

HS2

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

Groundworks South Plans & Specifications Resubmission

Schedule 17 Written Statement London Borough of Hillingdon

HS2 Ref: LBH.PS.10039

Align JV Consent Ref: ALJ-TP-1034

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HS2

High Speed Rail (London – West Midlands) Act 2017

HS2 Ltd

London Borough of Hillingdon

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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> Align JV Align Compound, South Portal Chalfont Lane WD3 9XN
Site Address	Land predominantly alongside Dews Lane and contained broadly between, the newly realigned Harvill Road to the east, the Chiltern Railway line to the south and Harefield No.2 Lake to the west. The centre of the site has grid reference: Easting (X): 505823 Northing (Y): 187721 Reference should be made to the Site Location Plan Doc Ref: 1MC05-ALJ-TP-DPL-CS01_CL01-164035 which shows the application boundary.
Description	Plans & Specifications resubmission under Paragraphs 2 and 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"> • Drainage headwalls and structures under Paragraph 2 to 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 (LBH) with information to assist with the determination of the Plans & Specifications resubmission 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 LBH, 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 resubmission.

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 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 resubmission in relation to the matters outlined in **Table 2** below.

Table 2: Schedule 17 Resubmission Details

Site	Details
Plans and Specifications (Permanent works)	Drainage Structures Earthworks Fencing location

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 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 (Pre-Mobilisation)

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 immediate west of Harvil Road, to the north and south of Dews Lane and to the immediate east of Harefield Lake (refer to the application boundary shown on plan 1MC05-ALJ-TP-DPL-CS01_CL01-164035). The proposed works described here supersede details contained in earlier approved plans and specifications (planning ref. 73263/APP/2022/1497⁴, approved 21st July 2022) in so far as they relate to equivalent geographical areas.

2.1.2 Further revised applications for the remaining areas not covered by this application will be submitted in due course to reflect recent design changes. These applications will relate to land at Savay Lake and around Pier 20 of the CVV.

2.1.3 The proposals set out in this submission have been discussed in pre-application meetings and comprise an integrated, earthworks, highways and drainage design which addresses:

- Final earthworks contours and profiles allowing for minor detailed design changes.
- Final utilities alignments and as built surveys.
- An amended design reflecting the actual construction footprint rather than assumed extents (as applied in the previous application).
- Interfaces between HS2 contract boundaries and works that have not yet commenced.

2.1.4 Whilst the proposals only cover one part of a much wider area, they have been developed with cognisance of likely design changes in adjacent land parcels to maintain an integrated and holistic design.

2.2 Site Location and Characteristics (Pre Development)

2.2.1 The Colne Valley comprises the river valley floor of the River Colne to the northwest of London. It lies within east Buckinghamshire, southwest Hertfordshire, the west of

⁴ <https://planning.hillingdon.gov.uk/OcellaWeb/planningDetails?reference=73263/APP/2022/1497&from=planningSearch>

the London Borough of Hillingdon and joins the River Thames near to Staines on Thames.

- 2.2.2 The Colne Valley Viaduct (CVV) spans the Colne Valley between approximately the realigned Harvil Road to the east, in the London Borough of Hillingdon (LBH) and the A412 in the west, within Buckinghamshire Council. The local planning authority boundary runs down the middle of the River Colne. The eastern and western slopes of the Colne Valley rise gently to form higher plateaus, the latter more evidently as they form the dip slopes into the Chiltern Hills. Within the Colne Valley in this location the landform 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 (GUC). 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.
- 2.2.3 This application footprint comprises one of the main areas of land used temporarily for construction along the CVV alignment from Harvil Road at the eastern extent, to the shores of the Harefield No.2 Lake on the western extent. It also includes Dews Lane. The below paragraphs describe this area prior to development for HS2 having started.
- 2.2.4 The wider area of the Colne Valley is semi-rural floodplain characterised by large waterbodies, agricultural fields and woods. The nearest residential centres to this first application are South Harefield to the north and the outskirts of Ickenham to the South. In addition to these, Harefield Marina is a short-let residential marina located adjacent to the Grand Union Canal and lies approximately 350 metres to the northwest of the site boundary as it meets Harefield No.2 Lake. Alongside Dews Lane there are also some residential properties. On the eastern boundary, Buildings associated with Harefield Dogs Trust are located approximately 50 metres from the eastern extent of Dews Lane on the opposite side of Harvil Road.
- 2.2.5 All of this site is accessed from either Dews Lane, the (to be) realigned U34 Footpath and the new access roads to be constructed by HS2 between the Chiltern Line and HS2 Line overbridge in the southeast of the application site. Each of these accesses have a junction with Harvil Road. The U34 Footpath continues around the Harefield No.2 Lake passing to the east of Harefield Marina before reaching South Harefield.
- 2.2.6 Dews Lane, an unadopted highway, runs from Harvil Road in a south-western direction into the site providing access to properties along the lane and Harefield

No.2 Lake as well as the currently closed location of the Hillingdon Outdoor Activity Centre (HOAC).

