

1MC05 - HS2 MWCC - C1 - Chiltern Tunnels and Colne Valley Viaduct

Colne Valley Viaduct Groundworks South – Savay Lake Maintenance Access Road and Anglers’ Car Park

Schedule 17 Plans & Specifications

Written Statement

London Borough of Hillingdon

HS2 Ref: LBH.PS.10041

Align JV Consent Ref: ALJ-TP-1043

Document no: 1MC05-ALJ-TP-REP-CS01_CL01-001054

Revision	Author	Reviewed by	Approved by	Date approved	Reason for revision
C01	B. Hampson	A. Heap	A. Baudard	28/01/26	First Issue

Security classification: OFFICIAL

Handling Instructions: None

HS2

High Speed Rail (London – West Midlands) Act 2017

HS2 Ltd

London Borough of Hillingdon

Groundworks South Resubmission – Savay Lake Maintenance Access Road and Anglers' Car Park

Plans & Specifications

Schedule 17 Written Statement for Information

Document Reference: 1MC05-ALJ-TP-REP-CS01_CL01-001054

HS2 Reference: LBH.PS.10041

Align JV Reference: ALJ-TP-1043

Contents

1	Introduction	2
1.1	Background Information	2
1.2	Terms of Reference	2
1.3	Introduction to High Speed 2	3
1.4	High Speed Rail (London – West Midlands) Act 2017	3
1.5	High Speed Two: Code of Construction Practice	4
1.6	Structure of Written Statement	5
2	Context, Site Location and Characteristics	6
2.1	Consent Context	6
2.2	Site Location and Characteristics	7
2.3	Environmental Baseline	7
3	Description of the Works	10
3.1	Introduction	10
3.2	Description of works.	10
3.3	Construction Method and Environmental Management	10
4	Pre-Submission Consultation	12
4.1	Introduction	12
5	Design Approach and Rationale	13
5.1	Introduction	13
5.2	Savay Lake Maintenance Road and Anglers' Car Park	13
6	Further Consents and Construction Programme	16
6.1	Consents	16
6.2	Construction Programme	16
7	Conclusion	17

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> Align JV Align Compound, South Portal Chalfont Lane WD3 9XN
Site Address	Land south of Moorhall Road, on the east side of Savay Lake The centre of the site has grid reference: Easting (X): 504782 Northing (Y): 188414
Description	Plans & Specifications submission under Paragraph 3 of Schedule 17 to the High-Speed Rail (London – West Midlands) Act 2017. The proposed works comprise a resubmission of details pursuant to the previous application 73263/APP/2022/1497 of the following: <ul style="list-style-type: none">• Road vehicle park under Paragraph 3 of Schedule 17.• Earthworks and recontouring of land under Paragraph 3 of Schedule 17.• Fences and walls under Paragraph 3 of Schedule 17.

1.2 Terms of Reference

1.2.1 This 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').

1.2.2 This statement provides the London Borough of Hillingdon with information to assist with the determination of the Plans & Specifications submission under Schedule 17, in relation to the above description of works.

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 itself.

1.3 Introduction to High Speed 2

1.3.1 HS2 is a new high speed railway network that will connect major cities in Britain. It will bring significant benefits for inter-urban rail travellers through increased capacity and improved connectivity between London, the Midlands and the North. It will release capacity on the existing rail network and so provide opportunities to improve existing commuter, regional passenger and freight services.

1.3.2 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). Just north of Lichfield, high speed trains will join the West Coast Main Line for journeys to and from Manchester, the North West and Scotland.

1.3.3 For further information on HS2 and the route through Hillingdon please refer to the Planning Context Report for the London Borough of Hillingdon, deposited with the Council by HS2 Ltd.

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

1.4.1 The High Speed Rail (London – West Midlands) Act 2017 ('the Act') provides powers for the construction and operation of Phase 1 of High Speed Two. HS2 Ltd is the nominated undertaker in relation to the works subject to this Plans & Specifications submission.

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 LPA.

- Construction arrangements (including large goods vehicle routes);
- Plans & 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 in relation to the matters outlined in **Table 2** below.

