

1MC06 - Stage One C2 - MWCC - North Portal of Chiltern Tunnels to Brackley

Community Engagement Report for the Wendover Key Design Elements

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Executive Summary

During September 2018, Eiffage Kier, the main works contractor for the C2 and C3 contracts for HS2 Phase One, shared the emerging design and delivery proposal for three of the Key Design Elements. These were Wendover Dean and Small Dean Viaducts and Green Tunnel South Portal in the local area of Wendover.

Eiffage Kier is committed to ensuring that, as a main works contractor for HS2, we understand the concerns of the communities, and as a result take reasonable steps to address the issues raised whilst continually looking to lessen the impact of the project.

This report provides a summary of the information shared by Eiffage Kier across three public events, including how we have involved communities during this process.

In total, 96 completed questionnaires were received and a summary of the feedback is included in this report. The areas that are regarded by the community as having the highest importance are:

1. Provide meaningful links with existing footpaths / public rights of way
2. Protect the local community from train noise
3. Respect the landscape setting and design the viaducts to fit the existing terrain

Notwithstanding the above, we have received feedback from the community that the questionnaire was perceived to be prescriptive in its approach and shared their concern that their comments and suggestions would not be listened to. In response, we can reassure that all comments were read and reflected within this document.

The most common message received was the preference from the community for a mined tunnel.

Eiffage Kier will share these results with Aylesbury Vale District Council (AVDC) and the Chilterns Area of Outstanding Natural Beauty (AONB) Review Group in advance of the Schedule 17 planning applications in Quarter 2 of 2019.

1. Background to the Scheme

1.1 HS2

HS2 is a new high speed railway that will form the backbone of Britain's transport network. It will connect eight of Britain's ten largest cities and their regions. Faster, easier and more reliable travel will put more opportunities within reach for millions of people for work, business and leisure.

By increasing rail capacity, HS2 will free up space on existing lines for more commuter, regional and freight services. This will relieve overcrowding and improve reliability for millions of people using Britain's railways.

The plan is to build and deliver the new railway in two phases. Phase One will link London with the West Midlands. Construction on Phase One will begin in 2019, and we expect passenger services to start operating in 2026.

Phase Two is being planned, and will link the West Midlands with Manchester, the East Midlands, South Yorkshire, Leeds and beyond. We expect the first Phase Two passenger services to start operating between the West Midlands and Crewe in 2027, and the full service by 2033.

In February 2017, Parliament granted powers to construct the route from London to Birmingham, including new stations at London Euston, Old Oak Common, Birmingham Curzon Street and Birmingham Interchange, near Solihull.

1.2 Introduction to the Main Works Contractors

In July 2017, the main works contractors were appointed for Phase One of the Railway. The awarded joint ventures were:

- S1: Euston Tunnels and Approaches – **SCS JV** (Skanska/Costain/Strabag)
- S2: Northolt Tunnels - **SCS JV** (Skanska/Costain/Strabag)
- C1: Chiltern Tunnels and Colne Valley Viaduct - **Align JV** (Bouygues/Volker Fitzpatrick/Sir Robert McAlpine)
- C2: North Portal Chiltern Tunnels to Brackley – **Eiffage Kier JV** (Eiffage/Kier)
- C3: Brackley to South Portal of Long Itchington Wood Green Tunnel – **Eiffage Kier JV** (Eiffage/Kier)
- N1: Long Itchington Wood Green Tunnel to Delta Junction and Birmingham Spur – **BBV JV** (Balfour Beatty/Vinci)
- N2: Delta Junction to WCML Tie-In – **BBV JV** (Balfour Beatty/Vinci)

1.3 About Eiffage Kier

Eiffage is a French civil engineering company that employs over 63,000 people worldwide, with large scale projects around the globe including Canada, South Africa, Japan, and across Europe. Kier, the second largest construction company in the UK, has 90 years of experience in a range of specialities including infrastructure and civil engineering, housebuilding and land development.

Both partners bring specialist expertise in the design, construction, operation, financing and maintenance of railway networks, including the construction of one of Europe's latest high-speed rail projects.

