



The High Speed Rail (London – West Midlands) (Greatmoor Railway Sidings Etc.) Order

Planning Statement



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Planning Statement



Department for Transport

High Speed Two (HS2) Limited has been tasked by the Department for Transport (DfT) with managing the delivery of a new national high speed rail network. It is a non-departmental public body wholly owned by the DfT.

High Speed Two (HS2) Limited,
One Canada Square,
Canary Wharf,
London E14 5AB

Telephone: 020 7944 4908

General email enquiries: HS2enquiries@hs2.org.uk

Website: www.gov.uk/hs2

A report prepared for High Speed Two (HS2) Limited:

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Glossary

AVDC	Aylesbury Vale District Council
AVDLP	Aylesbury Vale District Local Plan
BBOWT	Berkshire, Buckinghamshire, Oxfordshire Wildlife Trust
BCC	Buckinghamshire County Council
BMV	Best and Most Versatile
CoCP	Code of Construction Practice
DfT	Department for Transport
EfW	Energy from Waste
EMRs	Environmental Minimum Requirements
ES	Environmental Statement
EWR2	East West Rail Phase 2
FCC	Fomento de Construcciones y Contratas
FRA	Flood Risk Assessment
HGV	Heavy Goods Vehicle
HS2	High Speed 2
LPA	Local Planning Authority
LTP	Local Transport Plan
LWS	Local Wildlife Site
MP	Member of Parliament
MWCS	Minerals and Waste Core Strategy
MWLP	Minerals and Waste Local Plan
NPPF	National Planning Policy Framework
NPPW	National Planning Policy for Waste
PDD	Planning Direction Drawings
PPG	Planning Policy Guidance
PRoW	Public Right of Way
RMWLP	Replacement Minerals and Waste Local Plan
SES	Supplementary Environmental Statement
SSSI	Site of Special Scientific Interest
SWC	Strategic Waste Complex
TWA	Transport and Works Act
TWAO	Transport and Works Act Order
VALP	Vale of Aylesbury Local Plan
VAP	Vale of Aylesbury Plan
WSI	Written Scheme of Investigation

1 Introduction

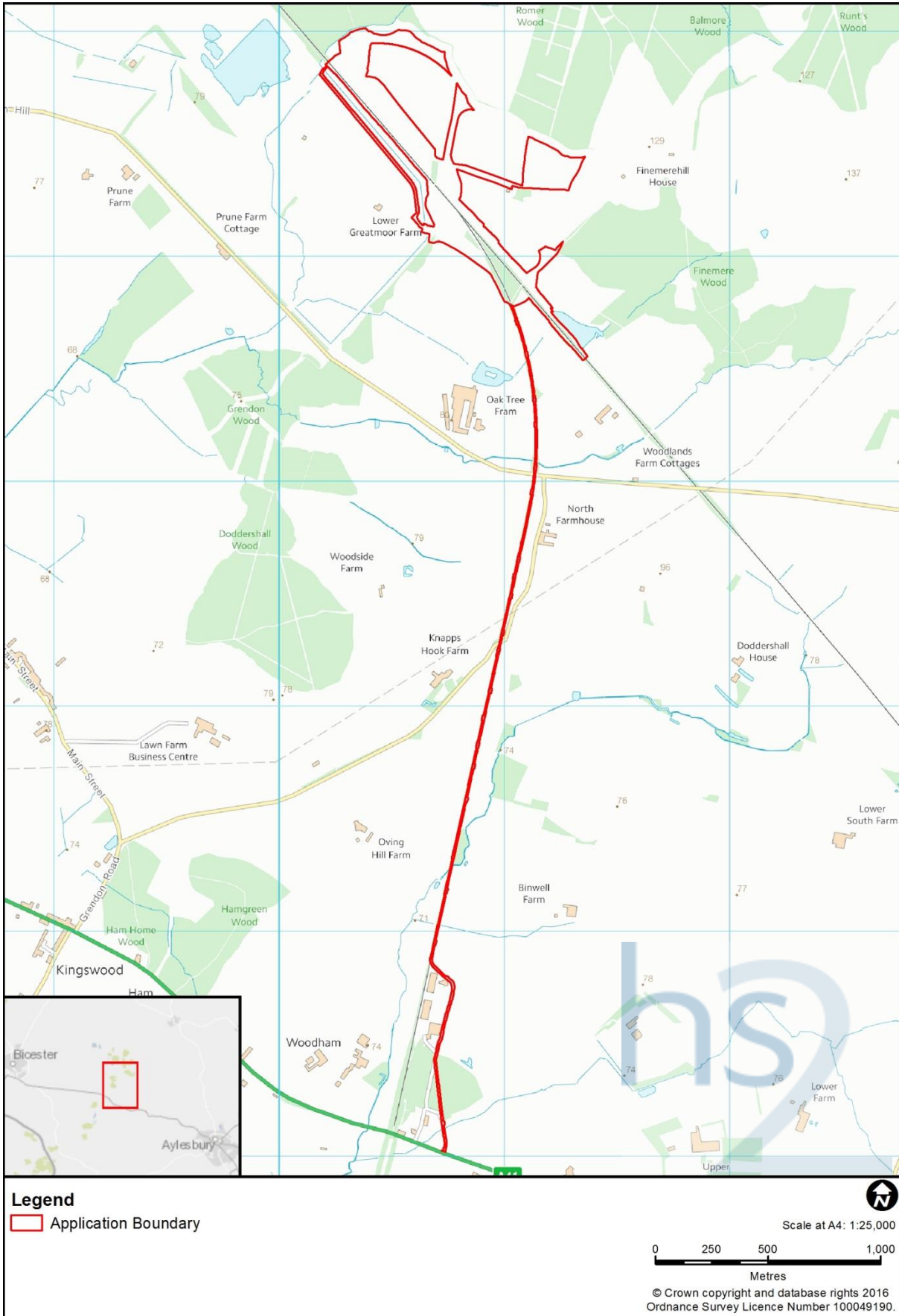
1.1 Overview

- 1.1.1 HS2 Ltd ('the Promoter') is applying to the Secretary of State for Transport for the High Speed Rail (London – West Midlands) (Greatmoor Railway Sidings etc.) Order ('the Order') under the Transport and Works Act 1992 ('the 1992 Act'), hereinafter referred to as the Proposed Scheme.
- 1.1.2 Pursuant to rule 10(6) of the Transport and Works (Application and Objections Procedure) (England and Wales) Rules 2006, the Transport and Works Act Order (TWAO) application is accompanied by a request for a Planning Direction under Section 90(2A) of the Town and Country Planning Act 1990. Under the Direction permission, so far as it is required, is deemed to be granted for the development sought to be authorised by the Order, subject to any conditions.
- 1.1.3 Authorisation is required for the construction, operation and maintenance of railway sidings and ancillary works specified in Section 3 of this Statement.
- 1.1.4 The purpose of the Planning Statement is to clearly set out the policy case for the Proposed Scheme having regard to the provisions of local and national policy and other material considerations. It concludes that the Proposed Scheme meets policy objectives and delivers a sustainable development.
- 1.1.5 The Planning Statement is one of a suite of supporting documents for the Greatmoor Railway Sidings TWAO application and should be read in conjunction with these, in particular the Request for Planning Direction, Environmental Statement (ES), Statement of Aims and the Summary of Consultations Undertaken.
- 1.1.6 The TWAO application is accompanied by the following Planning Direction Drawings (PDD):
- PDD Sheet 1 - Location Plan;
 - PDD Sheet 2 - Site Plan (1 of 3);
 - PDD Sheet 3- Site Plan (2 of 3);
 - PDD Sheet 4 - Site Plan (3 of 3);
 - PDD Sheet 5 - Existing Plan (1 of 2);
 - PDD Sheet 6 - Existing Plan (2 of 2);
 - PDD Sheet 7 - General Arrangement Plan (1 of 2);
 - PDD Sheets 8 - General Arrangement Plan (2 of 2);
 - PDD Sheet 9 - Reception Sidings and Bridleway QUA/36 Accommodation Green Overbridge (Work No.4) Sections;
 - PDD Sheet 10 - Reception Sidings (continued) and Bridleway GUN/28 Accommodation Green Overbridge (Work No.6) Sections;
 - PDD Sheet 11 - Operational Sidings Sections;

- PDD Sheet 12 - Greatmoor Railway Sidings Mitigation Context Plan;
- PDD Sheet 13 - Greatmoor Railway Sidings Mitigation Plan;
- PDD Sheet 14 - Office and Welfare Facilities General Arrangement Plan;
- PDD Sheet 15 - Bridleway Gun/28 Accommodation Green Overbridge General Arrangement (Work No.6) General Arrangement;
- PDD Sheet 16 - Bridleway QUA/36 Accommodation Green Overbridge General Arrangement (Work No.4) General Arrangement;
- PDD Sheet 17 - Bridleway QUA/36 Diversion Plan and Profile;
- PDD Sheet 18 - Realigned EfW Access Plan and Profile;
- PDD Sheet 19 - Bridleway GUN/28 Diversion Plan and Profile;
- PDD Sheet 20 - Operational Sidings Plan and Profile; and
- PDD Sheet 21 - Hs2 Phase One Balancing Pond Access Plan and Profile.

1.1.7 The extent of land covered by the TWAO is shown in Figure 1 and on PDD 2/21, 3/21 and 4/21.

Figure 1: TWAO application boundary



1.2 Background and need for the Proposed Scheme and TWAO

- 1.2.1 The Proposed Scheme is necessary to ensure that HS2 Phase One, a scheme of national importance, can be delivered. In order to construct and operate the proposed HS2 Phase One scheme, it is necessary to relocate the sidings currently located west of the Aylesbury Link railway line at Calvert which are used by FCC Waste Services (UK) Ltd (FCC) to move waste and spoil from rail to the adjacent landfill site and Greatmoor Energy from Waste (EfW) facility. The Proposed Scheme promotes these replacement facilities.
- 1.2.2 As part of the current operation, waste is brought in by rail and offloaded at existing railway sidings located at Calvert on the west side of the Aylesbury Link railway line.
- 1.2.3 The HS2 Phase One hybrid Bill, which is currently progressing through the Houses of Parliament, originally sought powers to relocate FCC's waste transfer facility and sidings to a location on the east side of the Aylesbury Link railway line and the proposed HS2 Phase One alignment, to the north of Decoypond Wood. A green accommodation overbridge would be built over the HS2 and Aylesbury Link railway line to provide vehicular access between the sidings, the landfill and the Greatmoor EfW facility. The layout of the sidings was subsequently modified as part of Supplementary Environmental Statement (SES) 3 and Additional Provision to the hybrid Bill (AP4), which was deposited in October 2015) to more closely replicate the layout of the existing sidings. The modifications included extending the sidings to the north and a separate accommodation overbridge introduced nearer to the village.
- 1.2.4 A number of petitions against the AP4 scheme, including from local residents, the local MP and FCC were submitted and presented to the House of Commons Select Committee. Petitioners were predominantly concerned with the impact of the sidings on residential amenity. FCC petitioned against the AP4 scheme and proposed an alternative location for the sidings, some 1.8km further from Calvert, south of Sheephouse Wood at Greatmoor, Buckinghamshire, opposite the newly completed Greatmoor EfW facility. The House of Commons Select Committee recognised benefits for local residents in distancing the sidings from the village and indicated a preference for an option south of Sheephouse Wood in the Second Special Report of Session 2015-16. As a result of discussions between HS2 Ltd and FCC the Proposed Scheme has been developed. This is referred to in the TWAO application documents as the 'Greatmoor Railway Sidings'.
- 1.2.5 HS2 Ltd has agreed to promote the Greatmoor Railway Sidings as an alternative to the AP4 scheme via a separate TWAO application, an approach which was endorsed by the House of Commons Select Committee. FCC and HS2 Ltd have worked together to achieve the benefits set out in Section 1.3 of this Statement. HS2 Ltd recognises the benefits and advantages of the Proposed Scheme as described over AP4 for the petitioners.
- 1.2.6 Authorisation for the Proposed Scheme, by way of a TWAO application, will proceed concurrently with the continued progress of the HS2 Phase One hybrid Bill through Parliament. As a discrete project, though related to the construction of the high speed railway under the hybrid Bill, it is appropriate to seek authorisation for the Proposed Scheme by means of a TWAO, which is the appropriate procedure for obtaining authorisation for railway development and associated infrastructure including the related compulsory land powers.