Table 2: Schedule 17 Resubmission Details

Site	Details
Plans & Specifications (Permanent works)	Road vehicle park Earthworks Fencing location

- 1.4.6 The details of the hard and soft landscape works are detailed below and are shown on the submitted plans as for information.
- 1.4.7 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 High Speed Two: 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).
- 1.5.2 The works subject to this request for approval of Plans & Specifications will be undertaken in accordance with the Code of Construction Practice, and with the Class Approval issued by the Secretary of State (March 2017)².
- 1.5.3 The Schedule 17 Statutory Guidance issued by the Secretary of State (February 2017)³ provides guidance to all planning authorities determining requests for approval under Schedule 17 to the Act. Paragraph 4.4 of the Statutory Guidance states that planning authorities should not through the exercise of Schedule 17 seek

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>

to modify or replicate controls already in place such as the Environmental Minimum Requirements.

1.6 Structure of Written Statement

1.6.1 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 & Specifications resubmission;
- **Section 4** summarises the pre-submission consultations that were undertaken, including a list of the consultees, dates, attendees at meetings and a brief summary of the outcome of these discussions;
- The design approach and rationale for the works which are the subject of this Schedule 17 Plans & Specifications resubmission are described in **Section 5**;
- A high-level summary of further consents and a programme for the works as set out in Schedule 1 of the Act, is provided in **Section 6**; and
- **Section 7** concludes the written statement.

2 Context, Site Location and Characteristics

2.1 Consent Context

- 2.1.1 The information provided in this Written Statement relates to land within the C1 contract area located to the south of Moorhall Road on the east side of Savay Lake.
- 2.1.2 The proposed works described here supersede details contained in an earlier Plans & Specifications approval, known as Groundworks South (London Borough of Hillingdon planning ref. 73263/APP/2022/1497, approved 21st July 2022) in so far as they relate to equivalent geographical areas. Groundworks South was the name given by ALIGN JV to the earthworks, access, drainage and environmental design at ground level beneath and around the Colne Valley Viaduct (CVV) between the River Colne and Harvil Road. Other areas of Groundwork South are also being resubmitted in parallel due to minor changes. However, the overall design philosophy and vision for this area has not changed.
- 2.1.3 The proposals within this application set out in this resubmission have been discussed in pre-application meetings and comprise an integrated landscape, earthworks, highways and drainage design which addresses:
- Discussions with stakeholders and users of Savay Lake;
 - Final earthworks contours and profiles allowing for minor detailed design changes;
 - Final utilities alignments and as built surveys; and
 - An amended design reflecting the actual construction footprint rather than assumed extents (as applied in the previous application).

2.2 Site Location and Characteristics

- 2.2.1 The site is within the Colne Valley in the London Borough of Hillingdon. The resubmission focusses on land south of Moorhall Road, on the east side of Savay Lake.
- 2.2.2 HS2's CVV spans the Colne Valley between approximately the realigned Harvil Road to the east, in the London Borough of Hillingdon and the A412 in the west, within Buckinghamshire Council.
- 2.2.3 Within this extent of the Colne Valley the landscape comprises a mixture of dense and in some places ancient woodland; large open water bodies associated with former mineral working as well as a number of small and intermediate watercourses, including the Grand Union Canal. The land use comprises several small business and secondary centre retail establishments. There are also several small settlements including Harefield, South Harefield, Denham and West Hyde. Associated with the large open waterbodies there are considerable recreation pursuits, particularly with walking, fishing, sailing, waterskiing and canoe/rowing.

Savay Lake

- 2.2.4 To the south of Moorhall Road, Savay Lake, a formal gravel pit, is a large lake, edged with woodland. Savay Lake does not have any watercourse flowing into, or out of it, but the River Colne follows its western edge and the Grand Union Canal forms its eastern edge. Savay Lake continues to provide fishing activities.
- 2.2.5 At the north bank of Savay Lake is a site which was previously an informal car park for recreational anglers, before being used as a construction compound for the CVV.

2.3 Environmental Baseline

- 2.3.1 The Written Statement for the approved Groundwork South Schedule 17 application set out the environmental baseline for the area. As this application boundary is smaller than the previously approved consent, with others to follow, the relevant information is set out below.

Ecology

- 2.3.2 The following sections outline the key ecological features of the site including designated sites.

Designated Sites

2.3.3 The Mid Colne Valley Site of Metropolitan Importance (SMI) lies partly within and on the boundary of the site across the Harefield No.2 Lake. The Mid Colne Valley SMI is designated for wetland and woodland habitats which support several notable species including Desmoulin's whorl snail (*Vertigo moulinsiana*), glow worm (*Lampyrus noctiluca*), water vole (*Arvicola amphibious*) and harvest mouse (*Micromys minutus*).