Eiffage Kier has been appointed by HS2 Ltd to deliver the C2 and C3 contracts for Phase One. The scope includes:

- 80km of high speed line between the Chiltern Tunnel and Long Itchington Wood
- 75 overbridges
- 24 million cubic metres of excavation
- 22 km of road diversions
- 17 viaducts
- 5km of Green Tunnels
- 330 hectares of landscape planting

2. Community Engagement

2.1 HS2 Engagement Strategy

HS2 affects the lives of thousands of people. The benefits will be huge, but the impact will be huge too. Our aspiration is to be a good neighbour every single day, by respecting the people and communities we impact and being sensitive to their needs, earning our social licence to operate.

In order to build the railway, we must earn the trust and credibility to do so. We need to demonstrate that we understand local concerns, and that we have taken all reasonable steps to address issues that have been raised, whilst continually looking to lessen the impacts of the project.

Our success will depend on our ability to talk to local communities and act on what they tell us. Of course, we will not always be able to do what some people or groups want us to do. When this happens we will be upfront, explaining why we cannot do it and what can be done instead.

2.2 HS2 Community Engagement

The best way we can engage with our communities is to talk and listen to those affected, as well as working closely with local authorities and elected representatives. We take steps to create a long-term and trusted two-way conversation with the communities in which the railway will be built and operated. It is not only about talking and listening; it is also about demonstrating how we involve our communities by taking the views of local people into consideration in the design, construction and operation of the new railway.

2.3 Eiffage Kier Community Engagement

Eiffage Kier is committed to improving lives, communities and the engineering and construction industry by providing sustained employment opportunities and being a good neighbour, protecting the environment and the places we work. Our inclusive culture ensures that our collaborative and innovative solutions provide exceptional value for money.

Working together, HS2 and Eiffage Kier have to date held over 30 meetings with key stakeholders along the route which includes Members of Parliament, Local Authorities (County, District, Parish and Town) including councillors, the Chilterns AONB Review Group, landowners, residents and businesses.

3. September Public Engagement Events

3.1 Background

The purpose of the recent public events in the local area of Wendover was to continue to inform and involve the communities in the emerging design and delivery proposal for the three key design elements; Wendover Dean and Small Dean Viaducts and the South Portal of Wendover Green Tunnel.

Key design elements are structures along the route that are recognised by HS2 to be important. This could be due to their size, their proximity to stakeholders or their location within sensitive areas.

The Wendover Dean and Small Dean Viaducts and the Wendover Green Tunnel South Portal are considered key design elements because they are within the Chilterns Area of Outstanding Natural Beauty (AONB).

The design for each of these structures has been developed with consideration for the technical and structural requirements as well as the impact on their surroundings. This has involved reviews with and feedback from the Aylesbury Vale District Council, the Chilterns AONB Review Group and the HS2 Independent Design Panel.

The Chilterns AONB Review Group has developed a set of Detailed Design Principles (DDP) and has reviewed our design process up to this point. Our initial design proposals directly respond to the DDP provided. For a copy of this document, please refer to the link provided at the end of this document in Appendix A.

As key design elements, these structures are also subject to critical review by the independent HS2 Design Panel of architects, engineers and landscape architects. Their role is to act as a 'critical friend' to ensure the designs meet the aspirations of the HS2 Design Vision. We will further engage with the panel prior to the submission to AVDC of our design for planning approval.

The public engagement events held in September have further built on the previous engagement activities with the above-mentioned stakeholders and the local Parish Council.

3.2 Our approach to the events

During September 2018, Eiffage Kier working with HS2 informed and involved the communities by sharing the emerging design and delivery proposal in the local area of Wendover for the key design elements.

In discussion with the Wendover and The Lee Parish Councils, we agreed that events should take place on:

- Thursday 06 September 2018, 1300 - 1800 hours, St Anne's Hall, Wendover
- Wednesday 12 September 2018, 1130 – 2000 hours, Ballinger Memorial Hall
- Saturday 29 September 2018, 1200 – 1800 hours, St Anne's Hall, Wendover

The timings and days of the week were specifically chosen to encourage as many members of the public to attend as possible. We chose the above locations because they are centrally located within the affected local area and easy to access.

The events were widely advertised with posters placed in the local public spaces and with an advertisement in each of the village newsletters. Invitations were also sent to the MP's office, Local Authorities (County, District, Parish and Town) including Councillors, the AONB Review Group, residents and local businesses. The events were also advertised on the HS2 website. Approximately 4500 invitations were posted (Appendix B) to domestic properties in the parish of Wendover.