- 2.2.7 The area of this application falls on the eastern side of the Colne Valley and the site topography predominantly fell from Harvill road in the east to the valley floor in the west. The open waterbody of Harefield No. 2 Lake is the most apparent feature on the western boundary of the site, and it has its origin in mineral extraction activities. Prior to HS2 works, the lake was surrounded by areas of dense vegetation, principally broad-leaved woodland, and had open public access. Within the application site prior to HS2 works, the area comprised a mixture of open agricultural fields and grasslands that were punctuated by small pockets of woodland copse and hedgerows demarcating field or watercourse boundaries.
- 2.2.8 Harefield No. 2 Lake and a small area either side of the Newyears Green Bourne (NYGB) is within Flood Zone 3. The wider areas of open grassland rising to Harvil Road are not at risk of flooding.
- 2.2.9 Notable features of the site are described more fully below.

Harefield No. 2 Lake

- 2.2.10 The site comprises the eastern bank of Harefield No. 2 Lake, the areas of ground beneath the viaduct immediately north of the HOAC buildings and Dews Lane. Prior to the commencement of HS2 construction works, this area of the site comprised a mixture of deciduous woodland and areas of hardstanding and amenity open space associated with the HOAC. A set of pylons and associated overhead cables used to cross the lake prior to their diversion to the east.
- 2.2.11 Harefield Marina is approximately 350m to the northwest of the location. South Harefield is approximately 500m to the north.
- 2.2.12 Within this section of the application site, the viaduct construction, utility and site compounds and laydown areas, as well as the diversion of overhead electric lines, has led to a large area of vegetation clearance. There are also a number of more subtle ground level changes and areas of land used for drainage. Piers 9-13 of the CVV broadly fall within this area.

Dews Lane and Land South of Dews Lane

- 2.2.13 The largest part of the application site is the area around and to the south of Dews Lane. The land gently rises from Harefield No. 2 Lake towards Harvil Road and

generally has an open aspect whilst distant views are typically contained by perimeter vegetation and (to the west) by rising landform.

- 2.2.14 The site also incorporates Dews Lane. Prior to widening works, Dews Lane was a single-track private road with passing places predominantly comprising a mixture of hedgerow and woodland along its length except where it was punctuated by access to properties and property frontages. Although it was not a sunken lane, Dews Lane had an enclosed character. Dews Lane passes under the proposed viaduct between piers 9 and 8.
- 2.2.15 Prior to the commencement of HS2 construction works, most of the land to the south of Dews Lane comprised agricultural pasture separated by fragmented hedgerows and tree belts. Some individual trees and areas of copse (particularly adjacent to Dews Lane and the Chiltern Railway Line) were present.
- 2.2.16 The NYGB is a key feature of this part of this site, and its realignment was the subject of a previous Schedule 17 plans and specifications application. For completeness, the contouring details and associated realignment works are mirrored in this application.
- 2.2.17 The southern boundary of the site is just north of the Chiltern Main Line. The eastern boundary extents is now the C1/S2 Contract Area boundary or Harvil Road.
- 2.2.18 Prior to its closure, the route of Footpath U34 passed through the site from Harvil Road in a south westerly direction until crossing the NYGB, where it then turned north toward the HOAC and continued north past Harefield No. 2 Lake. This route has now been stopped up due to construction work. It shall be reinstated on a new alignment as described in section 3.

Land North of Dews Lane

- 2.2.19 Land north of Dews Lane includes land on the eastern bank of Harefield No.2 Lake. The route of Footpath U34 continues northwards and footpaths are present for anglers to access the lake.
- 2.2.20 To the east of this land is land being used to construct the Harefield Moor National Grid substation.

2.3 Colne Valley Viaduct Consent and other related Schedule 17 Applications

2.3.1 There have been several applications on this part of the site over the years. Relevant consents for context are described below.

Early Works Consents

2.3.2 Three early work consents by FUSION were made for this part of the site. One consent⁵ for a series of ecology ponds was made for the area of open grass pasture in the southwest corner of the application site. The consent was ultimately quashed at the Court of Appeal and consequently the land has (other than for trial trenching and archaeological investigation) not been utilised for the purposes of constructing the scheduled works. This site is within the blue line plan for this submission, and has been annotated to show that this land is being managed.

2.3.3 The second consent⁶ as shown on the detailed site plan Sheet 2, was for earthworks associated with habitat creation on the south side of Dews Lane at its eastern end as it meets Dews Lane. This site has been constructed and the planting detail is shown on the associated drawings. The majority of the area will not be impacted by the proposals in this application, with the exception of a narrow swathe of established planting which will need to be cleared to accommodate the realignment of Footpath U34.

2.3.4 The third consent for early works comprised a bat house⁷ as replacement habitat for species of bat along Dews Lane. The bat house has been constructed and lies to the south of Dews Copse and Dews Lane. This application needs to make some small adjustments to the previously proposed U34 Footpath diversion to improve the buffer and provide vegetative screening between the footpath and the bat house.

Utility Works

2.3.5 A Schedule 17(6) application⁸ was submitted by National Grid and approved by LBH. The Council concluded that the amount of movements associated with this proposal were not considered to be of a quantum that would give rise to concerns.

2.3.6 A submission relating to the Cadent Gas diversion⁹ was made under Schedule 17(6), by Cadent Gas, and was approved by LBH. This consent relates to Cadent Gas HP06 North and South compounds off Harvil Road, associated with a gas pipeline diversion: M40 to Harvil Road.

