

High Speed 2 – 1MC06 – Stage One C2 – MWCC – North Portal of Chiltern Tunnels to Brackley

Package 6B – South West Aylesbury (Part B) Written Statement

1MC06-CEK-TP-APP-CS04_CL18-000002

Rev	Date	Author	Checked by	Approved by	Revision Details	EKFB Reviewer
C01	06/11/2024	M.Alcock	L.Plant	S.Robinson	First Issue	Juliet Richardson

Stakeholder review required (SRR)	Purpose of SRR
☐ County / District / London Borough Council	☐ Acceptance
☐ LOV	☐ Approval
☐ LUL	☐ No Objection
☐ NRL	☐ Consent
☐ TFL	
☐ Utilities Company	
☐ Other (please specify)	



**High Speed Rail (London – West Midlands)
Act 2017**

HS2 Ltd

Buckinghamshire Council

Package 6b South West Aylesbury (Part B)

Overbridges, associated earthworks and other works

Schedule 17 Plans and Specifications

Written Statement for Information

HS2 Consents Register Reference No: BCL.PS.10065

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1 Introduction

1.1 Background Information

Table 1: Schedule 17 Address Details and Description of Works

Site	Details
Scheme	High Speed Two
Applicant	High Speed Two (HS2) Limited
Applicant Address	<i>c/o Agent:</i> EKFB, 5th Floor, Exchange House, 450 Midsummer Boulevard, Milton Keynes MK9 2EA
Site Address	The site is located to the west of Aylesbury and extends from the Princes Risborough to Aylesbury Railway Line to Public Right of Way SBH/34/1, Buckinghamshire. The location of the works are centred on X (Easting): 481244 and Y (Northing): 211160 and between HS2 line chainages 59+390 to 61+900. The South West Aylesbury Part B Site Location Plan (Drawing No. 1MC06-CEK-TP-DLO-CS04_CL18-000002) identifies the extent of the application site in blue.
Description	Plans and Specifications submission under Schedule 17 to the High Speed Rail (London – West Midlands) Act 2017 for works comprising of: • Footpath SMA/16 Accommodation Overbridge and associated earthworks • SBH/19 Bridleway Oat Close Overbridge and associated earthworks • Footpath SBH/34 Accommodation Overbridge and associated earthworks • Aylesbury South Cutting (Part of) • Aylesbury Embankment • Aylesbury North Cutting (Part of) • Earthworks associated with Footpath SMA/16 realignment • Earthworks associated with Access Track 1 - HS2 maintenance access to Drainage Ponds 6 and 7 • Earthworks associated with SBH/19 Oat Close Bridleway • Stoke Brook Watercourse Enhancements • Sedrup North Watercourse Diversion

Site	Details
	• Earthworks associated with the 8 No. Ecology Ponds • Earthworks associated with the 7 No. Drainage Ponds - Pond 1 - Pond 2 - Pond 3 - Pond 4 - Pond 5 - Pond 6 - Pond 7 • Earthworks associated with the Drainage Ditches • 5 No. Culverts (above ground elements) - Sedrup North Culvert - Culvert 060 – AC2 - Culvert 061 – AC3 - Culvert 061 – AC4 - Culvert 061 – AC6 • Noise Barriers • 5 No. Ditch Slab Crossings - Aylesbury Embankment Pedestrian Ditch Slab No.1 - Aylesbury South Cutting Pedestrian Ditch Slab No.1 - Aylesbury Embankment Vehicular Ditch Slab No.1 - Aylesbury South Cutting Access Ditch Slab No.1 - Aylesbury South Cutting Access Ditch Slab No.2 • Location of the Vehicular Restraint Barriers • Location of the permanent fencing

1.2 Terms of Reference

- 1.2.1 The Written Statement is compiled in accordance with the High Speed Two (HS2) Phase 1 Planning Memorandum and Planning Forum Notes (PFNs) as required by the planning regime established under Schedule 17 of the High Speed Rail (London – West Midlands) Act 2017 ('the Act') ([Link to Planning Forum Notes for Local Authorities](#)).
- 1.2.2 This Written Statement supports the Schedule 17 submission for the approval of Plans and Specifications for AVDC Package 6b South West Aylesbury Part B, as outlined in Tables 1 and 2 of this Written Statement. It should be read in conjunction with the other documents and drawings which accompany the submission.
- 1.2.3 The information in this Written Statement is provided for information to assist in determining the request for approval. It is not for approval.

1.3 Introduction to High Speed 2

- 1.3.1 Phase One of HS2 will provide a dedicated high speed rail service between London, Birmingham and the West Midlands. It will extend for approximately 230km (143 miles).
- 1.3.2 The application site (hereafter referred to as 'the site') lies entirely within the newly formed administrative area of BC Unitary Authority. The site was formerly within the administrative area of Aylesbury Vale District Council (AVDC).
- 1.3.3 Part of Aylesbury South Cutting falls within AVDC Package 05 - Stoke Mandeville. Part of Aylesbury North Cutting falls within AVDC Package 06a - South West Aylesbury and AVDC Package 07 - Hartwell. Both 'parts' outside of this package have been approved.
- 1.3.4 AVDC Package 05 – Stoke Mandeville was approved by BC on 31st March 2022 (LPA application reference 21/04344/HS2). AVDC Package 6a South West Aylesbury Part A was approved by BC on 12th August 2022 (LPA application reference 22/01576/HS2). AVDC Package 07 Hartwell was approved by BC on 3rd February 2023 (LPA application reference 22/03268/HS2).
- 1.3.5 A resubmission of AVDC Package 5 Stoke Mandeville, specific to the PRA line asset was approved by BC on 26th October 2023 (LPA application reference 23/01920/HS2) (AVDC Package 05 R1 – Stoke Mandeville).
- 1.3.6 For further information on HS2 and the route through the former AVDC administrative area please refer to the Planning Context Report for AVDC (May 2017), deposited with the Council by HS2 Ltd (Link to AVDC Planning Context Report).

1.4 High Speed Rail (London – West Midlands) Act 2017

- 1.4.1 The Act provides powers for the construction and operation of Phase 1 of HS2. HS2 Ltd is the nominated undertaker in relation to the works subject to this Plans and Specifications submission (Link to the Act).
- 1.4.2 Section 20 to the Act grants deemed planning permission for the works authorised by it, subject to the conditions set out in Schedule 17. Schedule 17 includes conditions requiring the following matters to be approved or agreed by the relevant local planning authority (LPA).
- Construction arrangements (including large goods vehicle routes);
 - Plans and Specifications;
 - Bringing into use requests; and
 - Site restoration schemes.

- 1.4.3 This is therefore a different planning regime to that which usually applies in England (i.e. the Town and Country Planning Act) and is different in terms of the nature of submissions and the issues that the LPAs can have regard to, in determining requests for approval.
- 1.4.4 Schedule 17 of the Act sets out the grounds on which the LPA may impose conditions on approvals or refuse requests for approval.
- 1.4.5 This Written Statement includes information supporting the Plans and Specifications submission in relation to the matters outlined in **Table 2** below.

Table 2: Schedule 17 Plans and Specifications Submission Details

Site	Details
Plans and Specifications (permanent works)	• Footpath SMA/16 Accommodation Overbridge and associated earthworks • SBH/19 Bridleway Oat Close Overbridge and associated earthworks • Footpath SBH/34 Accommodation Overbridge and associated earthworks • Aylesbury South Cutting (Part of) • Aylesbury Embankment • Aylesbury North Cutting (Part of) • Earthworks associated with Footpath SMA/16 realignment • Earthworks associated with Access Track 1 - HS2 maintenance access to Drainage Ponds 6 and 7 • Earthworks associated with SBH/19 Oat Close Bridleway • Stoke Brook Watercourse Enhancements • Sedrup North Watercourse Diversion • Earthworks associated with the 8 No. Ecology Ponds • Earthworks associated with the 7 No. Drainage Ponds - Pond 1 - Pond 2 - Pond 3 - Pond 4 - Pond 5 - Pond 6 - Pond 7 • Earthworks associated with the Drainage Ditches • 1 Culvert and 5 Ancillary Culverts (above ground elements) - Sedrup North Culvert - Culvert 060 – AC2 - Culvert 061 – AC3 - Culvert 061 – AC4 - Culvert 061 – AC5 - Culvert 061 – AC6 • Noise Barriers • 5 No. Ditch Slab Ditch Slab Crossings

Site	Details
	- Aylesbury Embankment Pedestrian Ditch Slab No.1 - Aylesbury South Cutting Pedestrian Ditch Slab No.1 - Aylesbury Embankment Vehicular Ditch Slab No.1 - Aylesbury South Cutting Access Ditch Slab No.1 - Aylesbury South Cutting Access Ditch Slab No.2 • Location of the vehicular restraint barriers • Location of the permanent fencing

1.4.6 The works to which this application relates, and the cumulative impact of the works in conjunction with other HS2 development, have been assessed and are compliant with paragraph 1.1.3 (bullet point 2) of the HS2 Phase 1 Environmental Minimum Requirements General Principles¹.

1.5 Code of Construction Practice

1.5.1 HS2 Ltd as the nominated undertaker is contractually bound to comply with the controls set out in the Environmental Minimum Requirements (EMRs). The EMRs include the HS2 Code of Construction Practice (CoCP) (London-West Midlands Environmental Statement - Environmental Minimum Requirements - Annex 1: Code of Construction Practice) (February 2017) (Link to EMR CoCP).

1.5.2 The works subject to this request for approval of Plans and Specifications will be undertaken in accordance with the CoCP, and with the Class Approval issued by the Secretary of State (March 2017)².

1.6 Schedule 17 Statutory Guidance

1.6.1 The Schedule 17 Statutory Guidance issued by the Secretary of State (November 2023)³ provides guidance to all planning authorities determining requests for approval under Schedule 17 to the Act. Paragraph 20 of the Statutory Guidance states that planning authorities should not through the exercise of Schedule 17 seek to modify controls already in place such as the Environmental Minimum Requirements, other controls in the Act such as those under Schedule 4 or 33, or existing legislation.

¹ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/618074/General_principles.pdf

² <https://www.gov.uk/government/publications/high-speed-rail-london-west-midlands-act-2017-class-approval>

³ <https://www.gov.uk/government/publications/high-speed-rail-london-to-west-midlands-act-2017-schedule-17-statutory-guidance/high-speed-rail-london-west-midlands-act-2017-schedule-17-statutory-guidance>

- 1.6.2 As set out in the Statutory Guidance, Local Planning Authorities may request additional information they consider necessary to make a decision on the application. Planning authorities must only address relevant considerations when making a determination under Schedule 17. Therefore, any information requested should be relevant to the limited specified grounds of refusal. Annex 1 to PFN 17, Information for Decision Making, sets out further guidance on what information could be required to make Schedule 17 decisions. The need for further information should be identified during the pre-application stage.
- 1.6.3 When making decisions, Local Planning Authorities should have regard to the grounds set out in paragraphs 2(5) and (6) of Schedule 17. LPAs should clearly identify both the planning matter and the specific ground if proposing a conditional approval, or refusal of an application. The planning authority should also explain and give reasons as to why and how the design or external appearance ought to be modified relevant to the grounds.

1.7 Structure of Written Statement

- 1.7.1 This Written Statement is structured as follows:
- A description of the location and main characteristics of the area in which the works will be carried out is provided in **Section 2**;
 - **Section 3** describes the main works being undertaken in the area, as set out in Schedule 1 of the Act, and those that are the subject of this Schedule 17 Plans and Specifications submission;
 - The design approach and rationale for the works which are the subject of this Schedule 17 Plans and Specifications submission are described in **Section 4**;
 - **Section 5** summarises the pre-submission consultations that were undertaken, including a list of the consultees, and a brief summary of the outcome of what was discussed;
 - A high-level programme for the works and how they fit into the wider programme for other works in the area, as set out in Schedule 1 of the Act, is provided in **Section 6**; and
 - **Section 7** identifies any other main consents, or known forthcoming consents associated with the works.

2 Site Location and Characteristics

2.1 Site Location

- 2.1.1 The site is located to the west of Aylesbury and extends from the Princes Risborough to Aylesbury (PRA) Railway Line to Public Right of Way SBH/34/1, Buckinghamshire.
- 2.1.2 The location of the works are centred on National Grid Reference X (Easting) 481244 and Y (Nothing) 211160 and lies between HS2 line chainages 59+390 to 61+900. The South West Aylesbury Part B Site Location Plan (Drawing No. 1MC06-CEK-TP-DLO-CS04_CL18-000002) shows the extent of the Schedule 17 application site boundary in blue and the site in relation to the surrounding area.
- 2.1.3 The nearest residential properties to the site are the residential properties located on the southern and western edge of Aylesbury and the isolated farmsteads that surround the site. These include Standalls Farm and Sedrup Farm. The site is also located adjacent to Moat Farm Solar (a solar farm).
- 2.1.4 The Development Plan for the site comprises of the of the adopted Vale of Aylesbury Local Plan (VALP) 2013 – 2033 which was adopted in September 2021. This document identifies the entire site as falling outside of a defined settlement boundary and within the open countryside.
- 2.1.5 Policy T2 of the VALP states:
- The Council will continue to work with High Speed 2 Ltd with the aim of influencing the design and construction of the route through Aylesbury Vale to minimise adverse impacts and maximise any benefits that arise from the proposal. Subject to being within the provisions of the Act, the implementation of HS2 will also be expected to:*
- a. deliver high-quality design to protect local communities and the environment*
 - b. prevent or reduce prejudicial effects on road safety or on the free flow of traffic and to preserve sites of archaeological or historic interest or nature conservation value*
 - c. ensure that community and other benefits are fully realised.*
- 2.1.6 The site falls within the Haddenham Vale Landscape Character Area (LCA). The LCAs are shown on the South West Aylesbury Part B Landscape Context Plan (Drawing No. 1MC06-CEK-TP-DPL-CS04_CL18-000054).