- 1.2.7 The Proposed Scheme will only be progressed as part of the construction of HS2 Phase One and not as a stand-alone project. If approved, the accommodation works associated with the FCC sidings as described in the HS2 Phase One hybrid Bill (AP4 scheme) would not be undertaken and HS2 Ltd would proceed to construct the sidings in the Proposed Scheme under the TWAO.
- 1.2.8 If made, the TWAO would confer statutory powers for HS2 Ltd to construct, operate and maintain the scheduled and ancillary works specified and summarised in Section 3 of this Statement. The TWAO would also confer powers to compulsorily acquire land and rights required for the construction and maintenance of the sidings.
- 1.2.9 The TWAO application is accompanied by a Request for a Planning Direction under Section 90(2A) of the Town and Country Planning Act 1990. Under the Direction permission, so far as it is required, is deemed to be granted for the development sought to be authorised by the Order, subject to conditions. A set of draft conditions are attached to the Request for Direction.
- 1.2.10 Although the application is made to the Secretary of State for Transport, approvals of the discharge of conditions will be dealt with by the relevant local planning authority (LPA), in this case either Buckinghamshire County Council (BCC) or Aylesbury Vale District Council (AVDC) as the content requires.

1.3 Benefits of the Proposed Scheme

- 1.3.1 The Proposed Scheme provides a replacement for displaced facilities which will allow for the continued use of rail freight to support the operation of the Greatmoor EfW facility and landfill site in support of a number of planning objectives (see Section 5).
- 1.3.2 In addition to the high level benefits of the Proposed Scheme, in providing the replacement facility, the Proposed Scheme delivers a number of specific benefits. It will:
- remove the operational constraints for FCC associated with the HS2 design at the northern sidings;
 - mitigate the impacts on the residents of Calvert and Calvert Green, some of whom were concerned about increased noise and visual effects from the relocated sidings as proposed under the hybrid Bill;
 - mitigate the impact on Bechstein's and other bat populations which occupy the area in and around the Proposed Scheme due to the mitigation provided and restricted hours of operation that will minimise disturbance to bats during periods of activity;
 - provide woodland planting, which will mitigate immediate and longer term benefits through provision of improved connectivity of ancient woodland and green bridges across the proposed HS2 and Aylesbury Link railway lines which preserve existing bat flight paths;
 - reduce interaction between EWR Phase 2 passenger services as FCC freight trains arriving from the Aylesbury direction will be able to run-around within the sidings without needing to access the Claydon Freight Loop on the Bicester to Bletchley railway line; and

- by locating the sidings close to the Greatmoor EfW facility, provide future operational benefits should it become viable to deliver more waste to the Greatmoor EfW facility by rail (currently much of the waste comes in by road). FCC has a requirement to seek opportunities to increase the proportion of waste inputs delivered by rail.

1.4 Consultation

1.4.1 The Proposed Scheme has benefitted from engagement with various stakeholders and residents including FCC, BCC, AVDC, Network Rail, local residents and others. The Summary of Consultations Undertaken provides more information on the consultation process.

1.5 Structure of the Planning Statement

1.5.1 This Planning Statement comprises the following sections:

- section 2: describes the site;
- section 3: provides a description of the Proposed Scheme;
- section 4: provides more detail on the design, landscape and access components of the Proposed Scheme;
- section 5: outlines the relevant planning policy context, setting out how the Proposed Scheme helps to deliver national and local policy objectives; and
- section 6: provides a summary of the planning considerations associated with the Proposed Scheme.

2 The site

2.1 The site

2.1.1 The Proposed Scheme is located at Greatmoor, south of Calvert and Sheephouse Wood as shown on Planning Direction Drawing (PDD) 1/21 - Location Plan. The application site, as shown on PDDs 2/21, 3/21 and 4/21 - Site Plan, covers an area of approximately 35.5ha primarily comprising agricultural land (currently used for grazing or arable crops) and covering part of Aylesbury Link railway line. The application site also includes the use of an access road along Greatmoor Road (previously known as the Akeman Street Disused Railway) which forms the access road to the Greatmoor EfW facility to the south. A number of Public Rights of Way (PRoWs) cross the site.

2.2 Site context

2.2.1 Figure 2 provides an area context plan. Muxwell Brook forms the northern boundary of the site. The area surrounding the site is predominantly rural in nature with intermittent blocks of woodland and crossed by PRoWs. Sheephouse Wood Site of Special Scientific Interest (SSSI) and Greatsea and Romer Wood Local Wildlife Site (LWS) are located approximately 30m to the north of the site.

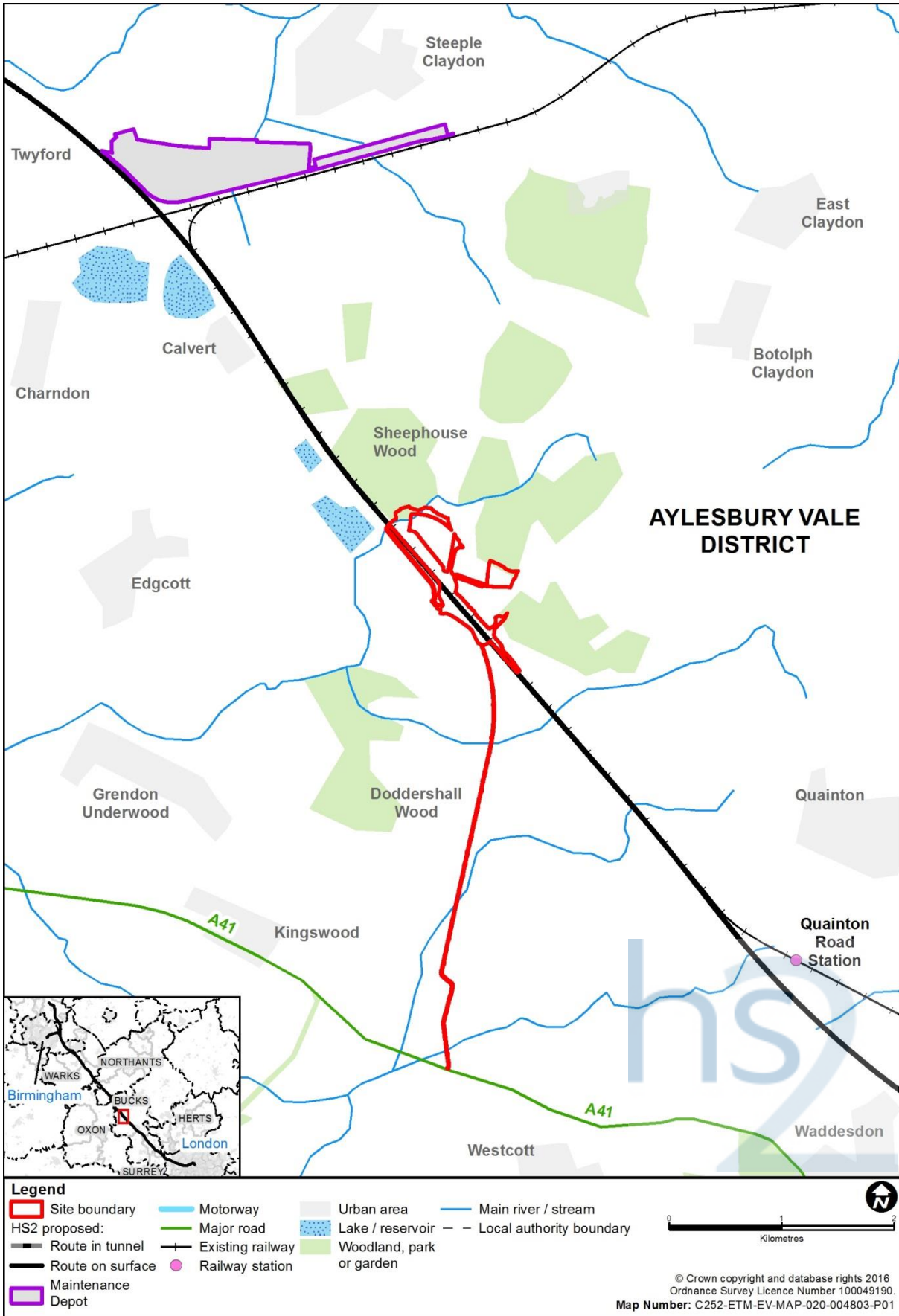
2.2.2 Finemere Wood SSSI is located immediately east of the site. It is designated as a SSSI for its ancient woodland. Finemere Wood Nature Reserve is located immediately adjacent to the site to the south east. It is owned and managed by Berkshire, Buckinghamshire and Oxfordshire Wildlife Trust (BBOWT).

2.2.3 Greatmoor EfW facility and the associated current and former landfills are located on the west side of the Aylesbury Link railway line, immediately west of the proposed sidings.

2.2.4 There are approximately 15 residential properties within a 1km radius from the boundary of the Proposed Scheme, mostly scattered to the west of the Aylesbury Link railway line. Of these, two residential dwellings lie close to the site: Lower Greatmoor Farm around 150m to the west and Finemerehill House around 210m to the east. The village of Calvert is located approximately 1.8km north of the site.

