

# **THE LANDSCAPE CASE FOR FURTHER MITIGATION THROUGH THE CHILTERNS**

**EVIDENCE OF MRS BETTINA KIRKHAM DIPTP BLD CMLI  
FOR**

***BUCKINGHAMSHIRE COUNTY COUNCIL, THE CHILTERNS CONSERVATION BOARD AND CHILTERN  
DISTRICT, SUPPORTED BY AYLESBURY VALE AND WYCOMBE DISTRICT COUNCIL***



**THE COMMITTEE IS NOW VERY FAMILIAR WITH THE  
CHILTERN'S AREA OF OUTSTANDING NATURAL BEAUTY;**

**and**

**YOU HAVE HEARD OUR CASE IN JULY FOR AN EDGE TO  
EDGE TUNNEL TO AVOID THE HARM TO THE  
LANDSCAPE**



# THANK YOU

1. **Enormous improvements have been made to the southern end through the extended tunnel proposals to South Heath (proposed AP4).**
2. **Further options are now being explored at Wendover.**



## **WHERE ARE WE NOW?**

**However, harm still remains and much still needs to be done to improve the surface route design to reduce the long term affect on the landscape and its communities.**

**My new evidence is about alternative mitigation measures.**





# OUR HIERACHY FOR SCHEME DESIGN MITIGATION

**Level 1 - avoid the most harm:** Our continuing petition for the **edge to edge tunnel** through the Chilterns AONB.

If Level 1 is not successful, **Level 2 - reduce more of the harm:** We support the proposed **Wendover mined or bored tunnel** options and a **further Chiltern tunnel extension** to north of Leather Lane similar to C5.

If Level 2 is not successful, **Level 3 –further mitigate the harm:** here we ask for a range of much improved **site specific measures including at Wendover.**

**In all cases:** we seek further **assurances from HS2** on design principles and means of achieving them.



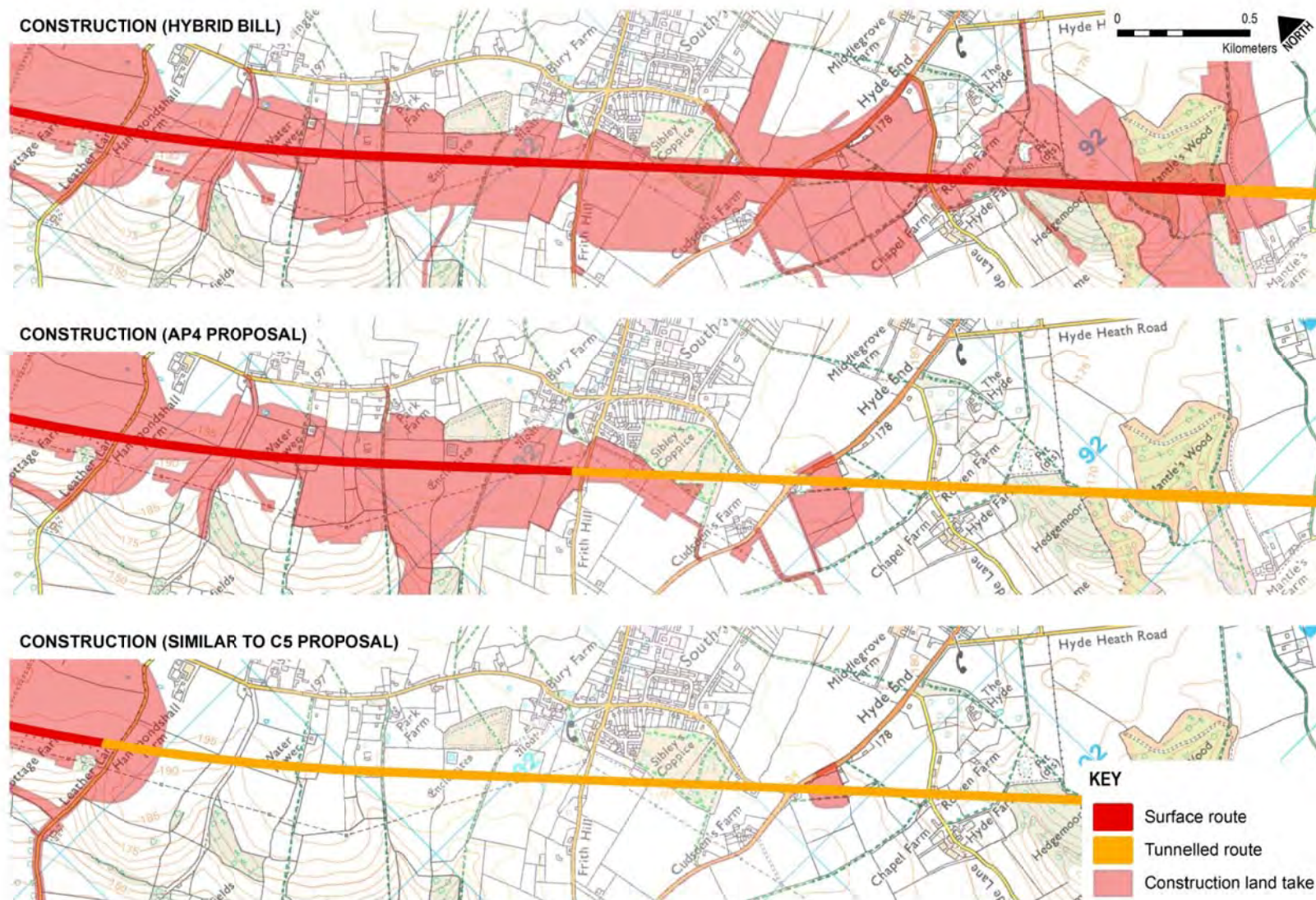
## LEVEL 2: THE CASE FOR OUR ASK FOR A CHILTERN TUNNEL EXTENSION SIMILAR TO C5

- The AP4 Chilterns portal will have a significant adverse impact on South Heath residents;
- Jenkins Wood ASNW remains at risk in AP4;
- Unique surviving small scale landscapes will be lost;
- Popular well used rural paths and road will be badly affected;
- Very deep cuttings, several route crossings and extensive embankments to screen HS2 are needed.





