



**Chilterns Enhancement and Integration Plan (CEIP)
Part 2: Additional Projects**

October 2018



Project Chilterns AONB, Chilterns Enhancement and Integration Plan (CEIP): PART 2 Additional Projects
Client The Chilterns Review Group
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Acronyms	
AONB	Area of Outstanding Natural Beauty
AP	Additional Projects to further integrate HS2 into the landscape of the Chilterns AONB
AVDC	Aylesbury Vale District Council
BBOWT	Berks, Bucks & Oxon Wildlife Trust
BCC	Buckinghamshire County Council
BLEF	Business and Local Economy Fund (HS2)
BMERC	Buckinghamshire and Milton Keynes Environmental Records Centre
CCB	Chilterns Conservation Board
CC CCC LPP	Central Chilterns Chalk, Cherries and Chairs Landscape Partnership Project
CDC	Chilterns District Council
CEF	Community and Environment Fund (HS2)
CEIP	Chilterns Enhancement and Integration Plan
DDP	Detailed Design Principles – location specific design principles for HS2in the Chilterns AONB and setting
HS2	High Speed Two
HER	Historic environment record
MWCC	Main Works Civils Contract (HS2)
RG	Review Group – The Chilterns AONB Review Group established through HS2 Assurances bringing together local authorities, the Chilterns Conservation Board and Natural England, and other bodies.
RG PO	Review Group Project Officer

1.



1. Introduction

A Special Landscape

- 1.1 The Chilterns was designated as an Area of Outstanding Natural Beauty (AONB) for its natural beauty. The elements of natural beauty are set out in the Chilterns AONB Management Plan (2014-2019) as special qualities. These include the steep chalk escarpment with areas of flower rich downland, woodlands, commons, tranquil valleys, the network of ancient routes, villages with their brick and flint houses, chalk streams and a rich historic environment of hill forts and chalk figures.

HS2 in the Chilterns Context

- 1.2 The Chilterns AONB is the only nationally designated landscape along the route of HS2 Phase 1. AONBs have the highest level of protection afforded to landscape in the UK, and there is a statutory duty on public bodies to have regard to the conservation and enhancement of their natural beauty.
- 1.3 HS2 will pass through the Chilterns AONB, partly in tunnel (with vent shafts) and for some 9km above ground through the Misbourne valley in a combination of cutting and on viaduct. At the northern extent it cuts through the escarpment within the Wendover Gap onto the flat vale landscape which forms the immediate setting to this part of the AONB.