2.2 Site Characteristics

Land Use

- 2.2.1 The site is predominantly rural with mixed agricultural use, comprising of mainly medium to large scale arable fields with some small-scale irregular paddocks and pastures enclosed by hedgerows bordering settlements and occupying lower lying land. The area outside of the site is similarly characterised as arable agricultural land, interspersed with isolated dwellings and farmsteads and the settlement of Aylesbury and Moat Farm Solar (a solar farm).
- 2.2.2 An outline planning application (with all matters reserved except for means of access to the highway) for a mixed use development including up to 1,400 dwellings has been submitted on land to the east of the site (application reference 18/04346/OAP). The application was submitted on behalf of Gleeson Strategic Land on 5th December 2018 and is still awaiting determination.

Ecological Assets

- 2.2.3 The main environmental features relevant to the site are shown on the environmental baseline map for the area (Map CT-10-023 of the Community Forum Area 11 Map Book) ([Link to Community Forum Area 11 Map Book](#)).

Heritage Assets

- 2.2.4 There are no designated heritage assets located within the site.
- 2.2.5 The closest Listed Building is Glebe House (Grade II) which is located along the A418. This is approximately 440m from the area covered by this package.
- 2.2.6 There are an additional seven Grade II Listed Buildings surrounding the site. These are shown on the environmental baseline map for the area (Maps CT-10-022 and CT-10-023 of the Community Forum Area 11 Map Book) ([Link to Community Forum Area 11 Map Book](#)).
- 2.2.7 Archaeological investigations have been undertaken by the Enabling Works Contractor (EWC) in advance of permanent works. Details of these investigations can be found in section 3.7 of this Written Statement.

Water and Flood Risk

- 2.2.8 The area immediately adjacent to Sedrup Ditch has a low and medium risk of flooding. Low risk means that this area has a chance of flooding of between 0.1% and 1% each year. Medium risk means that this area has a chance of flooding of between 1% and 3.3% each year.
- 2.2.9 The site does not cross any Source Protection Zones (SPZ).

2.3 Surrounding Highway Network

Highways

- 2.3.1 Principal highways in the area include the A413 Wendover Road, A41 Aylesbury Road and A418 Oxford Road. The A413, A41 and A418 connect Aylesbury to the surrounding towns and villages, which include Wendover, High Wycombe, Tring and Thame.

Public Rights of Way

- 2.3.2 Several Public Rights of Ways (PRoWs) bisect the site, these are PRoW SMA/16/1, SMA/16/2, SBH/17A/1, SBH/19/7, SBH/22/1, SBH/27/1 and SBH/34/1. The PRoWs are shown on the South West Aylesbury Part B Site Location Plan (Drawing No. 1MC06-CEK-TP-DLO-CS04_CL18-000002).

3 Description of the Works

3.1 Introduction

- 3.1.1 This Written Statement supports the Schedule 17 submission for the approval of Plans and Specifications for AVDC Package 6b South West Aylesbury Part B, as outlined in Tables 1 and 2 of this Written Statement.
- 3.1.2 References to the 'Proposed Scheme' refer to all the works within the site unless otherwise specified.
- 3.1.3 The Plans and Specifications submitted for approval and for information are listed in the Proforma accompanying this application (Document Ref. 1MC06-CEK-TP-APP-CS04_CL18-000003).
- 3.1.4 The Scheduled Works under the Act associated with this submission are set out in Section 3.2. A description of the proposed works for approval are set out in Section 3.3.
- 3.1.5 Section 3.4 summarises the indicative mitigation relevant to the works being submitted in accordance with paragraph 7.5.2 of the Planning Memorandum. The information in Section 3.4 is not for approval under Schedule 17 Plans and Specifications.
- 3.1.6 Sections 3.5 – 3.7 provide information on other aspects of the works to assist in understanding the context of planned construction methodology and how EMR controls apply to the works being submitted for approval. The information in Sections 3.5 - 3.7 is not for approval under Schedule 17 Plans and Specifications.
- 3.1.7 Information on the design rationale and justification for this submission is set out in Section 4.

3.2 Works for Approval

- 3.2.1 The relevant Scheduled Works as set out under Schedule 1 of the Act to which this Schedule 17 submission relates to are:
- *Work No. 2/28 - A railway (8.98 kilometres in length) partly in tunnel, commencing by a junction with Work No. 2/14 at its termination and terminating at a point 540 metres south-west of the roundabout junction of the A418 Oxford Road with Coldharbour Way; Work No. 2/28 includes bridges over Chalkshire Stream, Stoke Brook and Sedrup Ditch.*
 - *Work No. 2/43 - An accommodation access road, being a diversion of footpaths SMA/16/1, SBH/28/2 and SMA/16/2, commencing at a point 131 metres south of the junction of footpaths SBH/17/3 and SBH/28/2 with footpath SMA/16/1 and*

terminating on footpath SMA/16/2 at a point 197 metres north-east of the junction of that footpath with footpaths SBH/16/1 and SBH/17A/1. Work No. 2/43 includes a bridge over Work No. 2/28.

- *Work No. 2/47 - An accommodation access road, commencing on footpath SBH/34/1 at a point 744 metres south-west of the junction of Primrose Drive with Foxglove and terminating on that footpath at a point 404 metres west of that junction. Work No. 2/47 includes a bridge over Work No. 2/28.*

3.2.2 Work Nos. 2/44, 2/45 and 2/46 are no longer being constructed.

3.3 Description of the Proposed Works for Approval

3.3.1 Through the site, the HS2 line will continue to run in a south-east to north-west direction to the west of Aylesbury.

3.3.2 The HS2 line will pass to the west of Aylesbury and will run in Aylesbury South Cutting (Part of) and Aylesbury North Cutting (Part of) and under Footpath SMA/16 Accommodation Overbridge, SBH/19 Bridleway Oat Close Overbridge and Footpath SBH/34 Accommodation Overbridge. The Overbridges are required to maintain access over the HS2 line.

3.3.3 Part of Aylesbury South Cutting falls within AVDC Package 05 Stoke Mandeville. Part of Aylesbury North Cutting falls within AVDC Package 6a South West Aylesbury and AVDC Package 07 Hartwell.

3.3.4 Other works that require approval include Aylesbury Embankment and the earthworks associated with Footpath SMA/16 Accommodation Overbridge, SBH/19 Bridleway Oat Close Overbridge and Footpath SBH/34 Accommodation Overbridge; earthworks associated with Footpath SMA/16 realignment; earthworks associated with Access Track 1; earthworks associated with SBH/19 Oat Close Bridleway; Stoke Brook Watercourse enhancements; Sedrup North watercourse diversion; earthworks associated with the 8 No. ecology ponds; earthworks associated with the 7 No. drainage ponds; earthworks associated with the drainage ditches; 5 No. Culverts (above ground elements only); noise barriers; 5 No. ditch slab crossings; location of the vehicular restraint barriers and the location of the permanent (security) fencing.

3.3.5 All of the works for approval are described below and are shown on the South West Aylesbury Part b General Arrangement Plan For Approval Sheets 1 and 2 (Drawing Nos. 1MC06-CEK-TP-DGA-CS04_CL18-000005 and 1MC06-CEK-TP-DGA-CS04_CL18-000006).

3.3.6 The Proposed Scheme accords with paragraph 2.2.7 of the HS2 Phase 1 Environmental Statement (ES) London-West Midlands ES Volume 2 Community

Forum Area Report, CF11 Stoke Mandeville and Aylesbury, November 2013), in terms of the description of works (Link to Community Forum Area Report 11).

- 3.3.7 The Scheme assessed in the HS2 Phase 1 ES is shown on the maps for the area (Maps CT-05-042 and CT-05-043 of the Community Forum Area 11 Map Book) (Link to Community Forum Area 11 Map Book).

Proposed Structures for Approval

- 3.3.8 The location and appearance of the structures for approval are shown on the following drawings for approval.

- South West Aylesbury Part B General Arrangement Plan For Approval Sheet 1 – 1MC06-CEK-TP-DGA-CS04_CL18-000005
- South West Aylesbury Part B General Arrangement Plan For Approval Sheet 2 – 1MC06-CEK-TP-DGA-CS04_CL18-000006
- Footpath SMA-16 Accommodation Overbridge Cross Section and Parapet Detail – For Approval – 1MC06-CEK-AR-DDE-CS04_CL18-000010
- Footpath SMA-16 Accommodation Overbridge Plan on Deck - For Approval - 1MC06-CEK-AR-DPL-CS04_CL18-000009
- Footpath SMA-16 Accommodation Overbridge Longitudinal Section and Elevation – For Approval – 1MC06-CEK-AR-DSE-CS04_CL18-000006
- SBH-19 Bridleway Oat Close Overbridge Cross Section and Parapet Detail – For Approval – 1MC06-CEK-AR-DDE-CS04_CL18-000012
- SBH-19 Bridleway Oat Close Overbridge Plan on Deck – For Approval - 1MC06-CEK-AR-DPL-CS04_CL18-000011
- SBH-19 Bridleway Oat Close Overbridge Longitudinal Section and Elevation – For Approval – 1MC06-CEK-AR-DSE-CS04_CL18-000009
- Footpath SBH-34 Overbridge Cross Section and Parapet Detail – For Approval – 1MC06-CEK-AR-DDE-CS04_CL18-000008
- Footpath SBH-34 Overbridge Plan on Deck – For Approval - 1MC06-CEK-AR-DPL-CS04_CL18-000007
- Footpath SBH-34 Overbridge Longitudinal Section and Elevation – For Approval - 1MC06-CEK-AR-DSE-CS04_CL18-000004
- South West Aylesbury Part B Noise Barrier Transitions Sheet 01 for Approval - 1MC06-CEK-AR-DDE-CS04_CL18-000005
- South West Aylesbury Part B Noise Barrier Transitions Sheet 02 for Approval - 1MC06-CEK-AR-DDE-CS04_CL18-000006
- South West Aylesbury Part B Noise Barrier Transitions Sheet 03 for Approval - 1MC06-CEK-AR-DDE-CS04_CL18-000007
- South West Aylesbury Part B Noise Barrier Plan for Approval - 1MC06-CEK-AR-DPL-CS04_CL18-000006

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- Noise Barriers Typical Details Sheet 01 for Approval - 1MC06-CEK-TP-DDE-C002-000007
 - Noise Barriers Typical Details Sheet 02 for Approval - 1MC06-CEK-TP-DDE-C002-000016
 - Noise Barriers Typical Details Sheet 03 for Approval - 1MC06-CEK-TP-DDE-C002-000009
 - Noise Barriers Typical Details Sheet 04 for Approval - 1MC06-CEK-TP-DDE-C002-000010
 - Miscellaneous Culverts Standard Detail Culvert Plans and Sections – For Approval - 1MC06-CEK-TP-DPL-C002-000006
 - Sedrup North Culvert Culvert Plans and Sections – For Approval - 1MC06-CEK-AR-DPL-CS04_CL18-000001
 - Miscellaneous Watercourse and Drainage Ditch Crossings – Typical Plans and Sections - For Approval - 1MC06-CEK-TP-DPL-C002-000007
 - Miscellaneous Watercourse and Drainage Ditch Crossovers on PRoW – Typical Plans and Sections - For Approval - 1MC06-CEK-TP-DPL-C002-000010
 - Line side Steps – Typical Details – Sheet 01 – For Approval – 1MC06-CEK-TP-DDE-C002-000008

3.3.9 A description of each structure within the site is provided below. These should be read in conjunction with the plans being submitted for approval.

Footpath SMA/16 Accommodation Overbridge

- 3.3.10 Footpath SMA/16 Accommodation Overbridge is required to maintain access to Standalls Farm and to carry the realigned footpath over the HS2 line. It will be located between chainages 60+000 to 60+010.
- 3.3.11 The Overbridge will be approximately 42m in length, 2.5m wide (measured between inside face of parapets) and up to 6.2m above track level.
- 3.3.12 The Overbridge will support a 2.5m wide footpath with a steel footbridge parapet on both sides of the bridge for user safety. The parapet height will be 2.5m above the footpath level. The footpath will have a thin bituminous surface treatment incorporating a high friction aggregate to create an anti-slip finish (there are no verges on this structure).
- 3.3.13 The Overbridge will be a distinctive single span steel truss bridge.
- 3.3.14 The truss webs will be inclined to minimise the sense of enclosure for users and the sides of the truss will be infilled in part with either timber or steel mesh for security.
- 3.3.15 The exposed steel will weather over time to the characteristics dark russet finish of exposed weathering steel. Alongside the installation and maintenance benefits

of weathering steel, the colouration and in time progressively duller finish provides an earthy and appropriately rural undertone to the bridge architecture. When viewed from a distance the matt finish of the steel will also appear similar in tone to the background landscape.