2.2.5 Key highways located in proximity to the site include Station Road, Quainton, the A41 and the A418.

Figure 2: Area context plan



2.3 Planning history

- 2.3.1 The site is adjacent to the Calvert Strategic Waste Complex (SWC), formerly the Calvert Brickworks now comprising landfill and EfW operations. Clay extraction and brickworks were in existence at Calvert from the early 1900's and the site has been subject to various minerals and waste activities since this time. The Calvert landfill site has received domestic, commercial and industrial waste from the Buckinghamshire and Cherwell District areas since the early 1970s. In July 2012, planning permission (11/20000/AWD) was granted for the Greatmoor EfW facility and access road, which have now been constructed and the facility is operational. The Proposed Scheme provides for a replacement of the sidings currently used by the Calvert SWC.
- 2.3.2 The Proposed Scheme requires Greatmoor Road to be partly realigned in order to allow completion of the construction access road and the western approach embankments to Bridleway GUN/28 accommodation green overbridge. The Proposed Scheme will allow waste and spoil to continue to be transported to the Greatmoor EfW facility and landfill for restoration by rail.
- 2.3.3 The Proposed Scheme overlaps the planning application boundary of planning permission 14/03577/APP for the installation and operation of a concrete batching plant with storage, parking facilities and access on the Woodham Industrial Estate. The most southerly section of Greatmoor Road in the TWAO application is on the same alignment as the access road in the approved plans for 14/03577/APP. HS2 Ltd is seeking powers of acquisition for construction and maintenance access over Greatmoor Road for utility works.
- 2.3.4 The Proposed Scheme does not materially affect any other existing planning applications at the time of submission.

3 The Proposed Scheme

3.1 Outline of the works

3.1.1 The Proposed Scheme is located at Greatmoor, Buckinghamshire. The Proposed Scheme seeks authorisation to relocate existing railway sidings at Calvert used to transfer waste and spoil. It is located on land predominantly owned by FCC, to the east of the Aylesbury Link railway line, south of Sheephouse Wood and opposite the Greatmoor EfW facility.

3.2 Interface with the HS2 Phase One, Aylesbury Link railway line and EWR2

3.2.1 The Proposed Scheme has been developed with consideration of existing and proposed rail schemes, namely the Aylesbury Link railway line, EWR2 and HS2 Phase One. The Proposed Scheme accommodates the HS2 Phase One alignment, the planned EWR2 double-tracking and upgrade of the Aylesbury Link railway line.

3.2.2 A connection to the Aylesbury Link railway line will be provided at each end of the reception sidings in order to allow trains to arrive from both the north and the south. The relocated sidings are to be constructed while the Aylesbury Link railway line remains operational for freight trains serving the current railway sidings at Calvert.

3.2.3 The Proposed Scheme will be constructed at the same time as HS2 Phase One in this location. Construction is expected to commence in 2017.

3.2.4 As part of the EWR2 project, NR proposes to upgrade the existing Aylesbury Link railway line to increase the frequency of train services in the early 2020's. EWR2 passenger services between Milton Keynes and Aylesbury are expected to operate on the upgraded Aylesbury Link railway line alongside the HS2 Phase One scheme, with a service frequency of one train per hour in each direction.

3.3 Description of the permanent works

3.3.1 The main components of the Proposed Scheme, as shown on PDDs 7/21 and 8/21 - General Arrangement Plan, are:

- the reception sidings (Work No. 1) are situated between Bridleway GUN/28 accommodation green overbridge and just beyond Bridleway QUA/36 comprising two railway tracks, connected to the operational sidings. The reception sidings will comprise two sidings with 440m stabling lengths;
- operational (waste transfer) sidings (Work Nos 2 and 3) situated between Sheephouse Wood and Bridleway GUN/28 accommodation green overbridge, comprising two pairs of twin tracks with a minimum length of 440m. Each pair has a connected head shunt of a minimum of 35m to enable locomotive run-round, with at least one line to the reception sidings. The operational sidings will include a yard and vehicle access with a rail mounted gantry crane, capable of handling and stacking two containers and wide enough for twin tracks, a vehicle access for loading and unloading trucks and an adjacent strip for container storage;

- the operational sidings will include two mobile grabs and be capable of servicing either side of the spoil sidings;
- Bridleway QUA/36 accommodation green overbridge, which is a component of the proposed HS2 Phase One scheme, will need to be lengthened to span the additional tracks of the reception sidings (Work no. 4);
- re-alignment of Greatmoor Road (Work No. 5) to the west to allow completion of the construction access road and the western approach embankments to Bridleway GUN/28 accommodation green overbridge;
- Bridleway GUN/28 accommodation green overbridge (Work No. 6), which is a component of the proposed HS2 Phase One scheme, will be widened to include vehicular access to the sidings and lengthened to span the additional track linking the operational and reception sidings. The widened accommodation green overbridge will comprise an 8.5m wide carriageway, farm track/bridleway crossing and a 30m wide vegetated section in between to provide safe passage for bats crossing the railway as part of the wider ecological mitigation for HS2 Phase One. The vehicle access ties in with Greatmoor Road from the A41 to the Greatmoor EfW facility and landfill site which is realigned to the west in the Proposed Scheme;
- a connection to the mainline (to Aylesbury Link railway line) will be provided at each end of the reception sidings in order to allow trains to arrive from both the north and the south;
- permanent diversion of 7 PRowS, permanent stopping up of 3 PRowS and provision of a new PRow;
- office and welfare facilities comprising two portakabins of around 9m² of floor area and 15m² floor area respectively; including 4 parking spaces to the south of the facilities; and
- an upgrade of the existing weighbridge at the Greatmoor EfW facility.

3.4 Description of the operation of the Proposed Scheme

3.4.1 The planning assumption is that there will be 16 train movements per day accessing the sidings via the Aylesbury Link railway line, of which 10 movements per day will serve the Calvert landfill and 6 movements per day will serve the Greatmoor EfW facility. Associated heavy goods vehicle (HGV) movements are assumed to be up to 648 per day.

3.4.2 The operating hours are expected to be in line with the current operational hours of the existing sidings at Calvert. Night time operation of the Proposed Scheme will be restricted during March to October when bats are most active. This includes HGV movements across Bridleway GUN/28 accommodation green overbridge, off-loading or loading of spoil or container trains, the use of operational lights for the unloading and loading of trains and train movements within the sidings. The Request for Planning Direction proposes a condition to this effect which details the hours of operation on a fortnightly basis.

- 3.4.3 Trains will, however, be able to arrive and depart at any time (including the night). Upon arrival at the facility, trains outside operational hours will stop up where allocated and safe to do so and engines and operational lighting will be switched off 30 minutes after arrival.

3.5 Description of the temporary works

- 3.5.1 PDDs 5/21 and 6/21 - Existing Plan and PDDs 7/21 and 8/21 - General Arrangement Plan show the locations of the existing and proposed track and sidings layout.
- 3.5.2 The main components of the temporary works associated with the Proposed Scheme are:
- the temporary stopping up of 13 PRowS and Greatmoor Road (which is a private road);
 - a temporary level crossing to be put in place on the Aylesbury Link railway line to allow construction access to the east side of the railway. This will be used until the Bridleway GUN/28 accommodation green overbridge is completed, which will then provide the required access; and
 - the Greatmoor Sidings Rail Systems satellite compound. This satellite compound will be managed from the Calvert railhead main compound which will be established for the construction of HS2 Phase One under powers, which will be enacted by the hybrid Bill and not the TWAO.
- 3.5.3 The HS2 Phase One Station Road overbridge satellite compound, established for the construction of HS2 Phase One, under powers which will be enacted by the hybrid Bill and not the TWAO, will be used to manage the civil engineering works for the Proposed Scheme.

4 Design, landscape and access principles

4.1 Introduction

4.1.1 This section describes the design, landscape and access principles based on the site and surrounding area which supports the policy analysis in Section 5. It has been prepared taking account of Government guidance on Design and Access Statements as set out in the Planning Policy Guidance (PPG) on Making an Application (paragraph: 031)¹. The design, landscape and access principles summarise information submitted as part of the TWAO application which includes the ES and PDDs. A landscape and visual assessment of the Proposed Scheme is presented in ES Volume 2, Chapter 11, which concludes that there will be no significant effects once the landscape scheme has matured.

4.2 Purpose and scope of this section

4.2.1 This section outlines the design, landscape and access principles which explain how the proposed development is a suitable response to the site and its setting, and demonstrate that it can be adequately accessed by prospective users.

4.2.2 This section demonstrates how the Proposed Scheme has responded to the site's context, in terms of its location, site features and planning context. As required, the design component of this section addresses the following aspects of the Proposed Scheme:

- amount: how much would be built on the site;
- layout: how the buildings, infrastructure, access routes and spaces are provided, placed and orientated in relation to each other and the surroundings;
- scale: which is the height, width and length of buildings, sidings and associated infrastructure in relation to their surroundings;
- landscaping: how open spaces will be treated to enhance and preserve the character of a place and the amenities of the surrounding area, including boundary treatment and how the development sits in the receiving landscape; and
- appearance: which is the aspect of the place, building or infrastructure that determines the visual impression it makes, including its external built form, building materials, colour, and lighting.

4.2.3 In regards to the access component, this section describes the local access and transport considerations.

4.3 Design principles

4.3.1 The design of the Proposed Scheme has to meet functional requirements whilst being sympathetic to the surroundings. The HS2 Ltd Design Policy² applies to all works

¹ Planning Practice Guidance, 2016, Guidance: Making an Application (14), Department for Communities & Local Government.

² High Speed Two (HS2) Limited, High Speed Two Information Paper, D1: Design Policy.

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/509509/D1_-_Design_Policy_v1.6.pdf

being proposed as part of HS2 Phase One, including the Proposed Scheme. The key principles in paragraph 3.1 include ensuring that the design:

- is safe, efficient, and meets with the requirements of whole life operation and maintenance alongside initial buildability;
- contributes to the government's pursuit of sustainable development, as set out in the National Planning Policy Framework, which involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life;
- is sympathetic to all visible elements of the built and landscaped environment in both rural and urban areas are sympathetic to their local context, environment and social setting; and
- developed through engagement to seek peoples' views and ideas on the design of the visible buildings and permanent structures.

4.3.2 The principles of sustainable developments have been, and remain an important influence on the development of the Proposed Scheme. HS2 Ltd's priority for sustainable design and construction is emphasised and articulated through its Sustainability Policy, discussed later in this section.

Consideration of alternatives in designing the Proposed Scheme

4.3.3 The design process for the Proposed Scheme has been iterative and has had to take account of the engineering and operational requirements associated with designing the sidings and facilities. There has been a thorough assessment of alternatives or design options which led to the appropriate design solutions which now form part of Proposed Scheme. ES Volume 2, Chapter 3 outlines this process.

4.4 Design

Introduction

4.4.1 This section draws out the key design aspects of the main built elements of the Proposed Scheme. It focuses on how the layout, scale, appearance and landscaping conform to planning policy and environmental considerations. Access is dealt with separately in Section 4.5. A number of matters have been reserved by condition for subsequent approval by the relevant LPA, namely the location, layout, scale, appearance and external materials of:

- office and welfare facilities;
- Bridleway GUN/28 accommodation green overbridge;
- Bridleway QUA/36 accommodation green overbridge;
- rail mounted gantry crane;
- permanent boundary fencing, including environmental mitigation fencing (noise/light) or other means of enclosure;
- weighbridge and

- hard standing.