⁵ <https://planning.hillingdon.gov.uk/OcellaWeb/planningDetails?reference=73263/APP/2017/3838&from=planningSearch>

⁶ <https://planning.hillingdon.gov.uk/OcellaWeb/planningDetails?reference=73195/APP/2017/3486&from=planningSearch>

⁷ <https://planning.hillingdon.gov.uk/OcellaWeb/planningDetails?reference=73195/APP/2020/1946&from=planningSearch>

⁸ <https://planning.hillingdon.gov.uk/OcellaWeb/planningDetails?reference=74320/APP/2020/22&from=planningSearch>

⁹ <https://planning.hillingdon.gov.uk/OcellaWeb/planningDetails?reference=73195/APP/2018/216&from=planningSearch>

2.3.7 Both applications and their associated designs have been reflected in the submission drawings. Ultimately, the proposed design has been cognisant of access corridors and routes of the utilities across the site when designing the earthworks scheme. Both of these diversions have been fully implemented.

Main Works

2.3.8 This part of the site falls partially within the previous Schedule 17 plans and specification submission boundaries for the Dews Lane Realignment¹⁰ (Scheduled work 2/2), NYGB Realignment¹¹ (Scheduled Work 2/1A) and the previous CVV Ground Level Works¹² submission. All these applications were made by ALIGN JV and contain a detailed description of the design rationale at the time. Please refer to those descriptions of development for an overview of the works.

2.3.9 The CVV is defined under the HS2 Act as part of Scheduled Work 2/1 and has the benefit of consent for the external appearance, associated earthworks and the location of fencing.

Dews Lane

2.3.10 This comprised works to create a new permanent carriageway to the south of the original Dews Lane alignment and downgrade the former highway to establish a permissive footpath. The landscaping in this location included reinforcing and repairing woodland blocks and provision of other linear planting and seeding to integrate the highway and associated drainage infrastructure into its surrounding landscape.

Newyears Green Bourne

2.3.11 The approved NYGB Schedule 17 set out a proposal for the realignment of the watercourse between piers 4 and 5 of the viaduct and replacement flood storage. This comprised bank reprofiling and channel realignment.

Groundwork South

2.3.12 Groundwork South was the name given by ALIGN JV to the earthworks, access, drainage and environmental (including for ecology, landscape and water) design at ground level beneath and around the viaduct between the River Colne and Harvil Road.

¹⁰ Sch. 17 Plans and Specifications, LBH reference: 75435/APP/2020/1057

¹¹ Sch. 17 Plans and Specification, LBH reference: 75435/APP/2021/1228

¹² Sch. 17 Plans and Specification, LBH reference: 73263/APP/2022/1497

- 2.3.13 A large consent for groundwork south was submitted and approved. This included details for earthworks contours, drainage and access details. For the reasons set out above, areas of Groundwork South are being resubmitted due to minor changes. However, the overall design philosophy and vision for this area has not changed.
- 2.3.14 The Written Statement sets out any material changes in the context of the previously approved Schedule 17s, the amended drawings and the grounds for determination.

Interface with adjacent contract works

- 2.3.15 The principal interface with the adjacent contractor works is alongside the realignment of Harvil Road. The following applications have been submitted and approved. This included the provision of a new culvert for the NYGB to pass under Harvil Road and associated floodplain compensation.

Realignment of Harvil Road

- 2.3.16 The Schedule 17 described work associated with the realignment of approx. 1km of Harvil Road, earthworks associated with the highway embankments and access roads associated with the realigned Harvil Road, swales; and the location of vehicle restraint systems and fencing¹³. The Schedule 17 covered a site area of 46,528sqm and also included a new box culvert for NYGB. The application was approved by LBH, with Members of the Committee noting that the realigned road would be of benefit to residents. Officers were of the opinion that the proposals would not have a detrimental impact on a site of ecological value or an archaeological area of importance.

Newyears Green Bourne

- 2.3.17 The works comprised placement of excavated material arising from HS2 works to form 2no. mounds and included fencing, the diversion of an ordinary watercourse to facilitate the western mound, and associated drainage in the form of swales, culverts, and a pond¹⁴. The Schedule 17 also includes measures for flooding and water runoff mitigation, which Members considered to be sufficient in handling any increased risk of flooding to Breakspear Road South.

2.4 Environmental Baseline

¹³ <https://planning.hillingdon.gov.uk/OcellaWeb/planningDetails?reference=76459/APP/2022/3167&from=planningSearch>

¹⁴ <https://planning.hillingdon.gov.uk/OcellaWeb/planningDetails?reference=76870/APP/2021/4237&from=planningSearch>

2.4.1 The previous written statement for Groundwork South set out the environmental baseline for the area. As this application boundary is smaller than the previously approved consent, the relevant information is set out below.

Cultural Heritage

2.4.2 The Site is located within the Colne Valley Archaeological Priority Zone, an area with an acknowledged potential for prehistoric remains. In terms of archaeology, in proximity to Dews Lane and Harvil Road; three notable assets were discussed in the ES: CVA 010, CVA021 and CVA022.

2.4.3 CVA010 and CVA021 were identified for their archaeological interest¹⁵. For CVA021¹⁶ the ES stated that Mesolithic artefacts and organic sediments were identified during archaeological investigations at Dews Farm and that this could indicate a Mesolithic settlement or more likely activity site. The ES noted that the area also contains a cropmark indicative of a possible ring ditch and that the cropmark was quite small (at approximately 5m diameter) for a ring ditch and somewhat elongated. The ES set out that it is possible that this is instead a small quarry and noted that value of the asset lies in the evidential interest inherent in the buried archaeology which it contains. CVA010 was identified as a record of a ring-ditch destroyed by gravel extraction at Dews Farm Road Pit. The Community Forum Area (CFA) 7 report noted that the impact of construction on the heritage asset CVA021 would be a major adverse effect which is significant¹⁷.