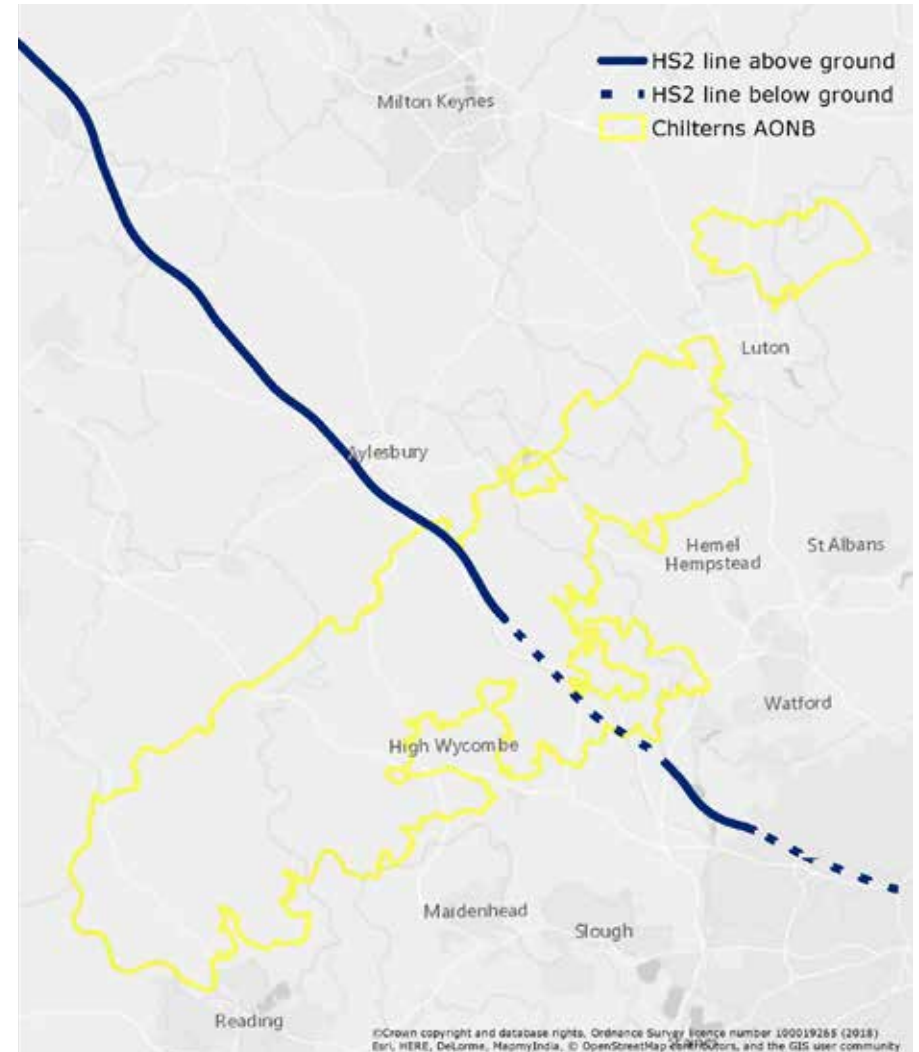


Figure 1.1: Route of HS2 through the Chilterns AONB

HS2 Assurances

- 1.4 In their petitioning to the House of Commons and the House of Lords Select Committees, the Buckinghamshire local authorities together with the National Trust and the Chilterns Conservation Board made the case for a more sensitive landscape-led approach to HS2 within the nationally protected AONB.
- 1.5 In response, HS2 Ltd agreed the following assurances:
- I To establish a Chilterns AONB Review Group, bringing together the local authorities affected by HS2 in the Chilterns, the Chilterns Conservation Board (CCB), Natural England and other bodies as necessary.
 - II To fund the running costs of the Review Group, including a dedicated post to support the work of the Group and this commission.
 - III To fund (up to £3m) the implementation of projects to further integrate the scheme into the AONB landscape - over and above the mitigation identified in the Environmental Statement/ pursuant to the Hybrid Act.
 - IV To fund a consultancy commission (the 'Chilterns Enhancement and Integration Plan' (CEIP)) to develop:
 - a Design principles that could reasonably be applied to HS2 works in the Chilterns AONB and its setting, which aim to achieve an exemplar landscape design for the project.
- b Additional environmental integration and enhancement measures that may further integrate the scheme into the AONB.**
- 1.6 This document represents Part 2 of the CEIP: The Additional Projects**

Additional Projects

- 1.7 This report is supported by Part 1: The Detailed Design Principles (DDP) which are the location-specific design principles for the HS2 works, mainly within Act Limits. The two parts work together to create a cohesive and connected plan for HS2 through the Chilterns and its setting.
- 1.8 Additional Projects (abbreviated to AP in this report) are heavily influenced by the DDP document in terms of opportunities identified, their design and execution, and above all by their synergy with actions. This synergy is essential to all interventions irrespective of their location and funding. A programme of works - particularly relatively small works - will have far greater impact than those that are uncoordinated. Severance is probably one of the biggest effects of HS2 and therefore synergy between projects and reconnecting the landscape must be the primary aim – visually, physically, ecologically, recreationally, and historically.
- 1.9 HS2 has agreed to fund the implementation of Additional Projects to further integrate the scheme into the landscape of the Chilterns AONB and its setting, up to the value of £3m. This is over and above the mitigation identified in the Environmental Statement. Therefore, these are projects predominantly, but not exclusively, outside Act Limits and are not restricted by the land take specified in the Act. The projects primarily relate to the operation of the HS2 line and its long term landscape integration, rather than projects to deal with the impacts of construction which are covered under separate schemes. **The HS2 Additional Projects Fund will not cover all the items identified in this study and hence the need for a prioritisation process set out in Chapter 4.**
- 1.10 The relevant Terms of Reference (TOR) for the Review Group (RG) which govern the content of this report are:

“Identify additional environmental integration (1) and enhancement (2) measure that may further integrate the scheme into the AONB”.

