BIU Application

(Reformatted text from the (unreadable) 3 column table, pages 3-8, extracted by ChatGPT)

Work No. 2/14 (in part) –

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

Table 1 – Mitigation for Approval under Schedule 17 Paragraph 9(4)(b)

The railway passing through Rocky Lane Cutting, Wendover Dean North Embankment, Wendover Dean Viaduct, Wendover Dean South Embankment and into South Heath Cutting is mitigated with landscape earthworks and proposed planting. Rocky Lane Cutting is mitigated by landscape earthworks on both sides. Mitigation planting is proposed on the east and west sides in specified chainage ranges. Hedge lines with tree species help mask views towards the railway. Landscape earthworks mitigate the railway and maintain open views within The Chilterns National Landscape. Existing woodland and additional hedges with tree planting provide screening. Wendover Dean South Embankment is mitigated with native bushes, shrubs and woodland blocks. Wendover Dean Viaduct mitigation includes woodland and native shrub planting around drainage features to reduce views towards the viaduct and embankment.

Table 1 – Additional Planting / Landscape Integration (not submitted for approval)

Proposed hedge lines west of Rocky Lane Cutting are for landscape integration purposes. They reinstate field boundaries, reinforce the existing field pattern and demarcate HS2 land boundaries. Hedges include low field hedges and hedges with tree species that will reach full canopy height. They connect with retained hedgerows to create a seamless transition into the existing landscape.

Table 2 – Mitigation for Approval under Schedule 17 Paragraph 9(4)(b)

Impacts to sensitive ecological receptors in package AVDC P02 are a result of the construction of the HS2 line. Work No. 2/14 has not resulted in any negative impacts to ecological receptors within this package requiring mitigation.

Table 2 – Additional Planting / Landscape Integration (not submitted for approval)

No reasonably practicable ecology measures required in AVDC P02 R1. Planting within AVDC P02 enhances the local area by increasing woodland cover, reducing fragmentation, and improving habitat connectivity between Jones' Hill Wood Ancient Woodland and wider HS2 planting. New woodland edge planting provides shelter and protection from wind and

noise. Woodland and edge habitats include species such as Beech, Pedunculate Oak, Silver Birch and Blackthorn.

Work No. 2/23A –

An accommodation access road, being a realignment of a track, commencing at a point 312 metres south-east of the junction of Bowood Lane with footpath WEN/39/2 and terminating on that track at a point 130 metres north-east of its commencement.

Table 1 – Mitigation for Approval under Schedule 17 Paragraph 9(4)(b)

Bowood Lane will be realigned north of its current location. The realigned road is mitigated by hedge planting tied into retained hedgerows, woodland edge planting and woodland areas. The planting works with the landform to provide enclosure similar to a Holloway. Over time, planting will mask the route and create canopy cover from hedgerows and shrubs.

Table 1 – Additional Planting / Landscape Integration (not submitted for approval)

The proposed route follows a sinuous alignment with curvature and gradient similar to the original route. It is integrated into landscape earthworks and cuts into the landform in a manner similar to a Holloway.

Table 2 – Mitigation for Approval under Schedule 17 Paragraph 9(4)(b)

Impacts to sensitive ecological receptors in package AVDC P02 are a result of the construction of the HS2 line. Work No. 2/23A has not resulted in any negative impacts to ecological receptors within this package requiring mitigation.

Table 2 – Additional Planting / Landscape Integration (not submitted for approval)

Connectivity between Jones' Hill Wood Ancient Woodland and HS2 planting is reinforced by hedgerows running alongside the access road and beneath Wendover Dean Viaduct, linking to existing hedgerows. The corridor extends north and is complemented by wildflower grassland providing foraging habitat for species including bats.

Work No. 2/23B –

An accommodation access road, being a realignment of a track, commencing on footpath WEN/39/2 and access track at a point 140 metres north of the junction of that access with Bowood Lane and terminating on footpath WEN/39/1 and that track at a point 280 metres east of its commencement.

Table 1 – Mitigation for Approval under Schedule 17 Paragraph 9(4)(b)

The realignment of Footpath WEN/39/2 (access track) is mitigated with proposed hedge lines tied into retained hedges. Some sections are double-width hedges to create dense enclosure and, over time, screen and enclose the route.

Table 1 – Additional Planting / Landscape Integration (not submitted for approval)

To the northwest of the access track, the route is set down into the landscape in a Holloway-like form. The route is sinuous and follows a similar curvature and gradient to the original alignment. Hedges include tree species that will mature into a continuous tree-lined route characteristic of the landscape setting.

Table 2 – Mitigation for Approval under Schedule 17 Paragraph 9(4)(b)

Impacts to sensitive ecological receptors in package AVDC P02 are a result of the construction of the HS2 line. Work No. 2/23B has not resulted in any negative impacts to ecological receptors within this package requiring mitigation.

Table 2 – Additional Planting / Landscape Integration (not submitted for approval)

Not applicable.