4.4.2 Design information provided in relation to the reserved matters is illustrative but demonstrates the type of development that can be achieved and has informed the ES.

Amount of proposed development

4.4.3 The main elements of the Proposed Scheme are shown on the PDDs 7/21 and 8/21- General Arrangement Plan and PDD 13/21 – Greatmoor Railway Sidings Mitigation Plan. The amount of proposed development is described in Section 3.3.

Layout

- 4.4.4 The reception sidings are located immediately to the east of the Aylesbury Link railway line and run parallel east to west, running east of Bridleway GUN/28 accommodation green overbridge and west of Bridleway QUA/36, and are connected to the main line.
- 4.4.5 The operational sidings are located to the west of the reception sidings and run parallel east to west to the Aylesbury Link railway line, west of Bridleway GUN/28 accommodation green overbridge. The rail mounted gantry crane runs between the operational sidings for a length of 400m.
- 4.4.6 Vehicular access to the site is via Bridleway GUN/28 accommodation green overbridge which will span the two HS2 Phase One tracks, the existing Aylesbury Link railway line and one siding for FCC. There is provision for Aylesbury Link railway line to be dualled and electrified in the future to the south of the sidings joining Greatmoor Road to the west of the railway. An accommodation access will be located at the north end of the bridge, between the railway sidings on the east side of the HS2/Aylesbury Link railway line.
- 4.4.7 The Bridleway QUA/36 accommodation green overbridge is 600m to the east of the Bridleway GUN/28 accommodation green overbridge, and it will span the proposed HS2 Phase One tracks, the existing Aylesbury Link railway line and two FCC sidings, with the provision for the Aylesbury Link railway line to be dualled and electrified in the future.
- 4.4.8 The office and welfare facility buildings are to be located on the north-west side of the operational sidings and Aylesbury Link railway line and will be accessed via Bridleway GUN/28 accommodation green overbridge. The existing weighbridge at the Greatmoor EfW facility is to be upgraded in its current location.
- 4.4.9 The existing drainage of Greatmoor Road will have to be redesigned as a consequence of the road realignment. A highway drainage pond is being provided as a means to control the discharge rate to receiving watercourses located to the south of Bridleway GUN/28 accommodation green overbridge and to the west of the realigned Greatmoor Road.
- 4.4.10 As stated in ES Volume 2, Chapter 14, the drainage attenuation and balancing ponds proposed as mitigation for the proposed HS2 Phase One scheme will be displaced by the Proposed Scheme. These ponds will be replaced to the same capacity and specification as part of the Proposed Scheme, adjacent to the operational sidings to the east of the CAG2/1 underbridge.

- 4.4.11 A boundary fence will run around the perimeter of the site. The location of the boundary fencing is a reserved matter and details will be dealt with by condition.
- 4.4.12 Environmental mitigation fencing (noise/light) will separate the vehicle access and green corridor on Bridleway GUN/28 accommodation green overbridge. It runs along the north side of the access road, across the bridge over the bridge to the eastern side of the sidings. Other environmental mitigation fencing (noise/light) is located around the north-west end of the operational sidings and on the southern side of Greatmoor Road for a stretch opposite Bridleway GUN/28 accommodation green overbridge. PDD 13/21 – Greatmoor Railway Sidings Mitigation Plan shows the indicative locations of the environmental mitigation fencing (noise/light). The location of the environmental mitigation fencing (noise/light) is a reserved matter and details will be dealt with by condition.

Scale

- 4.4.13 The scale of the built and large plant elements of the Proposed Scheme are shown on PDDs 7/21 and 8/21 - General Arrangement Plan, 9/21 - Reception Sidings Sections, 11/21 - Operational Siding Sections, 14/21 - Office and Welfare Facilities – General Arrangement, 15/21 - Bridleway GUN/28 accommodation green overbridge – General Arrangement, and 16/21 - Bridleway QUA/36 accommodation green overbridge – General Arrangement.
- Bridleway GUN/28 accommodation green overbridge is around 10m high to the top of the parapets and 48m wide. It includes 8.5m of access road with 1.5m verges on each side at the north parapet, approximately an 8m width for a bridleway and verge, with the remaining width making up the green corridor;
 - Bridleway QUA/36 accommodation green overbridge is around 10m high to the top of the parapets and 35m wide. The bridge includes an 8m wide bridleway and verge and a 18m wide green corridor;
 - the reception sidings occupy a footprint, including earthworks, of around 20m wide and 800m long and in a 5m deep cutting between Bridleway GUN/28 accommodation green overbridge and Bridleway QUA/36 accommodation green overbridge;
 - the operational sidings occupy a footprint, including earthworks, of around 75m wide and 600m long and on a 5m high embankment between Sheephouse Wood and Bridleway GUN/28 accommodation green overbridge;
 - a rail mounted gantry crane will be included on each side of the container siding rails. The rail mounted gantry crane will be around 400m long and 22.5m high;
 - the mobile grabs located at the operational sidings will be a wheel mounted excavator. Each spoil grab is around 1.8m high;
 - the offices and welfare facilities will be accommodated within two standard type portakabins. The office portakabin is around 3m long, 3m wide and 3m high. The welfare facility is around 5m long, 3m wide and 3m high;
 - the existing weighbridge at the Greatmoor EfW facility is to be upgraded; and

- all fencing details including environmental mitigation fencing (noise/light) are to be reserved and details dealt with by condition.

Landscape design

- 4.4.14 Landscape and visual effects will arise from the presence of altered landforms, new infrastructure elements, such as bridges, sidings and roads. The Greatmoor Railway Sidings Mitigation Plan has been developed and is shown on PDD 13/21. It demonstrates how the landscaping principles contained within the ES are applied across the Proposed Scheme. Photomontages have been prepared from various viewpoint locations in the area around the Proposed Scheme. These are described in ES Volume 2, Chapter 11 and are shown in ES Volume 3 Map Book. The photomontages illustrate the views from viewpoint locations VP146.2.001 and VP 145.4.003 for Year 1 and Year 15 which include the implementation of the Greatmoor Railway Sidings Mitigation Plan (PDD 13/21). At the detailed design stage a Landscape Mitigation Scheme, including a full hard and soft landscaping and planting scheme and an external lighting scheme will be submitted for approval by the LPA. HS2 Ltd is proposing conditions to this effect. The Proposed Scheme will be constructed in accordance with an Ecology and Landscape Management Plan to be submitted and approved by the LPA. HS2 Ltd is proposing a condition to this effect.
- 4.4.15 The Greatmoor Railway Sidings Mitigation Plan (PDD 13/21) will integrate the Proposed Scheme into the existing landscape, while maintaining PRoW connectivity without introducing new barriers to north-south movement through the landscape. The green bridges will maintain ecological connectivity for local bats. New planting will be introduced to provide ecological connectivity and visually screen the Proposed Scheme. Planting will be provided to visually soften the otherwise large structures.
- 4.4.16 The Greatmoor Railway Sidings Mitigation Plan (PDD 13/21) includes the following elements:
- woodland planting in the field south of Romer Wood and Greatsea Wood;
 - woodland and scrub planting will be planted along Bridleways GUN/33/1 and Bridleway GUN/28/1 (including the embankments of the and along the boundary of a field between Footpath GUN/31/1 and Bridleway GUN/28/1;
 - woodland planting south of the realigned access road;
 - proposed open woodland species rich grassland to the north-west side of the Greatmoor EfW facility;
 - reinstating Muxwell Brook, creating a naturalised water channel with scrub and rough grassland banks;
 - existing improved grassland to include new balancing pond and wildlife pond suitable for breeding amphibians and providing ideal bat commuting and foraging habitat;
 - existing hedgerows to be retained in and around the Greatmoor EfW facility and supplemented with blackthorn around field margins;
 - existing hedgerows to be enhanced with blackthorn and other native species including privet; and

- grassland habitat creation to the north east of the Aylesbury Link railway line.

Appearance

4.4.17 This section details the appearance of the built elements of the Proposed Scheme.

Bridleway GUN/28 accommodation green overbridge

4.4.18 Bridleway GUN/28 accommodation green overbridge will be a steel and concrete structure, comprising a 30m green corridor, incorporating a combined bridleway and farm accommodation access. The parapets are to be precast concrete integral with the concrete deck. The bridge structure is shown on PDD 15/21 - Bridleway GUN/28 accommodation green overbridge. Details of the design, external appearance and materials are to be reserved for subsequent approval by the LPA.

4.4.19 Bridleway GUN/28 accommodation green overbridge will be on earth embankments. The embankments will be grassed and landscaped to reflect their location. Landscaping of the bridge also includes a separate 30m wide vegetated section with woodland habitat creation on either side. Once the planting is fully mature the bridge will be fully integrated into the landscape and will establish an effective bat corridor and maintain bridleway access across the railway.

4.4.20 The bridge will be lit but subject to restricted hours of operation in order to minimise light disturbance. HS2 Ltd is proposing a condition to limit the use of operational lights between dusk and dawn.

Bridleway QUA/36 accommodation green overbridge

4.4.21 The QUA/36 accommodation green overbridge will be a steel and concrete structure with an 18m green corridor. The bridge will be vegetated with grass and native species scrub planting. The bridge structure is shown on PDD 16/21 - Bridleway QUA/36 accommodation green overbridge. Details of the design, external appearance and materials are to be reserved by condition for subsequent approval by the LPA.

4.4.22 The QUA/36 accommodation green overbridge will be on earth embankments consisting of woodland and grassland. QUA/36 accommodation green overbridge will be a substantial new structure in the landscape. New woodland planting south of Romer Wood and Greatsea Wood will increase woodland cover in the area. Once the planting is fully mature the bridge will be fully integrated into the landscape and will establish an effective bat corridor and maintain bridleway access across the railway.

Rail mounted gantry crane

4.4.23 The rail mounted gantry crane will be a tall, industrial feature in the landscape. The rail mounted gantry crane will be of a steel construction installed over the container sidings. A typical cross section of the rail mounted gantry crane is illustrated on PDD 11/21 - Operational Sidings Sections. Details of the design, external appearance and materials are to be reserved for subsequent approval by the LPA. Once the planting is fully matured the rail mounted gantry crane will only be visible from a limited number of views.

Operational and reception sidings

- 4.4.24 The sidings will be flat structures built on sloping land and engineered embankments and cuttings will be required affecting the natural local topography. The areas adjacent to the sidings will be landscaped to soften them into the existing landscape. The sidings will be lit at night, leading to an increase of light intrusion which in the context of other light sources is minor. The operational lighting of the sidings will be to restricted hours of operation in order to minimise light disturbance as proposed in the draft planning condition. Railway related safety lighting will be designed to minimise impact on bats.