# THESE PLANS SHOW THE DIFFERENCE BETWEEN THE HYBRID BILL, PROPOSED AP4 AND AN OPTION SIMILAR TO C5



## **LEVEL 2: WHY WE FULLY SUPPORT THE REQUEST FOR A MINED OR BORED TUNNEL AT WENDOVER**

- **They would remove high levels of visual impact on the local community and public enjoyment of the AONB at Wendover;**
- **They remove the adverse impacts on residents and the environment at Ellesborough Road, Bacombe Road, Small Dean Lane, the A413;**
- **They avoid a tangle of infrastructure between Bacombe Road and Small Dean Lane;**
- **They significantly reduce the landscape and visual impact at Wendover Dean**
- **They would attenuate the noise impact of HS2 on the communities both at Wendover and to the south of the line**





# LEVEL 3: FURTHER MITIGATION FOR THE CHILTERNs

## WHAT ARE WE ALSO ASKING FOR?

1. Slight but important changes in the approach to defining the **land take**
2. **More appropriate landscape mitigation** throughout the scheme design
3. **Route-wide asks** for changes to the design approach and how it is achieved



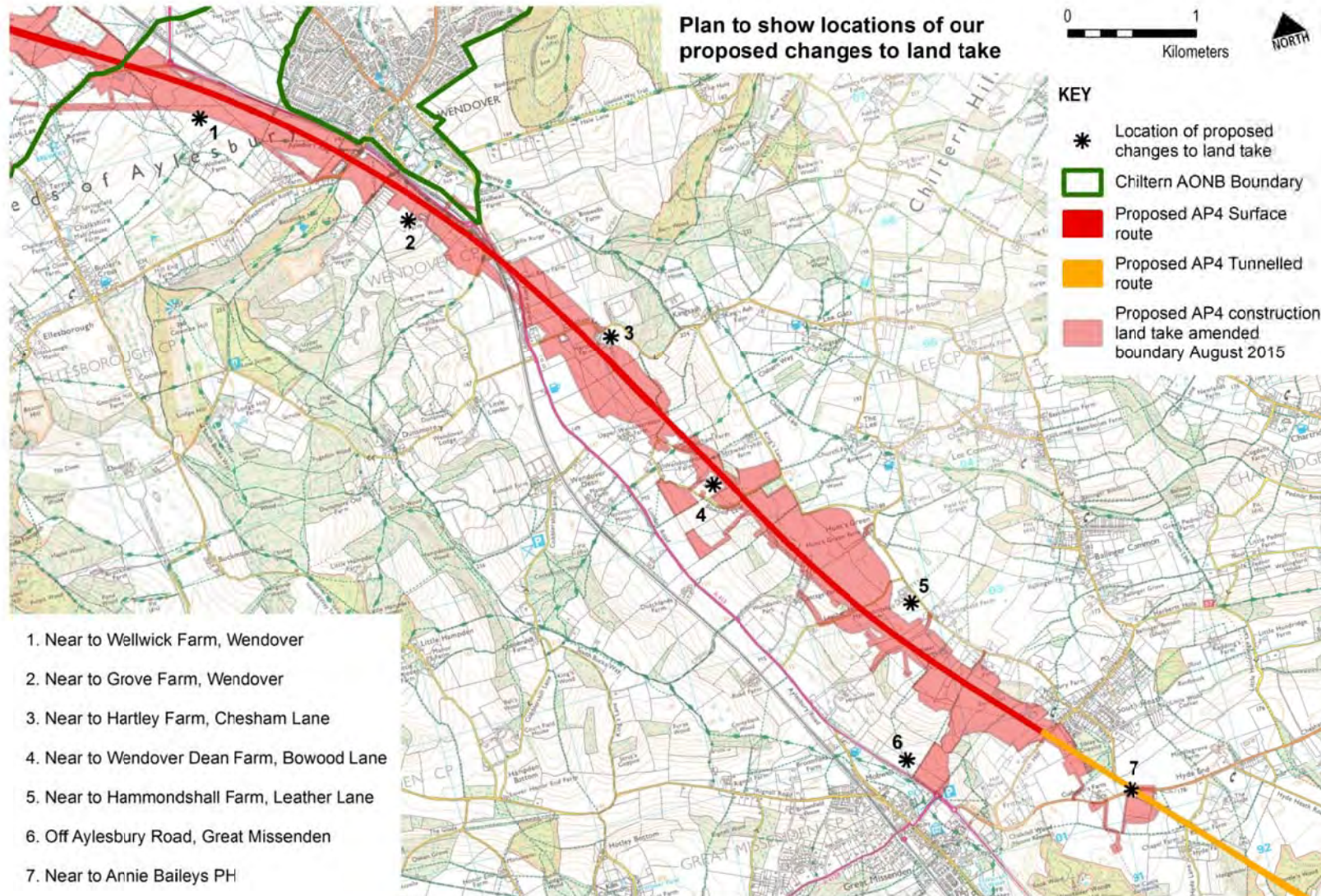
# OUR PROPOSED CHANGES TO LAND TAKE

1. The HS2 land take reflects the construction and operational needs of the rail line.
2. The current land take needs to be modified to suitably mitigate the impacts on the community and AONB.
3. The current land take has limited the scope for essential landscape and visual mitigation required to:
  - Blend the landform into the adjacent topography;
  - Provide necessary planting;
  - Fit into the field and vegetation pattern;
  - Site balancing ponds in more natural locations
  - Provide for the best construction routes.





