1MC06-CEK-TP-CRO-CS03_CL05-000009 Rev C01
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Letter Reference: 1MC06-CEK-TP-CRO-CS03_CL05-000009 Rev C01

Date 27/03/2026

Dear Mr Blackman,

HIGH SPEED RAIL (LONDON – WEST MIDLANDS) ACT 2017
BUCKINGHAMSHIRE COUNCIL
HS2 SUBMISSION No. AVDC.MS.10008 APPROVAL OF MITIGATION FOR SCHEDULED WORK Nos. 2/14, 2/23A and 2/23B

This is a request submitted in accordance with Schedule 17 paragraph 9 (4) (b) of the High Speed Rail (London – West Midlands) Act 2017 for approval of a scheme of mitigation for Scheduled Work Nos. 2/14 (in part), 2/23A and 2/23B that are located within the Buckinghamshire Council area.

These Scheduled Works Nos. 2/14 (in part), 2/23A and 2/23B are described in Schedule 1 of the Act as:

- *Work No. 2/14 (in part) - A railway (8.3 kilometres in length) partly in tunnel and partly on viaduct commencing by a junction with Work No. 2/1, at its termination, continuing north-westwards, and terminating at a point 240 metres north-west of the roundabout joining the A413 London Road with Small Dean Lane; Work No. 2/14 includes a viaduct over the A413 London Road, the Marylebone to Aylesbury Line and Small Dean Lane.*

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- *Work No. 2/23A - An accommodation access road, being a realignment of a track, commencing at a point 312 metres south-east of the junction of Bowood Lane with footpath WEN/39/2 and terminating on that track at a point 130 metres north-east of its commencement.*
- *Work No. 2/23B - An accommodation access road, being a realignment of a track, commencing on footpath WEN/39/2 and access track at a point 140 metres north of the junction of that access with Bowood Lane and terminating on footpath WEN/39/1 and that track at a point 280 metres east of its commencement.*

Under paragraph 9 (5), the relevant planning authority may not refuse to approve, or impose conditions on the approval of, a scheme submitted for the purposes of sub-paragraph (4)(b) unless it is satisfied that it is expedient to do so on the ground that the scheme ought to be modified—

a) to preserve the local environment or local amenity,

b) to preserve a site of archaeological or historic interest, or

c) in the interests of nature conservation,

and that the scheme is reasonably capable of being so modified.

It is not the function of Schedule 17 to achieve betterment or to further 'improve' a scheme that preserves the local environment, amenity or sites of archaeological interest.

Documents for approval

This submission for approval of a scheme of mitigation under Schedule 17 paragraph 9 (4) (b) comprises of the following documents for approval. For clarity, these documents include all mitigation relevant to Act requirements:

- Wendover Dean R1 Landscape Planting Plan Sheet 1 – 1MC06- CEK-TP-DPL-CS03_CL05-000158
- Wendover Dean R1 Landscape Planting Plan Sheet 2 – 1MC06- CEK-TP-DPL-CS03_CL05-000159
- Wendover Dean R1 Landscape Planting Plan Sheet 3 – 1MC06- CEK-TP-DPL-CS03_CL05-000160
- Wendover Dean R1 Landscape Planting Plan Sheet 4 – 1MC06- CEK-TP-DPL-CS03_CL05-000164
- Wendover Dean R1 Landscape Planting Schedule – 1MC06-CEK-TP-SCH-CS03_CL05-000003

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Documents for information

For information the following documents are provided:

- Wendover Dean R1 Site Key Plan – Sheet Locations – 1MC06-CEK-TP-DPL-CS03_CL05-000162
- Noise Demonstration Report (NDR) - 1MC06-CEK-TP-REP-CS03_CL05-000010
- This Covering letter – 1MC06-CEK-TP-CRO-CS03_CL05-000009

The drawings provided with this application show how the mitigation has been designed into the proposals. These are summarised in the Tables below.

Landscape

The landscape design for HS2 has two functions. These are to mitigate the effects of the Scheduled Works described in Column 2 of Table 1 below, and to describe mitigation in the ES that integrates the railway into the landscape setting which is not for approval under Schedule 17 para 9 (4) b, as described in Column 3 of Table 1 below. Column 3 describes landscape measures included for 'enhancement' purposes to integrate the railway, - and these measures are not submitted for approval.

The Act requires mitigation of the Scheduled Works to be achieved through the provision of either landscape earthworks or landscape planting or a combination of both.

Table 1 below presents the Schedule 1 Works and the landscape mitigation proposed.