Office and welfare facility

- 4.4.25 The office and welfare facilities will be housed in two permanent portakabins. The proposed design of the office portakabin is standard building model Pacemaker PK101 and the welfare building Portakabin Type D. Details of the design, external appearance and materials are to be reserved by condition for subsequent approval by the LPA. The portakabins will be well screened by the planting, once mature and will not be a feature in the landscape.

Mobile grabs

- 4.4.26 The mobile grabs will be used for the purposes of offloading of spoil trains and will not be a prominent feature on the site.

Weighbridge

- 4.4.27 The existing weighbridge at the Greatmoor EfW facility is to be upgraded, in its current location and as such will not result in any change in the landscape character of the area. Details of the design, external appearance and materials are to be reserved by condition for subsequent approval by the LPA.

Fencing and environmental mitigation fencing (noise/light)

- 4.4.28 All details associated with any permanent fencing are to be reserved and dealt with by condition.

Hard surfacing

- 4.4.29 All details associated with any hard surfacing are to be reserved and dealt with by condition.

4.5 Local access and transport considerations

Introduction

- 4.5.1 Accessibility has been a key consideration in the design of the Proposed Scheme in terms of connections with the wider rail and road networks and the PRoW network. The underlying principle is to provide equal and convenient access to, within and around the Proposed Scheme. The transport links and access points are shown on PDDs 7/21 and 8/21 - General Arrangement Plan.
- 4.5.2 The traffic and transport impacts of the Proposed Scheme are set out in ES Volume 4.11.

Vehicular access principles

4.5.3 The selected access points and transport routes reflect existing transport links and have sought to minimise traffic impact to the surrounding area and to avoid or reduce impacts on transport users. The following principles have been adopted:

- all roads within the vicinity of the proposed development will be kept open during construction resulting in no diversions of traffic onto alternative routes;
- HGV routeing, as far as reasonably practicable, will be along the strategic road network and using designated routes;
- construction of embankments utilising locally sourced material which does not need to be transported via the public highway network;
- provision of temporary alternatives to maintain connectivity for PRow closed during construction to reduce loss of amenity; and
- providing on-site welfare facilities to reduce travel by site workers.

Construction access

4.5.4 During construction, the Aylesbury Link railway line will remain open. A temporary level crossing of the Aylesbury Link railway line for construction traffic will allow construction access to the east side of the railway. The temporary level crossing will be used until the Bridleway GUN/28 accommodation green overbridge is completed. Greatmoor Road (PDD 18/21 - Realigned EfW Access Plan and Profile) will be realigned to allow completion of the construction access road and the western approach embankments to Bridleway GUN/28 accommodation green overbridge. Greatmoor Road will be used for rail systems installation work.

4.5.5 Construction vehicles will serve the site from the HS2 Phase One Station Road overbridge satellite compound. From the compound, construction vehicles will utilise the proposed HS2 Phase One internal access road to the site, as the main access for the implementation of HS2 Phase One.

Operational access

4.5.6 The main operational movements between the sidings and the landfill pits and the Greatmoor EfW facility will be site contained, with only personnel and maintenance vehicles using Greatmoor Road and Bridleway GUN/28 accommodation green overbridge. The configuration of the proposed overbridge ensures that traffic will be segregated at some distance from other users to ensure safety.

4.5.7 The interface of the Proposed Scheme with other rail schemes is described in Section 3.2.

PRowS

4.5.8 In order to ensure the safety of rail users and footpath and bridleway users alike, HS2 Ltd is seeking the necessary powers to temporarily and permanently divert a number of PRowS within the site. Impacts on PRowS are presented in the ES Volume 2, Chapter 13 and Volume 4.11 Transport Assessment. In summary, 13 PRowS are to be temporarily stopped up and/or diverted, 7 PRowS are to be permanently diverted for

relatively short distances and 3 permanently stopped up for which an alternative route is being promoted under the TWAO. Powers are also sought to stop up Greatmoor Road (which is a private road) temporarily.

4.5.9 Throughout the preparation of the Proposed Scheme, the design team has sought to minimise the impact on the public rights of way network, whilst seeking to deliver safety improvements associated with the Proposed Scheme.

4.5.10 The design of the new crossings and footpath diversions will follow a number of key principles in accordance with the HS2 Technical Standards. The key requirements of these are that:

- realigned or diverted PRoWs should follow the desire line of users where possible;
- sharp bends should be avoided where possible (in both temporary and permanent realignments and diversions);
- all works affecting a PRoW should aim to retain the existing character and distinctiveness of the route wherever feasible;
- PRoWs that allow use by equestrians should not run closely parallel to HS2 unless a risk assessment has been conducted demonstrating that it is unlikely that horses will become startled;
- any realigned or diverted PRoW should follow existing field boundaries where possible;
- any fixed or minimum width quoted in the statement accompanying the Definitive Map for a particular PRoW should be used for realignments or diversions of that PRoW, unless otherwise agreed;
- otherwise cross-field footpaths should have a width not less than 1m and footpaths which are not cross-field footpaths should have a width not less than 1.5m and cross-field bridleways shall have a width not less than 2m and bridleways which are not cross-field bridleways shall have a width not less than 3m;
- surface treatments of realigned or diverted public rights of way should be on a like for like basis;
- footpaths should not be steeper than 1:12 and bridleways should not exceed 3%, unless gradients steeper than this are already a feature of the route;
- approaches to overbridges should generally be designed as embankments as opposed to steel or concrete structures, as embankments in order to be more in-keeping with a rural setting and to accommodate landscaping;
- PRoWs should be designed in accordance with DMRB standards BD 29 (for overbridges) and TD 36 (for underbridges);
- gates on PRoWs should only be installed where necessary to control livestock and should be suitable for operation by disabled people;
- a 'finger post' sign indicating the presence of a PRoW should be provided at

each junction of a new, realigned or diverted PRow with another road or PRow; and

- lighting should only be provided on a like for like basis i.e. rural paths will be unlit. The only exceptions on the Proposed Scheme are at the new overbridges and underbridge.

4.6 Sustainable development and construction

- 4.6.1 Although the proposed TWAO and the Request for Planning Direction will, if granted, create a separate consent for the works at Greatmoor Railway Sidings, those works are going to be delivered as an integral part of the HS2 Phase One works, to be authorised by the hybrid Bill.
- 4.6.2 HS2 Ltd is the Promoter of the TWAO and the applicant for the Planning Direction. The TWAO describes the entity that will build and operate the sidings as 'the Company'. In the HS2 Phase One hybrid Bill and related documents, the organisation that will deliver the project is described as the 'nominated undertaker', who will be appointed by the Secretary of State for Transport.
- 4.6.3 The Proposed Scheme design has been developed in accordance with the relevant HS2 Technical Standards and taking account of HS2 Ltd's environmental policies, which include the Design Policy and Sustainability Policy (which forms Annex 2 to the draft Code of Construction Practice (CoCP)) and relevant HS2 Information Papers. The draft CoCP is provided in ES Volume 4.14.
- 4.6.4 For the HS2 Phase One works, which are to be authorised under the hybrid Bill when enacted, the environmental controls on the delivery of the project are set out in related set of documents, starting with the ES, which will be brought together in the Environmental Minimum Requirements (EMRs), which will be finalised upon Royal Assent. The nominated undertaker in delivering the project will be bound to abide by these.
- 4.6.5 The EMRs exist in draft and are being amended, as necessary, to reflect matters agreed with petitioners and statutory bodies, or as instructed by Parliament. The latest draft of these was published by Department for Transport (DfT) in March 2016. The EMRs comprise 'Draft General Principles' and four annexes. Annex 1, the draft CoCP is the only annex that will apply to the delivery of the Proposed Scheme. The provisions of the Planning, Heritage and Environmental Memorandums are not, strictly speaking, applicable to the Proposed Scheme although HS2 Ltd will abide by any general principles in those documents that are not already in the draft CoCP.
- 4.6.6 HS2 Ltd has proposed a planning condition to confirm that the Proposed Scheme will be delivered in accordance with the relevant provisions of the final CoCP that will be applied to the HS2 Phase One works. It is somewhat unusual to seek to apply the CoCP from another development consent, particularly one which has yet to secure consent. However, in this case, it is a sensible course of action, given that the Proposed Scheme will be delivered as an integral part of HS2 Phase One.
- 4.6.7 References in the HS2 draft CoCP to the 'nominated undertaker' can be taken to be references to whichever entity is appointed by 'the Company' as contractor to construct the Proposed Scheme. References to the ES can be taken to refer to the ES for the Proposed Scheme and the relevant findings of any of the ESs prepared for the

hybrid Bill, where these relate to impacts of HS2 Phase One as they affect the site of the Proposed Scheme.

4.7 Conclusion

- 4.7.1 HS2 Ltd is committed to good quality design in accordance with the principles set out in this section and to deliver the individual elements as described.
- 4.7.2 The design and layout of the Proposed Scheme is responsive to the site and its setting whilst having to respond to very specific operational requirements. The principles behind the Greatmoor Railway Sidings Mitigation Plan seek to ensure that the Proposed Scheme is less visually prominent and more integrated into the landscape.
- 4.7.3 Any adverse impacts that will occur locally are minor and are clearly outweighed by the overall benefits of the Proposed Scheme.

5 National and local planning policy context

5.1 Introduction

- 5.1.1 Guidance in paragraph 1.28 of 'A Guide to TWA Procedures' states that in determining an application for a TWAO to authorise works, and any related application for deemed planning permission, the Secretary of State will have regard to, amongst other things, relevant national, regional and local planning policies: 'In line with the plan led system for determining planning applications, projects that conflict with relevant policies in the development plan are unlikely to be authorised, unless material considerations indicate otherwise'.
- 5.1.2 As set out in Section 1.2 of this Statement it is clear that the Proposed Scheme is being promoted in the context of national policy and a national infrastructure project. This section further iterates the justification for the Proposed Scheme in this national context, however it also seeks to demonstrate how the Proposed Scheme complies with relevant local policies.
- 5.1.3 The relevant Development Plans are detailed in paragraph 5.1.5. The site is located within Aylesbury Vale District and Buckinghamshire County.
- 5.1.4 This section also outlines the planning policy context for the site and assesses the proposed development against the National Planning Policy Framework (NPPF) March 2012; the National Planning Policy for Waste (NPPW), 2014 and the relevant Development Plans. The NPPF sets out the Government's planning policies for England and how these should be applied. Local Plans need to be consistent with the principles and policies set out in the NPPF, including the presumption in favour of sustainable development. The proposed development is also considered against relevant advice in the PPG.
- 5.1.5 The relevant Development Plans comprise:
- Aylesbury Vale District Local Plan (AVDLP) (adopted 2004), saved policies 2007;
 - Buckinghamshire Minerals and Waste Core Strategy (MWCS) (adopted 2012); and
 - Buckinghamshire Minerals and Waste Local Plan 2004-2016 (MWLP) (adopted 2006), saved policies.
- 5.1.6 The Vale of Aylesbury Plan (VAP), which was due to replace the AVDLP, was withdrawn in 2014 on the advice of an independent planning inspector. A new Vale of Aylesbury Local Plan (VALP) is being prepared but is not due for adoption until the summer of 2017. The draft VALP went on consultation on 7 July 2016. The draft VALP has also been taken into consideration in the Planning Statement.
- 5.1.7 BCC is beginning the preparation of a Replacement Minerals and Waste Local Plan (RMWLP), which will include site allocations for minerals and waste developments, as well as planning policies for use in the determination of minerals and waste planning applications. The first consultation on the content and direction of a new Local Plan

has now finished and BCC is reviewing the responses. The new RMWLP seeks to develop new planning policies which are fully consistent with the NPPF and with the National Planning Policy for Waste published in 2014.