Notes:

“ (1) New proposals, in addition to that proposed as part of HS2’s mitigation, that would allow the scheme to further integrate or blend into the landscape’

“(2) ‘Proposals that seek to improve the landscape resource and the visual amenity of the proposed development site and its wider setting, over and above its baseline condition’”

Spatial area for the Additional Projects

- 1.11 At the outset of the project it was agreed with the Review Group that the spatial area for the Additional Projects would be criteria led and defined by local character (Figure 1.2) covering the Misbourne Valley and on the adjacent plateau, plus the vale setting of the AONB. This topographical setting of valley, plateau and vale is illustrated in Figure 1.3. The Review Group agreed that a c. 3km distance buffer from the line of HS2 is an appropriate distance to capture the main impacts of the railway and opportunities for integration and enhancement. It covers the wider Misbourne Valley, adjacent plateau and extending to the north of the AONB boundary onto the vale towards Stoke Mandeville to cover the AONB 'setting', notably the visual setting in relation to key viewpoints such as Coombe Hill. This is not a hard and fast line and ecological and access connectivity will continue across these boundaries.
- 1.12 The Additional Projects primarily relate to the above ground portion of the line in the Chilterns AONB; namely, from the point where it emerges from the Chilterns Tunnel North Portal at South Heath and exits the AONB and extending approximately 1.5km from the boundary at Nash Lee Road, north west of Wendover. The latter includes the area of setting on the flatter vale towards Stoke Mandeville. The Additional Projects are also relevant to the area where HS2 is in tunnel through the Chilterns. This is particularly in relation to further integration of the vent shafts; enhancing landscape character and quality along the whole valley; and in maintaining connectivity for access and enjoyment with key transport nodes, and other regional recreation opportunities such as the Colne Valley Regional Park to the south. The area covers parts of Aylesbury Vale District and Chiltern District and will also connect to wider aspirations and objectives for these areas particularly in relation to green infrastructure opportunities.

Other HS2 Funds

- 1.13 There are a range of other funding schemes that could be used to assist in the implementation of the Additional Projects. These would all be subject to separate grant applications and conditions. There are clearly benefits to an integrated approach within the Chilterns AONB and setting to achieve the overall aims/vision. Other HS2 funds available include:

HS2 Community and Business Funds

- 1.14 The objective of these funds is to add benefit, over and above committed mitigation and statutory compensation, to communities and local economies along the HS2 route disrupted by construction. A combined total of £40 million has been made available for Phase 1 of the scheme. The Grant Scheme is being managed by Groundwork UK.
- 1.15 Community and Environment Fund (CEF)** divided into CEF Local with a focus on quality of life and environment in individual communities, and CEF Strategic for larger projects across several communities.
- 1.16 Business and Local Economy Fund (BLEF)** will focus on projects or programmes across several business sectors and address employment concerns in an area.

HS2 Woodland Fund

- 1.17 The HS2 Woodland Fund** has a budget to provide payments for restoring ancient woodland sites and /or creating native woodland. The fund is being managed by the Forestry Commission.

Other sources of funding

- 1.18 There are a range of other sources of funding available to assist landscape enhancement within this area of the Chilterns and these are noted where relevant under specific projects.