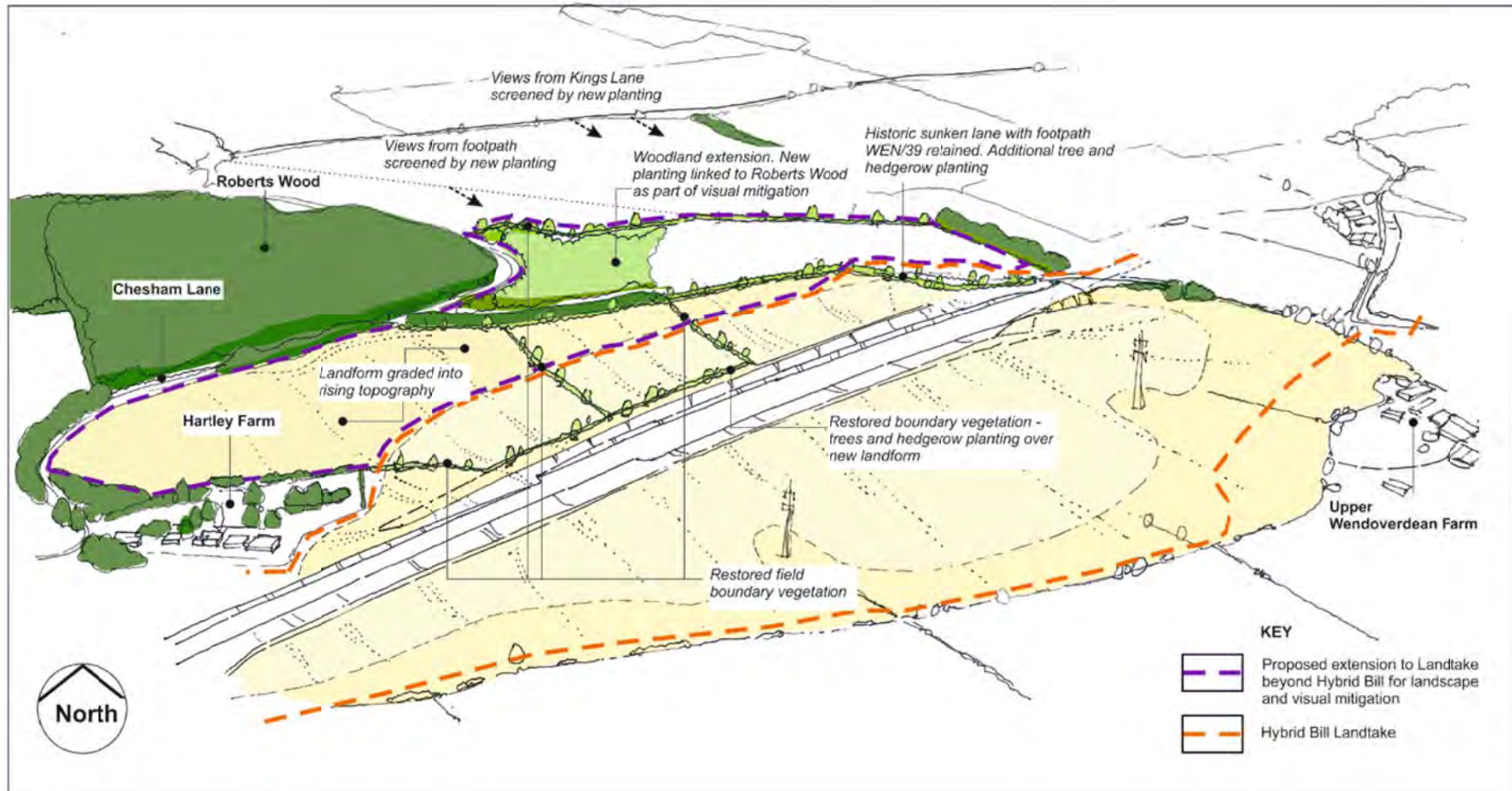
# OUR PROPOSED CHANGES TO LAND TAKE: KEY LOCATIONS





# OUR PROPOSED CHANGES TO LAND TAKE:

## 3. HARTLEY FARM, CHESHAM LANE

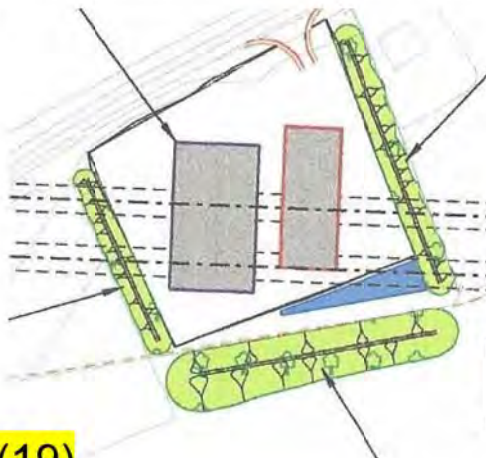
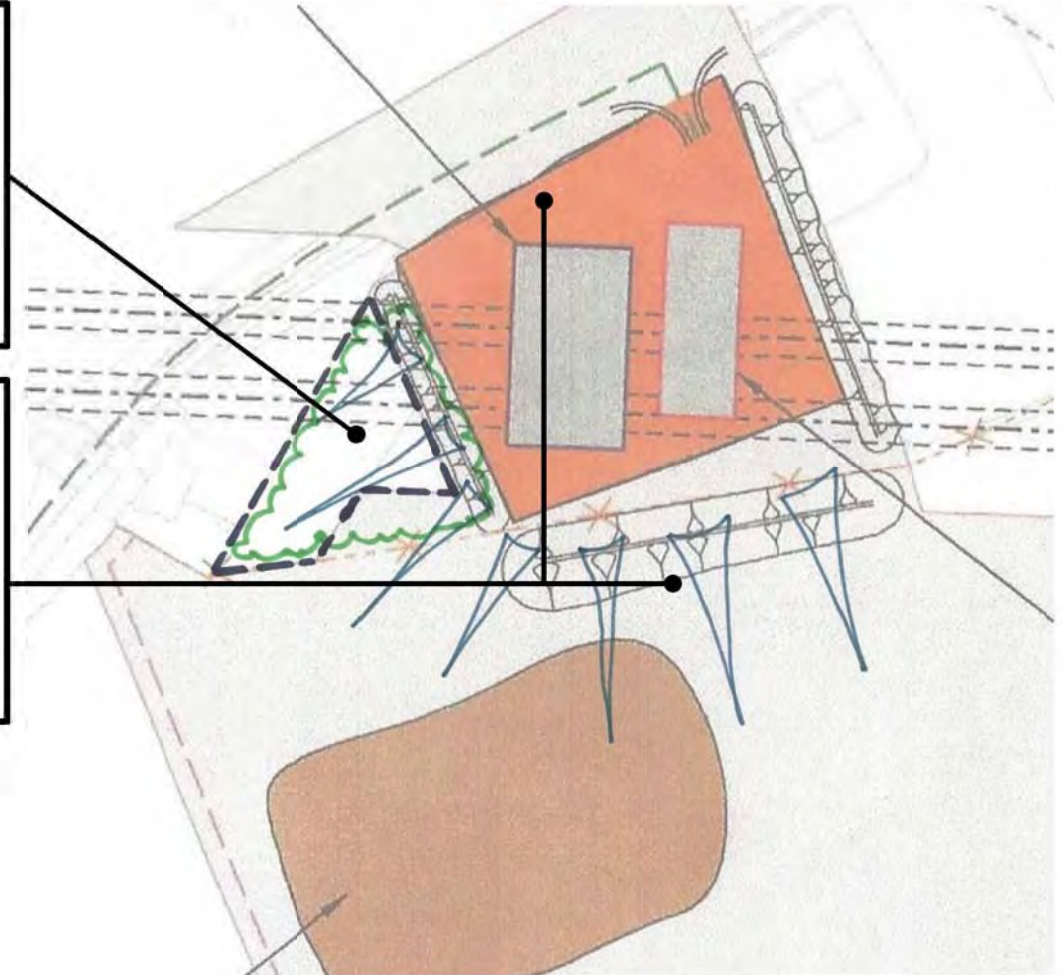