5.1.8 Other policy documents that have been considered include:

- Buckinghamshire Local Transport Plan 4, adopted June 2016; and
- Buckinghamshire Freight Strategy.

5.1.9 This section sets out the strategic planning policy framework that supports the principle of the development and the development management policies relevant to the Proposed Scheme.

5.2 Principle of development

5.2.1 The justification for the Proposed Scheme is set out in Section 1.2 and the Statement of Aims, but in summary it is being promoted to support delivery of the HS2 Phase One scheme. HS2 Phase One is a scheme of national importance being promoted as Government policy, implemented through the hybrid Bill.

5.2.2 Whilst the NPPF itself does not refer to HS2, it contains a number of statements which support proposals for transport infrastructure and are relevant in the context of the Proposed Scheme.

5.2.3 The NPPF recognises that 'transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives' and that the 'transport system needs to be balanced in favour of sustainable transport modes' (paragraph 29). The NPPF encourages 'solutions which support reductions in greenhouse gas emissions and reduce congestion' and supports a 'pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport' (paragraph 30). Paragraph 34 seeks to ensure that opportunities for the use of sustainable transport modes for the movement of goods or people are protected and exploited stating that 'developments should be located and designed where practical to accommodate the efficient delivery of goods and supplies' and that the 'use of sustainable transport modes can be maximised'. Paragraph 41 of the NPPF is clear that sites and routes which could be critical in developing infrastructure to widen transport choice should be protected.

5.2.4 Paragraph 31 of the NPPF advises that local authorities should 'work with transport providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development, including large scale facilities such as rail freight interchanges' or transport investment necessary to support 'other major generators of travel demand in their areas'.

5.2.5 The PPG (Paragraph: 037 Reference ID: 28-037-20141016) sets out the factors which are likely to influence the siting of required waste management facilities, which includes the suitability of local transport infrastructure and availability of sustainable transport methods.

5.2.6 Paragraph 1 of the NPPW seeks to ensure that 'the design and layout of infrastructure (such as safe and reliable transport links) complements sustainable waste management'. In paragraph 5, the NPPW sets out criteria for assessing the suitability of sites and/or areas for new or enhanced waste management facilities which include

'the capacity of existing and potential transport infrastructure to support the sustainable movement of waste', seeking when 'practicable and beneficial to use modes other than road transport'. When determining planning applications for non-waste development, the NPPW seeks to ensure that the 'likely impact of proposed, non-waste related development on existing waste management facilities, and on sites and areas allocated for waste management, is acceptable' and does not prejudice the 'efficient operation of such facilities' (paragraph 8).

- 5.2.7 In addition to the national policy support for the Proposed Scheme, there are a number of local transport and waste objectives that the Proposed Scheme can ensure are delivered.
- 5.2.8 The Proposed Scheme seeks to replace railway sidings which are used to service the landfill and Greatmoor EfW facility, which form part of the Calvert SWC. This is a safeguarded strategic waste site within Buckinghamshire.
- 5.2.9 MWCS Strategic Policy SO8 relating to the transportation of waste seeks to 'utilise planned improvements in transport infrastructure' and 'enable the more efficient movement of waste'. Calvert is identified as a SWC under MWCS policy CS11, which includes the recovery of energy from waste. MWCS policy CS11 states that proposals for the site state that 'no development will be permitted which would prejudice the existing and future operation of the site for the transfer of waste by rail' and to minimise HGV movements.
- 5.2.10 The MWCS recognises that the Calvert site benefits from having rail sidings which allows waste to be brought by rail. BCC has a long-term aim to move as much waste as possible by rail to Calvert and the co-location of facilities at the SWC leads to more sustainable forms of transport becoming more economically viable. As such, policy CS14 safeguards the Calvert SWC as a site for waste purposes.
- 5.2.11 The adopted Buckinghamshire Local Transport Plan 4 (LTP) sets out BCC's position on the role of freight transport recognising that 'managing freight transport is a vital part of keeping Buckinghamshire thriving and attractive' and that it 'is important that the Council, communities, businesses, developers, infrastructure scheme promoters and the haulage industry work together to ensure freight works for Buckinghamshire' (page 39). Policy 9 of the LTP states that 'Freight transport should help to keep Buckinghamshire thriving and attractive. Freight should move around the county as efficiently as possible, without imposing inappropriate costs on business, consumers, residents or our unique environment. A dedicated Freight Strategy will help make freight work for Buckinghamshire'. BCC plans to prepare a new dedicated Freight Strategy to support the LTP. The current Buckinghamshire Freight Strategy, published to support LTP3, recognises that 'waste makes up the vast majority of rail freight that traverses Buckinghamshire. Waste has been carried by train from Hillingdon to Calvert in Buckinghamshire since the late 1970s' (page 7). BCC is currently investigating if the transfer of the County's waste by rail can be increased.
- 5.2.12 Policy GP25 of the AVDLP seeks to prevent development that would 'prejudice the use of the rail route running through the District ... by passenger and freight services. In considering proposals for any associated rail development the Council will protect the amenities of occupiers close to the route'. The draft VALP recognises that in order to enable sustainable development, it is essential that necessary infrastructure, including rail, is provided to support new development (paragraph 3.42). Policies in

the draft VALP will ensure that land needed to facilitate protected transport schemes including both local and national projects, is protected from development that would prejudice their implementation. This includes Hs2 Phase One and EWR2. Draft policy S6 of the VALP states that planning permission should not be granted where 'that would prejudice the implementation of existing or protected transport schemes'. With specific reference to HS2, draft policy S2 states that AVDC 'will continue to work with High Speed 2 Ltd ... to minimise adverse impacts and maximise any benefits that arise'.

5.2.13 Policy GP8 of the AVDLP specifically addresses amenity. The reasoned justification in paragraph 4.26 states that amenity can be harmed in a number of ways, for example by noise, fumes or odours. AVDC aims to protect its residential environment, and improve situations where amenity is currently reduced. The policy states that 'Planning permission will not be granted where the proposed development would unreasonably harm any aspect of the amenity of nearby residents when considered against the benefits arising from the proposal'. Draft policy BE3 of the VALP replicates policy GP8 of the AVDLP. Policy GP95 of the ADVLP provides further policy protection around amenity, stating that when dealing with planning proposals regard will be given' to the protection of the amenities of existing occupiers'.

5.2.14 HS2 Ltd is proposing a number of conditions, covering the:

- restriction on the offloading or loading of spoil or container trains between specific hours of the night;
- restriction the use of external lights between specific hours of the night; and
- management of trains entering and exiting the sidings between specific hours of the night

which will help to reduce any effect on amenity for local residents. Overall, the Proposed Scheme does not harm amenity and is in accordance with the relevant local policies.

5.3 Development management policies

Design and landscape

5.3.1 The NPPF attaches great importance to the design of the built environment, stating in paragraph 56, that 'good design is a key aspect of sustainable development' and 'is indivisible from good planning, and should contribute positively to making places better for people'.

5.3.2 Paragraph 58 of the NPPF seeks to ensure that planning decisions should aim to ensure that developments:

- function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;
- optimise the potential of the site to accommodate development and support transport networks;

- respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation;
- create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and
- are visually attractive as a result of good architecture and appropriate landscaping.

- 5.3.3 AVDLP policy GP35 seeks to ensure that the design of new development respects and complements the physical characteristics of the site and the surroundings, scale and context of the setting, natural qualities and features of the area and important public views and skylines. Similar provisions are provided under draft policy BE2 of the VALP. Under Policy GP45 consideration is given to the security aspects of development, including personal visibility, the arrangement of buildings, landscaping and walls, and lighting and closed circuit television surveillance.
- 5.3.4 Paragraph 109 of the NPPF states that the planning system should seek to protect and enhance valued landscapes. Similar protection is provided under MWCS policy CS19 which seeks to protect locally important landscapes.
- 5.3.5 ADVLP policy GP38 seeks to ensure that landscaping proposals are designed to 'help buildings fit in with and complements their surroundings, and conserve existing natural and other features of value as far as possible'. Draft policy NE3 of the VALP seeks to minimise impact on visual amenity and avoid the loss of important on-site views and off-site views towards important landscape features. Under the policy, development should reflect local character and distinctiveness minimise the impact of lighting and are not visually prominent in the landscape. The draft policy requires that where it is accepted there will be harm to the landscape character, specific on-site mitigation will be required.
- 5.3.6 MWCS policies CS11 and CS12 include design considerations for development at the Calvert site and, although drafted in relation to the Calvert SWC, they are relevant to development of the wider site. The policies require that any development should integrate successfully into the site and surrounding landscape, including contributions to nature conservation enhancement, landscape character and improved recreational opportunities for the benefit of users of the site and adjoining communities.
- 5.3.7 The permanent effects of the Proposed Scheme on landscape and visual receptors will be substantially reduced through the implementation of the submitted Greatmoor Railway Sidings Mitigation Plan (PDD 13/21). The proposed planting will progressively reduce any impacts as it matures over time. The conclusion of the landscape and visual assessment (see Section 11 of the ES) is that the impact on landscape character will be minor or even negligible. Significant effects from three viewpoints are expected before the landscaping scheme has matured, but these reduce to minor or negligible over the longer term, once the planting has fully matured. Accordingly, the Proposed Scheme is in accordance with the national and local design and landscape policy objectives.

Agriculture

- 5.3.8 The NPPF advises, at paragraph 112, that the economic and other benefits of best and most versatile (BMV) agricultural land should be taken into account in development decisions and that where significant development of agricultural land is demonstrated to be necessary, poorer quality land should be used in preference to higher quality land. BMV is defined as Grades 1, 2 and 3a agricultural land. Draft policy NE7 of the VALP provides for similar protection of BMV agricultural land.
- 5.3.9 There is no policy guidance with regard to the effects of development proposals on farm holdings, although paragraph 28 of the NPPF emphasises the need to support economic growth in rural areas.
- 5.3.10 During construction of the Proposed Scheme the total area of agricultural land used will be approximately 20.0ha of land classified as subgrade 3b with the majority of that land farmed by Portway Farm. The land is owned by FCC and tenanted to Portway Farms, who support the TWAO application. Although Portway Farm is affected by the Proposed Scheme, the long-term continuation of dairy farming is still viable on the residual land holding.
- 5.3.11 No Grade 3a agricultural land (or above) will be lost as a result of the Proposed Scheme and as such the Proposed Scheme conforms to policy requirements that poorer quality land should be used in preference to higher quality land.