3.3 Informing the communities

To inform the community, we displayed twenty-four exhibition boards, staffed by members of the project team from across Eiffage Kier, HS2 and Fusion, the enabling works contractor. All support staff were available throughout the sessions and had expertise in specialist areas that were of interest to the local communities. These included; design, construction sequencing, logistics, traffic and the environmental impact. Our support staff also provided in depth local knowledge of the works to answer questions based on the impact to specific areas during construction. The information shared within the event was also made available within a 20-page comprehensive brochure (1MC06-CEK-SE-CRO-C002-000003). Copies of this brochure were provided to all our visitors and made available on the HS2 Commonplace website.

To further support the event in Ballinger, we also invited our colleagues from the Align Joint Venture, so they were available to talk about their construction activities in the nearby vicinity at South Heath.

3.4 Involving the communities

These events created the opportunities for the communities to get involved and to feedback what is important to them.

The public were encouraged to provide comments using a provided pre-printed questionnaire. They were given the option to either complete at the event or take home and return via Freepost, or via an online survey tool.

The feedback form, which can be viewed in Appendix D contained seven areas. The questions enquired into the respondent's thoughts on the following topic areas:

- Viaduct design
- Viaduct Landscape design
- South Portal Design
- Noise Barriers
- Recreational Opportunities
- Construction
- Social Benefits/Employment and Training

The closing date for return of feedback was 15 October 2018.

The questionnaire asked the responder to rank the items in order of importance and provided opportunity for a narrative response.

3.5 Interest and Participation from the Communities

Across the three events we met 515 people. Attendance for each event was:

- 06 September – 217 attendees
- 12 September – 178 attendees
- 29 September – 120 attendees

We received a total of 96 responses with majority of the responses being sent by post. The responses also gave the opportunity for people to write additional comments providing further qualitative information for us to analyse.



Engagement at Ballinger War Memorial Hall on 12 September

4. Questionnaire survey response

1. Viaduct design		
Item	Total Score	Overall Rank
Respect the landscape setting and design the viaducts to fit the existing terrain	313	1
Meet the aspirations of The Chilterns AONB Review Group Detailed Design Principles	281	2
Achieve visual simplicity and the perception of slenderness	263	3
Maximise span lengths to increase open views of the landscape	203	4
Create a neat and uncluttered connection with the approach embankments	190	5
Pay special attention to the appearance of the viaducts from below, making use of texture and pattern	187	6
Relate the design of both viaducts using similar details and materials	103	7

Additional Comments received:

- Effective noise mitigation is more important than items above.
- AONB review group – their aspirations are insufficiently ambitious. The designs do not fit with the AONB.
- The design is obtrusive and does not blend with natural environment. Would have hoped for something more elegant.
- Disappointment that options were not presented.
- Do not use this feedback as evidence of any sort of “buy-in” or acceptance of these viaducts.
- The proposed design is good – don’t mess it up.
- Concrete will stain and exposed steel will rust unless treated. This will not happen.
- A slender appearance is more important than noise.
- All these points are of equal importance and should be achieved.
- Put it in a tunnel.
- Make the designs special – something to be proud of.
- Coloured concrete to blend in with surroundings.
- Integrated noise barriers.
- Use materials to reduce graffiti.
- Allow widening of A413.
- Clearer visibility of AONB Review Group design principles.
- Plant trees to conceal the viaducts

Eiffage Kier response:

- **Mined tunnel** - the Eiffage Kier scope is to deliver the HS2 scheme as established in the HS2 Act.
- **Noise** – Please refer to page 16 for our response to the concerns raised on noise.
- **Attention to detail** – HS2 technical standards require us to ensure the durability of structures, which will focus on elements such as detail to prevent staining from concrete and drips from weathering steel and the finish of concrete parapets to suit local surroundings.
- **A413** – we have discussed the need to widen the A413 with Bucks County Council and AVDC. The Vale of Aylesbury Local Plan does not identify the need to widen the A413 to support housing growth in the local area therefore the road will not be widened.
- **AONB Review Group Design Principles** – refer to Appendix A for a hyperlink to this document.

Next Steps:

Eiffage Kier will prepare the Schedule 17 submissions on behalf of HS2 for AVDC to review. This will incorporate a design and access statement which addresses the design philosophy and approach taken and views of the stakeholders. The final design can then be shared with stakeholders and the wider community within future planned engagement activities.