# OUR PROPOSED CHANGES TO LAND TAKE:

## 7. ANNIE BAILEY PH VENT SHAFT, SOUTH HEATH

Small land take extension to field boundaries to grade bund into the plateau before planting to screen views from houses and Chesham Road

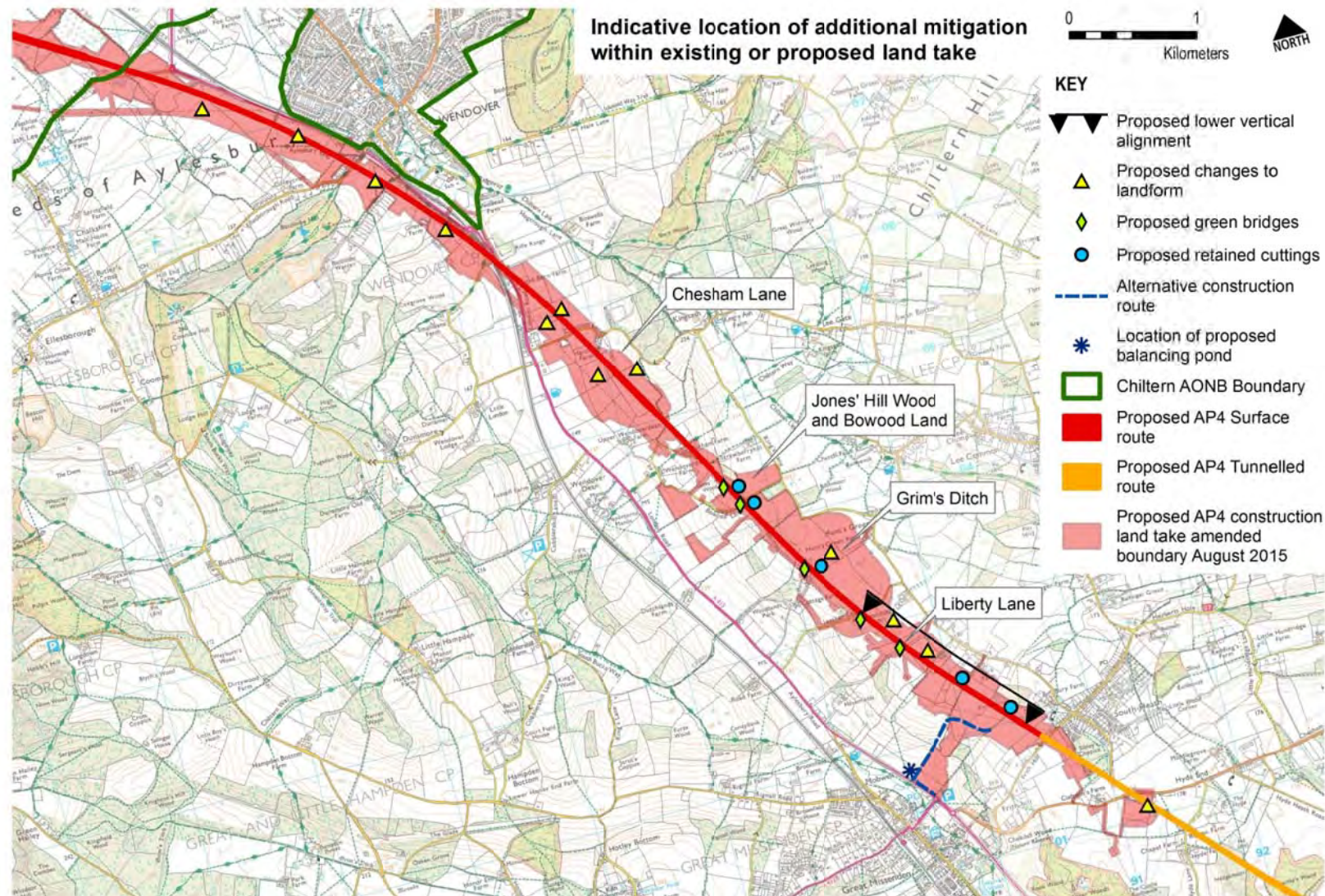
We suggest that the design is amended to ensure that the tree planting along Chesham Road is conserved and the bund graded gently southwards



**HS2 Proposed AP4**



# OUR ADDITIONAL LANDSCAPE MITIGATION ASKS: KEY LOCATIONS





# OUR ADDITIONAL LANDSCAPE MITIGATION ASKS: 1

A **lower vertical alignment** from South Heath to north of Leather Lane within retained cuttings - therefore needing no more land take

This would:

- Significantly reduce visual impacts and the need for screen bunding;
- Allow for road and footpath crossings (eg Leather lane, Liberty Lane) at grade, minimising impacts;
- May reduce noise impacts and the need for attenuation;
- Reduce hunting habitats for barn owls and bats, avoiding potential conflicts with HS2



# OUR ADDITIONAL LANDSCAPE MITIGATION ASKS: 2

**Retained cuttings** at AP4 Chiltern portal, GM1/12, Grim's Ditch, Bowood Lane, and Jones' Hill Wood

This would:

- Deliver better protection of these historic landscape assets:

	Approximate unavoidable loss over track alignment without a tunnel	HS2 Proposals: Approximate <u>additional</u> loss	Our proposals: Approximate <u>additional</u> loss with retained cuttings	Approximate amount saved
Grim's Ditch Scheduled Ancient Monument	570 sq.m	1673 sq.m	Minor additional loss depending on cutting design	30% of SAM within land take
Jones' Hill Wood Ancient Semi-Natural Woodland	1022 sq.m	6100 sq.m	Minor additional loss depending on cutting design	30 to 32% of Jones' Hill Wood ASNW

- \*\* Measurements are taken from HS2 Hybrid Bill Scheme plans using GIS files and OS mapping



## OUR ADDITIONAL LANDSCAPE MITIGATION ASKS: 2

**Retained cuttings** at AP4 Chiltern portal, GM1/12, Grim's Ditch, Bowood Lane, and Jones' Hill Wood

This would also:

- Better protect the local community at South Heath by pulling the footprint away from the village;
- Significantly reduce the impact on sunken lanes and on public rights of way crossings





## OUR ADDITIONAL LANDSCAPE MITIGATION ASK: 3

**Green bridges** at Liberty Lane, Bowood Lane, Leather Lane and Grim's Ditch SAM, Jones' Hill Wood ASNW

- Further protect these historic landscape assets by restoring connectivity;
- Provide wildlife corridors;
- Provide safe and pleasant crossings for walkers, riders and lane users;
- Enable greater restoration of farmland;
- Provide opportunities for landscape and ecological diversity