3.3.16 The construction of the Overbridge will involve land clearance and the construction of the approach embankments. The approach embankments either side of the Overbridge will provide a ramp from existing ground level to deck level.

3.3.17 Details of Footpath SMA/16 Accommodation Overbridge are shown on the following drawings:-

- Footpath SMA-16 Accommodation Overbridge Cross Section and Parapet Detail – For Approval – 1MC06-CEK-AR-DDE-CS04_CL18-000010
- Footpath SMA-16 Accommodation Overbridge Plan on Deck - For Approval - 1MC06-CEK-AR-DPL-CS04_CL18-000009
- Footpath SMA-16 Accommodation Overbridge Longitudinal Section and Elevation – For Approval – 1MC06-CEK-AR-DSE-CS04_CL18-000006

SBH/19 Bridleway Oat Close Overbridge

3.3.18 SBH/19 Bridleway Oat Close Overbridge is required to maintain farm access and carry the realigned bridleway across the HS2 line. It will be located between chainages 60+920 to 60+930.

3.3.19 The Overbridge will be approximately 42m in length, 3.5m wide (measured between inside face of parapets) and up to 6.5m above track level.

3.3.20 The Overbridge will support a 3.7m wide footpath with a steel footbridge parapet on both sides of the bridge for user safety. The parapet height will be 2.5m above the footpath level. High density conglomerated black rubber crumb tiles , commonly used for equestrian bridges, will be applied to the deck surface of the bridge (there are no verges on this structure).

3.3.21 The Overbridge will be a distinctive single span steel truss bridge.

3.3.22 The truss webs will be inclined to minimise the sense of enclosure for users and the sides of the truss will be infilled in part with either timber or steel mesh for security.

3.3.23 The exposed steel will weather over time to the characteristics dark russet finish of exposed weathering steel. Alongside the installation and maintenance benefits of weathering steel, the colouration and in time progressively duller finish provides an earthy and appropriately rural undertone to the bridge architecture. When viewed from a distance the matt finish of the steel will also appear similar in tone to the background landscape.

- 3.3.24 The construction of the Overbridge will involve land clearance and the construction of the approach embankments. The approach embankments either side of the Overbridge will provide a ramp from existing ground level to deck level.
- 3.3.25 Details of SBH/19 Bridleway Oat Close Overbridge are shown on the following drawings:-
- SBH-19 Bridleway Oat Close Overbridge Cross Section and Parapet Detail – For Approval – 1MC06-CEK-AR-DDE-CS04_CL18-000012
 - SBH-19 Bridleway Oat Close Overbridge Plan on Deck – For Approval - 1MC06-CEK-AR-DPL-CS04_CL18-000011
 - SBH-19 Bridleway Oat Close Overbridge Longitudinal Section and Elevation – For Approval – 1MC06-CEK-AR-DSE-CS04_CL18-000009

Footpath SBH/34 Overbridge

- 3.3.26 Footpath SBH/34 Accommodation Overbridge will be located between chainages 61+860 to 61+870.
- 3.3.27 Footpath SBH/34 Overbridge was originally proposed to be constructed as an accommodation overbridge to provide access to the fields to the east of the HS2 line from the west. These fields will now form part of the proposed AGT2 development and access from the west of HS2 will no longer be required. The opportunity has been taken to change the form of Footpath SBH/34 Overbridge to a steel truss bridge as vehicular access is no longer required across the structure. Footpath SBH/34 Overbridge will not only carry the PRoW over HS2.
- 3.3.28 The Overbridge will be approximately 42m in length, 2.5m wide (measured between inside face of parapets) and up to 6.7m above track level.
- 3.3.29 The Overbridge will support a 2.5m wide footpath with a steel footbridge parapet on both sides of the bridge for user safety. The parapet height will be 2.5m above the footpath level. The footpath will have a thin bituminous surface treatment incorporating a high friction aggregate to create an anti-slip finish (there are no verges on this structure).
- 3.3.30 The Overbridge will be a distinctive single span steel truss bridge.
- 3.3.31 The truss webs will be inclined to minimise the sense of enclosure for users and the sides of the truss will be infilled in part with either timber or steel mesh for security.
- 3.3.32 The exposed steel will weather over time to the characteristics dark russet finish of exposed weathering steel. Alongside the installation and maintenance benefits of weathering steel, the colouration and in time progressively duller finish provides an earthy and appropriately rural undertone to the bridge architecture.

When viewed from a distance the matt finish of the steel will also appear similar in tone to the background landscape.

3.3.33 The construction of the Overbridge will involve land clearance and the construction of the approach embankments. The approach embankments either side of the Overbridge will provide a ramp from existing ground level to deck level.

3.3.34 Details of Footpath SBH/34 Accommodation Overbridge are shown on the following drawings:-

- Footpath SBH-34 Overbridge Cross Section and Parapet Detail – For Approval – 1MC06-CEK-AR-DDE-CS04_CL18-000008
- Footpath SBH-34 Overbridge Plan on Deck – For Approval - 1MC06-CEK-AR-DPL-CS04_CL18-000007
- Footpath SBH-34 Overbridge Longitudinal Section and Elevation – For Approval - 1MC06-CEK-AR-DSE-CS04_CL18-000004

Culverts

3.3.35 1 culvert and 4 ancillary culverts are proposed within the site. The location of the culverts and ancillary culverts are shown on the South West Part B General Arrangement Plan Sheets 1 and 2 – For Approval (Drawing Nos. 1MC06-CEK-TP-DGA-CS04_CL18-000005 and 1MC06-CEK-TP-DGA-CS04_CL18-000006).

3.3.36 Only those works above ground associated with the culverts require approval through Schedule 17. The only works that will be visible above ground are the headwalls and inspection chamber access hatches. Headwalls will be provided at both ends of the culvert and will be formed in concrete. The locations of the headwall specifications and inspection chambers are shown on the various Culvert Plans and Sections as outlined below.

3.3.37 The culverts have been designed to accommodate a 1 in 100-year flood event.

3.3.38 Details of the culverts and ancillary culverts are shown on the following drawings:

- Sedrup North Culvert Culvert Plans and Sections – For Approval - 1MC06-CEK-AR-DPL-CS04_CL18-000001
- Miscellaneous Culverts Standard Detail Culvert Plans and Sections – For Approval - 1MC06-CEK-TP-DPL-C002-000006

Sedrup North Culvert

3.3.39 Sedrup North Culvert will provide a connection under the HS2 line for the Sedrup North watercourse diversion.

3.3.40 The Culvert will be a concrete box culvert with internal dimensions of 3m high by 2.5m wide with concrete headwalls and wingwalls at either end.

- 3.3.41 A stepped maintenance route is required over the eastern bund to provide access to the 2 No. Culvert chambers. The HS2 standard design for lineside ancillary stairs within the Aylesbury South area will follow the following construction principles. Retaining walls will define the outer edges of the stairway, providing a consistent recess set within the earthwork. Sets of precast stringers and risers will then be inserted into the recess, which will sit below the profile of the earthwork slope. The treads will be formed using in-situ concrete. The configuration of landings and flights is determined by the slope gradient. The standard design can accommodate all gradient angles associated with the HS2 earthworks to ensure a consistent appearance across all stairways. Gradients with a 1 in 2,2.5,3 & 4 angle can all be accommodated. The top edge of the retaining walls will sit slightly proud of the earthwork profile. This provides a continuous vertical face for the adjacent earthwork to interface with, without locally modifying the earthwork or altering the earthwork profile to accommodate the stair geometry. Kee-Klamp handrails are fixed to the inside of the retaining walls, providing a continuous 1.5m clear path for users on the steps.

- 3.3.42 Details of the Culvert is shown on the Sedrup North Culvert Plans and Sections – For Approval (Drawing No. 1MC06-CEK-AR- DPL-CS04_CL18-000001).

Ancillary Culverts

- 3.3.43 5 No. ancillary culverts are required to carry various drainage ditches beneath either highways, MAS's or PRoW, these are detailed in the **Table 3** below.

Table 3: Ancillary Culvert Details

Name	Chainage	Length	Dimensions
Culvert 060 – AC2	60+010	16.112m	1.5m dia
Culvert 061 – AC3	61+330	20.112m	2m x 2m
Culvert 061 – AC4	60+560	17.460m	1.5m dia
Culvert 061 – AC5	61+870	9.45m	1.2m dia
Culvert 061 – AC6	61+870	28.428	1.2m dia

- 3.3.44 Details of the Culvert is shown on the Miscellaneous Culverts Standard Detail Culvert Plans and Sections – For Approval - 1MC06-CEK-TP-DPL-C002-000006

Noise Barriers

- 3.3.45 'Lineside' noise barriers are proposed within the site as detailed in **Table 4** below. A 'lineside' noise barrier is a barrier that runs alongside the HS2 line. The noise

barrier is proposed alongside HS2 to help reduce the perceived sound of the high-speed trains.

- 3.3.46 The noise barriers will be 5.0m in height above top of rail (ToR). ToR means that the actual noise barrier height will vary in height based on local ground conditions. As a guiding statement, the actual noise barrier height can be expected to be in the range of 1.0m taller than the reported ToR height.
- 3.3.47 The location of the noise barriers are shown on the South West Aylesbury Part B General Arrangement Plan - For Approval Sheets 1 and 2 (Drawing Nos. 1MC06-CEK-TP-DGA-CS04_CL18-000005 and 1MC06-CEK-TP-DGA-CS04_CL18-000006).
- 3.3.48 The appearance of the noise barriers are shown on the on the following drawings:
- South West Aylesbury Part B Noise Barrier Transitions Sheet 01 for Approval - 1MC06-CEK-AR-DDE-CS04_CL18-000005
 - South West Aylesbury Part B Noise Barrier Transitions Sheet 02 for Approval - 1MC06-CEK-AR-DDE-CS04_CL18-000006
 - South West Aylesbury Part B Noise Barrier Transitions Sheet 03 for Approval - 1MC06-CEK-AR-DDE-CS04_CL18-000007
 - South West Aylesbury Part B Noise Barrier Plan for Approval - 1MC06-CEK-AR-DPL-CS04_CL18-000006
 - Noise Barriers Typical Details Sheet 01 for Approval - 1MC06-CEK-TP-DDE-C002-000007
 - Noise Barriers Typical Details Sheet 02 for Approval - 1MC06-CEK-TP-DDE-C002-000016
 - Noise Barriers Typical Details Sheet 03 for Approval - 1MC06-CEK-TP-DDE-C002-000009
 - Noise Barriers Typical Details Sheet 04 for Approval - 1MC06-CEK-TP-DDE-C002-000010

Table 4: Noise Barrier Details

Chainage	Length (m)	Up / Down Line	Barrier Type	Height Above Top of Rail (ToR) (m)
59+800 – 61+900	1100	Up	A	5.0
61+180 – 61+900	720	Down	B	5.0

- 3.3.49 The noise barriers have a standardised appearance to give HS2 a recognisable look but have also been designed to be sensitive to its surroundings where they will be visible to the public. This submission includes a Type A (non visible) and Type B (visible) noise barriers.

- 3.3.50 A Type A barrier is proposed within the site where it will be screened from the public. The steel posts will be visible, and the barrier will not include a curved top panel.
- 3.3.51 A Type B barrier is proposed within the site where it will be visible to the public. The steel posts are hidden from view to give the barrier a more seamless and coherent appearance. The steel posts are visible on the inner face only.
- 3.3.52 Facing the HS2 line, the internal surface of the noise barrier will be lined with acoustically absorptive material.
- 3.3.53 In terms of the appearance of the internal face of the noise barrier (and as presented at the December 2023 noise barrier pre-application meeting), the sound absorbing panels will be applied in a coherent linear arrangement providing a uniform textured finish and are not considered to be visually inferior to the external face of the barrier. The tone, colour and texture of the woodcrete will also complement the exposed internal flanges of the weathered steel posts to provide an integrated appearance to the internal elevation.
- 3.3.54 The noise barriers will be constructed and installed in sections, using steel posts and concrete panels. The noise barriers have been designed to maximise the use of precast concrete panels to ensure a high-quality form and surface is achieved. Precast concrete panels also provide a durable and long-lasting structural solution requiring minimal maintenance.

