route and are categorised as follows; London Low Emission Zone, Clean Air Zones, and Rest of Route. Targets have also been set for the use of Ultra Low Emission Vehicles. Certain exemptions to the requirements are permitted for specialist vehicles, unforeseen circumstances and triviality. Appendix A sets out these requirements and targets.</i> New table added for Appendix A and original Appendix A change to Appendix B	1.3
		25/01/2017	In section 5.9 , addition of text ' <i>Certain exemptions to the construction vehicle emission standards are permitted for specialist vehicles, unforeseen circumstances and triviality. These, and the obligations of the construction vehicle emission standards are set out in the 'Euro VI' Assurance issued to the London Borough of Camden on 14 September 2016 (copied at Appendix B). The nominated undertaker shall comply with this assurance route wide.</i> ' In section 5.10 , addition of text ' <i>To clarify some of the terms included in the Euro VI Assurance (Appendix B): relevant contractor means contractor and sub-contractor of the nominated undertaker; start of works means start of works authorised under the Hybrid Bill; principal contractors means the same as lead contractors as defined in the Code of Construction Practice; and the standards apply following a 12 month transition period, which is from 14 September 2017.</i> ' Addition of new Appendix B and Appendix C.	1.4
		23/02/2017	Name amended to 'High Speed Two Phase One Information Paper' . Front page information also updated.	1.5

³ Heavy Duty Vehicles are defined as those with a weight greater than 3.5 tonnes. EURO VI engines are required to have substantially lower emissions of NOx and particulate matter than older engines.

E32	Guide to the Environmental Statement	21/03/2016	New Information Paper	1.0
		23/02/2017	Name amended to 'High Speed Two Phase One Information Paper' . Front page information also updated.	1.1
E33	Soil Handling for Land Restoration	06/12/2016	New Information Paper	1.0
		23/02/2017	Name amended to 'High Speed Two Phase One Information Paper' . Front page information also updated.	1.1
F Series – Operations				
F1	Rolling Stock Depot and Stabling Strategy	16/04/2014	In section 8.1 , revised the reference to 'up to 750' to 'up to 650'.	1.1
		31/07/2014	Information paper title page updated with new address. Minor formatting changes throughout the document.	1.2
		01/06/2015	In Section 1 Minor updates to introduction text to reflect current status of the project. In 'More Information' Website address updated.	1.3
		23/02/2017	Name amended to 'High Speed Two Phase One Information Paper' . Front page information also updated.	1.4
F2	Infrastructure Maintenance Depot Strategy	30/07/2014	Information paper title page updated with new address. Minor formatting changes throughout the document.	1.1
		01/06/2015	In Section 1 Minor updates to introduction text to reflect current status of the project. In 'More Information' Website address updated.	1.2
		21/03/2016	Clause/Schedule numbers updated to reference amended Bill as printed on 22 nd February 2016.	1.3
		23/02/2017	Name amended to 'High Speed Two Phase One Information Paper' . Front page information also updated.	1.4
F3	Rail Freight Operations	31/07/2014	Information paper title page updated with new address. Minor formatting changes throughout the document.	1.1
		01/06/2015	In Section 1 Minor updates to introduction text to reflect current status of the project. In 'More Information' Website address updated.	1.2
		14/01/2016	In Section 2 Amendment of text from: <i>'2.4. HS2 Ltd and DfT intend to establish, in mid-2014, a HS2 Freight Working Group, in order to ensure that we are working with the freight industry to properly understand and address the industry's concerns, and to best take advantage of the industry's detailed knowledge and experience. It is anticipated that this Working Group would be formed through direct involvement of the industry Rail Delivery Group, and in particular its rail freight section.'</i> to: <i>'2.4 HS2 Ltd is working with all relevant parties – including the Department for Transport, Network Rail and Office of Rail and Road, as well as the specific freight operators and infrastructure owners – to properly understand and address the freight industry's concerns, and to best take advantage of the industry's detailed knowledge and experience.'</i>	1.3