2.4.4 CVA022 recorded the now demolished Dews Farmhouse. The locally listed nineteenth century Dews Farm (CVA022) was located within the site at the western end of Dews Lane and was the subject of a setting assessment and programme of historic building recording prior to its demolition. However, the ES noted the loss of the building as a major adverse effect. The CFA7 report noted that the impact of construction on the heritage assets would be a major adverse effect which is significant.

2.4.5 The ES also noted that the superficial geology in parts of this area is characterised by river terraces. These terraces are associated with both the River Colne and were at the time of the ES also thought to be associated with the NYGB. The terraces are former riverbeds that are now preserved above the current floodplain. It is in association with the multiple terrace deposits that the most extensive and important Palaeolithic remains have previously been recorded. These terraces are an asset of

¹⁵ https://webarchive.nationalarchives.gov.uk/ukgwa/20140806173413/http://assets.dft.gov.uk/hs2-environmental-statement/volume-5/cultural-heritage/MB32_VOL5_CH_02_WATERMARKED.pdf

¹⁶ https://webarchive.nationalarchives.gov.uk/ukgwa/20140806173413/http://assets.dft.gov.uk/hs2-environmental-statement/volume-5/cultural-heritage/Vol5_CFA7_Cultural_heritage_Gazetteer_of_heritage_assets_CH-002-007.pdf

¹⁷ https://assets.publishing.service.gov.uk/media/5a7d51e5ed915d28e9f39950/Vol_2_CFA_7_Colne_Valley.pdf

moderate value, and the ES predicted a major adverse effect due to the likely removal of any archaeological deposits that are present.

- 2.4.6 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.
- 2.4.7 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). However, it is worth stating that the investigative works undertaken by ALIGN and earlier contractors has assisted in the contribution of understanding of activity in the late Mesolithic period.
- 2.4.8 An area of land that was to be constructed for ecological habitat mitigation has been preserved due to its likely archaeological importance in the southwest area of the site.

Ecology

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

Designated Sites

- 2.4.10 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*).
- 2.4.11 The HS2 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 in proximity to Dews Lane; Woodland Habitat Creation to the south of Dews Lane and immediately west of Harvil Road and areas of wetland creation in proximity to the Harefield No.2 Lake to the north of the Chiltern Railway Line (this is the area of preserved archaeology noted above).

Habitats

- 2.4.12 Within the Dews Lane and Harefield No.2 Lake part of the site the land use comprised a mixture of developed land associated with residential property, farm buildings, utilities infrastructure and the access arrangements from Dews Lane. Adjacent to Dews Lane were areas of woodland hedgerow. The open waterbody of Harefield No.2 lake was (and still is) present to the west of the site and small areas of woodland and retained mature trees now form the boundary of the eastern lake shore.
- 2.4.13 To the north of HOAC, the habitat comprised broad leafed woodland with areas of open amenity grassland and scrub.
- 2.4.14 To the south of Dews Lane, the NYGB is a key feature of the site, flowing through the site from east to west and prior to HS2 works was lined on either side by mature trees and relict hedgerow. The NYGB was predominantly a small and shallow watercourse with limited flow. It was prior to the works heavily shaded, eutrophic and does not support any notable riverine habitat.
- 2.4.15 Adjacent to the NYGB and between the Chilterns Railway Line and Dews Lane, the land was mainly agricultural, with regular shaped, small to medium sized fields of pasture and arable farmland. There were some areas of woodland nearby including a copse immediately south of Dews Lane, and many of the fields were bordered by hedgerows and hedgerow trees.

Water Voles, Otter and Reptiles

- 2.4.16 The ES noted that the edges of the Harefield No.2 Lake and NYGB provided habitat potential for Water Vole and Otter. Area of land were also noted as being suitable for reptiles. However, throughout the ALIGN JV works the presence of these species has not been recorded.

Bats

- 2.4.17 A high abundance and diverse assemblage of bats, considered of regional importance, has been recorded within and around this area, with the network of open water and woodland habitats providing optimal foraging opportunities and potential roosting sites. High levels of activity for Daubenton's bat (*Myotis daubentonii*) have been recorded along the River Colne, including a flight-line along the causeway between Harefield Moor Lake and Korda Lake. Activity surveys indicate that there is likely to be a large maternity roost 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.

- 2.4.18 Dews Lane farmhouse (which was demolished due to the construction of the CVV) supported a small breeding roost of brown long-eared bats (*Plecotus auritus*). As mitigation for this and lost habitat along Dews Lane and in the wider area, a bat structure has been constructed (approved under application ref: 73195/APP/2020/1946).