Ditch Slab Crossings

- 3.3.55 5 No, ditch slab crossing are proposed within the site.
- 3.3.56 The ditch crossings provide level access across the drainage ditches and watercourses at multiple locations along the HS2 route. The structures are designed to carry both pedestrian and vehicular traffic and are located on both maintenance access tracks and public rights of way. They consist of in-situ reinforced concrete slabs spanning between in-situ reinforced concrete abutments.
- 3.3.57 The location of the ditch crossings are shown on the South West Aylesbury Part B General Arrangement Plan Sheets 1 and 2 – For Approval (Drawing Nos. 1MC06-CEK-TP-DGA-CS04_CL18-000005 and 1MC06-CEK-TP-DGA-CS04_CL18-000006) and listed in **Table 5** below.
- 3.3.58 Details of the proposed ditch crossings are shown on Miscellaneous Watercourse and Drainage Ditch Crossovers - Typical Plans and Sections - For Approval (Drawing No. 1MC06-CEK-TP-DPL-C002-000007) and on Miscellaneous Watercourse and Drainage Ditch Crossovers on PRoW – Typical Plans and Sections - For Approval (Drawing No. 1MC06-CEK-TP-DPL-C002-000010).

Table 5: Ditch Slab Crossing Details

Name	Chainage	Comments
Aylesbury Embankment Pedestrian Ditch Slab No.1	61+340	Maintenance access
Aylesbury South Cutting Pedestrian Ditch Slab No.1	60+090	Maintenance access
Aylesbury Embankment Vehicular Ditch Slab No.1	61+530	Maintenance access
Aylesbury South Cutting Access Ditch Slab No.1	59+970	Maintenance access
Aylesbury South Cutting Access Ditch Slab No.2	60+040	Maintenance access

Location of the Permanent Fencing

- 3.3.59 Only the location of the permanent fencing requires Schedule 17 Plans and Specifications approval. The permanent fencing comprises of boundary fencing and security fencing.
- 3.3.60 The location of the permanent fencing is shown on the South West Part B General Arrangement Plan For Approval Sheets 1 and 2 (Drawing Nos. 1MC06-CEK-TP-DGA-CS04_CL18-000005 and 1MC06-CEK-TP-DGA-CS04_CL18-000006).
- 3.3.61 The appearance (type) of fencing is not subject to Plans and Specifications approval and any detail provided is for information only. The type of fencing proposed is shown on the South West Part B General Arrangement Plan For Information Sheets 1 and 2 (Drawing Nos. 1MC06-CEK-TP-DGA-CS04_CL18-000007 and 1MC06-CEK-TP-DGA-CS04_CL18-000008).
- 3.3.62 The colour of the security fencing will be powder coated black, as the most sympathetic in terms of landscape integration.
- 3.3.63 Security fencing will be located around the operational railway boundary, which includes the associated engineered earthworks that need to be secured in order to safeguard them from any damage.

Proposed Permanent Earthworks for Approval

- 3.3.64 The proposed earthworks are shown on the following drawings for approval. Landform Plans and Earthwork Cross Sections have been provided to indicate the existing and proposed ground levels.
- South West Aylesbury Part B General Arrangement Plan - For Approval Sheet 1 - 1MC06-CEK-TP-DGA-CS04_CL18-000005

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- South West Aylesbury Part B General Arrangement Plan - For Approval Sheet 2 - 1MC06-CEK-TP-DGA-CS04_CL18-000006
 - South West Aylesbury Part B Proposed Landform Plan Sheet 1 - 1MC06-CEK-TP-DPL-CS04_CL18-000052
 - South West Aylesbury Part B Proposed Landform Plan Sheet 2 - 1MC06-CEK-TP-DPL-CS04_CL18-000053
 - South West Aylesbury Part B Earthworks Cross Sections Sheet 1 - 1MC06-CEK-TP-DSE-CS04_CL18-000029
 - South West Aylesbury Part B Earthworks Cross Sections Sheet 2 - 1MC06-CEK-TP-DSE-CS04_CL18-000030
 - South West Aylesbury Part B Earthworks Cross Sections Sheet 3 - 1MC06-CEK-TP-DSE-CS04_CL18-000031
 - South West Aylesbury Part B Earthworks Cross Sections Sheet 4 - 1MC06-CEK-TP-DSE-CS04_CL18-000032
 - South West Aylesbury Part B Sedrup North Watercourse Diversion - 1MC06-CEK-TP-DDE-CS04_CL18-000029
 - South West Aylesbury Part B Stoke Brook Watercourse Enhancement - 1MC06-CEK-TP-DDE-CS04_CL18-000033
 - South West Aylesbury Part B Pond Details and Sections Sheet 1 - 1MC06-CEK-TP-DDE-CS04_CL18-000028
 - South West Aylesbury Part B Pond Details and Sections Sheet 2 - 1MC06-CEK-TP-DDE-CS04_CL18-000034
 - South West Aylesbury Part B Pond Details and Sections Sheet 3 - 1MC06-CEK-TP-DDE-CS04_CL18-000035

Aylesbury South Cutting (Part of)

- 3.3.65 Aylesbury South Cutting within the site will extend from chainage 59+390 to 60+400 and will be 610m in length. The total length of the Cutting extends beyond the site to chainage 58+320 and will be approximately 2km in length.
- 3.3.66 Within the site, the Cutting will be between 2m to 4m in depth depending on existing ground levels.
- 3.3.67 The HS2 line will be located at the base of the Cutting.
- 3.3.68 The earthwork design for Aylesbury South Cutting is shown on the South West Aylesbury Part B Earthwork Cross Section Sheets 1 and 2 (Drawing Nos. 1MC06-CEK-TP-DSE-CS04_CL18-000029 and 1MC06-CEK-TP-DSE-CS04_CL18-000030).

Aylesbury Embankment

- 3.3.69 Aylesbury Embankment will extend from chainage 60+400 to 61+700 and will be 1300m in length.

- 3.3.70 The Embankment will be up to 12m above existing ground level. The existing ground level ranges from 78m to 85m AOD. The slope of the Embankment will be 1 in 2.
- 3.3.71 The HS2 line will be located at the top of Aylesbury Embankment.
- 3.3.72 The earthwork design for Aylesbury North Cutting is shown on the South West Aylesbury Part B Earthwork Cross Section Sheets 3 and 4 (Drawing Nos. 1MC06-CEK-TP-DSE-CS04_CL18-000031 and 1MC06-CEK-TP-DSE-CS04_CL18-000032).

Aylesbury North Cutting (Part of)

- 3.3.73 Aylesbury North Cutting within the site will extend from chainage 61+700 to 61+900 and will be 200m in length. The total length of the Cutting extends beyond the site to chainage 62+450 and will be approximately 750m in length.
- 3.3.74 Within the site, the Aylesbury North Cutting will be between 2m to 4m in depth depending on existing ground levels and between 40m to 70m wide. The existing ground level through the Cutting ranges from 85m to 87m AOD.
- 3.3.75 The HS2 line will be located at the base of the Cutting.
- 3.3.76 The earthwork design for Aylesbury North Cutting is shown on the South West Aylesbury Part B Earthwork Cross Section Sheet 4 (Drawing No. 1MC06-CEK-TP-DSE-CS04_CL18-000032).

Earthworks associated with Footpath SMA/16 Realignment

- 3.3.77 The Proposed Scheme requires ground level changes associated with the proposed realignment of Footpath SMA/16. These works are shown on the South West Aylesbury Part B General Arrangement Plan – For Approval Sheet 2 (Drawing No. 1MC06-CEK-TP-DGA-CS04_CL18-000006).
- 3.3.78 Footpath SMA/16 will be realigned to cross the HS2 line via Footpath SMA/16 Accommodation Overbridge. Land to the east and west of the HS2 line along the length of the realignment will be raised by up to 3.5m above existing ground level.. Existing ground levels in this area range from 85m AOD at the northern tie-in rising to 89m AOD at the southern tie-in.
- 3.3.79 The earthwork embankment slopes will be typically 1 in 3.
- 3.3.80 The proposed levels are shown on the South West Aylesbury Part B Proposed Landform Plan Sheet 2 (Drawing No. 1MC06-CEK-TP-DPL-CS04_CL18-000053).

Earthworks associated with Access Track 1 - HS2 maintenance access to Drainage Ponds 6 and 7

- 3.3.81 A new maintenance access track is required as part of the Proposed Scheme (Access Track 1). This access track will provide maintenance access to Drainage Ponds 1 and 2 and the HS2 line.
- 3.3.82 Earthworks are required to provide a level road surface. Existing ground levels in this area range between 78m and 84m AOD. The ground will be re-profiled to between 0m and 1.0m above existing ground level.
- 3.3.83 The location of Access 1 is shown on the South West Aylesbury Part B General Arrangement Plan For Approval Sheet 1 (Drawing No. 1MC06-CEK-TP-DGA-CS04_CL18-000005).
- 3.3.84 The proposed earthworks are shown on the South West Aylesbury Part B Proposed Landform Plan For Approval Sheet 1 (Drawing No. 1MC06-CEK-TP-DPL-CS04_CL18-000052).

Earthworks associated with SBH/19 Oat Close Bridleway

- 3.3.85 The earthworks that support SBH/19 Oat Close Bridleway are located between 60+660 to 61+070. They are arranged asymmetrically either side of the HS2 line and are a maximum of 8.0m above existing ground level to the west of HS2 and 10.0m above the existing ground level to the east of HS2. The arrangement is driven by the proximity of the LOD in this area and the bridleway route traverses south 150m before returning north to the overbridge crossing point at 60+920, on the east of the trace. To the west of the trace the bridleway approaches the bridge crossing point, both from the north and the south. The route from the north rises from 61+170 traversing across the landscape earthwork as it rises to the landscape earthworks crestline at 61+030. From the south the route rises from 60+550 to join the crest of the landscape earthworks at 60+740.

Stoke Brook Watercourse Enhancements

- 3.3.86 The location and details of the proposed enhancements to Stoke Brook Watercourse are shown on South West Aylesbury Part B Stoke Brook Watercourse Enhancement (Drawing No MC06-CEK-TP-DDE-CS04_CL18-000033).
- 3.3.87 The enhancements to the Stoke Brook Watercourse include variation of the embankment gradients and profiles, variation in the direction of the watercourse to create differential flow that will include slack water areas. A variety of different features will be provided within the channel that create different habitat opportunities and that will help vary the flow rate within the channel. These include gravel riffles that help to oxygenate the water, large woody debris that create shelter and protection within the channel and leaky wooden dams that will

create pockets of slowly moving water, providing further habitat opportunities for a variety of fauna and flora species.

Sedrup North Watercourse Diversion

- 3.3.88 Sedrup North watercourse diversion is required to reconnect the watercourse using the proposed Sedrup North Culvert.
- 3.3.89 The location and details of the proposed watercourse diversion is shown on the South West Aylesbury Part B Sedrup North Watercourse Diversion (Drawing No. 1MC06-CEK-TP-DDE-CS04_CL18-000029).

Earthworks associated with the Ecology Ponds

- 3.3.90 8 No. ecology ponds are proposed within the site located between Ch60+050 and Ch60+370.
- 3.3.91 The Ecology Ponds vary in size from approximately 150m² to 240m² and are approximately 600mm – 700mm in depth.
- 3.3.92 A number of smaller Ecology Ponds are proposed because these will benefit different species compared to deeper larger ponds to create a high-quality biodiverse system within the land available.
- 3.3.93 The location of the proposed Ecology Ponds are shown on South West Aylesbury Part B General Arrangement Plan - For Approval Sheet 2 (Drawing No. 1MC06-CEK-TP-DGA-CS04_CL18-000006).
- 3.3.94 The proposed earthworks are shown on the South West Aylesbury Part B Proposed Landform Plan For Approval Sheet 2 (Drawing No. 1MC06-CEK-TP-DPL-CS04_CL18-000053).

Earthworks associated with the Drainage Ponds and Drainage Ditches

- 3.3.95 7 No. drainage ponds are proposed within the site. This is less than proposed within the HS2 Phase 1 ES. Details of the drainage ponds are provided in **Table 6** below.
- 3.3.96 The location of the proposed drainage ponds and drainage ditches are shown on the South West Aylesbury Part B General Arrangement Plan For Approval Sheets 1 and 2 (Drawing Nos. 1MC06-CEK-TP-DGA-CS04_CL18-000005 and 1MC06-CEK-TP-DGA-CS04_CL18-000006).
- 3.3.97 The details of the drainage ponds are shown on the South West Aylesbury Part B Pond Details and Sections Sheets 1 - 3 (Drawing Nos. 1MC06-CEK-TP-DDE-CS04_CL18-000028, 1MC06-CEK-TP-DDE-CS04_CL18-000034 and 1MC06-CEK-TP-DDE-CS04_CL18-000035). These drawings are submitted for approval.