2. Viaduct landscape design

Item	Total Score	Overall Rank
Retain as much existing woodland as possible	256	1
Incorporate the proposals of The Chilterns AONB Review Group Detailed Design Principles	231	2
Preserve existing field patterns, hedgerows and fence lines	214	3
Retain as much planting as possible adjacent to the A413 London Road	162	4
Increase planted areas using native species	158	5
Enhance biodiversity of the landscape	92	6

Additional Comments received:

- Not necessary if it was in a tunnel.
- Landscaping will not compensate for noise pollution.
- Fields need to be grazed during construction. Planting to include evergreens.
- No landscaping will make a princess out of a frog!
- It is vital that as little as possible if the surrounding area is lost or destroyed.
- Retention of woodland will help with appearance but not noise.
- Planting does not mitigate noise pollution but does appearance.
- The Chilterns are known for copses and field patterns.
- Incorporate local elements to elevate design.
- Little attention given to the northern side of the viaduct or portal. Would like more planting of native woodland in this area?
- Planting should be native species.
- Planting to conceal the viaducts.
- Keep it natural not modern.
- Preserve the Public rights of way.
- Will there be tunnels within the embankments for animal migration and footpaths?
-

Eiffage Kier response:

Working with our specialist landscape architects, we are continuing to develop our landscape proposals to provide both screening and enhancement. Local context will be one of our priorities, ensuring that we retain local field patterns and how we use local species within our planting strategy. Our priority will be to minimise impact and we will do this by working with the environmental specialists to review our construction methodology to ensure loss of existing habitat is minimised where possible.

- **Preserve the Public Rights of Way** – during construction the public rights of way will be maintained or temporarily diverted where it is safe to do so.

- **Ecological connectivity** – there will be culverts within the embankments to enable animal migration/connectivity.

Next Steps:

From May 2019, in parallel with the information we will be sharing on noise mitigation, we will also share and explain our landscape proposals for the local area.

3. South portal design

Item	Total Score	Overall Rank
Minimise the overall footprint of the portal structure	264	1
Meet the aspirations of The Chilterns AONB Review Group Detailed Design Principles	234	2
Extend the planted area to include the top of the portal	214	3
Ensure a neat interface between the visible parts of the portal and the landscape	204	4
Use colour, material and planting to reduce the prominence of structures associated with the tunnel	194	5
Integrate the design of the portal with noise barriers and landscape features	194	6
Provide a safe and secure publicly accessible viewing area overlooking the portal and high speed line	68	7

Additional Comments received:

- Provision of effective noise mitigation is highest priority.
- We want the tunnel and the landscape to blend – we don't want modern designs.
- A longer tunnel please.
- No need for a public viewing platform.
- Want a mined tunnel.
- Impact on the church is criminal.
- Why is the North Portal not included? This affects lots of residents.
- No commentary on portal noise management. The compression wave on trains entering the portal. Concern regarding horizontal air/noise baffling and management.

Eiffage Kier Response:

- **North portal** – we understand that the design of the north portal is equally as important to the local community as the designs of the south portal. As these designs become available, we will share these with the local community which will include the proposed noise and visual mitigation measures. The design will follow the same approach as the south portal to meet the AONB requirements.
- **Viewing platform** – following written and verbal feedback, we have removed the requirement for the viewing platform at the south portal, however opportunity at the north portal could be considered separately.
- **Screening** – working with our specialist landscape architects we will ensure that the landscaping is designed to minimise visual impact.

- **Portal Noise Management** – aerodynamic modelling has been carried out to inform the size, shape and orientation of the vents creating a porous portal which will dissipate the noise as the train enters and leaves the tunnel.

Next Steps:

In discussion with the parish councillors, we will discuss and agree future engagement activities required to share the designs of the north portal and the proposed landscaping for the green tunnel with the local community.

4. Noise barriers

Item	Total Score	Overall Rank
Protect the local community from train noise	324	1
Protect local wildlife from train noise	241	2
Allow for local differences in the appearance of barriers – for instance the use of timber as a facing material	185	3
Develop the barriers to be consistent with viaduct and portal design	184	4
Design the barriers with a profiled face, to break up the surface and improve weathering over time	152	5
Enable train passengers to have a view of the surrounding landscape	69	6

Additional Comments received:

- Concern that barriers will become subject to graffiti.
- A tunnel please.
- How can we design the barriers before the train has been designed?
- Barriers need to be effective. Passengers want a faster journey not a sightseeing tour!
- Appearance is less important. Effectiveness is key.
- Particularly concerned about noise levels at South Portal.
- Noise abatement must be of a high standard in such a rural place.
- Proper investigation to identify the level of noise at all parts of Wendover
- The passenger view is irrelevant.
- Integrated barriers, utilising earth bunds and raised groundworks rather than noise barriers would be welcomed.
- Camouflaging materials, timber facing or other natural materials that are hard to graffiti.
- Protection of recreational users it is an area of AONB.
- Noise Barriers to protect the residents up in The Lee.
- Ensure that noise mitigation is applied equally to the East and West side of the track.