Table 1: Proposed landscape mitigation for the Scheduled Works

Schedule Work	**Mitigation for Approval under Schedule 17 Paragraph 9 (4) (b) submission**	**Additional Planting / Landscape Integration (not submitted for approval)**
Work No. 2/14 (in part)- A railway (8.3 kilometres in length) partly in tunnel and partly on viaduct commencing by a junction with Work No. 2/1, at its termination, continuing north-westwards, and terminating at a point 240	The railway which passes through Rocky Lane Cutting, over Wendover Dean North Embankment, Wendover Dean Viaduct, Wendover Dean South Embankment and into South Heath Cutting for a small 40.0m length at the south of the	Proposed hedge lines between chainages 51+700 and 51+000 to the west, and outside the toe of the Rocky Lane Cutting landscape earthwork are for landscape integration

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metres north-west of the roundabout joining the A413 London Road with Small Dean Lane; Work No. 2/14 includes a viaduct over the A413 London Road, the Marylebone to Aylesbury Line and Small Dean Lane.	application area, is mitigated with both landscape earthworks and proposed planting within this application area. To the north and between chainages 51+700-51+000 Rocky Lane Cutting is mitigated to the west and the east of the railway with a landscape earthwork. Mitigation planting is proposed between chainages 51+700- 51+580 on the east of the railway and between chainages 51+700- 51+530 on the west of the railway. This is on steeper land which will not be restored for agricultural use and masks the entrance to the cutting in views from higher ground to the east and the west. Hedge lines between chainages 51+590-51+480 that include tree species will also mask views towards the railway as it enters Rocky Lane Cutting. The landscape earthworks mitigate the railway entirely between chainages 51+500- 51+150 and allow for an open view to be maintained over Rocky Lane Cutting and within The Chilterns National Landscape. To the south of Rocky Lane Cutting and between chainages 51+200-51+130 there is a large woodland copse that will mitigate views into the railway cutting from the south. Hedges with tree planting and	purposes. They are proposed to reinstate existing hedge lines that form the field enclosure, to reinforce the characteristics of the existing field pattern and to demark the boundary of HS2 land with third party holdings. These hedges include regular low field hedges and hedges that will include tree species that will grow to full canopy height. The proposed hedges tie in with existing retained hedgerows to create a seamless transition into the existing landscape setting.

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	screen effect hedge rows provide mitigation of the railway on Wendover Dean North Embankment, which tie into existing retained woodland vegetation, to the east. The hedgerows provide lines of screening that will follow features such as the realigned Footpath WEN/39/2 and the toe of the proposed railway embankment and will wrap around the proposed embankment. Wendover Dean South embankment is mitigated in the landscape setting with proposed native bushes / shrubs and woodland blocks between chainages 50+570- 50+460 to the west of the railway and between chainages 50+510- 50+400 on the east of the railway where woodland and a pocket of woodland edge is proposed. Mitigation of Wendover Dean Viaduct is proposed between chainages 50+650- 50+370 on the west side of the railway and will mitigate views on approach to the viaduct from PRoW WEN/33/1. The proposed planting typologies include woodland and native bushes / shrubs, wrapping around the proposed drainage Pond 1 that will foreclose and mitigate views towards the viaduct and	

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	Wendover Dean South Embankment.	
Work No. 2/23A - An accommodation access road, being a realignment of a track, commencing at a point 312 metres south-east of the junction of Bowood Lane with footpath WEN/39/2 and terminating on that track at a point 130 metres north-east of its commencement.	Bowood Lane will be realigned to the north of the current location. The realigned road will be mitigated by proposed planting which includes proposed hedge lines that tie into existing retained hedgerows at the western end of the realigned highway. Proposed hedge lines accompany the realigned route of Bowood Lane and met with an area of woodland edge and woodland to the south of the route at chainage. The planting works with the proposed landform to provide enclosure to the realigned highway that seeks to emulate the characteristics of a Holloway. The planting will over time mask the route of the road in the landscape setting and will enclose and cover the route as the tree and shrub canopies of the hedgerows grow over time.	The proposed route is a sinuous one which has a similar curvature to the original alignment and works to create a similar gradient to the original route. The route is integrated into the landscape earthworks with to the east end of the realignment, cutting into the landform in the same way that a Holloway cuts into the topography over time.
Work No. 2/23B - An accommodation access road, being a realignment of a track, commencing on footpath WEN/39/2 and access track at a point 140 metres north of the junction of that access with Bowood Lane and terminating on footpath WEN/39/1 and that	The realignment of Footpath WEN /39/2 which constitutes an access track is mitigated in this landscape setting with proposed hedge lines that tie into existing retained hedge lines either side of the realigned access track. Sections of the hedge lines are proposed to be double width hedges; to provide dense enclosure that will	To the northwest of the access track the route is set down into the landscape, in a similar form to a Holloway that will further integrate the realigned access track into the landscape setting. The proposed route is a sinuous one

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track at a point 280 metres east of its commencement.	over time grow and enclose the route of the access track.	which has a similar curvature to the original alignment and works to create a similar gradient to the original route. Hedges are also proposed to include tree species, which will grow to maturity over time, giving the appearance of a continuous line of trees accompanying the route of the track which is synonymous this landscape setting.

Ecology

Table 2 below presents the Schedule 1 Works and the ecological mitigation proposed.