		21/03/2016	Section 3 and table 1.1 updated to remove reference to temporary railheads at Streethay and Calvert. Paragraphs 3.7, 3.8 & 3.9 updated from 3.7. <i>Preliminary routes have been identified for freight trains to move HS2 Phase One excavated material, from August 2018, as follows:</i> <ul style="list-style-type: none"> • <i>Willesden EuroTerminal to Calvert - via Clapham Junction, New Kew Junction, Acton Wells Junction, Dudding Hill Junction, Bedford, Claydon (utilising the re-opened East West Rail (EWR) route – note alternative route exists);</i> • <i>Willesden EuroTerminal to Streethay - as above to Bedford, then via Knighton Junction and Branston Junction to Streethay;</i> • <i>Ruislip siding to Calvert – via Princes Risborough, Aylesbury and Claydon; and</i> • <i>Ruislip siding to Streethay – via Greenford West Junction, Acton Wells Junction, Camden West Junction, Copenhagen Junction, Peterborough, Syston North Junction, Stenson Junction and Branston Junction to Streethay.</i> 3.8. <i>Alternative routes have also been considered but rejected on grounds of available capacity.</i> 3.9. <i>The routes identified above avoid pathing trains via Reading or on the WCML. They also assume that the EWR project to re-open a two track railway between Oxford and Bletchley has completed, although the project does not rely on this route as alternatives are available.</i> To:	1.4

			<p>3.7. Detailed route and path studies are currently underway with Network Rail identifying space on the network for freight trains to HS2 Phase One excavated material.</p> <p>3.8. Once complete these route and path studies will form the basis of a freight customer track access agreement application through the Office of Rail and Road under section 18 of the Railways Act 1993.</p> <p>3.9. Our analysis indicates that there is capacity on current NR infrastructure network to support the required number of excavated material train movements at predicted levels. However, this analysis is based on the current network, timetable, and known freight movements, and further work will be required as the construction phase of the programme approaches to ensure that the necessary railway paths are secured to meet the developing requirements of the project</p> <p>New paragraph 3.11 added:</p> <p>3.11 We are working with the rail freight industry and Network Rail during the next stages of the project to further develop the preliminary routing identified above.</p> <p>Paragraph numbering revised to reflect the new 3.11.</p>	
		23/02/2017	Name amended to 'High Speed Two Phase One Information Paper' . Front page information also updated.	1.5
F4	Operational Noise and Vibration Monitoring Framework	22/10/15	New Information Paper	1.0
		11/11/2015	<p>In Section 3, text deleted:</p> <p>3.2 <i>'during inspections and maintenance of the Proposed Scheme'</i></p> <p>b) <i>'and is not achieving the performance objectives set out in the Information Papers E20, E21 and E22:'</i></p> <p>and addition of:</p> <p>b) <i>'...so far as this may be required to achieve the objectives set out in the Information Papers E20, E21 and E22'</i></p> <p>3.4 <i>'...results of measured performance compared to expected conditions,..'</i></p> <p>And addition of footnotes 2 and 3 for clarification:</p> <p>²The level of noise or vibration obtained using monitoring instrumentation.</p> <p>³The predicted noise or vibration levels.</p>	1.1
		23/02/2017	Name amended to 'High Speed Two Phase One Information Paper' . Front page information also updated.	1.2
G Series – Consultation				
G1	Consultation and Engagement	07/03/2014	In section 1, 'Introduction' , minor changes were made to the standard text; in addition, throughout the rest of the document, minor formatting changes were made.	1.1
		31/07/2014	Information paper title page updated with new address. Minor formatting changes throughout the document.	1.2
		01/06/2015	In Section 1 Minor updates to introduction text to reflect current status of the project. In 'More Information' Website address updated.	1.3
		23/02/2017	Name amended to 'High Speed Two Phase One Information Paper' . Front page information also updated.	1.4
G2	Community Relations	01/08/2014	Information paper title page updated with new address. Minor formatting changes throughout the document.	1.1
		01/06/2015	In Section 1 Minor updates to introduction text to reflect current status of the project. In 'More Information' Website address updated.	1.2
		23/02/2017	Name amended to 'High Speed Two Phase One Information Paper' . Front page information also updated.	1.3
G3	Construction Commissioner	01/08/2014	Information paper title page updated with new address. Minor formatting changes throughout the document.	1.1
		01/06/2015	In Section 1 Minor updates to introduction text to reflect current status of the project. In 'More Information' Website address updated.	1.2
		16/12/2015	Reference throughout to a <i>Construction Commissioner</i> (previously titled Complaints Commissioner)	1.3
		23/02/2017	Name amended to 'High Speed Two Phase One Information Paper' . Front page information also updated.	1.4
G4	Approach to Training and Employment	25/04/2014	Section numbers reformatted throughout section 2.	1.1
		01/08/2014	Information paper title page updated with new address.	1.2

			Minor formatting changes throughout the document.	