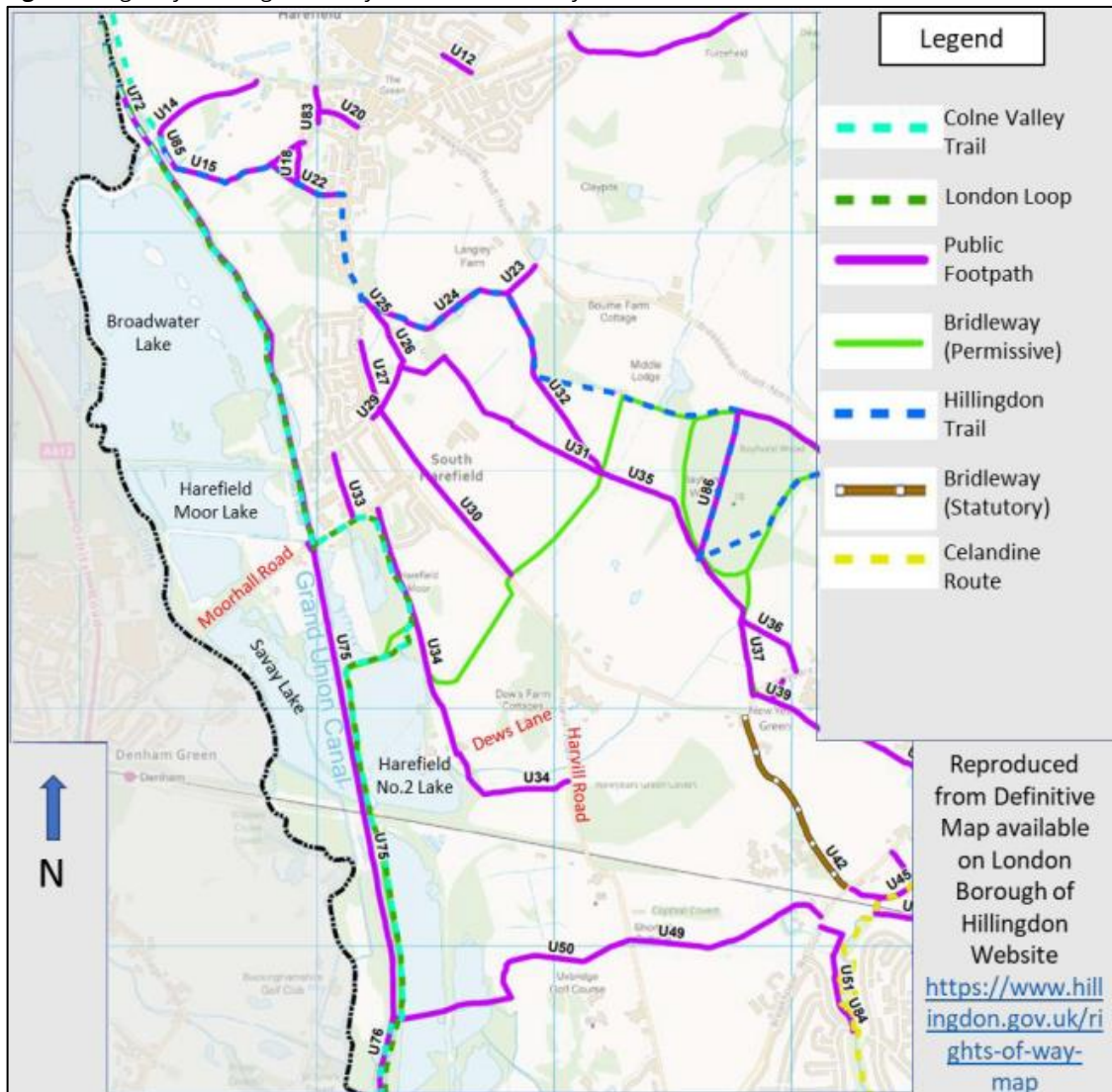
Water Resources and Flood Risk

- 2.4.19 The NYGB had a small floodplain alongside its alignment. The HS2 ES proposed the realignment of the watercourse between Piers 4 and 5 of the viaduct and provided upstream compensatory floodplain storage to the east of Harvil Road. These works have been consented and constructed on site. The compensatory floodplain earthworks for the NYGB were included in the consents set out in Section 2.3.
- 2.4.20 Beyond the NYGB there were limited areas at risk of flooding. The NYGB flows into the Harefield No.2 Lake and flows out of the lake at the southwestern corner.
- 2.4.21 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.

Highways and Rights of Way

- 2.4.22 The highways and rights of way through the site have been described above. Essentially within the site there are two principal highways or rights of way.
- 2.4.23 Dews Lane, a private road, runs from Harvil Road to the Harefield No 2 lake in a broadly southwest direction from Harvil Road. It has been realigned and widened on a temporary basis for construction. For the permanent works, the realignment will remain. However, its width will be narrowed.
- 2.4.24 Footpath U34 crossed the site in an east-west direction from Harvil Road in the east to the Harefield No.2 Lake in the west before curving north and proceeding to South Harefield. The alignment of U34 is diverted with a permissive path kept broadly along its former alignment. Figure 1 below shows the right of way network throughout the site.

Figure 1: Highways and Rights of Way within site boundary



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 previously approved works within the 'Groundworks South' area. These are to be approved under Paragraphs 2 and 3 of Schedule 17 to the HS2 Act.

Paragraph 2 and 3 – Structures, Earthworks and Fencing

3.1.2 The works for approval generally relate to earthworks contours, structures (in the form of drainage headwalls) and fencing and wall locations. These are described in the same sub-areas as used to describe the site location from the north-west to the south-east, namely:

- Harefield No. 2 Lake;
- Land north of Dews Lane;
- Dews Lane; and
- Land South of Dews Lane.

3.2 Description of works.

3.2.1 The matters subject to the Paragraph 2 and 3 submissions are described below.

Harefield No. 2 Lake

3.2.2 This section of the site addresses the area of the site boundary between the Harefield No.2 Lake edge, land to the north of Dews Lane and the west end of Dews Lane.