2.3.4 The HS2 Environmental Statement (ES) CFA7 report concluded that construction of the Viaduct will reduce the extent of habitats for which the SMI is designated. As a result, it reported that the loss of woodland, wetland and grassland as well as the disturbance to the breeding bird assemblage will result in a permanent adverse effect on the integrity of the SMI that will be significant at the county/metropolitan level. Notwithstanding this, within the area contained by this application, the ES identified some landscape mitigation planting.

Bats

2.3.5 Bat activity has been recorded within and around the Colne Valley with the network of open water and woodland habitats providing optimal foraging opportunities and potential roosting sites. Activity surveys indicate that there is likely to be roosts close to the River Colne, most likely to the southeast. Daubenton's bats are one of the UK's rarer species, and as such are considered in the ES to be of regional importance.

Water Resources and Flood Risk

2.3.6 The main ES concluded that there would be no permanent effects on flood risk as a result of the viaduct and associated works, on the basis that sufficient replacement floodplain storage would be provided and that the drainage of the CVV would be in accordance with Environment Agency guidance at the time. The same conclusions were reached in respect of surface water drainage.

Cultural Heritage

2.3.7 Prior to the main works commencing HS2 carried out an extensive programme of archaeological investigation and reporting. This comprised desk-based assessment, geophysical survey, trial pit investigation and geoarchaeological deposit modelling, trial trench investigation and archaeological excavation.

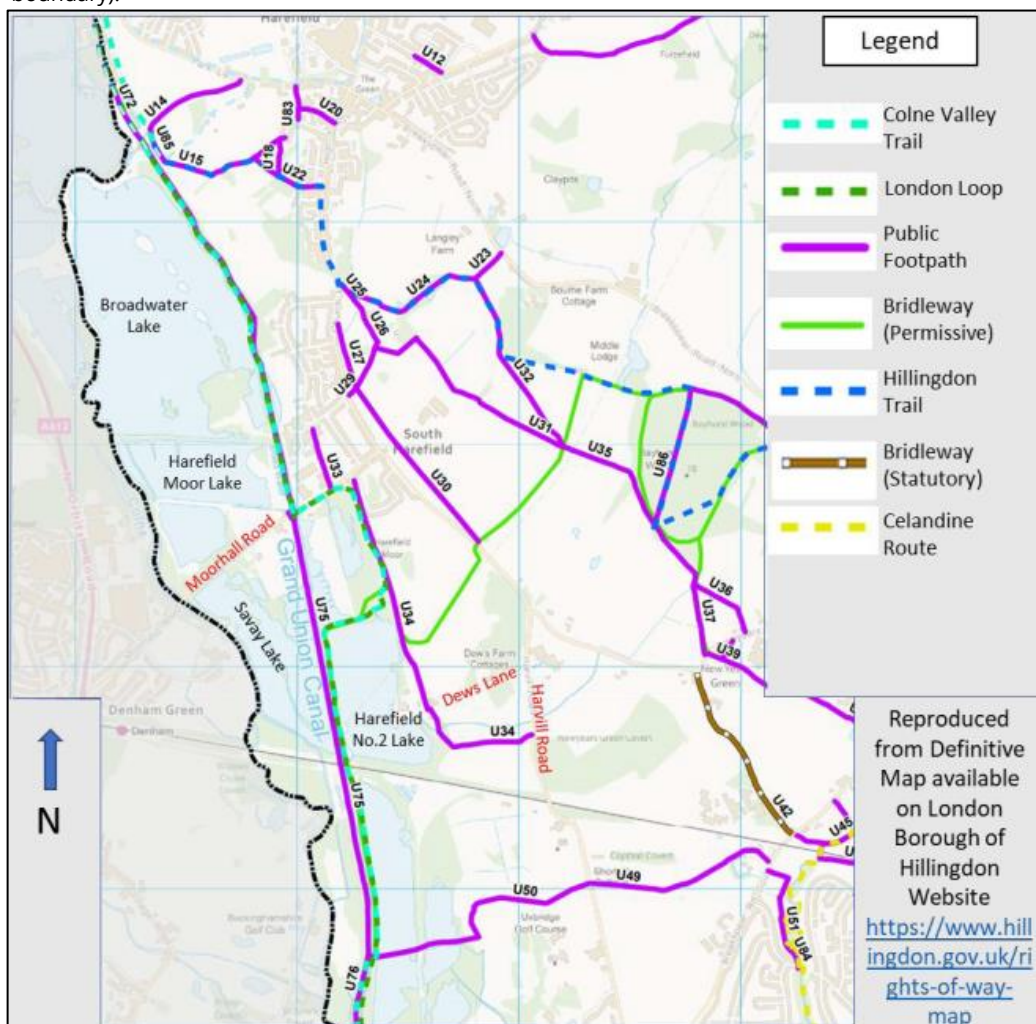
2.3.8 ALIGN has continued the archaeological investigation and reported findings as a part of the wider HS2 programme of works (See Historic Environment Research and Delivery Strategy).