Natural environment

- 5.3.12 Paragraph 113 of the NPPF requires that in deciding proposals for development affecting protected wildlife or geodiversity sites, distinctions should be 'made between the hierarchy of international, national and locally designated sites so that protection is commensurate with their status and gives appropriate weight to their importance and the contribution that they make to wider ecological networks'.
- 5.3.13 MWCS policy CS18 seeks to protect the intrinsic environmental value of environmental assets of national importance, which includes SSSIs. MWCS policy CS19 affords similar protection to the protection of environmental assets of local importance such as Local Nature Reserves and Local Wildlife Sites. Draft policy NE1 of the VALP states that where development proposals would lead to an individual or cumulative substantial adverse impact on SSSIs, ancient woodland or ancient trees, consideration will be given to the balance between the overall benefits of the development against the impact. Development resulting in an adverse impact will be approved only where:
- 'the benefits of and need for the development clearly significantly outweigh the direct and indirect impact on the protected site and the ecosystem services it provides;
 - the development could not be located in an alternative, less harmful location, and
 - appropriate mitigation, compensation and where possible enhancement measures have been put in place'.

- 5.3.14 Paragraph 118 of the NPPF makes it clear that when determining planning applications, the aim should be to conserve and enhance biodiversity by applying a number of principles:
- if significant harm resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused;
 - proposed development on land within or outside a Site of Special Scientific Interest likely to have an adverse effect on a Site of Special Scientific Interest (either individually or in combination with other developments) should not normally be permitted. Where an adverse effect on the site's notified special interest features is likely, an exception should only be made where the benefits of the development, at this site, clearly outweigh both the impacts that it is likely to have on the features of the site that make it of special scientific interest and any broader impacts on the national network of Sites of Special Scientific Interest;
 - development proposals, where the primary objective is to conserve or enhance biodiversity, should be permitted;
 - opportunities to incorporate biodiversity in and around developments should be encouraged; and
 - planning permission should be refused for development resulting in the loss or deterioration of irreplaceable habitats, including ancient woodland and the loss of aged or veteran trees found outside ancient woodland, unless the need for, and benefits of, the development in that location clearly outweigh the loss.
- 5.3.15 Draft policy NE2 of the VALP seeks to protect and enhance biodiversity and the natural environment by seeking a net gain in biodiversity through protecting, managing, enhancing and extending existing resources, and by creating new resources.
- 5.3.16 Adequate mitigations such as planting, including vegetation management zones, habitat creation, provision of 'green' overbridges and restrictions on operational activities have been identified in order to address potential medium and long term impacts on bats. The proposed mitigation ensures that there are no long term significant effects causing disturbance to bats, so as to maintain their favourable conservation status, ensuring that the policy test in NPPF is met.
- 5.3.17 The Proposed Scheme does not result in any loss of ancient woodland or habitat loss from SSSIs. The operational phase may result in potentially significant effects from nutrient nitrogen deposition on a small area of Sheephouse Wood SSSI due to emissions associated with the existing spoil and waste vehicle fleet. However, a planning condition is proposed that ensures the operator of the proposed Operational Sidings will only use vehicles, whose emissions will not result in a significant impact on the SSSI. The associated reduction in emissions is anticipated to remove the potentially significant effect. As a result there are no likely significant residual effects. The harmful aspects of the development are to be mitigated by the measures

contained in the proposed condition to ensure that the Proposed Scheme complies with national and local policy.

Historic environment

- 5.3.18 Paragraph 128 of the NPPF states that in determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. It recommends that the level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. The ES Volume 2, Chapter 8 in accordance with Paragraph 128 of the NPPF, includes an assessment of cultural heritage, archaeology and heritage assets. This includes an assessment of archaeological investigations on the site.
- 5.3.19 Paragraphs 133 and 134 of the NPPF address the levels of harm that could be caused by development:
- where a proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use; and
 - where a proposal will lead to substantial harm to or loss of significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh the harm of loss.
- 5.3.20 The NPPF in paragraph 131 provides additional guidance and addresses the conservation and enhancement of the historic environment taking account of:
- the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
 - the positive contribution that conservation of heritage assets can make to sustainable communities including their economic viability; and
 - the desirability of new development making a positive contribution to local character and distinctiveness.
- 5.3.21 MWCS policy CS18 seeks to protect cultural heritage assets of national importance from impacts from waste development in particular and MWCS policy CS19 affords similar protection to cultural assets of local importance.
- 5.3.22 AVDLP policy GP59 seeks to protect, enhance and preserve the historic interest of a site of archaeological importance and its setting and expects proposals to preserve the historic interest, without substantial change. 'Where permission is granted for development involving sites containing archaeological remains the Council will impose conditions or seek planning obligations to secure the excavation and recording of the remains and publication of the results'. Draft policy BE1 of the VALP provides a similar level of protection for archaeological sites as adopted policy GP59.
- 5.3.23 The cultural heritage assessment in the ES Volume 2, Chapter 8 shows that the Proposed Scheme would result in the loss of any potential archaeological remains present within the site. These are assets considered to be of low value and are not designated. A programme of archaeological works will be prepared to investigate,

analyse, report and archive any such assets in accordance with Paragraph 128 of the NPPF and local policy. HS2 Ltd is proposing a condition to this effect.

- 5.3.24 In addition, the Proposed Scheme would result in a moderate effect on the setting and appreciation of Finemerehill House (a Grade II listed building), from the changes to the surrounding agricultural landscape and the introduction of new rail infrastructure into the key views from the asset. The proposed planting will progressively reduce impacts on the setting of this listed building as it matures over time. National policy states that where there is 'substantial harm' to a designated heritage asset it needs to be demonstrated that this is necessary to achieve substantial public benefits that outweigh the harm. The impact associated with the Proposed Scheme does not constitute 'substantial harm' and in any event substantial public benefits can be demonstrated as set out in Section 1.3.

Flood risk

- 5.3.25 The Proposed Scheme is located in flood zone 1 of the Muxwell Brook.
- 5.3.26 Paragraph 100 of the NPPF states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere. Local Plans should apply a sequential, risk-based approach to the location of development to avoid where possible flood risk to people and property and manage any residual risk, taking account of impacts of climate change, by applying the Sequential Test and, if necessary, applying the Exception Test.
- 5.3.27 Paragraph 101 states that the aim of the Sequential Test is to steer new development to areas with the lowest probability of flooding. Development should not be permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower probability of flooding. A sequential approach should be used in areas known to be at risk from any form of flooding.
- 5.3.28 Paragraph 102 states that if, following application of the Sequential Test, it is not possible, consistent with wider sustainability objectives, for the development to be located in zones with a lower probability of flooding, the Exception Test can be applied if appropriate. For the Exception Test to be passed:
- it must be demonstrated that the development provides wider sustainability benefits to the community that outweigh flood risk, informed by a Strategic Flood Risk Assessment, where one has been prepared; and
 - a site-specific flood risk assessment must demonstrate that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and where possible, will reduce flood risk overall.
- 5.3.29 Draft VALP policy I4 also requires the application of the Sequential Test and Exception Test. Draft policy I4 requires a site specific Flood Risk Assessment (FRA) for developments in Flood Zone 1 over 1ha.
- 5.3.30 As required under draft policy I4 of the VALP, a site specific FRA has been undertaken. The FRA in ES Volume 4.13 shows that any residual risk can be safely managed without increasing flood risk elsewhere. Appropriate design and storage

compensation have been incorporated into the Proposed Scheme, so that it complies with the policy tests in the NPPF. The Proposed Scheme will be constructed and operated in accordance with the requirements of the NPPF and promotes responsible flood risk management.

Air quality

- 5.3.31 Paragraphs 109 and 120 of the NPPF seek to prevent new development from contributing to unacceptable risk from unacceptable levels of air pollution and ensure that new development is appropriate for its location. Paragraph 120 requires that planning decisions should take account of pollution on health, the natural environment or general amenity, and the potential sensitivity of the area or proposed development to adverse effects from pollution, should be taken into account. The AVDC Local Plan does not contain any policies specific to air quality, but contains overarching policies for the protection of public amenity. Policy GP8 seeks to prevent development that will unreasonably harm any aspect of the amenity of nearby residents whilst policy GP95 seeks to protect the amenities of existing occupiers. Amenity issues have already been addressed in an earlier section.
- 5.3.32 Draft policy NE5 of the VALP requires that developments that may have an adverse impact on air quality need to be subject to an Air Quality Impact Assessment in order to demonstrate that the surrounding area would not be materially affected by existing and continuous poor air quality. An air quality assessment is provided in ES Volume 2, Chapter 6 in accordance with the draft policy. It shows that there are no significant effects on human health and national and local planning policy requirements around pollution and amenity are met. Air quality impacts on sensitive ecological receptors are considered against natural environment policies earlier in this section.

Land quality

- 5.3.33 Paragraph 109 of the NPPF states that the planning system should remediate and mitigate despoiled, degraded, derelict, contaminated and unstable land, where appropriate. Paragraph 120 states that in order to prevent unacceptable risks from pollution and land instability, planning policies and decisions should ensure that new development is appropriate for its location. Where a site is affected by contamination or land stability issues, responsibility for securing a safe development rests with the developer and/or landowner. Paragraph 121 states that planning decisions should ensure that the site is suitable for its new use taking account of ground conditions and land stability.
- 5.3.34 Draft strategic policy S8 of the VALP seeks to make efficient and effective use of land and encourages the reuse of previously developed land. Draft policy NE5 of the VALP states that development on or near land that is or may be affected by contamination will only be permitted where an appropriate Contaminated Land Assessment has been carried out as part of the application to identify any risks to human health, the natural environment or water quality and where contamination is found appropriate remedial measures will be required to ensure that the site is suitable for the proposed use and that the development can safely proceed.
- 5.3.35 The draft CoCP establishes the principles of contaminated land mitigation. Adherence to the CoCP will be a contractual requirement and is the subject of a draft condition proposed by HS2. ES Volume 2, Chapter 10 provides an assessment of land quality

which addresses land contamination and stability. It concludes that there are no likely significant effects. The Proposed Scheme does not present any unacceptable risks and necessary mitigation and management measures are to be put in place through a planning condition to ensure compliance with national and local plan policies.