Table 6: Pond Details

Pond Reference	Purpose	Pond Length (m)	Pond Width (m)	Depth of Pond (m) Earthwork below existing ground at the highest point (m)	Slope Gradient
Pond 1	Land Drainage	100m	85m	1.5m	1 in 4
Pond 2	Land Drainage	55m	105m	1.5m	1 in 4
Pond 3	Land Drainage	50m	60m	1.5m	1 in 4
Pond 4	Land Drainage	90m	65m	3.5m	1 in 3
Pond 5	Land Drainage	100m	55m	4.1m	1 in 3
Pond 6	Track Drainage	140m	100m	3.2m	1 in 5
Pond 7	Track Drainage	135m	50m	1.5m	1 in 6

3.3.98 The drainage ditches are proposed along the east and west side of the HS2 line. The drainage ditches will contain or catch water run-off from the higher ground. The drainage ditches will be open ditches that will range from 0.3m to 3.0m wide at ground level and a maximum 1.15m depth. The drainage ditches will have side slopes that range from 1 in 1 to 1 in 2 gradient. The size of each ditch will depend on topography and drainage capacity requirements.

3.3.99 Further information on the drainage arrangements is shown on the South West Aylesbury Part B Drainage Plan Sheets 1 and 2 (Drawings Nos. 1MC06-CEK-TP-DPL-CS04_CL18-000056 and 1MC06-CEK-TP-DPL-CS04_CL18-000057). These drawings are submitted for information only.

Works Not For Approval

Maintenance Accesses and Parking Bays

3.3.100 The maintenance accesses and parking bays that do not require approval because no earthworks are required are shown indicatively on the South West Aylesbury Part B General Arrangement Plan – For Information Sheets 1 and 2 (Drawing Nos. 1MC06-CEK-TP-DGA-CS04_CL18-000007 and 1MC06-CEK-TP-DGA-CS04_CL18-000008).

Related Submissions for Adjacent Works

- 3.3.101 Part of Aylesbury South Cutting falls within AVDC Package 05 - Stoke Mandeville. Part of Aylesbury North Cutting falls within AVDC Package 06a - South West Aylesbury and AVDC Package 07 - Hartwell. Both 'parts' outside of this package have been approved.
- 3.3.102 AVDC Package 05 – Stoke Mandeville was approved by BC on 31st March 2022 (LPA application reference 21/04344/HS2). AVDC Package 6a South West Aylesbury Part A was approved by BC on 12th August 2022 (LPA application reference 22/01576/HS2). AVDC Package 07 Hartwell was approved by BC on 3rd February 2023 (LPA application reference 22/03268/HS2).
- 3.3.103 A resubmission of AVDC Package 5 Stoke Mandeville, specific to the PRA line asset was approved by BC on 26th October 2023 (LPA application reference 23/01920/HS2) (AVDC Package 05 R1 – Stoke Mandeville).
- 3.3.104 Schedule 17 Lorry Route Approval have been approved in respect of the movement of Large Good Vehicles (LGVs) to and from construction sites associated with the Proposed Scheme. The initial submission was approved on 8th April 2021. A Non Material Amendment to provide a second point of access off the A418 Oxford Road was approved on 4th April 2022 (application reference BCL-LR-10016 NMA).
- 3.3.105 Aylesbury Garden Town 2 (AGT2) is located immediately adjacent to the application site between chainages 59+400 to 62+200. Meetings have been held between representatives of HS2 and AGT2 to manage the Aylesbury Embankment interface to ensure that the two schemes are compatible.
- 3.3.106 The proposed related consents are set out in Section 7 of this Written Statement.

3.4 Indicative Mitigation

- 3.4.1 This section describes the indicative mitigation and enhancement proposals that have been submitted for information in parallel with this Schedule 17 application and in accordance with paragraph 7.5.2 of the High Speed Two (HS2) Phase 1 Planning Memorandum and Planning Forum Note (PFN) 10 (Link to PFN10).
- 3.4.2 Plans and Specifications consent under Schedule 17 of the HS2 Act is sought for the works listed in Table 1 and Table 2 of this Written Statement. Some mitigation (i.e. landscape bunds and noise barriers) is covered by Plans and Specifications and is submitted for approval as part of this application. Other 'indicative mitigation' planting elements will form part of a future application under Paragraph 9 submission for mitigation, which will then form part of the approvals to include in the Schedule 17 Bringing into Use (BIU) application.

- 3.4.3 Details of the indicative mitigation and enhancement proposals submitted for consultation in accordance with paragraph 7.5.2 of the Planning Memorandum are shown on the Planting Plans and Environmental Masterplan Drawings and will be the subject of a separate consultation letter that will be sent to BC for comment following this submission (Letter Ref: 1MC06-CEK-TP-APP-CS04_CL18-000004).
- 3.4.4 Paragraph 7.5.2 of the Planning Memorandum States: *'...Where the works for approval will have a mitigating effect in relation to operational noise from the railway or new roads, the nominated undertaker will provide information to show, so far as is reasonably practicable at that stage in the design process, how the noise mitigation performs and the expected conditions. While not material to approvals under paragraph 2 or 3, this information will provide reassurance in advance of the request for approval under paragraph 9 that the mitigation is appropriate and will present an opportunity to raise concerns.'*
- 3.4.5 The proposed indicative mitigation and enhancement proposals are shown on the following drawings and are described below. These drawings are submitted for information only.
- South West Aylesbury Part B Landscape Cross Sections Sheet 1 – 1MC06-CEK-TP-DSE-CS04_CL18-000033
 - South West Aylesbury Part B Landscape Cross Sections Sheet 2 – 1MC06-CEK-TP-DSE-CS04_CL18-000034
 - South West Aylesbury Part B Landscape Cross Sections Sheet 3 – 1MC06-CEK-TP-DSE-CS04_CL18-000035
 - South West Aylesbury Part B Landscape Cross Sections Sheet 4 – 1MC06-CEK-TP-DSE-CS04_CL18-000036
 - South West Aylesbury Part B Environmental Masterplan Key Plan – 1MC06-CEK-TP-DPL-CS04_CL18-000061
 - South West Aylesbury Part B Environmental Masterplan Sheet 1– 1MC06-CEK-TP-DPL-CS04_CL18-000060
 - South West Aylesbury Part B Environmental Masterplan Sheet 2– 1MC06-CEK-TP-DPL-CS04_CL18-000058
 - South West Aylesbury Part B Planting Plan (Grassland) Sheet 1– 1MC06-CEK-TP-DPL-CS04_CL18-000063
 - South West Aylesbury Part B Planting Plan (Grassland) Sheet 2 - 1MC06-CEK-TP-DPL-CS04_CL18-000062
 - South West Aylesbury Part B Planting Plan (Woodland and Hedgerows) Sheet 1 – 1MC06-CEK-TP-DPL-CS04_CL18-000065

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- South West Aylesbury Part B Planting Plan (Woodland and Hedgerows) Sheet 2 – 1MC06-CEK-TP-DPL-CS04_CL18-000064
 - South West Aylesbury Part B Retained and Removed Vegetation Plan – 1MC06-CEK-TP-DPL-CS04_CL18-000066
 - South West Aylesbury Part B Existing Vegetation Plan – 1MC06-CEK-TP-DPL-CS04_CL18-000067
 - South West Aylesbury Part B Landscape Planting Plan Sheet 1 – 1MC06-CEK-TP-DPL-CS04_CL18-000069
 - South West Aylesbury Part B Landscape Planting Plan Sheet 2 – 1MC06-CEK-TP-DPL-CS04_CL18-000068

3.4.6 Details of planting and soft landscaping do not require approval of Plans and Specifications under paragraphs 2 or 3 of Schedule 17.

3.4.7 The mitigation will comprise part of the overall mitigation scheme in relation to the Scheduled Works listed in Section 3.2 above.

Landscape

3.4.8 The embankment approaches to Footpath SBH/34 Overbridge at chainage 61+860 are proposed to be planted with a combination of native bushes and shrubs and wildflower grass seed mix of an ecological interest, to mask the presence of these shallow embankments in views from the east and west. In addition to this the western embankment is flanked to the north and the south with proposed woodland planting that will mask the embankment completely in views from the west, and of Footpath SBH/34 Overbridge.

3.4.9 To the south of Footpath SBH/34 Overbridge on the west side of the HS2 and between chainage 61+270 to 61+860 land will be restored to agricultural use on completion of the work. The east field boundary will have a hedgerow enclosure and woodland planting to the east of the hedgerow. To the east of the woodland planting there is a land drainage ditch and Access Track 1, which will be a stone surfaced track that fits with the existing rural landscape character to the west of HS2. The intervening verges between the woodland, drainage and access track are to be sown and softened with wildflower and grass species. This track will also provide a publicly accessible route, down the west side of HS2. The route has an open character with wildflower grass verges on either side with a backdrop of planting that filters views of HS2.

3.4.10 To the east of the access track between chainages 61+270 to 61+680 the landscape design incorporates several of features including the landscape earthworks between chainage 61+580 to 61+680, water storage Pond 7 between chainages 61+400 to 61+500 with landscape embankments accompanying HS2

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- through this area. The planting is designed to unify these features either clothing the landscape earthwork with woodland planting or providing a backdrop for the water storage Pond 7 area with further wildflower planting and native bushes and shrubs that roll onto the inward facing slope of the landscape earthwork to disrupt the line of the earthwork in the landscape. Further foreground planting is provided with pockets of high edge woodland and open scrub planting that combines to integrate with more open wildflower areas to filter views towards HS2.
- 3.4.11 Between chainages 61+150 to 61+260 there is a further water storage area Pond 6, which is screened from Access Track 1 with a high habitat hedge. SBH/19 Bridleway approaches HS2 on embankment raised above the existing land level. The embankments are to be sown with a wildflower grass species mix to accompany the footpath route through landscape setting to the west of the HS2 line. Views from footpath towards HS2 are limited by the earthworks up to chainage 61+180 that will be planted with woodland species to mask HS2 in the landscape setting.
- 3.4.12 Footpath SMA/16 Overbridge is located at chainage 60+010 and the approaches are on a shallow embankment. The outward facing slopes of the embankments that support the footpaths are to be sown with wildflower grass species mixes that will integrate with the top of the crest of Aylesbury South Cutting to the north and south of the embankment approaches. The wildflower and grass species mix soften the crest of the cutting and will integrate well with the agricultural land to the west of the HS2 line. The approach embankments are masked in the landscape in views from the west by hedgerow planting to the south side of the proposed ditch line and to the west of the ecological area to the north.
- 3.4.13 Between chainages 60+050 to 60+370 and to the west of the HS2 line there are eight ecology ponds proposed between the crest of Aylesbury South Cutting and the hedge line that is proposed to the west of the ditch that runs between chainage 60+010 to 60+530. The ecology ponds are surrounded by wildflower and grass species, which will provide a wildflower area a minimum of 30m in width and a length of 350m above Aylesbury South Cutting. Between chainages 60+370 to 60+530 the presence of the railway in the landscape is masked by the landscape earthwork that connects to the north to SBH/19 Bridleway. The outward facing slope is proposed to be planted with woodland species. The land to the west of this is to be restored to agricultural use and the field enclosure pattern is reinforced with the introduction of a boundary hedge that will mask the presence of the HS2 security fence above Aylesbury South Cutting in views from the west.
- 3.4.14 Between chainages 59+390 to 59+990 HS2 continues south within Aylesbury South Cutting. To the west of the cutting the western edge of the development

will be restored to agricultural use. The edge of the restored land will be enclosed with hedgerow planting that will mask the crest of the Aylesbury South Cutting and the HS2 security fencing that is located at the crest of cutting. To the south of this area and between chainages 59+390 to 59+600 there are three water storage areas Ponds 1, 2 and 3. These ponds are proposed for land drainage and will be surrounded by wildflower grass species that will soften the form the ponds in their landscape setting. To the west of the water storage area there is a proposed hedge line that reinforces the existing field pattern and mask the presence of the ponds in views from the PRow from the south west.

- 3.4.15 From chainage 60+390 to 61+180 the landscape design of the west side of HS2 is underpinned by a landscape earthwork which is planted on the outward facing slope with woodland planting and on the upper part of the inward facing slope with woodland edge and native bushes and shrubs that roll over the crest to disrupt the line of HS2 in the landscape setting. SBH/19 Bridleway will run across the slope and along the crest of the landscape earthwork. The bridlepath will be accompanied by planting on both sides to create a tree lined approach to SBH/19 Bridleway Oat Close Overbridge. To the west of the landscape earthwork a hedgerow is proposed to enclose the field to the west of the proposed drainage ditch. The intervening strips of open space between the toe of the earthwork, drainage ditch, water storage area and hedgerow will be seeded with wildflower and grass seed mix of ecological interest that will soften the appearance of both the ditch and the earthwork toe, with the wildflower species extending up the slope in places to integrate with woodland planting at a higher elevation.
- 3.4.16 To the east of the HS2 line and between chainages 60+920 to 61+850 there is a landscape earthwork proposed that connects between the ramped embankment approaches to SBH/19 Bridleway Oat Close Overbridge in the south and Footpath SBH/34 Overbridge in the north. There is a gentle outward facing slope to the east side of the earthwork and this will be planted with woodland species to create a woodland buffer to HS2 that connects into the exiting pockets of woodland adjacent to the site and into the existing hedge lines that form field enclosures.
- 3.4.17 Between chainages 61+100 to 61+900 the eastern margin of the landscape earthwork is accompanied by the Sedrup Brook Watercourse Diversion. This is designed to sit at the toe of the landscape earthwork and is proposed to be sown with a wildflower and grass seed mix that will soften the form of the watercourse and blend the toe of the earthwork into existing landscape levels. The margins of the watercourse diversion are also supplemented by feature tree planting that create additional filters in views from the east towards HS2. These tree species relate strongly to the riparian setting of the diverted watercourse and are a feature of this landscape character area.