Highways and Rights of Way

2.3.9 Figure 1 shows highways and Public Rights of Ways in the vicinity of Groundworks South. There are no Public Rights of Way within this application boundary for Groundworks South resubmission.

2.3.10 An amended highway design for the HS2 maintenance track is shown within this resubmission and will allow access and parking provision for anglers of Savay Lake.

Figure 1: Highways and Rights of Way in the vicinity of Groundworks South (note no PROWs are within the site boundary).



2.3.11 The HS2 ES concluded that there would be no effects from permanent rights of way or highway alterations through the site.

3 Description of the Works

3.1 Introduction

3.1.1 This Written Statement supports the Schedule 17 resubmission for the approval of Plans & Specifications for the reconfiguration of works within the 'Groundworks South' area. These are to be approved under Paragraph 3 of Schedule 17 to the HS2 Act.

3.2 Description of works.

3.2.1 The matters subject to approval under the Schedule 17, Paragraph 3 comprise:

Schedule 17, Paragraph 3 - Road Vehicle Park

- Angler's parking area with 25 no. parking places.

Schedule 17, Paragraph 3 - Earthworks

- The design and external appearance of earthworks through the area to include for the reprofiling of land to allow for the maintenance access road for the CVV, pedestrian footpaths for anglers and finishing earthworks around pier footprints.
- Generally, earthwork profiles are similar to the contours that existed prior to the development of the land by HS2.

Schedule 17, Paragraph 3 - Walls and Fences

- The location of fences and access gates to demarcate land boundaries and/or manage access.

3.3 Construction Method and Environmental Management

3.3.1 HS2 Ltd as the nominated undertaker is contractually bound to comply with the controls set out in the EMRs. The EMRs include the HS2 CoCP⁴ and ALIGN's Environmental Management System which includes a number of key documents that incorporate the wider provisions of the CoCP and EMRs. In particular, the site specific EMR (1MC05-ALJ-EV-PLN-CS01_CL01-000022) for the Colne Valley identifies

4

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/593592/Code_of_Construction_Practice.pdf

constraints, controls, management and monitoring requirements for all relevant environmental topics. A copy of this document can be provided upon request.

3.3.2 With respect to construction method. The remainder of the works are now focussed on the removal of temporary works and final contouring, planting and seeding of the landscape design. The work will involve:

- Removal of temporary haul roads, platforms and stabilised areas.
- Laying of permanent access tracks and paths.
- Removal of temporary drainage ditches, lagoons and associated pipe runs and pumps.
- Installation and profiling of permanent drainage ditches and basins.
- Installation of headwalls and associated outfall/scour protection.
- Removal of site cabins and welfare areas.
- Removal of temporary fencing and installation of permanent fencing.
- Placement of subsoil and topsoil.
- Final Planting and Seeding.

3.3.3 The work will include standard earth moving equipment, tippers and bulldozers. With the use of compacting equipment on permanent access roads and footpaths where required. For the removal of cabins and containers, some cranes and telehandlers will be utilised.

3.3.4 The construction works are set out in Section 61 consents that are updated on a phased basis every 6 months. The main works to carry out landscape finishing are expected to be complete by the end of late 2026.

4 Pre-Submission Consultation

4.1 Introduction

4.1.1 Extensive pre-application discussions have occurred with the London Borough of Hillingdon, statutory authorities and other interested stakeholders. This engagement is summarised in Table 3 and discussed in more detail in the following sections.