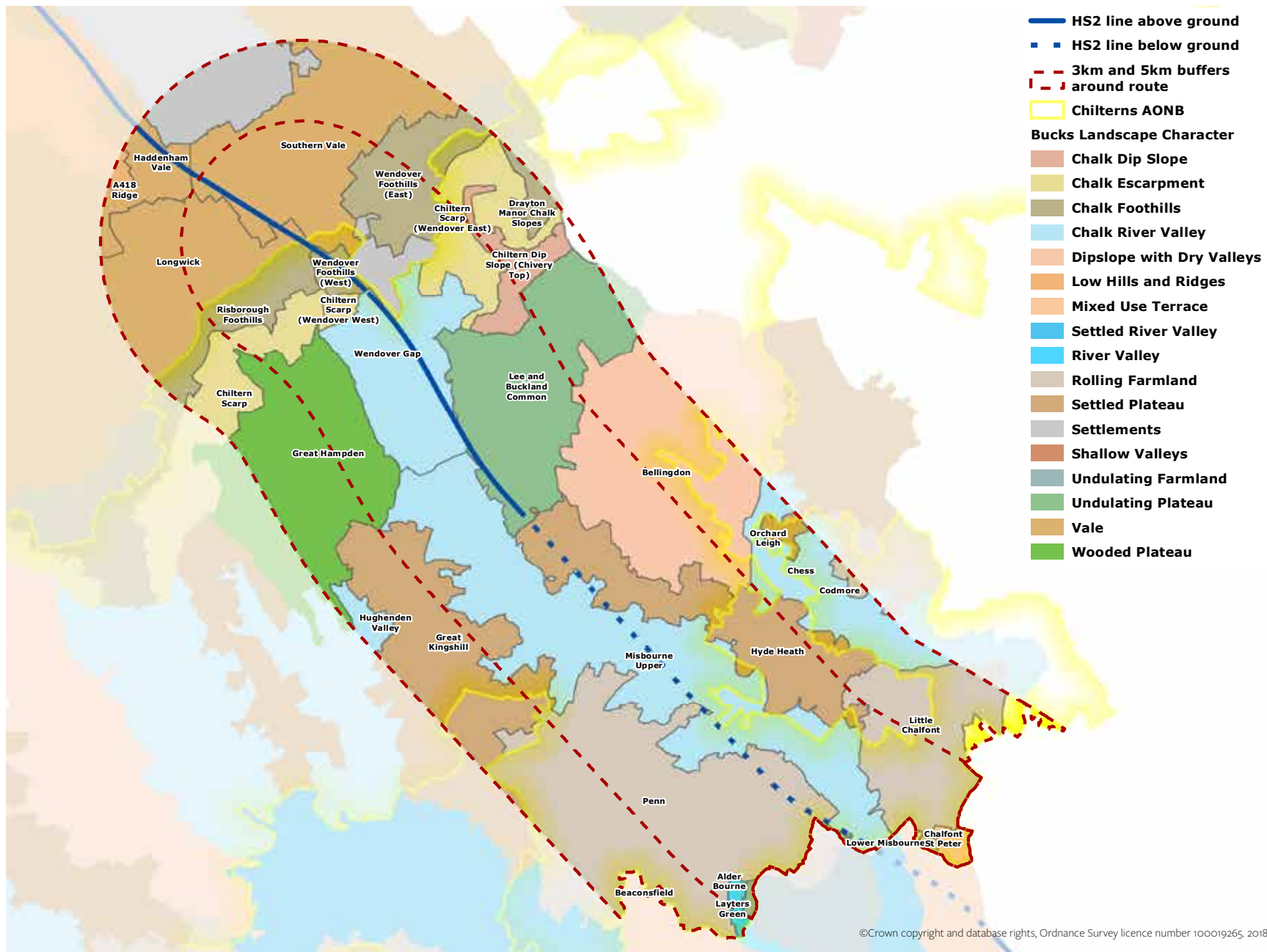


Figure 1.2: HS2 route in the AONB and setting, showing the Buckinghamshire Landscape Character Areas, as context.