Eiffage Kier response:

- **Noise** – We will update the outputs from the noise model and agree the location and application of noise barriers with the local planning authority to ensure compliance with the Environmental Statement. In carrying out this work we will also identify other mitigation measures; i.e. landscape and visual design. This will require us to develop location specific responses for noise barriers appropriate to the setting and to meet the Environmental Minimum Requirements. The outputs will be shared with the local communities.

- **Material finish** – where appropriate, we will give consideration to different materials to be used on the external face of noise barriers.
- **Wendover Dean** – we will review the noise model to determine impact on the residences of The Lee to ensure Environmental Minimum Requirements are met.
- **Graffiti** – HS2 have an obligation to clean graffiti from the structures and associated assets. The positioning of security fencing to prevent unwanted access is being reviewed.
- **Operational noise of train** – train manufacturers have been set the maximum level of noise which they must adhere to, however are being incentivised to improve upon that level by reducing the noise at source.

Next Steps:

From May 2019, we aim to share information with local communities which will provide clarity on the technical requirements within the Environmental Statement and go onto explain how we have continued to design and develop the scheme to minimise the impact of noise where possible.

5. Recreational Opportunities / Use

Item	Total Score	Overall Rank
Provide meaningful links with existing footpaths / public rights of way	383	1
Ensure footpaths, cycle and bridleways are operational throughout or reinstated after the construction phase	351	2
Incorporate the proposals from the AONB review group for the Wendover Link	323	3
Provide improved connectivity for cyclists in the vicinity of the route	307	4
Maximise green infrastructure and opportunities to link ecology along the line	274	5
Provide bridle path links	263	6
Plant different variations of species along the route to match existing vegetation in the local area	219	7
Creation of an artist led high quality public land sculpture landmark using local earthworks materials which would link the Wendover Green Tunnel portals and be a lasting legacy for the local community	111	8
Provide a publicly accessible viewpoint at the Wendover Green Tunnel South Portal	109	9

Additional Comments received:

- Return the completed earthworks to a natural state to ensure they blend with the surroundings.
- Confusion over the Wendover link – no reference to it in the engagement brochure.
- Maximising green infrastructure statement – does that mean more green bridges?
- A tunnel would be the best solution.
- We already have this – leave us alone.
- No mention of roads only footpaths.
- Art sculpture is a good idea but needs community input
- Preservation of the PRow must be the highest priority.
- Need a greenway running parallel with the A413 to provide a safer route for cyclists.
- The artificial landscape is an insult.
- Put it back to original landscape.
- Extend the link to Great Missenden
- Promote cycle links off road

Eiffage Kier response:

- **Public Rights of Way** – we will ensure that existing routes are maintained and reinstated as soon as it is safe to do so. However, some routes will need to be diverted to accommodate the HS2 works.

- We will continue to engage with the AONB Group with regard to delivery of their additional projects.
- As part of an assurance with Bucks County Council we will provide a footway for houses on London Road to the Small Dean Viaduct and discussions are in place with Bucks County Council on how this could be upgraded to a cycleway.
- **Art opportunities** – we will review opportunities and make proposals for public feedback.
- **Viewing Platform** – following both written and verbal feedback, we have removed the viewing platform from the design at the South Portal of the Wendover Green Tunnel.
- **Cycleway provision** – we will continue to engage with AONB Group in support of their access and recreational strategy – Please refer to Appendix A - Section 2.7.

Next Steps:

Our future planned community engagement activities with the local parishes will continue to provide opportunity for recreational space to be discussed. This involvement will provide us with important information so that measures can be put in place to mitigate disruption as far as possible and to work with appropriate stakeholders to support future enhancement in this area of outstanding natural beauty.