Table 3: Summary of Pre-Consultation Engagement

Consultee Name	Consultation Date	Summary of Consultation Outcome
London Borough of Hillingdon	24 th November 2024	Initial presentation of groundwork south changes and areas of land subject to Schedule 16 site restoration.
London Borough of Hillingdon	14 th August 2025	Presentation of Car Park design. Queries over HS2 maintenance frequency for use of road; number of car parking spaces prior to works and form of submission for Schedule 16 elements (subject to separate application submitted in parallel).
Owner of Fisheries	17 th September 2025	Confirmed acceptance of car park layout, walkway tracks and entrance gates.
London Borough of Hillingdon	13 th November 2025	Review of updated design proposals for Car Park and associated works following previous pre-application meeting on 14 August, which addressed feedback from London Borough of Hillingdon Planning Officers and landowners. Key points included approach to parking spaces, improved access, and security measures, while addressing traffic safety and queuing of Moorhall Road.

5 Design Approach and Rationale

5.1 Introduction

- 5.1.1 This resubmission entails a slight reconfiguration of previously approved works south of Moorhall Road within the 'Groundworks South' area (London Borough of Hillingdon planning ref. 73263/APP/2022/1497, approved 21st July 2022). As such, the previous approach to the design remains valid to this resubmission. This resubmission still fits within the overall site masterplan and still reflects the collaborative and integrated approach, informed by several design disciplines and previous engagement. To that extent, please refer to section 5 of the previously submitted written statement for the original Groundwork South submission for full details on design approach/rationale.
- 5.1.2 This section focusses primarily on describing any changes away from the previously set out design approach.

5.2 Savay Lake Maintenance Road and Anglers' Car Park

- 5.2.1 The approved design as part of Groundworks South (shown in Figure 5-1), included a maintenance access track off Moorhall Road to allow for the inspection and maintenance of the CVV as required.
- 5.2.2 This resubmission (Shown in Figure 5-2) seeks to modify the maintenance access track to provide a car parking area for anglers at Savay Lake, equivalent to the pre-existing informal car parking in-situ prior to the commencement of HS2 works, together with a pedestrian access route to allow fisheries visitors access to swims along Savay Lake.
- 5.2.3 The car park would allow for 25no. car parking spaces.
- 5.2.4 The intention is to create informal car parking bays within wider planting to help integrate the facility within a more naturalized environment. The circular route allows access to all parking areas whilst providing an easy turning and site exit route. It also maintains clear passage along the HS2 maintenance access route.
- 5.2.5 Car parking bays would comprise a reinforced plastic crate system (laid over a type 1 subbase) and filled with soil to allow grass to grow across the spaces. This will ensure a more natural finish and overall improvement to the visual impact, whilst having no affect on surface water drainage.

- 5.2.6 The bays would be edged with timber logs to define the extent of the surface reinforcement area, helping to reduce informal parking on potentially soft ground.
- 5.2.7 The single width (3.5m wide) access track would allow access to the car park with laybys to allow passing, minimising hard landscaping within site as far as practicable.
- 5.2.8 Access to the car parking area would be from Moorhall Road. The entranceway would include swing-open 'top-bar' which will allow entry to users of the fishery and be operational by HS2 when required.
- 5.2.9 Security fencing will be provided in line with HS2's security requirements and gates will allow access for the users of the fishery business to access to the anglers' car park and pathways. Security fencing is proposed only in locations where Technical Standards require that the track and HS2 assets are appropriately protected.
- 5.2.10 In keeping with the previous submission, the use of stock proof and plant protection fencing is designed to support the management of the site and help to create a biodiverse landscape. This fencing is, by its very nature, a recessive feature and of a type commonly found in agricultural landscapes. Attention has been given to its alignment such that it will blend in where possible with existing and future planting.