3.2.3 Through this section the principal matters subject to approval comprise:

- **Paragraph 2 Structures**
 - Drainage headwalls and handrail arrangements.
- **Paragraph 3 Earthworks**
 - The design and external appearance of earthworks through the area to include for the reprofiling of land for drainage ditches, access roads for the CVV 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.
- **Paragraph 3 Walls and Fences**

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

Principal Changes from Previous submission

3.2.4 In the location, the key design changes from the previous application comprise:

- Around Pier 11, the earthwork contours have been raised slightly (to a maximum of approximately 0.75 metres) to accommodate the raised pile cap which has been adapted to reflect the alignment and depth of utilities in the area. This has required raising land to carry the access road over the pile cap and other localised changes to the adjacent hardstanding and land drainage (to the immediate north between Piers 10 and 12). Further away from the pier the contours substantially reflect those previously approved.
- Seeding and planting extents associated with the above earthwork changes have been adjusted accordingly. However, there is no overall change to the design intent or species mix.
- Where additional trees have been retained, these are reflected in the accompanying drawings.

Land North of Dews Lane

3.2.5 This section of the site addresses the area the north of Dews Lane, bound by Harefield No.2 Lake edge to the west and the National Grid area to the west.

- **Paragraph 3 Walls and Fences**
 - Boundary fencing to demarcate land boundaries and/or manage access into various parts of the site.

Principal Changes from Previous submission

3.2.6 The previously submitted design intent remains consistent through the section. However, minor modifications to the earlier details have been made necessitating a new approval request.

- The reconfiguration of an angler's footpath and realignment of Footpath U34 has been revised with, associated planting and seeding earthworks have been adjusted accordingly.
- Planting areas have changed with increased areas of retained vegetation.

Dews Lane

3.2.7 This section addresses Dews Lane from the junction of Harvil Road to its Western End where it terminates with the former HOAC and utility compound access track. As noted above, Dews Lane was one of the early applications made by ALIGN within the LBH and the design rationale and principles were set out in the Schedule 17

application relating to the creation of the new Dews Lane alignment (Scheduled Work 2/2)¹⁸.

- **Paragraph 2 Structures**
 - Headwalls and associated safety rails associated with culverts and wildlife crossings under Dews Lane.
- **Paragraph 3 Earthworks**
 - Embankment and minor cutting earthworks associated with the geotechnical earthworks required to carry the new Dews Lane alignment. This provides for continued access along realigned Dews Lane to property both at the west end of Dews Lane (HOAC and an angling access track and the former U34 alignment), and properties to the north of Dews Lane (Dews Lane Cottages and field accesses). It also includes for the U34 footpath crossing and new access off the north of Dews Lane to the CVV maintenance access road for piers 10-13 and the National Grid supply point.
 - Earthworks to facilitate drainage ditches and an attenuation pond to the southwestern end of Dews Lane.
- **Paragraph 3 Walls and Fences**
 - Boundary fencing to demarcate land boundaries and/or manage access into landholdings adjacent to Dews Lane.

Principal Changes from Previous submission

3.2.8 Includes interaction with the utilities compound as referenced.

Land South of Dews Lane

3.2.9 This area of the site includes land between the south of Dews Lane, the west of the realigned Harvil Road and the north of the Chiltern Railway Line and east of Harefield No.2 Lake.

3.2.10 Previous requests for approval that have been granted have been incorporated into this request for approval (where unchanged) to provide a new and single set of consolidated plans. The exception to this is the Requests for approval associated with the viaduct and its immediate abutment and earthworks.

- **Paragraph 2 Structures**
 - Headwalls and associated safety rails associated with drainage headwalls.
- **Paragraph 3 Earthworks**
 - Civil engineering earthworks associated with the Ickenham ATFS platform, maintenance access roads, a large drainage basin and the profiling of land to

¹⁸ Sch.17 Plans and Specification, LBH reference 75435/APP/2020/1057

bed the CVV south abutments and its' associated embankment into the wider landscape.

- Access roads for maintenance purposes from Dews Lane to piers 5-9; access from Harvil Road to the ATFS platform, pylons, balancing pond and piers 2-4 as well as the CVV south abutment.
- Landscape earthworks associated with the minor reprofiling of the NYGB to realign the watercourse between Piers 4 and 5 of the CVV.
- Landscape earthworks to include for wetlands, grassland areas and other habitat; including small scrapes, hibernaculum and the realignment of footpath U34.
- Minor drainage earthworks to direct water to the wetland areas noted above.
- **Paragraph 3 Walls and Fences**
 - Boundary fencing to demarcate land boundaries and/or manage access into various parts of the site. This includes for potential grazing by livestock.
 - Security fencing around key infrastructure.

Principal Changes from Previous submission

3.2.11 The previously submitted design intent remains consistent throughout this section. However, minor modifications to the earlier details have been made, necessitating a new approval request. To facilitate effective planning, a new application has been submitted to consolidate these minor changes alongside the previously approved elements, creating a unified and comprehensive set of approved drawings for the ground-level works in this area of the Colne Valley.

3.2.12 The minor changes comprise:

- The alignment of Footpath U34 has been revised to route it around a previously approved bat mitigation structure. As a result, associated planting and seeding earthworks have been adjusted accordingly.
- Within the construction area, several mature trees and patches of scrub initially identified for removal are now being retained, as reflected in the updated drawings.
- In areas near the site boundaries—particularly along the southern and western edges—some zones previously anticipated to be disturbed have remained untouched by construction. These areas are now also shown as retained.
- Across the landscaped zones, minor contour adjustments have been made to facilitate the distribution of water across wetland areas, encouraging the formation of small pools and marshes.