		01/06/2015	In Section 1 Minor updates to introduction text to reflect current status of the project. In 'More Information' Website address updated.	1.3
		21/03/2016	Section 3 updated to reflect the National College for High Speed Rail locations and to reference new Information Paper G8: National College for High Speed Rail.	1.4
		23/02/2017	Name amended to 'High Speed Two Phase One Information Paper'. Front page information also updated. Paragraph 2.2 – ' Additionally, HS2 Ltd or the nominated undertaker will offer appropriate training' amended to ' Additionally, HS2 Ltd or the nominated undertaker will require the supply chain to create appropriate apprenticeship and employment'. Paragraph 2.6, bullet point one and two – 'training' amended to 'apprenticeships'. Paragraph 2.8 amended from ' This evaluation process will support HS2 Ltd or the nominated undertaker in appointing contractors that are suitably qualified and experienced to meet HS2 Ltd's training and employment objectives' to: 'Contractors will be required to employ apprentices in the delivery of the works. This can be achieved through a mixture of both new apprentices being recruited as well as existing roles becoming apprenticeship opportunities.' Paragraph 2.9 – 'training' amended to 'apprenticeship'.	1.5
G5	Equality, Diversity and Inclusion Policy	01/08/2014	Information paper title page updated with new address. Minor formatting changes throughout the document.	1.1
		01/06/2015	In Section 1 Minor updates to introduction text to reflect current status of the project. In 'More Information' Website address updated.	1.2
		23/02/2017	Name amended to 'High Speed Two Phase One Information Paper'. Front page information also updated.	1.3
G6	Design Development	01/08/2014	Information paper title page updated with new address. Minor formatting changes throughout the document.	1.1
		01/06/2015	In Section 1 Minor updates to introduction text to reflect current status of the project. In 'More Information' Website address updated.	1.2
		21/06/2016	Clause/Schedule numbers updated to reference amended Bill as printed on 22 nd February 2016.	1.3
		23/02/2017	Name amended to 'High Speed Two Phase One Information Paper'. Front page information also updated.	1.4
G7	Education Programme	22/10/15	New Information Paper	1.0
		21/03/2016	Section 2 updated to reflect the how much educational engagement has taken place. Text amended from '10,000 students in over 100 educational events' to '20,000 students in over 140 educational events'. Section 4 updated to provide updated information on the HS2 Education Ambassadors and the Careers Lab programme. New section 6 added to provide information on Plotr: 6.1. Plotr is a popular careers information platform aimed at 11-24 year-olds. In order to explain the project and the vast range of opportunities on offer to young people, HS2 has created an 'HS2 World' on Plotr at www.plotr.co.uk/hs2 , containing articles detailing employees' career stories, accompanied by job information across a range of themes. 6.2. HS2 also has its own dedicated page for teachers (www.plotr.co.uk/hs2forteachers), describing its offer to teachers. The section focuses in particular on the range of curriculum resources which can support the teaching of wide range of subjects. 6.3. HS2 supports the Parents' Zone of the Plotr website which offers advice to parents on how to help their child make options decisions, career choices and prepare for the world of work.	1.2
		23/02/2017	Name amended to 'High Speed Two Phase One Information Paper'. Front page information also updated. Paragraph 2.1 – 'more than 27,000 hours of educational engagement to 20,000 students in over 140 educational events' updated to 'more than 37,000 hours of educational engagement to 35,000 students in over 220 educational events'. Paragraph 2.5 – 'Ltd' added after HS2 and 'STEMNET' updated to 'STEM'. Paragraph 3.1 – minor updates, paragraph now reads: 'STEM Inspiration days are hands-on, all-day events delivered to groups of approximately 60 children, aged 11-14. These workshops are delivered by the Smallpiece Trust on behalf of HS2 Ltd and supported by Education Ambassadors. Students explore railway engineering through 'design and build' activities. They give participants an insight into the range of exciting and rewarding career options that high speed rail can offer.'	1.3