Figure 5-1: Approved Groundworks South Design with Maintenance Access Track

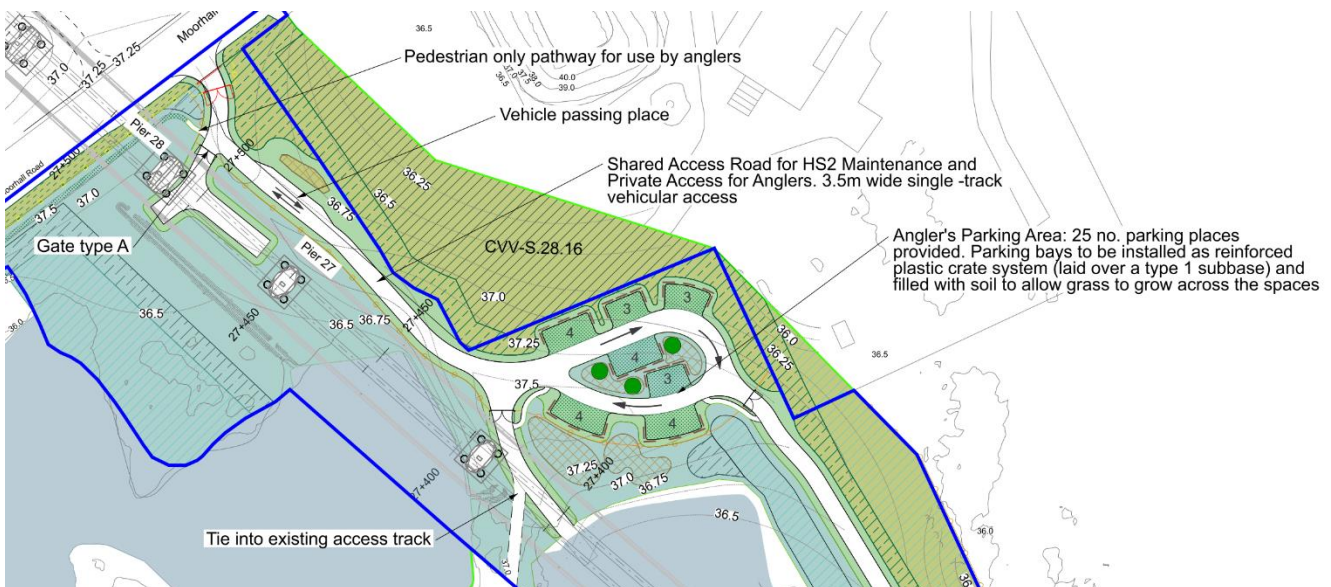


Figure 5-2: Resubmission Design including Anglers' Car Parking Area

6 Further Consents and Construction Programme

6.1 Consents

6.1.1 Table 4 below provides the further consents likely to be required following the approval of this Plans & Specifications resubmission. The list is not exhaustive and there may be other unforeseen consents required in the Colne Valley.

Table 4: Future Permanent Works Consents Likely to be Required

Consent	Summary of works to be included
Schedule 16 – Site Restoration Agreements (submitted alongside this Schedule 17 application)	Restoration of land for adjacent land parcels: CVV-S.28.16, CVV-S.2.16, CVV-S.3.16 and CVV-S.2.16 – as shown on General Arrangement Plan Ref: 1MC05-ALJ-TP-DGA-CS01_CL01-164144
Schedule 17 – Mitigation Scheme and Bringing Into Use	Bringing in to use and mitigation scheme approvals for relevant scheduled works, including the Colne Valley Viaduct

6.1.2 A high-level programme for the works subject to this submission and how they fit into the overall programme for other works in the area is contained in Section 6.2 below. The programme for works on site may vary from the indicative dates shown.

6.2 Construction Programme

6.2.1 As stated previously, there is an original Groundworks South consent which has enabled other works in this area to begin earlier, some of which is currently under way.

6.2.2 Most of the planting and seeding as well as the final earthworks profile will be undertaken through spring/summer of 2026. Final access roads and rights of way are expected to be completed during this time too.

7 Conclusion

- 7.1.1 This Written Statement supports the Schedule 17 resubmission for Plans & Specifications in relation to the land within the HS2 Act limits south of Moorhall Road and describes the material considerations required to determine this resubmission. It sets out the necessary information relevant to the grounds for determination in Schedule 17, Paragraph 2 and 3 required to determine this resubmission.
- 7.1.2 The proposal still supports the extensive and detailed site landscaping of the area and aligns with the landscape masterplan that was detailed in the previous submission. This includes delivering broad benefits for the area including a more cohesive and varied landscape which responds positively to the wider character of the area.
- 7.1.3 The design of previously approved maintenance access routes has been modified to incorporate an angler's car parking area and associated paths whilst continuing to meet HS2's future operational requirements. As part of this re-design, the contours of the area have had to be minimally adjusted, with no change to overall heights and is in keeping with the overall drainage strategy.
- 7.1.4 Security fencing continues to be used sparingly and proposed only in locations where Technical Standards require that the track and HS2 assets are appropriately protected. In keeping with the previous submission, the use of stock proof and plant protection fencing is designed to support the management of the site and help to create a biodiverse landscape. This fencing is, by its very nature, a recessive feature and of a type commonly found in agricultural landscapes. Attention has been given to its alignment such that it will blend in where possible with existing and future planting.
- 7.1.5 With the above considerations in mind, the resubmission is considered to both accord with the grounds for determination set out in Schedule 17, Paragraph 3 to the HS2 Act in a positive manner.