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 Environmental Minimum Requirements (EMRs). The EMRs include the HS2 Code of Construction Practice¹⁹ and ALIGN's Environmental Management System (EMS) which includes a number of key documents that incorporate the wider provisions of the CoCP and EMRs. In particular, the site specific environment management plan (1MC05-ALJ-EV-PLN-CS01_CL01-000022) for the Colne Valley identifies constraint, 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 involve:
- Removal of temporary haul roads, platforms and stabilised areas.
 - Laying of permanent access tracks and rights of way.
 - Removal of temporary drainage ditches and lagoons and associated pipe runs and pumps.
 - Installation of 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.

¹⁹

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

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 November 2024	Initial presentation of groundwork south changes and areas of land subject to schedule 16 site restoration.
London Borough of Hillingdon	22 January 2025	Pre-Application meeting. Liaise with Private Rights of Way (PRoW) officer regarding access to the south of Dews Lane.
London Borough of Hillingdon	10 March 2025	Site visit with PRoW and planning officers. The officers were presented the amended route for the U34 footpath and discussed their preferred finish/detail to the path. Planting solution was also discussed regarding the bat house.
London Borough of Hillingdon	25 March 2025	A follow-up meeting to update planning officers on Align's progress on addressing the actions that were raised in the previous pre-application meeting.

5 Design Approach and Rationale

5.1 Introduction

- 5.1.1 This resubmission entails a slight reconfiguration of previously approved works within the 'Ground Works South' area (planning ref. 73263/APP/2022/1497²⁰); and some minor changes in relation to the land within the HS2 Act limits between Harvil Road and Harefield No. 2 Lake. As such, the previous approach to the design, including specific influences, remain valid to this submission. This resubmission still fits within the overall site masterplan and still reflects the collaborative and integrated approach that involved several design disciplines, and was informed by previous engagement. To that extent, please refer to section 5 of the previously submitted written statement for the groundwork south submission.
- 5.1.2 This section focusses primarily on describing any change within the context of the previously set out design approach.

5.2 Harefield No 2 Lake and HOAC

- 5.2.1 This section of the site, connects Footpath U34 back into the Dews Lane permissive route and softly contouring the land around Pier 11 back into the proposed contours as a result of the slightly increased pile cap height.
- 5.2.2 Earthworks and headwalls associated with drainage design remains as previously approved and other than some minor ditch profiling associated with the Pier 11 contour changes, the drainage regime remains unchanged from that set out previously.

5.3 Dews Lane

- 5.3.1 The Dews Lane design remains the same as previously approved from a plans and specifications perspective.
- 5.3.2 From a landscape perspective, Dews Lane was identified as an important linear foraging corridor for bats and other wildlife. As a result, the landscape strategy has focused on enhancing and preserving this connectivity by incorporating woodland edge planting and woodland infill along Dews Lane to maintain the integrity of the corridor.

²⁰ <https://planning.hillingdon.gov.uk/OcellaWeb/planningDetails?reference=73263/APP/2022/1497&from=planningSearch>

5.3.3 The drainage and highway design set out in the Dews Lane application has not changed and the drainage for this area has now been completed. It is included in the application for reasons of completeness.

5.3.4 The highway design establishes a realigned and slightly wider lane to provide 2-way traffic to the south of the original alignment. However, the original alignment is being retained on its former alignment to allow a permissive route between Harvil Road and the realigned Footpath U34 as it crosses Dews Lane. This accords with the wider design objective of improving recreational routes, walking and access to nature; one of the early design principles adopted for this area by ALIGN JV.

5.4 South of Dews Lane

5.4.1 The proposals are intended to create a contextually appropriate mosaic of complementary habitats reflecting the local topography, soils and hydrology. They also serve to provide appropriate environmental mitigation as well as objectives to promote active travel and access to nature. Whilst the arrangement of elements has changed, the overall original ambition and objectives are unaltered.

5.4.2 Where practicable, areas untouched by construction will be managed in a manner that supports natural regeneration of scrub and species rich grassland. To the south, this includes creation of some shallow scrapes (corresponding with low lying and seasonally wet areas) to provide a more varied habitat. This extent of this approach represents a key change to the application.

5.4.3 The area within the natural floodplain of the NYGB will feature excavated ponds and shallow scrapes, creating a network of interconnected and varied waterbodies. This system will also integrate with the HS2 drainage network, contributing to the management of discharge into the NYGB. The design and arrangement of the wetland ponds and channels has changed from the original application albeit the purpose and functionality are unaltered.

5.4.4 Proposed fencing on land south of Dews Lane is largely designed to facilitate grazing as the primary management approach. This includes stock proof fencing, gated land parcels and dedicated routes and corral areas to allow movement of cattle on a rotational basis. Fencing outside of grazed areas is typically a timber post and strained wire type to define landownership boundaries. Security fencing forms the defensive edges to the ATFS platform. The arrangement of fencing to support grazing has changed to reflect the application boundary changes and other operational constraints.

5.4.5 North of the NYGB the only minor change includes the realignment of the U34 footpath to the north of the HS2 bat house. This requires some clearance of immature scrub and tree planting in the vicinity of the building. Additional planting is proposed on the approaches to the bat house to create as much protection from anti-social behaviour as is practicable given the space constraints.