			<p>Paragraph 3.2 – figures and dates updated from ‘60 STEM Inspiration days were delivered during the 2014 and 2015 academic secondary schools along the Phase One and Two Routes. Another 60 are planned for 2015 – 2016’ to ‘59 STEM Inspiration days were delivered during the 2015-2016 academic year to secondary schools along the Phase One and Two routes. 60 days are planned for 2016-2017’</p> <p>Paragraph 5.1 – amended to: ‘HS2 Ltd provides work experience placements for students from disadvantaged backgrounds.’</p> <p>Paragraphs 5.3 and 5.4 removed:</p> <p>5.3 HS2 Ltd also works in partnership with other related transport organisations, such as Crossrail, Network Rail, and Transport for London (TfL), to support Construction Youth Trust’s ‘Budding Brunels’ Rail programme. This is a three-day interactive programme followed by a five-day structured work experience placement, aimed at inspiring students to explore careers in rail infrastructure.</p> <p>5.4 Thirty students studying A-levels in STEM subjects took part in the most recent programme, which focused on recruiting students who face barriers to work because of gender, ethnicity, financial circumstances, lack of awareness of opportunities or low self-esteem.</p> <p>Paragraph 6.1 – ‘Ltd’ added after HS2 and weblink added: www.plotr.co.uk/hs2</p> <p>Paragraphs 7.1 and 7.2 updated from:</p> <p>7.1 HS2 Ltd and TfL are working in partnership to develop a cross-curricular project based on creating river crossings, aimed at students aged 14-18. The project will see students take part in an engaging and challenging opportunity that will support maths, physics and key communications skills. This project is currently in development, and will be piloted with the Royal Greenwich University Technical College (UTC) in 2016 and subsequently made available to the wider UTC network.</p> <p>7.2 HS2 Ltd developed a 10-hour project and full suite of teaching resources. These use the context of the HS2 route selection process to explore sustainability principles and provide opportunities for the acquisition and use of employability skills. This was piloted in 2014 in a number of Birmingham secondary schools as part of the ‘Birmingham bacalaureate’ project.</p> <p>To:</p> <p>7.1 HS2 Ltd and TfL are working in partnership to develop a cross-curricular teaching resources based on the challenge of creating a river crossing, titled ‘Collaborate Create Communicate’ aimed at students aged 14-18. The project will see students take part in an engaging and challenging opportunity that will support maths, science and develop key employability skills, such as communication. Having been piloted at the University Technical Colleges in 2016, the resources will be formally launched in the Spring of 2017.</p> <p>7.2 HS2 Ltd will launch a primary school engagement programme in the summer term of the 2016/17 academic year titled ‘Zoom Rail’. Giving students the challenge of planning, designing and building a fictitious railway, the programme aims to promote an awareness of the value of STEM (Science, Technology, Arts, and Maths) subjects in connection with future careers such as engineering, architecture and ecology. The programme comprises workshop delivery in schools close to the route and an online platform with 12 games and 6 career films. 60 workshops will be delivered in every full academic year, reaching up to 30 students and one teacher on each occasion. The online platform will be available free of charge to any primary school.</p>	
G8	National College for High Speed Rail	12/04/2016	New Information Paper	1.0
		23/02/2017	<p>Name amended to ‘High Speed Two Phase One Information Paper’. Front page information also updated.</p> <p>New paragraph 2.3 added: ‘The college will offer cutting-edge technical and professional courses to learners aged 18 and over that are starting a career in rail infrastructure, looking to switch careers, or who are part of the existing workforce. The college will offer a viable, employment-focused alternative to university to produce a new, diverse generation of high-tech engineers and technicians; and teach them the wider skills they will need as rail professionals, such as problem solving, commercial awareness and the ability to lead and motivate.</p> <p>Paragraph 2.3 renumbered to 2.4</p> <p>Paragraph 2.4 renumbered to 2.5</p> <p>Paragraph 2.5 renumbered to 2.6</p> <p>New paragraphs 2.7, 2.8, 2.9, 2.10, 2.11 to take in to account the latest developments of the college:</p> <p>2.7. Extensive consultation has taken place with a wide range of employers to support the college in developing a curriculum that addresses skills needs. The college will offer higher apprenticeships and higher national certificate (HNC) equivalents, starting at Level 4 (post A-level) with both full-time and part-time options. Shorter courses will also be available, as will continuous professional development units in a variety of</p>	1.1