Schedule Work	**Mitigation for Approval under Schedule 17 Paragraph 9 (4) (b) submission**	**Additional Planting / Landscape Integration (not submitted for approval)**
Work No. 2/14 (in part) - A railway (8.3 kilometres in length) partly in tunnel and partly on viaduct commencing by a junction with Work No. 2/1, at its termination, continuing north-westwards, and terminating at a point 240 metres north-west of the	Impacts to sensitive ecological receptors in package AVDC P02 are a result of the construction of the HS2 line. Work No 2/14 has not resulted in any negative impacts to the ecological receptors within this package requiring mitigation.	No reasonably practicable ecology measures required in AVDC P02 R1. The mitigation for the loss of Jones' Hill Wood Ancient Woodland is wholly provided within AVDC P01. There is, however, planting within AVDC P02 which

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roundabout joining the A413 London Road with Small Dean Lane; Work No. 2/14 includes a viaduct over the A413 London Road, the Marylebone to Aylesbury Line and Small Dean Lane.		enhances the local area by increasing woodland cover, reducing fragmentation, and improving habitat connectivity between the Jones' Hill Wood Ancient Woodland and wider HS2 planting. Although described as 'isolated' in the HS2 Ancient Woodland Strategy, new woodland edge planting adjacent to existing woodland will establish quickly, providing shelter and help protect the woodland from wind and noise. This planting mix creates a dense, layered habitat for species using the woodland fringe. Behind the edge habitat, long-term woodland planting replicates existing species such as Beech and Pedunculate Oak. Early successional species like Silver Birch and Blackthorn provide short- to medium-term

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		habitat while slower-growing species mature.
Work No. 2/23A - An accommodation access road, being a realignment of a track, commencing at a point 312 metres south-east of the junction of Bowood Lane with footpath WEN/39/2 and terminating on that track at a point 130 metres north-east of its commencement.	Impacts to sensitive ecological receptors in package AVDC P02 are a result of the construction of the HS2 line. Work No 2/23A has not resulted in any negative impacts to the ecological receptors within this package requiring mitigation.	Connectivity between the Jones' Hill wood ancient woodland and HS2 planting is reinforced by hedgerows running alongside the access road (Work No. 2/23A) and beneath Wendover Dean Viaduct, linking to existing hedgerows. This continuous corridor extends north, complemented by wildflower grassland at the package's northern end, offering foraging habitat for species including bats.
Work No. 2/23B - An accommodation access road, being a realignment of a track, commencing on footpath WEN/39/2 and access track at a point 140 metres north of the junction of that access with Bowood Lane and terminating on footpath WEN/39/1 and that	Impacts to sensitive ecological receptors in package AVDC P02 are a result of the construction of the HS2 line. Work No 2/23B has not resulted in any negative impacts to the ecological receptors within this package requiring mitigation.	Not applicable.

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track at a point 280 metres east of its commencement.		

Noise Mitigation

The Noise Demonstration Reports (NDR) (Document Ref. 1MC06-CEK-TP-REP-CS03_CL05-000001) submitted as part of AVDC P02 – Wendover Dean (Approved Scheme) package demonstrated that the proposed noise mitigation provided the required level of acoustic mitigation.

The NDR has been updated and is submitted as part of this resubmission for information only (Document Ref. 1MC06-CEK-TP-REP-CS03_CL05-000010). The updated NDR demonstrates that the proposed changes set out in AVDC P02 R1 Resubmission have not resulted in a material change to noise from the Approved Scheme.

Relevant submissions, approvals, or agreements

For completeness, all relevant submissions, approvals or agreements that provide the context to this submission of approval for mitigation are set out as follows:

Schedule 17

Plans and Specifications approval for the HS2 works at Wendover Dean have been approved by Buckinghamshire Council (BC) on 26th February 2021.

Alongside this submission, a resubmission under Paragraphs 2 and 3 of Schedule 17 has been submitted to AVDC to seek approval for those elements which are different to those approved under LPA application reference 21/00860/HS2), under letter ref. 1MC06-CEK-TP-CRO-CS03_CL05-000001.

Schedule 33 (Part 5) approvals of relevance to Scheduled Work Nos. 2/14, 2/23A and 2/23B include:

All the relevant Schedule 33, Part 5 approvals relating to Scheduled Work Nos. 2/14, 2/23A and 2/23B have been obtained. These are listed below (from south to north through this area).

- **SHW-07** ASC GW Piling (Structure and Noise Barrier) for Wendover Dean Viaduct and GW Noise Barrier pilling for both Wendover Dean South Embankment Noise Barrier Line and Wendover Dean North Embankment Noise Barrier Line, approved by the Environment Agency.

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- **SHW-13** ASC GW Noise Barrier Pilling for Rocky Lane Cutting Noise Barrier Line, approved by the Environment Agency.

Summary

This submission contains the proposed mitigation for Scheduled Work Nos. 2/14, 2/23A and 2/23B.

For the most part, the mitigation measures are found in the design of the scheme. This application goes further to provide the specific additional mitigation measures relevant to the Scheduled Works.

We trust the above gives you sufficient information to determine the request for approval of a scheme of mitigation for Scheduled Work Nos. 2/14, 2/23A and 2/23B.

Should you wish to discuss this matter further, please contact Mark Menzies-Roberts at Mark.Menzies-Roberts@ekfb.com (EKFB Senior Planning Consents Manager).

Yours sincerely,

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Cc Mark Menzies-Roberts – EKFB Senior Planning Consents Manager