# OUR ADDITIONAL LANDSCAPE MITIGATION ASKS: 4

**Alternative land form** design at several locations

These would:

- Enable the landform to be blended into the natural topography;
- Enable the return to agriculture at a similar gradient to existing;
- Not detract from the screening benefits



# OUR ADDITIONAL LANDSCAPE MITIGATION ASKS: 5

## **Alternative construction route** at footpath GM1/12

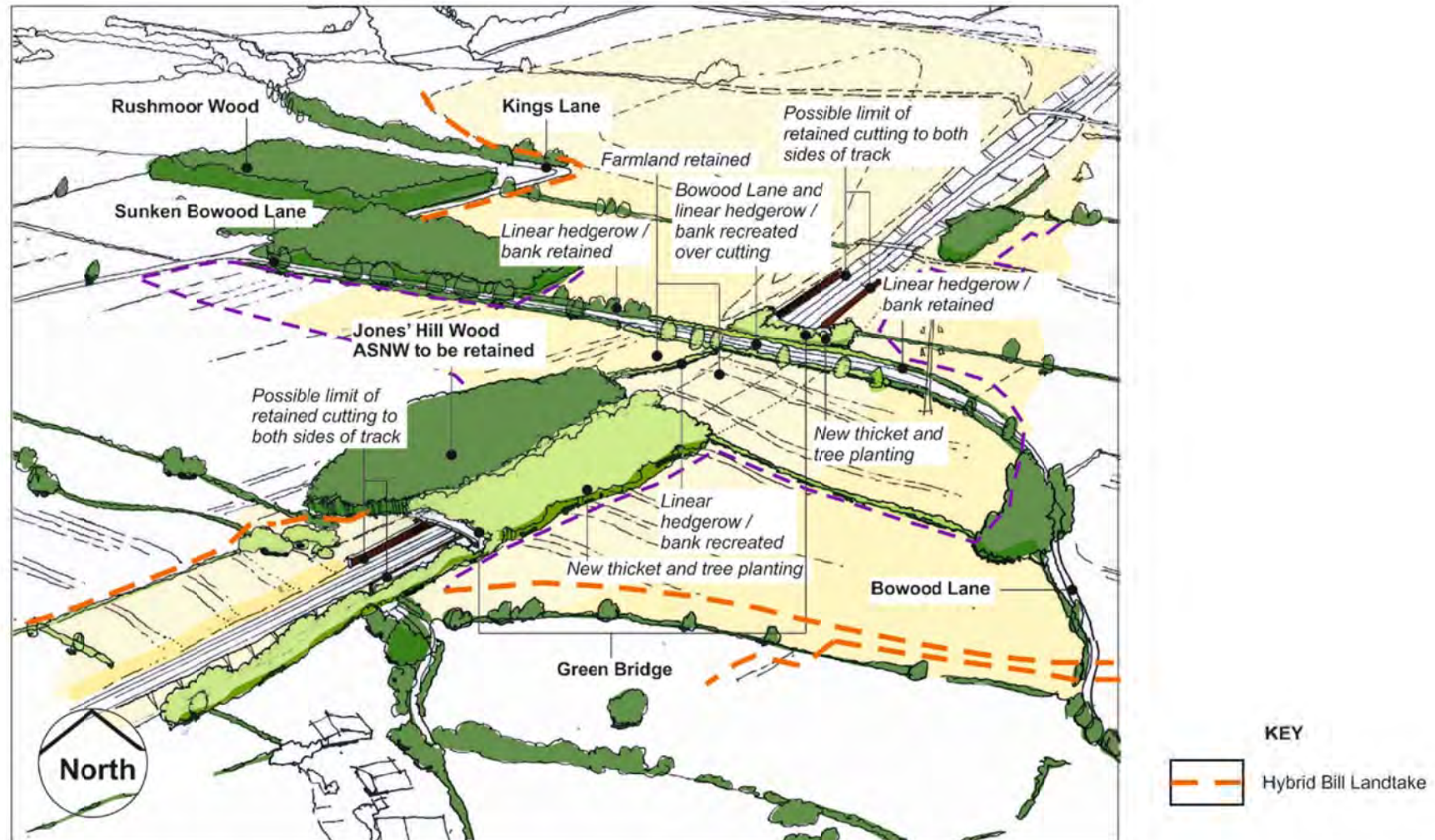
This would:

- Take advantage of an existing track up a shallow valley;
- Possibly reduce the need for cut and fill;
- Result in less harm to the landscape