- 3.4.18 Between chainages 59+620 to 59+890 the strip of land to the east of the diverted watercourse and the proposed drainage ditches will be planted with a hedge line that will reinstate and enclose the field boundaries to the east, stitching back together the landscape features that are characteristic of the Haddenham Vale LCA. The hedge lines tie in with existing and with existing pockets of retained woodland to recreate a strong and well contained landscape structure to the east of HS2.
- 3.4.19 The sinuous approach to SBH/19 Bridleway Oat Close Overbridge from the east, rises from existing land levels to the crest of the landscape earthworks at 91m AOD. The route traverses the slope from the low point on the east, first to the south and secondly to the north and is accompanied by woodland planting either side of the path to the crest of the landscape earthworks. A generous verge, sown with wildflower and grass species promotes good forward visibility and a planting plot of bushes and shrubs rolls over the crest of the cutting to visually disrupt the line of HS2 in the low clay vale landscape setting.
- 3.4.20 Between chainages 60+050 to 60+740 the outward facing slope of the landscape earthwork is proposed to be planted with a combination of woodland edge and woodland species that will form a continuous belt of planting between SBH/19 Bridleway Oat Close Overbridge and Footpath SMA/16 Accommodation Overbridge to the south. The crest of the landscape earthworks is to be planted with native bushes and shrubs that will roll over the crest and will visually disrupt the line of HS2 in the landscape setting. The toe of the landscape earthwork is accompanied by a land drainage ditch that flows from south to north and is enclosed from the east by a continuous hedge line that reinforces the existing field boundary and connects to existing retained hedge lines that form the existing field pattern. Either side of the drainage ditch the existing land level will be sown with wildflower and grass species mixes that will encroach up the slope and blend the landscape earthworks into the existing land profile.
- 3.4.21 Between chainages 59+500 to 60+000 land between the toe of the landscape earthworks and the Stoke Brook Watercourse is proposed to be restored to agricultural use. This low lying land is to the east of the landscape earthwork that connects the embankment of SBH/19 Bridleway Oat Close Overbridge towards the PRA Line embankment to the south. The outward facing slopes of the landscape earthwork are to be planted with woodland edge species that will integrate the landscape earthwork into the landscape setting filtering views towards HS2 from the east and visually disrupting the line of HS2. The inner face of the landscape earthwork is proposed to be planted with bushes and shrubs that will roll over the crest of the earthwork to disrupt the line of HS2 in the landscape setting.

3.4.22 The toe of the landscape earthwork has a drainage ditch to the east, and this is separated from the restored land by a proposed hedge line that reinstates the field enclosure and tie into the retained hedge lines to the north of the PRA Line. The hedge lines will reinforce the existing landscape character and provide connectivity from north to south along HS2.

3.4.23 The realigned Stoke Brook Watercourse retains existing vegetation along the eastern extent of the brook and introduces changes in level and backwaters in the realignment of the brook. This has been designed to promote biodiversity and riparian habitat types through the introduction of variable flows and depths of the channel, as well as accommodating the required flood capacity.

Ecology

3.4.24 No Ecological Mitigation Sites will be created within the site. 8 No. ecology ponds are proposed within the site. The ecology ponds are required for ecological mitigation. The earthworks associated with the ecology ponds require Plans and Specifications approval and are described above.

3.4.25 New hedgerow creation will be undertaken and connected habitat provided as part of the landscape scheme to compensate for the loss of wildlife corridors that hedgerows provide. This is shown on the Landscape Planting Plans.

3.4.26 Mitigation for the loss and fragmentation of important hedgerows will be in accordance with the ecological principles of mitigation in HS2 Phase 1 ES Volume 5: Appendix CT-001-000/2 (Link to Vol 5).

Noise Mitigation

3.4.27 The noise mitigation comprises of noise barriers and landscape earthworks.

3.4.28 Scheme wide design updates have been considered in the noise modelling and are based on a track alignment which incorporates the reduction of track centres from 5.0m, as defined in the HS2 Act, to 4.7m from track centre line to centre line. By positioning the earthworks closer to the tracks, their effectiveness at screening noise has been improved.

3.4.29 The accompanying Noise Demonstration Report (NDR) (Document Ref. 1MC06-CEK-TP-REP-CS04_CL18-000001) demonstrates how all reasonable steps have been taken within the design to reduce the combined airborne sound from altered roads and operational railways, predicted in all reasonably foreseeable circumstances, in order not to exceed the defined values for Lowest Observed Adverse Effect Level (LOAEL).

3.4.30 Where it has not been reasonably practicable to achieve this objective, the NDR shows how airborne sound has been reduced 'As Far As Reasonably Practicable' (AFARP).

- 3.4.31 The NDR demonstrates that the proposed noise barrier provides the required level of acoustic mitigation.

3.5 Construction Method

- 3.5.1 This section summarises the currently envisaged general construction methodology, the main temporary works arrangements and other works. The arrangements described may alter and are for information and background only. They do not form part of this request for approval.
- 3.5.2 The works subject to this request for approval of Plans and Specifications will be undertaken in accordance with the HS2 CoCP (Link to EMR CoCP) and the Class Approval issued by the Secretary of State (March 2017).
- 3.5.3 The interference with the PRoWs and the formation of a new access track (Access 1) will be the subject of a separate consent under Schedule 4 of the HS2 Act. All the other main consents likely to be required for the works are summarised in Section 7.
- 3.5.4 The location of the maintenance accesses and parking bays are shown on the South West Aylesbury Part B General Arrangement Plan For Information Sheets 1 and 2 (Drawing Nos. 1MC06-CEK-TP-DGA-CS04_CL18-000007 and 1MC06-CEK-TP-DGA-CS04_CL18-000008).
- 3.5.5 Construction of the Proposed Scheme will utilise the A418 Oxford Road Overbridge Satellite Compound which is located outside the site.
- 3.5.6 The Satellite Compound will provide local storage for plant and materials, car parking for staff and site operatives, and welfare facilities.
- 3.5.7 Access to the Satellite Compound will be strictly controlled from a security hut that will be located at the entrance to the construction sites. The security hut will be manned 24hrs a day throughout the construction period. The compounds will be monitored by 24hr CCTV surveillance and security patrols. Movement between the construction compounds and the worksites will be on designated haul roads within the site.

3.6 Environmental Management During Construction

- 3.6.1 The Environmental Memorandum (part of the HS2 Environmental Minimum Requirements) sets out the arrangements for the management of environmental issues during construction and the CoCP sets out specific details and working practices that apply. The CoCP is supported by Local Environmental Management Plans (LEMPs) and Key Environmentally Sensitive Worksite Management Plans (KESWMP) which include specific measures by topic, relevant to each relevant local authority area.

- 3.6.2 The LEMP relevant to the works subject to this Schedule 17 submission is the Local Environment Management Plan (Dec 2017) and can be found here: (Link to Local Environmental Management Plan).
- 3.6.3 The KESWMP has been prepared to satisfy the commitments set out within the HS2 Environmental Memorandum and to support the Local Environmental Management Plan (LEMP) for Aylesbury Vale District Council area, and other areas.
- 3.6.4 Environmental management arrangements during construction do not form part of this request for approval of Plans and Specifications under Schedule 17 and are submitted for information only.
- 3.6.5 As part of the LEMPs the Environmental Memorandum requires the preparation of site-specific management plans. These focus on mitigation, compensation, and monitoring requirements and opportunities for enhancement in relation to identified environmental topics, including nature conservation, terrestrial and aquatic ecology, water resources, geomorphology, recreation and amenity, landscape, public open space and agricultural land.
- 3.6.6 Ecological surveys undertaken by HS2 for this application have identified the presence of the following protected or notable species / habitats within, or near to, the Site; each of which is described in further detail below:
- Bats;
 - Great Crested Newts (GCN) (*Triturus cristatus*);
 - Badgers (*Meles meles*)
 - Nesting birds;
 - Dormouse (*Muscardinus avellanarius*)
 - Reptiles; and
 - Important Hedgerows.
- Bats**
- 3.6.7 Habitat suitable to support roosting, foraging and commuting bats within and adjacent to the Proposed Scheme in this area consists of farmland bounded by hedgerows and woodland. Lowland mixed deciduous woodland and pasture is present to the south-west of Aylesbury. A number of potential commuting and foraging features were identified from Phase 1 Habitat Survey data and aerial photography. This includes several hedgerows at Stoke Brook to the south of Aylesbury as well as hedgerows and tree-lines on the Hartwell Estate.

- 3.6.8 Within the wider area, desk and field survey records confirmed the presence of twelve species of bat within this area. These included three rare species (barbastelle bat, whiskered/Brandt's bats and Nathusius' pipistrelle), and one scarce species, Leisler's bat.
- 3.6.9 The hedgerow network in the south of this area is well established and connected, and, in combination with tree-lined roads and the ditch and running water network, provides an extensive network for commuting bats. In particular, the road south of Hartwell House (A418 Oxford Road) was highlighted as a particularly important commuting route, as well as the trees adjacent to Sedrup ditch to the east of the site.
- 3.6.10 8 confirmed roosts have been identified within the site, with a further 5 confirmed roosts within close proximity to the site border. In addition, there are a number of trees with identified roosting potential within the site.

Great Crested Newt (GCN)

- 3.6.11 GCN populations have been recorded within, and adjacent to, the site, present within a single amphibian metapopulation (AMP). AMP 018 (between chainages 061+900 to 062+500) which contains a medium GCN population.
- 3.6.12 The ponds located within these areas qualify as habitats of principal importance for the conservation of biodiversity in England, as defined under Section 41 of the 2006 Natural Environment and Rural Communities Act.
- 3.6.13 The breeding ponds for GCN will not be removed during construction. Maintaining the extent of and connectivity between ponds suitable for breeding adjacent to terrestrial vegetation that provides foraging opportunities and features for hibernation is important to maintaining the conservation status of this species.

Badgers

- 3.6.14 A significant number of badger setts of varying levels of use and importance have been identified through surveys, including several setts classified as main setts, outliers, annexes, and subsidiaries. All setts identified within the site boundary have either been closed or were not found during 2020 surveys. Several outlier setts and setts outside of Early Work Contractor's (EWC) scope are within close proximity of the site. As compensation for the loss of badger setts, artificial setts will be constructed as covered under the HS2 scheme wide organisational badger licence from Natural England (Reference WML-OR24).
- 3.6.15 In accordance with best practice, any excavations that could entrap badgers will be covered at night to prevent badgers and other animals from becoming trapped. Should this not be possible then access ramps will be provided to allow any animals to safely escape.

Nesting birds

- 3.6.16 Any hedgerow, shrub, woodland, and other suitable vegetation that could support nesting birds, which requires clearance, will be subject to inspection by a suitably experienced ecologist for nesting birds prior to its removal. Should any active bird nests be identified they will be left in situ and undisturbed until any chicks have fledged. Works within these areas will only commence once an ecologist has confirmed that any chicks have fledged, and it is acceptable to proceed.
- 3.6.17 The growth of arable crops within the site will be prevented during spring/summer months (March to August) to avoid potential impacts and delays resulting from nesting birds being present at the time when construction works are due to commence. However, an exception to this will be made if works don't commence until after the month of August when birds are most likely to have finished breeding. In such cases, crops can be harvested after the bird breeding season.

Dormouse

- 3.6.18 Suitable Dormouse habitat has been identified adjacent to the site. Surveys undertaken in 2020 identified no dormouse field signs. In the event that Dormouse are encountered during construction, works will stop, and advice will be sought from a suitably experienced ecologist prior to re-commencing.

Reptiles

- 3.6.19 Surveys of suitable habitats in the area recorded a small population of grass snake (*Natrix helvetica*) adjacent to the site.
- 3.6.20 Construction activities throughout this area will remove habitat suitable for grass snake and other widespread reptiles, such as slow worm (*Anguis fragilis*). The conservation status of these species depends on maintaining the size of populations and the connectivity between them. Habitat removal and fragmentation will have a permanent adverse effect on the conservation status of these species up to the county/metropolitan level.
- 3.6.21 If vegetation clearance and construction activities may cause harm to reptiles, it is recommended that a precautionary method of working is implemented. In the event that reptiles are encountered during construction, works will stop, and advice will be sought from a suitably experienced ecologist prior to re-commencing.

Important Hedgerows

- 3.6.22 There are important hedgerows impacted by the works within the site boundary throughout the area. Habitat compensation will be implemented for the loss of these hedgerows through reinstatement where temporary losses are required

and planting new hedgerows within the Act Limits to compensate for the permanent losses.