			<p>disciplines. The college will also offer leadership & management courses tailored to the high speed rail industry.</p> <p>2.8 Working in partnership with the college, a group of more than 30 employers have formed an Apprenticeship Trailblazer group to develop a new High Speed Rail and Infrastructure Higher Technician apprenticeship, which will be delivered at the college.</p> <p>2.9 The curriculum will look to address skills, knowledge and personal attributes across the breadth of the high speed rail and transport infrastructure industries, so participants get a broad and deep understanding.</p> <p>2.10 The curriculum will comprise a 12-week core that all learners must complete before progressing on to a specialist pathway. It will focus on the key attributes and knowledge needed, regardless of the specialist discipline followed, and will include aspects such as health, welfare, safety & security, service design, asset management, sustainability and project management. On completion of the core, a learner will select a specialist pathway to follow to achieve the detailed skill base and competency level needed for their individual job role.</p> <p>2.11 Diagrams amended</p> <p>Paragraph 2.9 renumbered 2.12</p> <p>Paragraph 2.11 renumbered 2.13</p> <p>Paragraph 2.12 renumbered 2.14</p> <p>Paragraph 2.13 renumbered 2.15</p>	
H Series – Stations and key locations				
H1	Birmingham Curzon Street Station	01/08/2014	<p>The reference number for this Information Paper was changed from 'H4' to 'H1'.</p> <p>Information paper title page updated with new address.</p> <p>Minor formatting changes throughout the document.</p>	1.1
		01/06/2015	<p>In Section 1 Minor updates to introduction text to reflect current status of the project.</p> <p>In 'More Information' Website address updated.</p>	1.2
		12/04/2016	<p>In Section 6 Updated to reference removal of direct rail link to High Speed One and ongoing discussions between the Promoter, Birmingham City Council and CENTRO.</p> <p>In Section 7 Insertion of general design principles, as agreed in assurances to Birmingham City Council and CENTRO</p> <p>In Section 8 Removal of Para 8.2 as taxi and private vehicle access arrangements still to be confirmed.</p> <p>New Section 14 Summary of Undertakings and Assurances provided to Birmingham City Council and CENTRO</p>	1.3
		23/02/2017	<p>Name amended to 'High Speed Two Phase One Information Paper'. Front page information also updated.</p>	1.4
H2	Birmingham Interchange Station	13/05/2014	<p>The reference number for this Information Paper was changed from 'H3' to 'H2'.</p>	1.1
		01/08/2014	<p>Information paper title page updated with new address.</p> <p>Minor formatting changes throughout the document.</p>	1.2
		01/06/2015	<p>In Section 1 Minor updates to introduction text to reflect current status of the project.</p> <p>In 'More Information' Website address updated.</p>	1.3
		12/04/2016	<p>In Section 2 Insertion of text: "<i>The Greater Birmingham and Solihull Local Enterprise Partnership Growth Strategy estimates that there is potential for 16,500 new jobs and 1900 new homes around the station.</i>"</p> <p>In Section 6 Updated to reference removal of direct rail link to High Speed One</p> <p>In Section 7 Insertion of general design principles, as agreed in assurances to Solihull Metropolitan Borough Council (SMBC)</p> <p>In Section 8 Insertion of reference in Para 8.5 to ongoing collaboration with Highways England and SMBC regarding optimisation of the M42 Junction 6 roundabout.</p> <p>In Section 12 Insertion of Paras 12.3 and 12.4 on consultation with SMBC on new Local Area Plan for the interchange station and surrounding area and other development planning discussions.</p> <p>New Section 13 Summary of Undertakings and Assurances provided to SMBC</p>	1.4
		23/02/2017	<p>Name amended to 'High Speed Two Phase One Information Paper'. Front page information also updated.</p>	1.5
J Series – Rail industry issues				
J1	Future operation and commercial issues	01/08/2014	<p>Information paper title page updated with new address.</p> <p>Minor formatting changes throughout the document.</p>	1.1
		01/06/2015	<p>In Section 1 Minor updates to introduction text to reflect current status of the project.</p>	1.2

			In 'More Information' Website address updated.	
		23/02/2017	Name amended to 'High Speed Two Phase One Information Paper'. Front page information also updated.	1.3