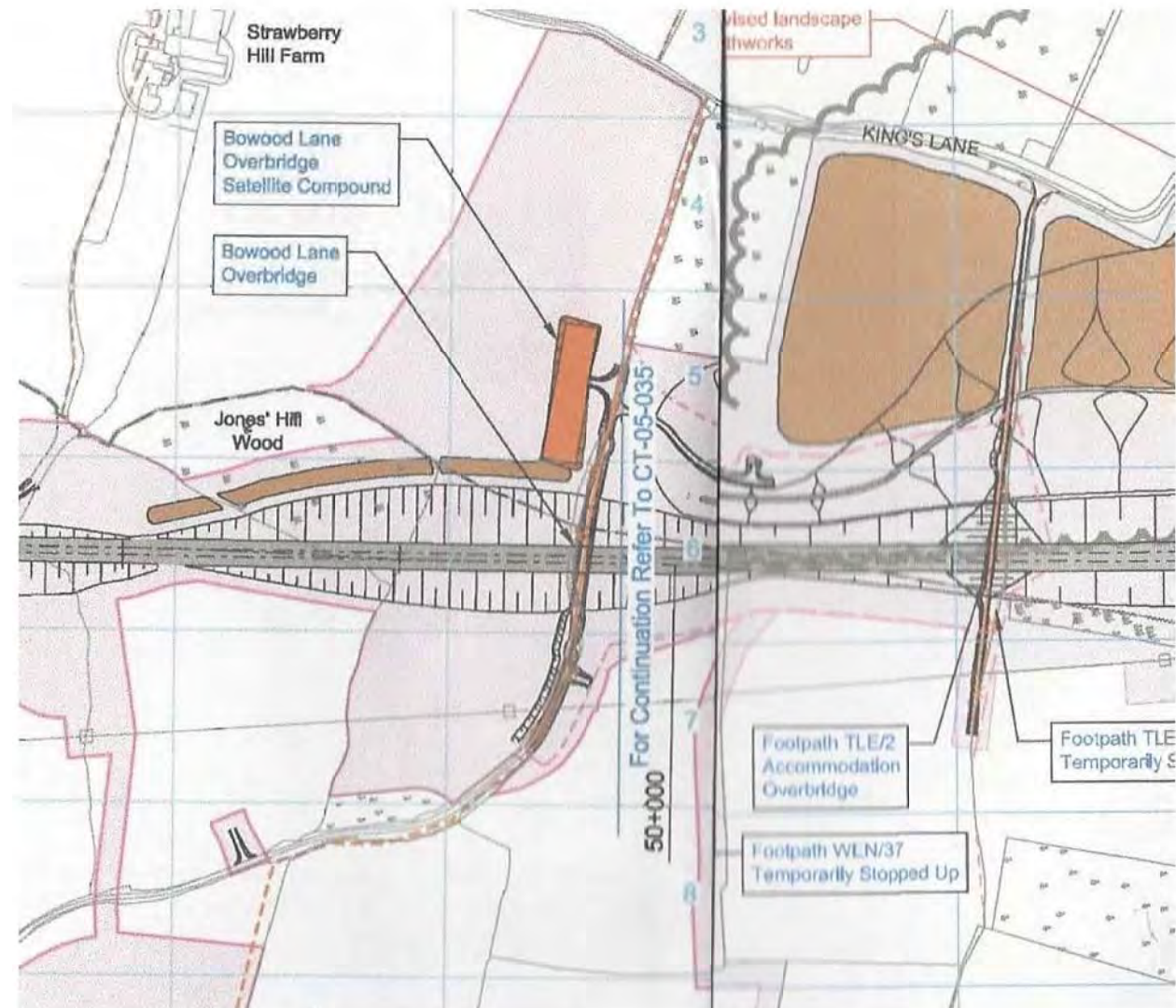


# OUR ADDITIONAL LANDSCAPE MITIGATION – EXAMPLE OF GREEN BRIDGE AND RETAINED CUTTING AT JONES' HILL WOOD



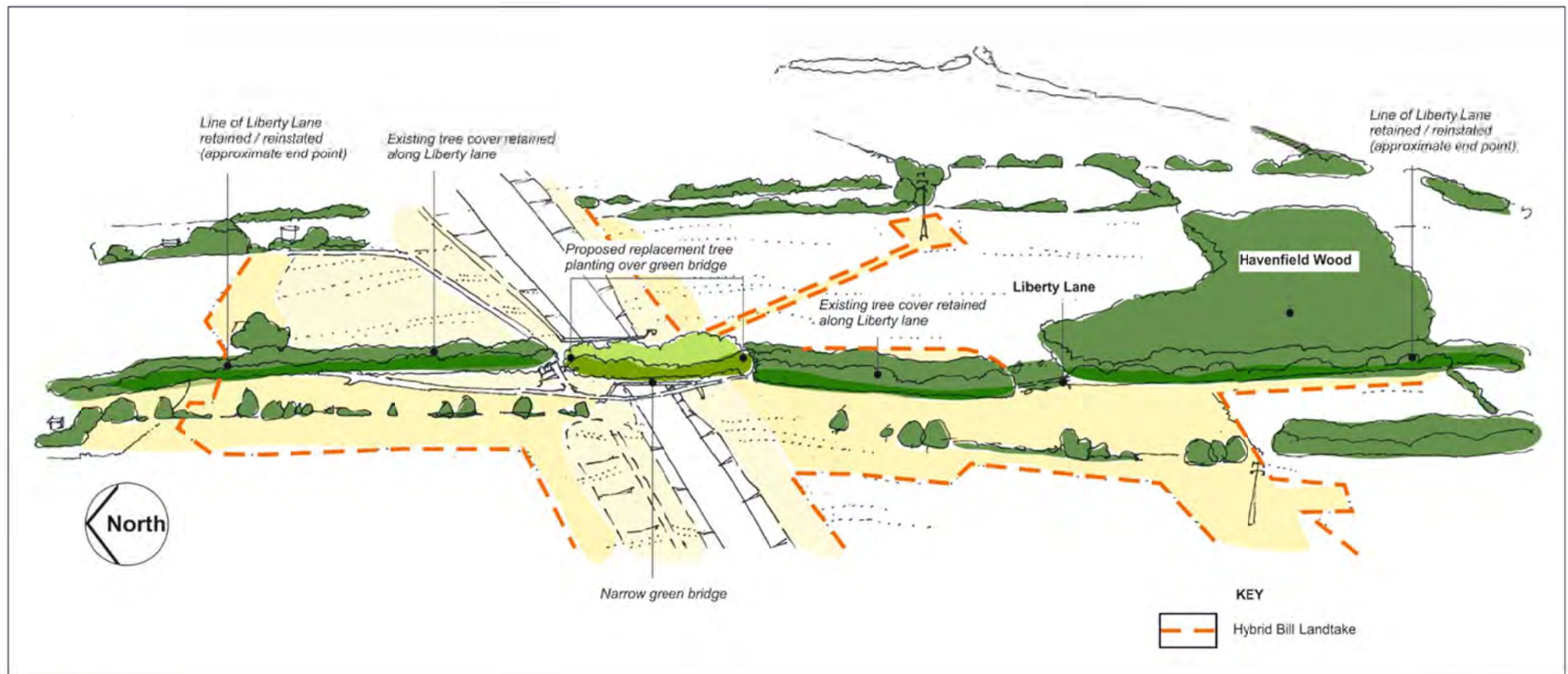
# OUR ADDITIONAL LANDSCAPE MITIGATION – EXAMPLE OF A GREEN BRIDGE AND RETAINED CUTTING AT JONES' HILL WOOD ASNW