3.7 Historic Environment

3.7.1 As set out within the HS2 Heritage Memorandum (part of the HS2 Environmental Minimum Requirements), a route-wide Generic Written Scheme of Investigation: Historic Environment Research and Delivery Strategy (GWSI: HERDS) has been prepared in consultation with Historic England (HE) and the LPAs (Link to HS2 Heritage Memorandum). It also sets out the research framework and general principles for design, evaluation, investigation, recording, analysis, reporting and archive deposition to be adopted for the design development and construction of HS2.

3.7.2 The HS2 Heritage Memorandum also sets out how the historic environment (including heritage assets and their setting) will be addressed during design. The HS2 Environmental Memorandum sets out the approach to landscape and visual mitigation which takes account of the historic environment.

3.7.3 In accordance with HERDS, Location Specific Written Scheme of Investigations (LSWSI) and Project Plans for geophysical surveys have been prepared and issued to Buckinghamshire County Council. Buckinghamshire County Council now forms part of the BC Unitary Authority following re-organisation in 2020.

Archaeological Summary Statement

3.7.4 A Geophysical Magnetometer Survey at Sedrup Farm and geophysical Magnetometer Survey at Standall's Farm completed in 2018 detected few anomalies of definite archaeological origin. Many of these anomalies relate to features depicted on historic OS mapping. Trial trenching was recommended.

3.7.5 Trial trench excavations across Sedrup Farm and East of Bishopstone, recovered archaeological remains. These mostly consisted of either later prehistoric or Post Medieval period remains. Another trial trenching event at Sedrup Farm identified several areas of continuous, multiphase settlement activity ranging from the late Bronze Age to the late Romano British period. This activity included several areas of possible enclosure and boundary ditches, extensive water management features and evidence suggesting a possible high-status structure in the locality. Two inhumations were also excavated during the Sedrup Farm evaluation, with a further three inhumations identified, but left in situ.

3.7.6 Archaeological Recording at Sedrup Farm and East of Bishopstone Archaeological sites. This work represented the final stage of archaeological work – archaeological recording. This work achieved its aims and indicates that further work at these

sites would not achieve anything further or contribute anything further to new or existing objectives. Therefore, no further work is required or recommended.

- 3.7.7 Construction Integrated Recording (CIR) was considered to be required during the removal of the hedgerow East of Bishopstone. A Form A was issued for Construction Integrated Recording at Bishopstone Site Aylesbury, Buckinghamshire at chainage 60+800 – 61+000 but this has been descoped as the hedgerow will not be removed.

Built heritage

- 3.7.8 There are no Listed Buildings within the chainage covered by this Written Statement. There is one conservation area and there are eight Grade II listed buildings which surround the site. The closest is Glebe House (NHLE: 1268491) which is a mid-19th century house. Glebe House has been assessed in numerous surveys including historic building recording. The level of impact to Glebe House reported in the HS2 Phase 1 ES was major due to this designated heritage asset being demolished.
- 3.7.9 In the ES it was identified that Sedrup Conservation Area and the seven Grade II listed buildings would have partial visibility with the Scheme within the agricultural landscape to the north of Sedrup. It was considered that this would have no appreciable effect on the ability to understand or appreciate these assets within their historic landscape context. This would result in a permanent minor adverse impact to the significance of these listed buildings and the conservation area. With the works associated with this package it is not considered to exceed the impacts reported in the ES.

4 Design Criteria and Rationale

4.1 Introduction

- 4.1.1 This section outlines the design criteria and design rationale for the approval of Plans and Specifications for AVDC P06b – South West Aylesbury (Part B), as outlined in Tables 1 and 2 of this Written Statement.

4.2 Design Rationale

- 4.2.1 The purpose of this application is to allow HS2 to continue in a south east to north west direction to the west of Aylesbury. The Proposed Scheme put forward for Schedule 17 approval accords with this design rationale.
- 4.2.2 The design rationale that has informed the design of the Proposed Scheme includes:
- Providing a sympathetic development that respects the landscape and ecological elements of the site and the wider landscape context;
 - Retaining and protecting as much existing vegetation as possible;
 - Retaining and protecting existing hedgerows, field patterns and fence lines, where possible, to reduce any potential negative impacts for navigating bats;
 - Minimising disruption during construction of the site and site delivery of materials through the surrounding area and settlements;
 - To avoid or reduce the adverse effects of the Proposed Scheme, such as airborne noise effects;
 - Integrating and or screening HS2 earthworks embankments and associated assets, including security fencing and noise barriers.
 - Potential for greater biodiversity links and habitat creation.

4.3 Design Constraints

- 4.3.1 The general constraints and drivers which have informed the design of the Proposed Scheme include:-
- Accordance with the HS2 Design Vision, Landscape Design and the technical requirements set out in the HS2 Design Panel Handbook and HS2 Bridge Design Guide;
 - Compliance with the CoCP (London-West Midlands Environmental Statement - Environmental Minimum Requirements - Annex 1: Code of Construction Practice) (February 2017) (Link to EMR CoCP) and HS2 Phase 1 ES;

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- That all of the works are contained within the Limits of Deviation (LoD) and Limits of Land to be Acquired or Used (LLAU);
 - Compliance with all terms and conditions set out in the route wide GCN licence, granted by Natural England and held by HS2 Ltd;
 - Providing safe access to the site for construction traffic; and
 - The 120-year design life required for all structures on HS2 provides a further constraint on appropriate bridge forms. Design life has a direct bearing on the suitability of materials in respect of their durability through weathering and/or corrosion and an impact on structural size and form with respect to material fatigue.

4.4 Design Criteria and Rationale for Structures

- 4.4.1 Consideration has been given to the HS2 Efficiency Challenge Programme. This is where HS2 challenges contractors and designers to increase the efficiency of necessary works, and the design and construction process. Through early engagement in the design process, the Design for Manufacturer Assembly (DfMA) approach, where applicable, allowed construction and engineering challenges to be addressed. The DfMA is a design approach that focuses on ease of manufacture and efficiency of assembly.
- 4.4.2 The DfMA design approach adds benefits to the quality and durability of the structures, as the repetition and standardisation of offsite construction leads to improved and more efficient construction methods which reduce the risk of errors and poor-quality construction.
- 4.4.3 The DfMA design approach reduces the construction period and time spent on site, therefore reducing impact on the public and stakeholders during the construction period.
- 4.4.4 The general principles of DfMA design are:
- Standardisation of components;
 - Reducing man-hours on site;
 - Product led delivery;
 - Contractor input from the start of design;
 - Increased construction efficiency and less wastage;
 - Producing workable details which are repeatable and less subject to error;
 - Collaborative Design integrating all Stakeholders at an early stage.

- 4.4.5 The heights and sizes of the structures are dictated by the spatial requirements including required clearance envelopes. Substructure and superstructure choices have been determined based on providing value for money solutions which are constructable and have good design principles applied to them.

4.5 Design Approach

- 4.5.1 In respect of the design of the overbridges and other civil engineering structures the HS2 Design Vision principles demand elegant, site specific and durable structures that will continue to perform and look good over the long term. These requirements are further detailed by the HS2 Design Handbook and HS2 Bridge Design Guide that call for:
- Each structure to be elegant, with a consistent design language used – but standard parts should not simply be repeated
 - Simplicity is encouraged, but not crudity. Simplicity is seen as refinement, taking time and effort, it is not a lack of detail or articulation
 - Bridge design should not rely on colour but may be enhanced by it. Self-finished materials are strongly preferred.
 - Families of bridge types, and their requirements, should be defined. Each family should have model designs with considerable flexibility for variation.
 - Facilities for maintenance shall be discretely integrated, not afterthoughts.
- 4.5.2 Functional lighting (or a decision to use no lighting) shall be considered at the outset and discretely coordinated with the structure.
- 4.5.3 The key considerations of user safety and structural efficiency coincide in the design for all three of the steel truss footbridges in AVDC6b: the cross sectional height of the truss has been determined in response to the requirements for bridge user protection and containment. With the truss structure predominantly located above deck level also forming the containment provision, the overall height of the bridge has been minimised.
- 4.5.4 The truss members are formed from weathering steel plates that are each turned away at an angle from the horizontal (in the case of the top and bottom chords) or from the vertical (in the case of the diagonal members). The purpose of arranging the primary structural members in this way is to emphasise the effects of light and shadow on the structure and present alternately very thin and comparatively broad faces to the viewer. This level of articulation on the structure is important from the point of view of a bridge user: the 'blade' form of the primary members ensures that they present a narrow face to the deck and maximise the opportunity for views from the structure. The articulation also serves to give the

bridge a distinctive and elegant appearance from the footpath approaches: the alternating thick and thin lines of the diagonal members combine with the tilted top and bottom chords to animate its appearance, especially in oblique views where the appearance of the truss can be described as similar to a zig-zag line drawn with a chisel pointed calligraphy pen.

- 4.5.5 Consideration for the bridge user continues into the design of the structure in detail. In cross section, the overall configuration of the truss is splayed upwards and outwards such that the space defined by the structure widens towards the sky. In long elevation, the requirement for solid containment above the deck is located above and to the sides of the HS2 tracks. The central portion of the bridge therefore has a predominantly solid parapet, formed in weathering steel on the outside face but overlaid with accoya linings on the inside face. The use of accoya timber panels provides a higher quality and more attractive environment to the bridge user while also relating the bridge back to its rural setting. In a similar manner the deck surface will be finished with resin bonded aggregate to match the local gravel material of the approach footpaths. Beyond the central high containment zone the opportunity for a more transparent parapet has led to the proposed use of stainless steel mesh as the infill material. This high quality material is durable and easily maintained while also providing good outward visibility for bridge users, eliminating the oppressive sense of confinement that can often be experienced on railway and highway overbridges.
- 4.5.6 At the ends of the bridge the cross sectional form of the truss is continued beyond the abutments with parallelogram shaped 'cheek walls' that bookend the structure and provide neat tying in points with the security fences that run parallel with HS2. The cheek walls screen views of the fencing and maintenance access stairways to the bearing inspection chambers beneath the deck.
- 4.5.7 The abutments are formed from concrete with rebates at the deck connection to distinguish between the supporting and spanning elements of the structure. The abutments are set into the embankment slopes and located below deck level such that the bridge appears to 'spring' from the landscape.

4.6 Options Considered

- 4.6.1 This section provides a summary of how the Proposed Scheme has been developed in accordance with the HS2 Design Vision, setting-out the approach to the scheme design and a justification for the scheme proposals.
- 4.6.2 Prior to the submission of the application, a series of pre-application meetings have been held with BC, largely focused on the design aspects of the Proposed Scheme. A summary of the pre-submission engagement undertaken with the Council, as well as Natural England, Historic England and the Environment Agency

is set-out in Table 7 and 8 of Section 5. Details of these discussions and revisions to the scheme design arising from these discussions are summarised below. However, where it has not been possible to incorporate changes to the scheme design from the pre-application discussions an explanation for this is also provided.

4.6.3 The Proposed Scheme has been developed to address comments received during the pre-application stage:-

- Originally within AVDC P6b there was a proposal to construct 5 crossing points of the HS2 line. A review of these crossing points was carried out and it was agreed that this could be reduced to 4, and a new PRoW introduced on the western side of HS2 from the A418 Oxford Road to SBH/19 Bridleway Oat Close Overbridge.
- AGT2 site is being promoted by Buckinghamshire Council within this site is the proposed route of the South West Aylesbury Link Road (SWALR). There is a particular pinch point between the existing pylon and HS2 at chainage 60+470 where the space available for the construction of the road was insufficient. HS2 have worked with BC and the applicant for this site to amend the earthworks adjacent to HS2 so it does not inhibit the future construction of the SWALR.
- Footpath SBH/34 Overbridge was originally proposed to be constructed as an accommodation overbridge to provide access to the fields to the east of the trace from the west. These fields will now form part of the proposed AGT2 development and access from the west of HS2 will no longer be required. The opportunity has been taken to change the form of Footpath SBH/34 Overbridge to a steel truss bridge (as described above in this document) as vehicular access is no longer required across the structure. Footpath SBH/34 Overbridge will now only carry the PRoW over HS2.

4.7 Landscape Design Vision

4.7.1 North of the Chilterns is the low lying open clay vale of Aylesbury, which provides the setting to the nationally important Chilterns AONB to the south. This is a settled typically flat landscape which comprises, in the south, a narrow, transitional fertile landscape which historically was associated with cherry orchards of black plum or damson and jam making. The watercourses are typically fringed with willow and black poplar. On the superficial deposits of alluvium and terraced gravels, which create a gently undulating topography, arable farmland is more common. Fields are typically large and regular shaped and delineated by hedgerows. There is little woodland cover within this landscape, with trees tending to appear within clumps of riparian vegetation and other vegetation

associated with farmsteads and field ponds. The Chalk scarp of the Chilterns is prominent in many views out of the area to the south. There is a good network of local footpaths and four main local recreational routes which cross this landscape including the Round Aylesbury Walk, and North Buckinghamshire Way. The National Trust's Grade 1 Listed Hartwell House and its Grade II* Listed historic parkland is an important heritage asset located north of the A418 between the rural settlement of Stone and the western urban edge of Aylesbury.