6. Construction

Item	Total Score	Overall Rank
Minimise disruption traffic on roads	302	1
Minimise noise generated by construction activity	281	2
Transport material along the route of the track rather than on local roads	253	3
Reduce the amount of excavation/spoil that takes place	222	4
Be kept informed about the work in advance of it being carried out	174	5
Use precast elements (ie made off site) on viaducts wherever possible to reduce construction traffic and works duration	151	6
Be kept informed about the whole HS2 programme of works	101	7

Additional Comments received:

- Noise, hours of working and traffic are key issues.
- Dust is a concern.
- Build a tunnel.
- A413 is already struggling at peak times. This is our priority.
- Have accountability in place for all drivers associated with HS2.
- No need for precast elements for a mined tunnel.
- Where is the spoil going?
- Unsustainable lanes being used as rat runs.
- Do not want these answers to be taken as endorsement of proposed design.
- Keep A413 open and Small Dean open.
- Keep A413 free of congestion.
- Concern that during construction those who live to the east of the track will be cut off from all services and activities.
- Identify diversion routes when A413 is closed or traffic controlled.

Eiffage Kier response:

- **Traffic impacts** – we will provide further detail on expected traffic impact and mitigation measures.
- **Traffic monitoring** – we will be monitoring the hill top lanes for rat-run traffic.
- **A413** – our construction methodology will prioritise the need to minimise disruption ensuing access is maintained. Small Dean lane will be closed during the construction phase, but access maintained for pedestrians and cyclists.

- **Code of Construction Practice (CoCP)** – all construction activities associated with HS2 will be controlled by the CoCP. It will provide extremely high standards of control across all construction activities which are applied to all contractors throughout the construction of HS2.
- **Spoil** – all spoil/excavated material will be deposited along the trace of the railway. However contaminated spoil will be removed and treated as appropriate at off-site locations.

Next Steps:

Once the Local Traffic Management Plans are shared with the Local Authorities, the information can be made more widely available.

The future community engagement activities will continue to keep the community informed of our approach to all construction activities and methodology and how we are working hard to minimise disruption to the local communities where possible.

7. Social Benefit / Employment & Training

Item	Total Score	Overall Rank
Work with local companies to support construction work activities	223	1
Provide training, employment opportunities and apprenticeships	202	2
Provide opportunities for unemployed, disadvantaged and underrepresented groups	158	3
Work with local schools and colleges	154	4
Develop relationships with Local Authorities and Local Enterprise Partnerships	137	5
Provide long term job opportunities for the operational phase of HS2	134	6

Additional Comments received:

- No benefits – we need a mined tunnel.
- Nothing will compensate for the adverse effects on tourism and agriculture.
- The questions are insulting and meaningless. These questions should have been asked 5 years ago.
- The first three items offer benefit.
- There are no long-term job opportunities or benefits.
- Employ locally where possible.
- It would be good to maximise job opportunities.
- Contractors will only use people they already employ
- Consider impact to local businesses and work with those impacted. Work to minimise impact on local economies.
- We do not want a campsite of workers.
- All good ideas but not sure how it will work.
- Recruitment should first be local then outsourced.
- Can Wendover really benefit from job opportunities?

Eiffage Kier response:

- **Opportunities** – Eiffage Kier and our supply chain will employ in excess of 5000 people at peak. Our recruitment opportunities will cover a wide range of skill sets from operational support to technical specialists, with over 100 different roles, ranging from logistics, drivers, designer, civil engineers, operatives, finance and environmental experts.
- **Impact** – working with HS2 we will review local businesses at risk of impact and establish reasonable measures to reduce.

- **Supply Chain** – we will ensure that the local supply chain are made aware and encouraged to get involved with the project but also supported through the procurement process.

Next Steps:

We have launched a dedicated careers page <https://www.eiffagekier.com/careers> where people can register their interest until specific roles are advertised.

Appendices

Appendix A

- The Chiltern AONB Review Group has developed a set of Detailed Design Principles (DDP) – [https://www.chilternsaonb.org/uploads/6974-Chilterns%20AONB HS2%20CEIP Part%201 Detailed%20Design%20Principles lo w%20res.pdf](https://www.chilternsaonb.org/uploads/6974-Chilterns%20AONB%20HS2%20CEIP%20Part%201%20Detailed%20Design%20Principles%20w%20res.pdf)

Appendix B

- Copy of Invitation 1MC06-CEK-SE-REP-C002-000001

Appendix C

- Brochure 1MC06-CEK-SE-REP-C002-000001

Appendix D

- Feedback form 1MC06-CEK-SE-REP-C002-000001