**THIS IS THE HYBRID  
BILL SCHEME  
DESIGN**





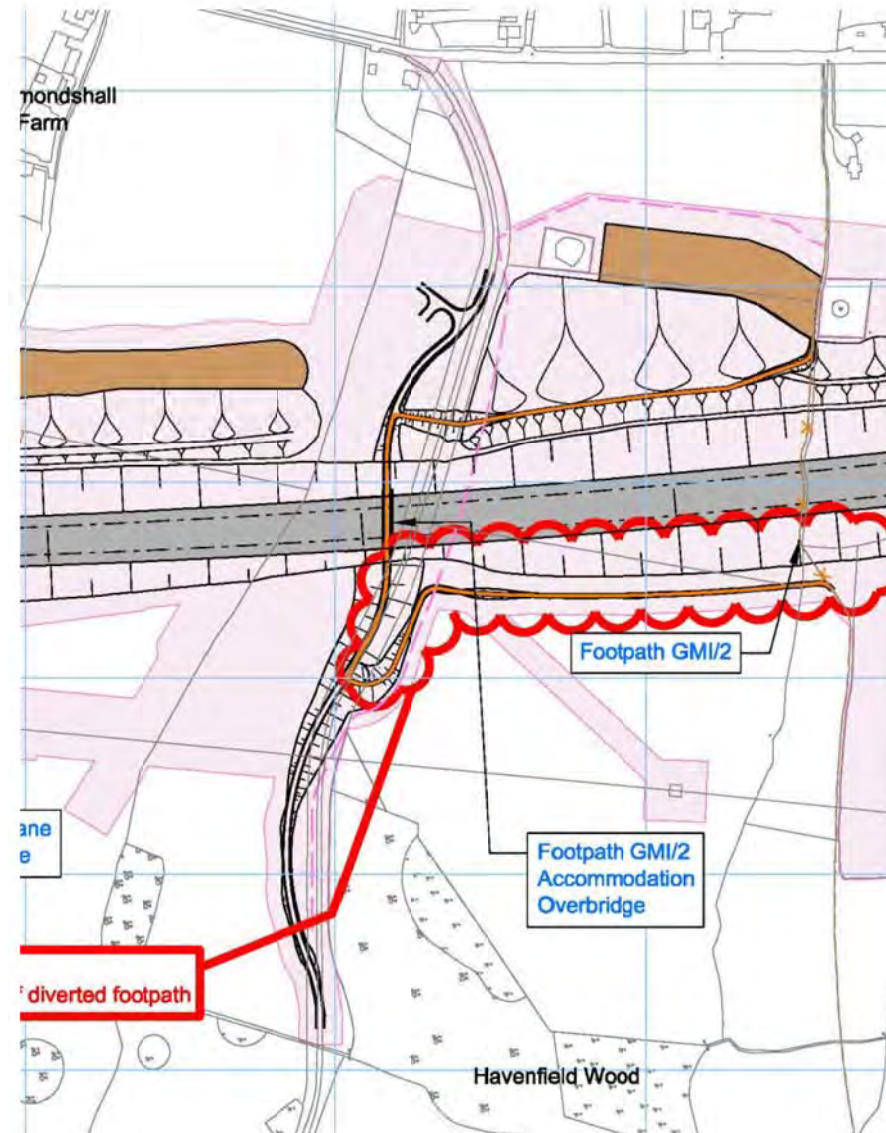
# OUR ADDITIONAL LANDSCAPE MITIGATION – EXAMPLE OF A NARROW GREEN BRIDGE AND LOWER VERTICAL ALIGNMENT AT LIBERTY LANE