5.5 North of Dews Lane

5.5.1 The design approach for North of Dews Lane design remains the same as previously approved from a plans and specifications. The changes in this location are a slight realignment of Footpath U34 and a reconfiguration of an anglers' footpath.

5.5.2 Engagement with Harrow Angling Society has resulted in modifications to the access arrangements around the Harefield Lake Flood Compensation Area

5.5.3 For the planting design, updated site surveys have showed more areas unaffected by construction works, meaning that greater areas of retained vegetation can be included.

5.6 Grounds for approval

5.6.1 The proposed works are considered to represent a minor modification to the previously approved plans and specifications in this area of Groundwork south.

5.6.2 Schedule 17 has grounds for approval for various matters which are addressed below. Predominantly, the explanation below focuses on the extent of change to the previously approved scheme; rather than a justification for all of the works, many of which have been previously approved.

Local Environment and Amenity

5.6.3 The revised changes are not considered to impact local environment and amenity to any greater degree than the previously approved scheme. Earthwork levels have been kept very similar to those that have been previously approved. Where they have been altered, any change has been sensitively graded to meet previously approved contours. Within the wetland areas, contours have been adjusted to maximise water retention and spread into the areas to enable successful establishment and facilitate the overall objectives for the habitat.

5.6.4 At Pier 11 the contour levels have been raised slightly to address the retention in situ of the Thames Water Sewer. This prevented further unnecessary land disturbance and is in a location that is outside the floodplain. As this area was in proximity to a maintenance access point; the raised ground levels and access area have been

incorporated so that from a design perspective they read as one. The land has then been graded back to meet drainage earthworks and surrounding ground levels at a shallow gradient, so the raised ground is not overly prominent.

- 5.6.5 The changes within this submission do not impact on the NYGB floodplain. The landscape works do not compromise the functionality of the NYGB channel or its ability to provide flood storage. The proposal therefore still aligns with NYGB's integrated flood compensation areas and will continue to maximise wetland biodiversity in this area.

Highway Safety and Free Flow of Traffic

- 5.6.6 This application does not change highway safety or traffic flow when compared to the previously approved details.
- 5.6.7 There are no changes along Dews Lane to the alignment and so the previously submitted details remain as shown in this application.
- 5.6.8 In respect of Footpath U34 there is a minor alignment alteration which would have no impact on public rights of way.

Sites of Historic, Archaeological or Nature Conservation Value

- 5.6.9 The scheme retains the same habitat matrix and design as the previously submitted scheme and is considered to deliver on the previously set out objectives. Along Dews Lane, mammal crossings have been proposed and the U34 Footpath has been realigned to be further away from the bat house to minimise disturbance.

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 4 – Part 1	Permanent access geometry at the new Dews Lane/ Harvil Road junction.
Schedule 4 – Part 3	Footpath U34 permanently diverted around balancing pond.
Schedule 16 – Site Restoration	Missing Patches - 'LBH Group 1'. Includes: CVV-S.8.16, CVV-S.23.16.
Schedule 17 – Mitigation Scheme and Bringing Into Use	Bringing in to use and mitigation scheme approvals for relevant scheduled works, including the viaduct and Dews Lane (submitted to LBH).

6.2 Relationship to Approved Consents

Colne Valley Viaduct and Non-Viaduct and Non-Material Amendments

6.2.1 There are no impacts on the previously approved CVV Schedule 17 structure and its associated non-material amendments.

Dews Lane

6.2.2 The approved details contained within the Dews Lane Schedule 17 approval (LBH Reference 75435/APP/2020/1057) are minimally changed. No new contours are proposed in this location. Also, the sections are correct and have previously been approved. They are reincluded for completeness.

Newyears Green Bourne

6.2.3 The earthworks contours submitted as part of this consent mirror those constructed on site as a part of the previously submitted consent.

6.3 Construction Programme

- 6.3.1 The current programme is for the commencement of works specific to this consent in March 2026. As stated previously, there is an original Ground Works South consent which has enabled other works in this area to begin earlier, some of which is currently under way.
- 6.3.2 Most of the planting and seeding as well as the final earthworks profile will be undertaken through the summer of 2026. Final access roads and rights of way are expected to be completed by this time too.

7 Conclusion

- 7.1.1 This Written Statement supports the Schedule 17 resubmission for plans and specifications in relation to the land within the HS2 Act limits between Harvil Road and the Harefield No.2 lake along and to the north and south of Dews Lane, and describes the material considerations required to determine this submission. It sets out the necessary information relevant to the grounds for determination in Schedule 17, Paragraph 2 and 3 required to determine this submission.
- 7.1.2 The proposed earthworks changes are kept to a minimum, only take place where necessary, and will not cause any impact on flood risk.
- 7.1.3 The proposal would align with the landscape masterplan that was detailed in the previous submission and would still support the extensive and detailed landscaping of the area. This includes delivering broad benefits for the area including enhancing and extending active travel routes, providing a more cohesive and varied landscape which responds positively to the wider character of the area and retains areas of former land use where possible.
- 7.1.4 The design of maintenance routes has not changed and still meets HS2's future operational requirements. Similarly, the overall drainage strategy, access into the site and proposed land uses following HS2 works has not changed.
- 7.1.5 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. Some of this fencing can be removed once planting has established sufficiently.