- 4.7.2 The clay vale landscape comprises predominantly the vale landscape type, with the north and south vale landscapes being separated by a narrow belt of low hills and ridges. The vale landscape comprises the local character areas of Haddenham Vale to the south west and west of Aylesbury. The low hills and ridges comprise the local character area of Ridge and Hartwell House & Golf Course to the west of Aylesbury.
- 4.7.3 HS2 traverses the wet, low lying and almost flat landscape of the vale LCAs in a series of shallow cuttings and low embankments. The south part of the clay vale landscape within Haddenham Vale LCA, has a strong association with the scarp landscape of the Chilterns. The vale landscape north of Stoke Mandeville is heavily influenced by the south west urban edge of Aylesbury. This landscape is expected to undergo major change as a result of Aylesbury's proposed south western urban expansion between HS2 and the present urban edge and the construction of the A4010 bypass, which forms part of the scheme.
- 4.7.4 The Landscape Vision is as follows:
- Conserve this sensitive local clay vale landscape which provides the setting to the Chilterns AONB and the important heritage asset at Hartwell House and adopt a landscape design approach that creates screening and integration of HS2.
 - Enhance the clay vale landscape where HS2 is highly visible and adopt a good landscape design approach to create effective integration and screening and provide the opportunity for enhancement of the local clay vale landscape character.
 - Through collaborative design create a landscape which respects the locally valued distinctiveness of this place, its historic landscape and biodiversity links, and helps set HS2 into the landscape and which fits with the local amenity. Locally, through the implementation of wider good design and negotiation, respond to the potential for greater biodiversity links and habitat creation, public access and education.

- 4.7.5 The landscape planting design within Aylesbury's southern clay vale has been informed by discussion with Buckinghamshire Council (formerly Aylesbury Vale District Council).
- 4.7.6 Discussion with Buckinghamshire Council has included the development of U&A's 1869 and 1853 which describe the creation of a Linear Park between South West Aylesbury and HS2. The Linear Park would include a PRow dedicated to the provision of the Linear Park.

Haddenham Vale LCA

- 4.7.7 The planting design introduces blocks of new woodland within the north part of this area within the vicinity of the A418 Oxford Road Overbridge. This woodland, although not a feature of this landscape, helps set these features in to it and screen them and HS2 in local views and the more distant elevated views from the Chilterns scarp to the south west. Elsewhere the planting design introduces intermittent belts of planting and hedgerows to help break up the line of the Proposed Scheme in local views and the more distant elevated views to the south west and to reflect the 18th century parliamentary pattern of field enclosure in the area. In the north part of the area the planting design introduces a strong linear belt of woodland on the east side of HS2, north of the Princes Risborough to Aylesbury Railway up to the A418, which will form the buffer between the new urban edge, HS2 and the landscape of the wider Haddenham Vale LCA to the west.
- 4.7.8 The typical species mix selection for this area to be considered at detail design should include oak, willow and black poplar.

5 Pre-submission Consultation

5.1.1 Pre-submission consultation with the Local Planning Authority, statutory consultees and other relevant stakeholders is summarised in **Table 7** below.

Table 7: Pre-submission Consultation with LPA and Statutory Consultees

Consultee Name	Consultation Date	Method of Consultation / Attended by	Summary of Consultation Outcome
Aylesbury Vale District Council (now Buckinghamshire Council as of 1/4/20)	2/3/2023 8/6/2023 20/6/2024 24/6/2024	A series of pre-application meetings, between Aylesbury Vale District Council (AVDC) Officers, Eiffage Kier Ferroviaire BAM (EKFB) (Main Works Contractor), Fusion (Enabling Works Contractor), HS2 Ltd, Design Joint Venture (DJV).	A range of planning matters discussed leading to the current Schedule 17 submission for South West Aylesbury. Whilst many of the matters have covered a range of HS2 route-wide issues within BC, several meetings have focused on individual packages. For this submission, the following key areas were discussed: Various detailed design matters discussed including location the number of crossing points across the HS2 line, location of PROWs and maintenance access tracks, treatment of parapets, design of the overbridges and location and appearance of the ecology ponds.

5.1.2 Pre-submission engagement with and other relevant stakeholders is summarised in **Table 8** below.

Table 8: Other Engagement Activities

Consultee Name	Consultation Date	Method of Consultation / Attended by	Summary of Consultation Outcome
Stoke Mandeville Parish Council	15-Feb-21 19-Apr-21 14-Jun-21 09-Aug-21 11-Oct-21 13-Dec-21 21-Feb-22	Online meeting	Scheduled update meetings with the parishes jointly to deliver construction updates jointly delivered with Align and Fusion to create clarity and holistic approach to the works in the area. Meet bi-monthly at the request of the parish council. Main issues around traffic – held traffic specific meetings to discuss the vehicle movements in and out of the compound – very low movements with only 11 planned at peak. Terrick roundabout up to the compound was an issue with narrow lanes and residents parking. Marsh Lane closure was discussed and the need for it to happen. There was a misunderstanding that it wasn't a permanent closure but have discussed the HS2 line, the relief road and PRA interferences and the critical pathways during construction. Local thought was that the relief road would be constructed first then Marsh Lane closed. PRoW access and availability are also hotly debated. A lot of popular walking and cycle routes affected by closures of the PRoWs and Marsh Lane. Local residents are asking for improvements to the Risborough Road. Comments made that we are separating Stoke Mandeville with no access through during the entire construction/footbridge construction All other construction updates have been received by the council and forward looks given for upcoming works in the area.

Consultee Name	Consultation Date	Method of Consultation / Attended by	Summary of Consultation Outcome
			We are working to support the Stoke Mandeville Vision and their plans for the area and will support where we can with applications to funding etc.
Cold Harbour and Fairford Leys Parish	08-Feb-20 02-Jul-20 16-Jul-20 08-Oct-20 12-Nov-20 10-Dec-20 17-Dec-20 28-Jan-21 28-Jan-21 25-Feb-21 25-Mar-21 29-Apr-21 23-Jun-21 24-Jun-21 29-Jul-21 30-Sept-21 28-Oct-21 25-Nov-21 27-Jan-21 24-Feb-22 15-Mar-22	Online meetings and face to face	General update meetings held regularly to discuss on going works and how it affects local residents. Meet monthly with the local parish and country councillors. Topics of interest mainly lay within the golf course area of Aylesbury, but the residents are affected by works further south so we update with information from Stoke Mandeville north. Main topics: • Traffic and vehicle movements along all main roads into Aylesbury • Closure of Marsh Lane for additional traffic through Stone then onto the A418 • Flooding from the Stoke Brooke diversion to the south of Stoke Mandeville (Specialist meetings have been held and are continuing • Noise impacts from construction and operational noise.
Aylesbury Town Council	28-May-20 10-Jun-20 08-Jul-20	Online meetings and face to face	General update meetings held regularly to discuss on going works and how it affects local residents.

Consultee Name	Consultation Date	Method of Consultation / Attended by	Summary of Consultation Outcome
	26-Aug-20 23-Sep-20 26-Oct-20 28-Oct-20 28-Oct-20 12-Nov-20 25-Nov-20 09-Dec-20 21-Jan-21 25-Feb-21 26-Feb-21 25-Mar-21 29-Apr-21 27-May-21 24-Jun-21 30-Sept-21 06-Oct-21 28-Oct-21 25-Nov-21 27-Jan-21 24-Feb-22 15-Mar-22		Meet monthly with the local parish and country councillors. Topics of interest mainly around the golf course area, with interest into wider Aylesbury due to landowners (ECT) who join the update meetings. Topic issues reflect that of Coldharbour and joint specialist meetings for Hydrology have been held Main topics: • Traffic and vehicle movements along all main roads into Aylesbury • Closure of Marsh Lane for additional traffic through Stone then onto the A418 • Flooding from the Stoke Brooke diversion to the south of Stoke Mandeville • Noise impacts from construction and operational noise.
Stone, Bishopstone and Hartwell Parish Council	27-Aug-20 28-Jan-21 29-Jun-21 21-Sept-21 14-Dec-21	Online meetings	Meetings scheduled when council and clerk available. Individual whatsapp group created for fast information flows – village post social media updates for works along the A418.

Consultee Name	Consultation Date	Method of Consultation / Attended by	Summary of Consultation Outcome
			Main concerns were from the closure of Marsh Lane and the additional traffic which then routes itself through the villages towards Hartwell. PRoW closures for local residents. Flooding has been brought up locally, EKFB environmental team looking to see if we can assist – no suggestions from our works for causation.
Waddesdon Parish Council	11/01/2021 18/03/2021 08/06/2021 24/06/2021 29/07/2021 26/08/2021 08/09/2021 23/09/2021 13/10/2021 21/10/2021 16/12/2021 24/02/2022	Face to face and Online	Monthly update meetings with the councillors alongside monthly joint community drop in sessions. Parish council/village are not overly impacted by works. Main focus is on traffic flows along the A41 and incorrect vehicle movements. A41 plans draw more interest with the improvements made for the Blackgrove Road junction proving positive. We have been asked to carry our night works where possible to mitigate traffic build ups and have been allowing for this where possible. Also received positive feedback when taking into account local event timings as to keep TM off the road network. • Cllr feedback for construction works to be completed overnight where possible to allow for heavy traffic build to be mitigated. Where TM needs to be in place during the day, to work outside of peak traffic hours and if practicable allow for traffic flow to ease if backlog occurs. • Temporary roundabout for access onto sites has been well received – comments about the construction and the timing of it has been fed back with some saying they 'love' the design and are happy with how it

Consultee Name	Consultation Date	Method of Consultation / Attended by	Summary of Consultation Outcome
			already is an improvement to a fast, dangerous road. Also commented about how this gives them faith in the rest of the construction around here to be at such high quality. - Community comments have been positive as well, with lots of references to the improvement this will make to the Blackgrove Road junction onto the A41. One comment was for another mini roundabout for the junction off to Waddesdon Hill. - Councillors petitioned bucks council for a change to the speed of the road with no success, pleased that the design of the road will naturally slow drivers down. - Concerned locally for new development plans which come close to the Waddesdon Cutting – this is being discussed at parish level – HS2 not impacted.
Community Drop in's	27-Apr-21 03-Jun-21 27-Jul-21 30-Sept-21 23-Feb-22	Online meetings	Regular engagement virtual drop in events held where members of the public can come and discuss any topics of interest. For the area we have seen a pattern towards; - Traffic impacts locally with dangerous junctions on North Lee Lane/Marsh Crossing - Work and employment opportunities - PRoW complaints for impacts on walking routes

6 Other Consents

6.1.1 Other main consents likely to be required for the works are summarised in **Table 9** below. Consent requirements may alter during design development and further consents not identified in Table 9 may be required.

Table 9: Other Consent Requirements

Consent		Works Requiring Consent	
HS2 Act, Schedule 4, Part 1		Alteration and creation of new accesses off the public highway to drainage ponds 1 and 2.	
HS2 Act, Schedule 33, Part 5		Permanent works, temporary works and discharges associated with the drainage ponds and drainage ditches.	
Schedule 33 Reference	Asset	Schedule 33 Consent Type	Consenting Body
HD-03 & SD-04	Aylesbury North Cutting	Environmental Surface Water: Drainage	EA
HD-13-EX	Aylesbury North Cutting	Environmental Surface Water: Exempt Flooding & Drainage	EA
SB-17-EX	Aylesbury Embankment	Environmental Groundwater: Piling	EA
SD-01	Aylesbury Embankment	Environmental Surface Water: Culverts, FCA, structures in floodplain, diversions	EA
SB-16	Aylesbury Embankment	Environmental Surface Water: Drainage	EA
SB-36-EX	Aylesbury Embankment	Environmental Surface Water: Exempt Flooding & Drainage	EA / LLFA
SD-06	Bridleway SBH/19 & SBH/27 Overbridge	Environmental Surface Water: Culverts, FCA, structures in floodplain, diversions	EA
Bernwood Bat Licence WML-OR32		Works requiring the removal of vegetation and disturbance of bat roosts.	
Bat Mitigation Class Licence WML-CL40 HS2 Phase 1 (London to West Midlands - Bats in Trees (Document Ref. 1D008-NEG-EV-LIC-000-000003		Works requiring the removal or disturbance of trees or other features supporting roosting bats.	
HS2 Badger Organisational Licence WML-OR24		Works requiring the closure or disturbance of badger setts.	

Consent	Works Requiring Consent
Schedule 17: Bringing Into Use	Environmental Mitigation Planting and for the Scheduled Works listed in paragraph 3.2.1 above.
Schedule 17 Site Restoration	After discontinuation of the use of any site for carrying out operations ancillary to the construction of any of the scheduled works, restore the site in accordance with a scheme agreed with the relevant planning authority.
Any other relevant Schedule 17 Plans and Specifications submissions for adjacent or associated works	AVDC Package 05 R1 – Stoke Mandeville AVDC Package 06 R1 – South West Aylesbury AVDC Package 07 R1- Hartwell
Schedule 4: Lorry Routes	Approval of the remaining lorry routes

7 Appendices

Appendix 1: Typical Construction Details for the Maintenance Access Tracks and Roads