# OUR ADDITIONAL LANDSCAPE MITIGATION – EXAMPLE 2

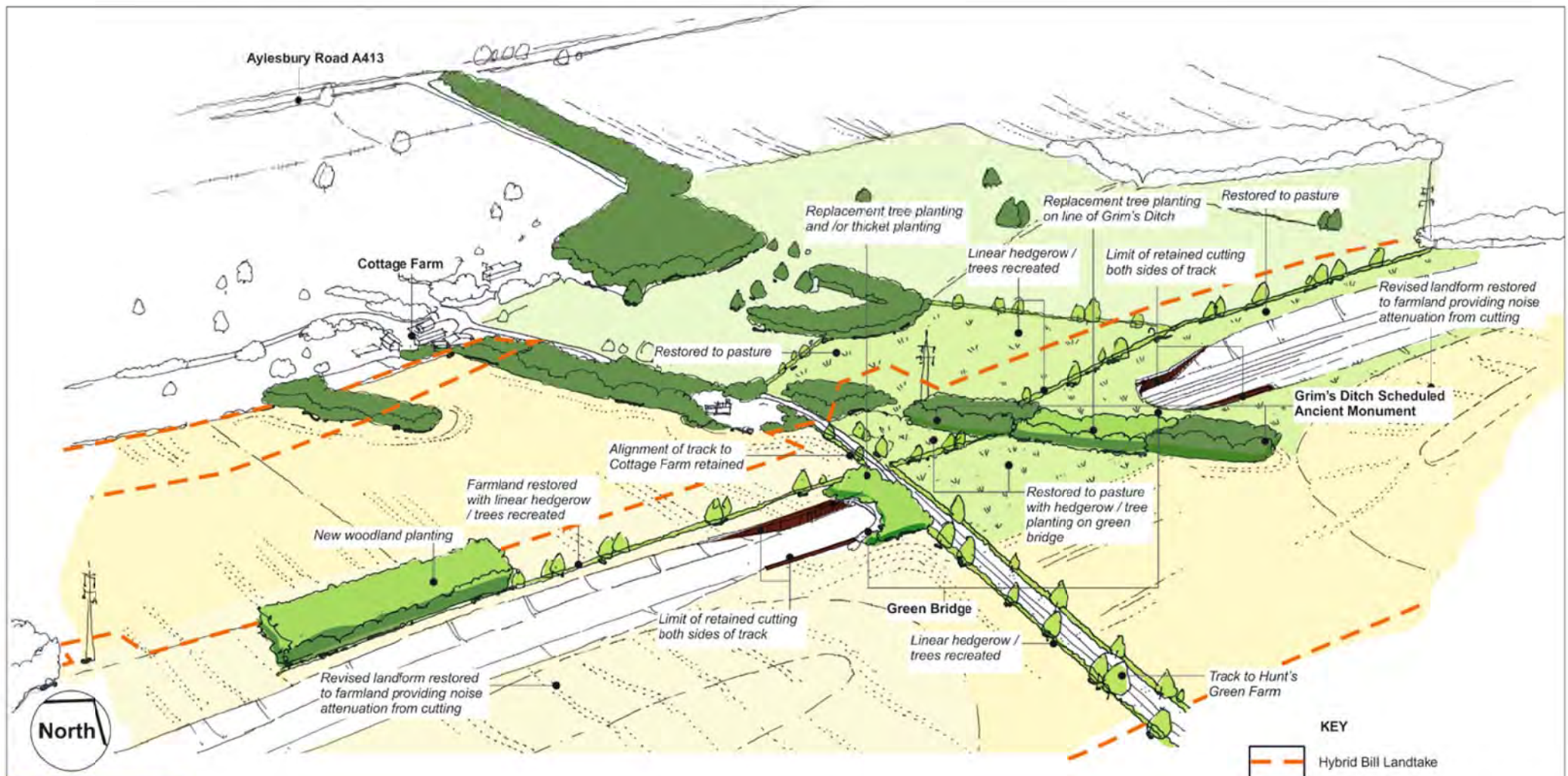
## A NARROW GREEN BRIDGE AND LOWER VERTICAL ALIGNMENT AT LIBERTY LANE

### PROPOSED AP4 SCHEME DESIGN



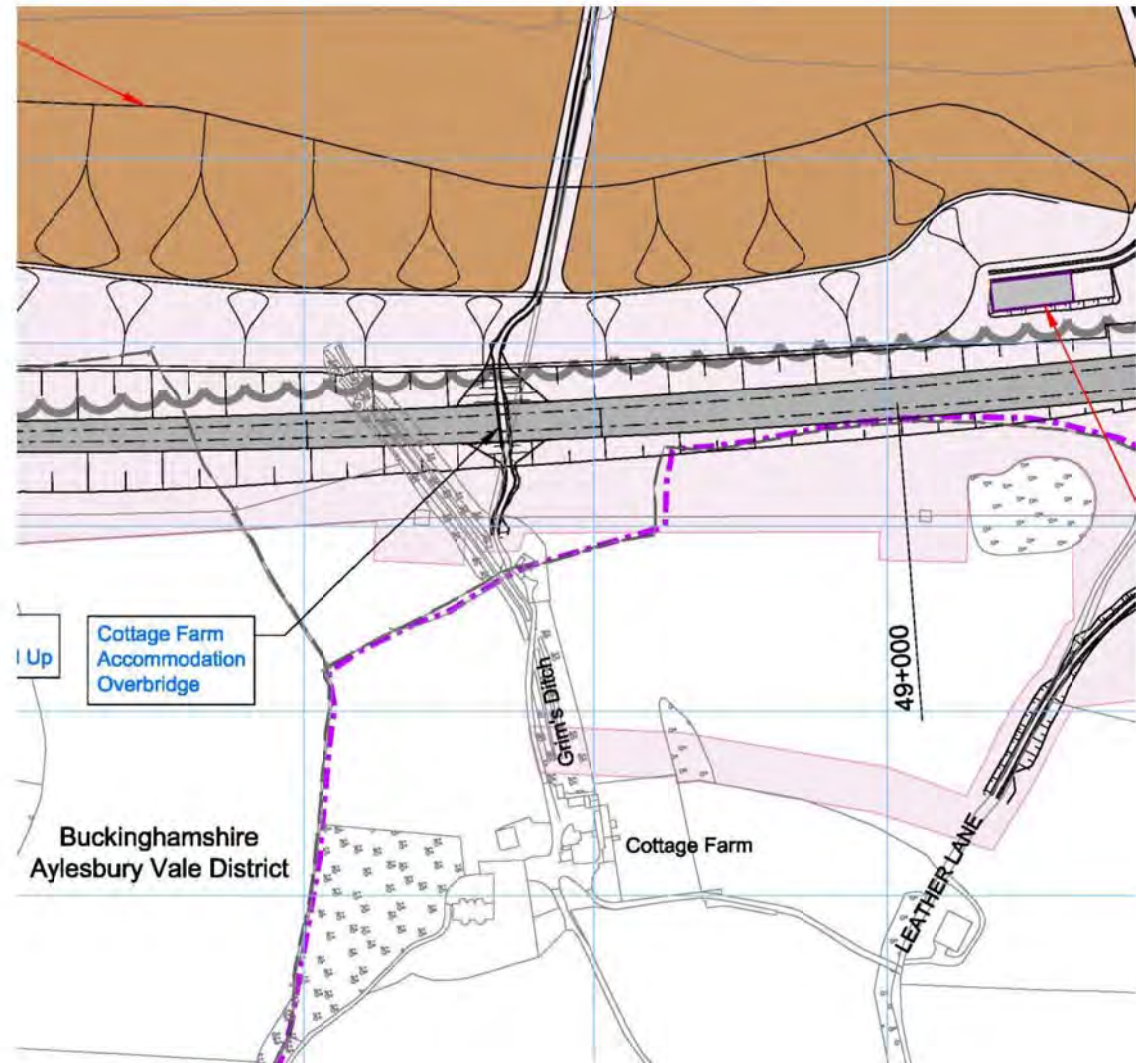


# OUR ADDITIONAL LANDSCAPE MITIGATION – EXAMPLE 3: GREEN BRIDGE AND RETAINED CUTTING AT GRIM'S DITCH SAM



# ENHANCED LANDSCAPE MITIGATION – EXAMPLE OF A WIDE GREEN BRIDGE AND RETAINED CUTTING AT GRIM'S DITCH SAM

**THIS IS THE HYBRID  
BILL SCHEME  
DESIGN**





# OUR GENERAL ASKS FOR THE CHILTERN

1. A **Chilterns AONB Review Panel**, similar to that proposed for the Colne Valley, will be set up immediately to review and discuss design matters.
2. An assurance that HS2 (and the nominated undertaker) will enter into discussions now with the local authorities in Buckinghamshire and the Chilterns Conservation Board with a view to identifying **further landscape planting and enhancements** to be funded or undertaken by it on land **outside of the Bill limits** by way of further environmental mitigation.

# OUR GENERAL ASKS FOR THE CHILTERN

3. These **discussions to continue regularly** to an agreed timetable until the commencement of submissions under Schedule 16 in relation to the main railway works.
4. The **Landscape Design Approach** and **Landscape Mitigation and Integration** documents (HS2 Exhibit C dated 27 August) should be progressed as a matter of urgency and binding to ensure more appropriate landscape mitigation.
5. All environmental mitigation measures should adopt the **Green Infrastructure approach** to design.





## IN CONCLUSION

- We have **high expectations** for this major infrastructure project for the 2020s.
- We want the project to **achieve the best fit** into this landscape.
- We are trying to **build in some sort of guarantee**, beyond the brief and overarching assurances we have received from HS2 Ltd, that the highest standard of design can be delivered.
- We ask for your **support in achieving** this in the ways we suggest.



**Much more still needs to be done by HS2 to conserve and enhance the Chilterns AONB. Through the Chilterns AONB Review Panel and other means we can discuss the asks I have already covered; plus**

1. The form and pattern of woodland planting;
2. The location and form of balancing ponds;
3. The route and design of diverted footpaths;
4. Ecological and landscape connectivity;
5. The design of vent shaft buildings, bridges, highways, noise attenuation, rail infrastructure, fencing, retaining structures;
6. The design of viaducts through competitions

**These should all be incorporated into an agreed scheme to inform submissions under Schedule 16 in relation to the main railway works.**