Noise

- 5.3.36 Paragraph 109 of the NPPF seeks to prevent new development from contributing to unacceptable risk from unacceptable levels of noise pollution. Paragraph 123 of the NPPF states that planning decisions should aim to avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development and should seek to mitigate and reduce to a minimum other adverse impacts on health and quality of life arising from noise from new development, including through the use of conditions.
- 5.3.37 In accordance with draft policy NE5 of the VALP a noise assessment has been undertaken and is reported in ES Volume 2, Chapter 12. The draft policy states that developments likely to generate more significant levels of noise will be permitted only where appropriate noise attenuation measures are incorporated which would reduce the impact on the surrounding land uses, existing or proposed, to acceptable levels in accordance with government guidance.
- 5.3.38 The ES concludes that although there are a number of individual receptors where noise impacts are expected, the overall impacts are not significant at a community level and as such national and local policy requirements are met.
- 5.3.39 The Proposed Scheme will provide location specific mitigation measures of environmental mitigation fencing (noise/light), alongside restrictions on working hours and management of trains entering and exiting the sidings outside of operational hours and this will be dealt with by way of a planning condition.

PRoWs

- 5.3.40 Paragraph 75 of the NPPF advises that 'Planning policies should protect and enhance public rights of way and access'. Policy GP84 of the AVDLP states that for development affecting a public right of way, consideration needs to be given to the convenience, amenity and public enjoyment of the route and the desirability of its retention or improvement for users, including people with disabilities' and that where it is proposed to stop up or divert a PRoW to enable development to take place, permission will only be granted where there is an existing suitable alternative route, or provision is so made'. A key aim of the Rights of Way vision contained in the Buckinghamshire Rights of Way Improvement Plan is to provide and protect a well maintained rights of way network'.
- 5.3.41 Draft policy C4 of the VALP seeks to ensure that development proposals:
- retain and enhance existing PRoWs;
 - deliver improvements to the PRoW network;
 - do not result in adverse impacts on the existing PRoW network;
 - provide for new pedestrian routes that link to the wider PRoW network;

- include new cycle routes, bridleways and where appropriate greenways or dual /multiple routes; and
- do not result in negative visual impacts on the setting and amenity of existing PRoWs.

- 5.3.42 The emphasis within policy at all levels is to protect and where possible enhance the permanent PRoW network and this is the basis on which the design and assessment of changes to the PRoW network included in the TWAO application has been made.
- 5.3.43 Impacts on PRoWs are set out in the ES Volume 4.11 Transport Assessment. In summary 13 PRoWs are to be temporarily stopped or diverted, 7 PRoWs are to be permanently diverted for relatively short distances and 3 permanently stopped up for which an alternative route is being promoted under the TWAO as part of a rationalisation of PRoWs in the area close to Bridleway GUN/28 accommodation green overbridge. Powers are also sought to stop up Greatmoor Road (which is a private road) temporarily.
- 5.3.44 Overall the integrity of the permanent PRoW network in the area will be maintained as provision has been made for suitable alternatives. All 'through' routes are being permanently retained, albeit by diversions in some cases being promoted either through the TWAO or hybrid Bill.
- 5.3.45 Given that the primary use of these PRoWs is recreational, diversions which result in small increases in distance are not considered to be inconvenient to the public. This is reinforced by the low number of users that have been shown to use the footpaths and bridleways in this area. The proposed diversions provide acceptable alternatives in terms of amenity and public enjoyment and can be considered to be reasonably convenient and meet policy objectives.

Climate change

- 5.3.46 Paragraph 99 of the NPPF states that Local Plans should take account of climate change over the longer term, including factors such as flood risk, water supply and changes to biodiversity and landscape. Developments need to avoid the risk of exacerbating the risk of climate change and where possible effects should be managed through suitable adaptation measures, including through the planning of green infrastructure.
- 5.3.47 MWCS Policy CS22 (Design and Climate Change) states that proposals for waste developments will be required to demonstrate how their proposals will comply with criteria in order to ensure a high standard of design and minimise any adverse effects on and from climate change.
- 5.3.48 The proposed development includes flood compensation storage and expanses of water which will help in the sustainable drainage of excess water that may be as a result of climate change. It will enhance biodiversity and connectivity across the site to the wider environment as the proposals include the creation of new habitats.
- 5.3.49 The Proposed Scheme does not include construction or operational uses and activities that will generate emissions at a scale that have the potential to cause significant adverse or beneficial effects for climate. Overall the design is considered to be the

optimal approach to meeting the objectives of the Proposed Scheme and the criteria set out in MWCS Policy CS22.

5.4 Conclusions

- 5.4.1 The Proposed Scheme complies with national and local policy. The national policy position for HS2 taken with the House of Commons Select Committee's stated desire to move the sidings to the south of Sheephouse Wood are significant material considerations in support of the Proposed Scheme.
- 5.4.2 There is a clear need for the Proposed Scheme to provide a replacement for displaced facilities which will allow for the continued use of rail freight to support the operation of the Greatmoor EfW facility and landfill site. The Proposed Scheme complies with national and local policy objectives to improve rail infrastructure and increase capacity on the network, promoting the use of rail for freight and supports the longer term objectives of BCC of increasing the transfer of waste by rail. Rail can play a large part in contributing to economic growth by providing a low-carbon alternative for freight movement. In Buckinghamshire, waste makes up the vast majority of rail freight.
- 5.4.3 The Proposed Scheme ensures that the locational advantages of Calvert for co-location of waste on the SWC are maintained and supports the BCC and AVLPP policy aspirations in siting the SWC at Calvert, based on rail freight use.
- 5.4.4 The Proposed Scheme has a number of clear benefits and has in principle support from the LPAs. The Proposed Scheme has been designed and implemented to a high standard of environmental mitigation which fully justifies the Proposed Scheme against national and local planning policies.

6 Conclusion

6.1 The Proposed Scheme

- 6.1.1 HS2 Ltd is applying to the Secretary of State for Transport for the High Speed Rail (London – West Midlands) (Greatmoor Railway sidings etc.) Order (“the Order”) under the Transport and Works Act 1992 (“the 1992 Act”).
- 6.1.2 Pursuant to rule 10(6) of the Transport and Works (Application and Objections Procedure) (England and Wales) Rules 2006, the TWAO application is accompanied by a Request for Planning Direction under Section 90(2A) of the Town and Country Planning Act 1990. Under the Direction permission, so far as it is required, is deemed to be granted for the development sought to be authorised by the Order, subject to any conditions.
- 6.1.3 Authorisation is required for the construction, operation and maintenance of railway sidings and ancillary works specified in Section 3. The Proposed Scheme includes: reception sidings; operational sidings which include a rail mounted gantry crane and six access road lanes; office and welfare facilities; widening of Bridleway GUN/28 accommodation green overbridge; lengthening of Bridleway QUA/36 accommodation green overbridge; realignment of the Greatmoor Road (previously the Akeman Street Disused Railway); and upgrading the existing weighbridge.

6.2 Need for the Proposed Scheme

- 6.2.1 The Proposed Scheme is necessary to ensure that HS2 Phase One, a scheme of national importance, can be delivered. In order to construct and operate the proposed HS2 Phase One scheme, it is necessary to relocate the sidings currently located west of the Aylesbury Link railway line at Calvert which are used by FCC to move waste and spoil from rail to the adjacent landfill site and Greatmoor EfW facility. The Proposed Scheme promotes these replacement facilities.
- 6.2.2 The HS2 Phase One hybrid Bill, which is currently progressing through the Houses of Parliament, originally sought powers to relocate FCC’s waste transfer facility and sidings to a location on the east side of the Aylesbury Link railway line and the proposed HS2 Phase One alignment, to the north of Decoypond Wood. A green accommodation overbridge would be built over the HS2 and Aylesbury Link railway line to provide vehicular access between the sidings, the landfill and the Greatmoor EfW facility. The layout of the sidings was subsequently modified as part of Supplementary Environmental Statement (SES) 3 and Additional Provision to the hybrid Bill (AP₄), which was deposited in October 2015) to more closely replicate the layout of the existing sidings. The modifications included extending the sidings to the north and a separate accommodation overbridge introduced nearer to the village. A number of petitions against the AP₄ scheme were submitted and presented to the House of Commons Select Committee. FCC petitioned against the AP₄ scheme and proposed an alternative location for the sidings. As a result of discussions between HS2 and FCC the Proposed Scheme has been developed. HS2 Ltd has agreed to promote the Greatmoor Railway Sidings as an alternative to the AP₄ scheme via a separate TWAO application, an approach which was endorsed by the House of Commons Select Committee.

6.3 Consultation

- 6.3.1 HS2 Ltd has engaged with local residents, local community, local authority officers, statutory and non-statutory consultees prior to finalising the Proposed Scheme as outlined in the Report Summarising Consultation Undertaken.

6.4 Design of the Proposed Scheme

- 6.4.1 HS2 Ltd is committed to good quality design in accordance with the principles set out in this section and to deliver the individual elements as described.
- 6.4.2 The design and layout of the Proposed Scheme has been developed with regard to the characteristics of the site and its setting. The Greatmoor Railway Sidings Mitigation Plan (PDD 13/21) s incorporates ecological mitigation through planting design whilst integrating the Proposed Scheme into the landscape.
- 6.4.3 Any short term residual impacts are clearly outweighed by the overall benefits of the Proposed Scheme.

6.5 Proposed Scheme benefits and policy compliance

- 6.5.1 The Proposed Scheme complies with national and local policy.
- 6.5.2 The Proposed Scheme is being promoted to support delivery of the HS2 Phase One scheme. HS2 Phase One is a scheme of national importance being promoted as Government policy, implemented through the hybrid Bill. The national policy position for HS2 taken with the House of Commons Select Committee's stated desire to move the sidings to the south of Sheephouse Wood are significant material considerations in support of the Proposed Scheme. Whilst the NPPF itself does not refer to HS2, it contains a number of statements which support proposals for transport infrastructure and are relevant in the context of the Proposed Scheme.
- 6.5.3 There is a clear need for the Proposed Scheme to provide a replacement for displaced facilities which will allow for the continued use of rail freight to support the operation of the Greatmoor EfW facility and landfill site. The Proposed Scheme complies with national and local policy objectives to improve rail infrastructure and increase capacity on the network, promoting the use of rail for freight and supports the longer term objectives of BCC of increasing the transfer of waste by rail. Rail can play a large part in contributing to economic growth by providing a low-carbon alternative for freight movement. In Buckinghamshire, waste makes up the vast majority of rail freight.
- 6.5.4 The Proposed Scheme seeks to replace railway sidings which are used to service the landfill and Greatmoor EfW facility, which form part of the Calvert SWC. This is a safeguarded strategic waste site within Buckinghamshire. The Proposed Scheme ensures that the locational advantages of Calvert for co-location of waste on the SWC are maintained and supports the BCC and AVLP policy aspirations in siting the SWC at Calvert, based on rail freight use.
- 6.5.5 The Proposed Scheme has a number of clear benefits and has in principle support from the LPAs. The Proposed Scheme has been designed and implemented to a high standard of environmental mitigation which fully justifies the Proposed Scheme against national and local planning policies.

6.5.6 The TWAO application is supported by a comprehensive package of technical documents including an ES and this Planning Statement, which demonstrate the acceptability of the proposals and will allow the Secretary of State to make a considered and informed decision.