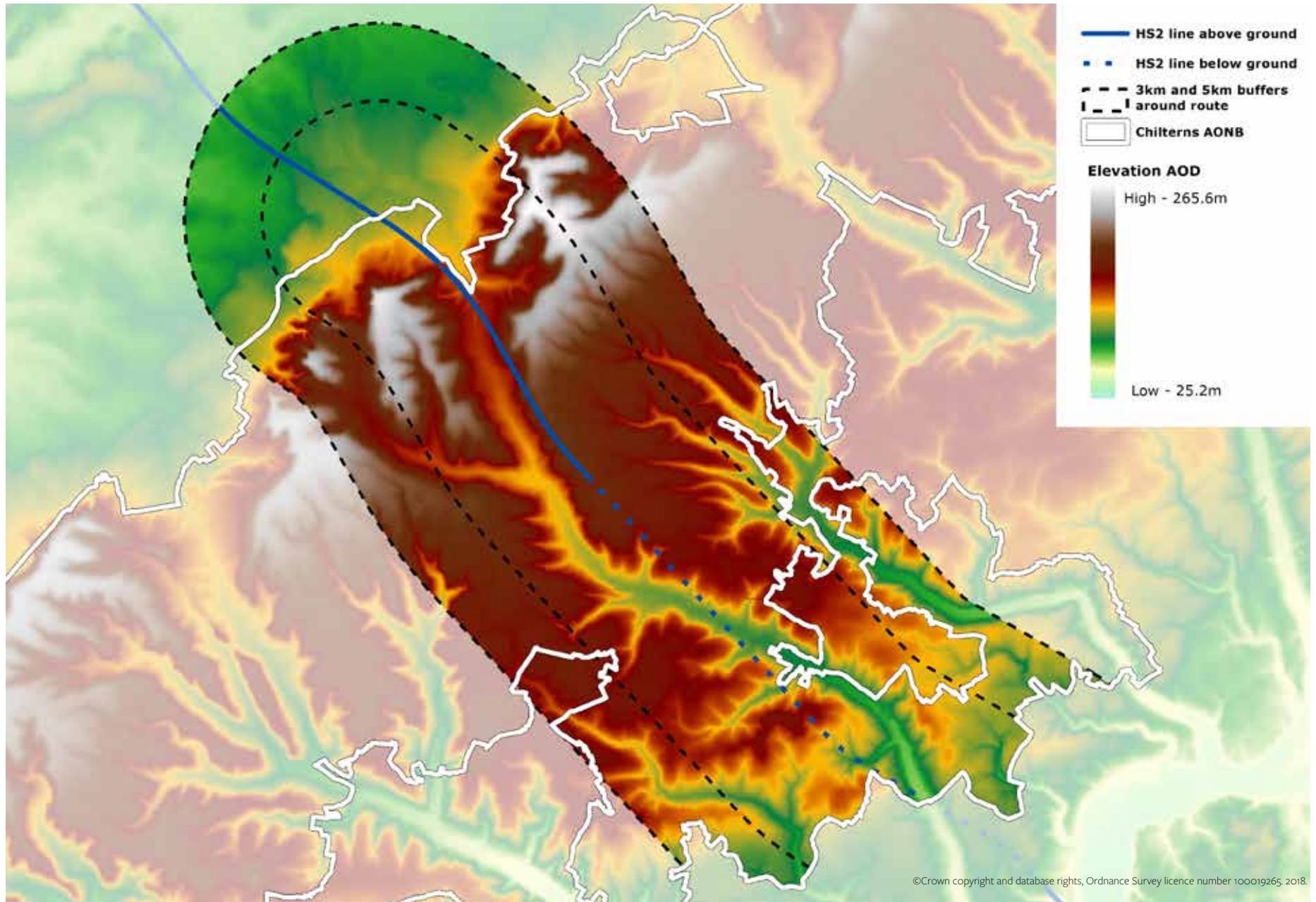


Figure 1.3: HS2 route and topographical setting

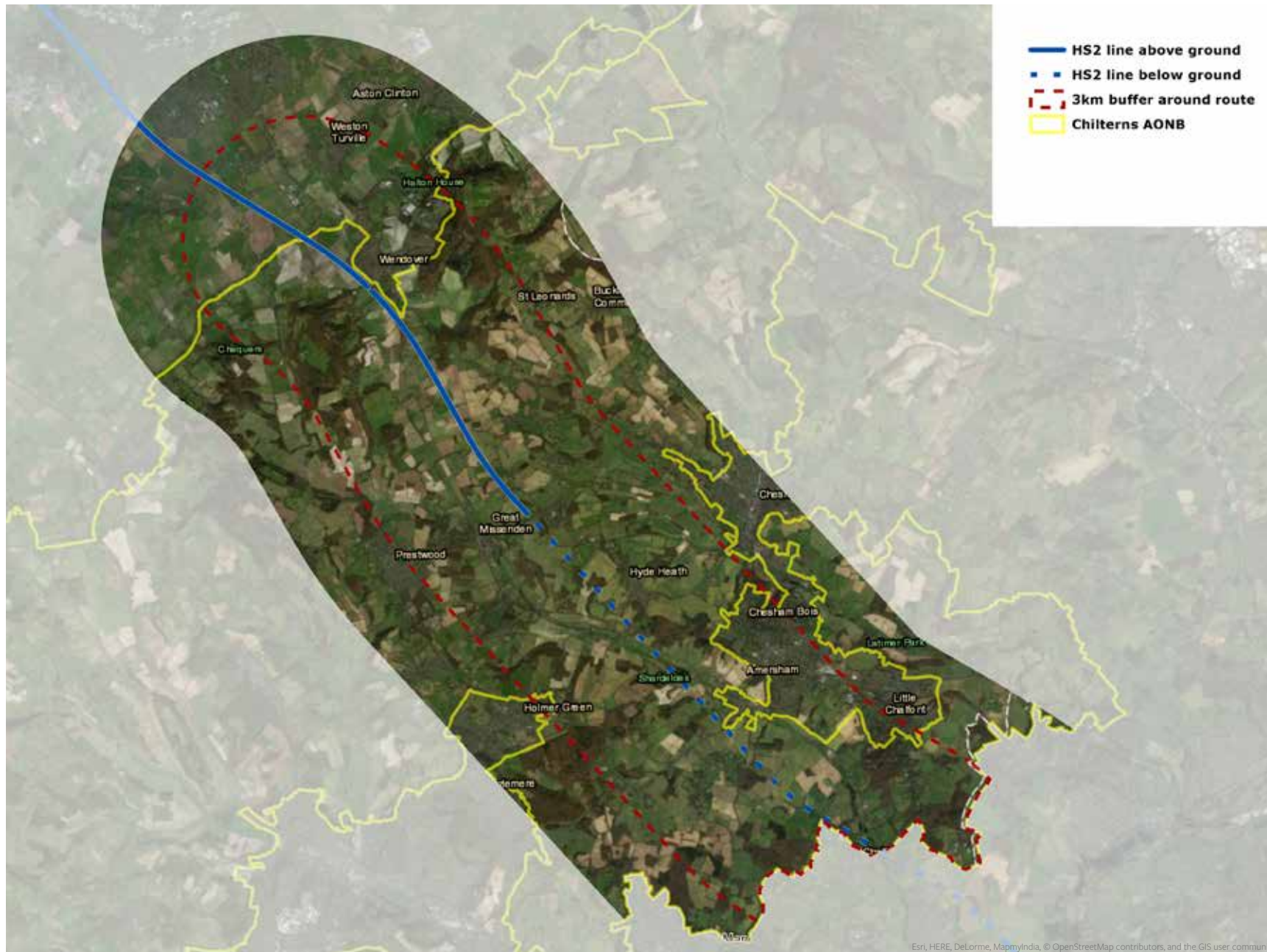


Figure 1.4: HS2 route in the AONB and setting with 3km buffer.

The Vision for integration of HS2 in the Misbourne Valley and setting

1.19 The elements of natural beauty are set out in the Chilterns AONB Management Plan (2014 – 2019).

HS2 should be a catalyst to improve the natural capital and delivery of ecosystem services in ways that conserve and enhance natural beauty. This landscape-scale approach encompasses the wider Misbourne Valley and Chilterns setting to the north of the AONB boundary. It connects across Act Limits to present a coherent approach for the Detailed Design Principles (Part 1) and the Additional Projects (Part 2). It also considers wider landscape scale connectivity for recreation and biodiversity.

This vision has been tested and agreed with stakeholders.

Vision

The HS2 corridor through the Chilterns AONB will be a distinctive **beautiful, resilient and connected landscape** that continues to be distinctive of this special locality.

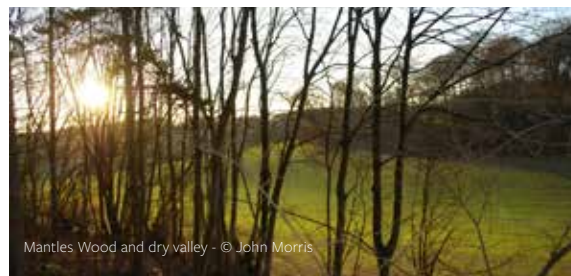
Beautiful

Beautiful: An aesthetically pleasing and distinctive landscape appealing to the senses especially visually. HS2 will fit the subtle landscape structure and pattern of the valley, plateau and scarp, concealed where possible and revealed as an elegantly designed feature at key locations. Existing valued features and patterns will be conserved and enhanced, with every opportunity to conserve tranquillity and reduce noise intrusion. Where appropriate, visually discordant/intrusive features that currently clutter the corridor will be removed or mitigated through land management.



Resilient

Resilient: A future proofed and resilient landscape, adaptable to change, especially climate change and extreme weather events and with enhanced ability for carbon capture. To include appropriate new planting of resilient species to fit the landscape context, plus renewal/management of existing trees and woodlands. This will involve the creation of permeable connected green corridors across the Misbourne valley to aid species movement and careful management of soil and water resources, including management of feeder streams to the Misbourne, and the springlines and head waters along the scarp and vale plus creation of new wet habitats and marginal habitats.



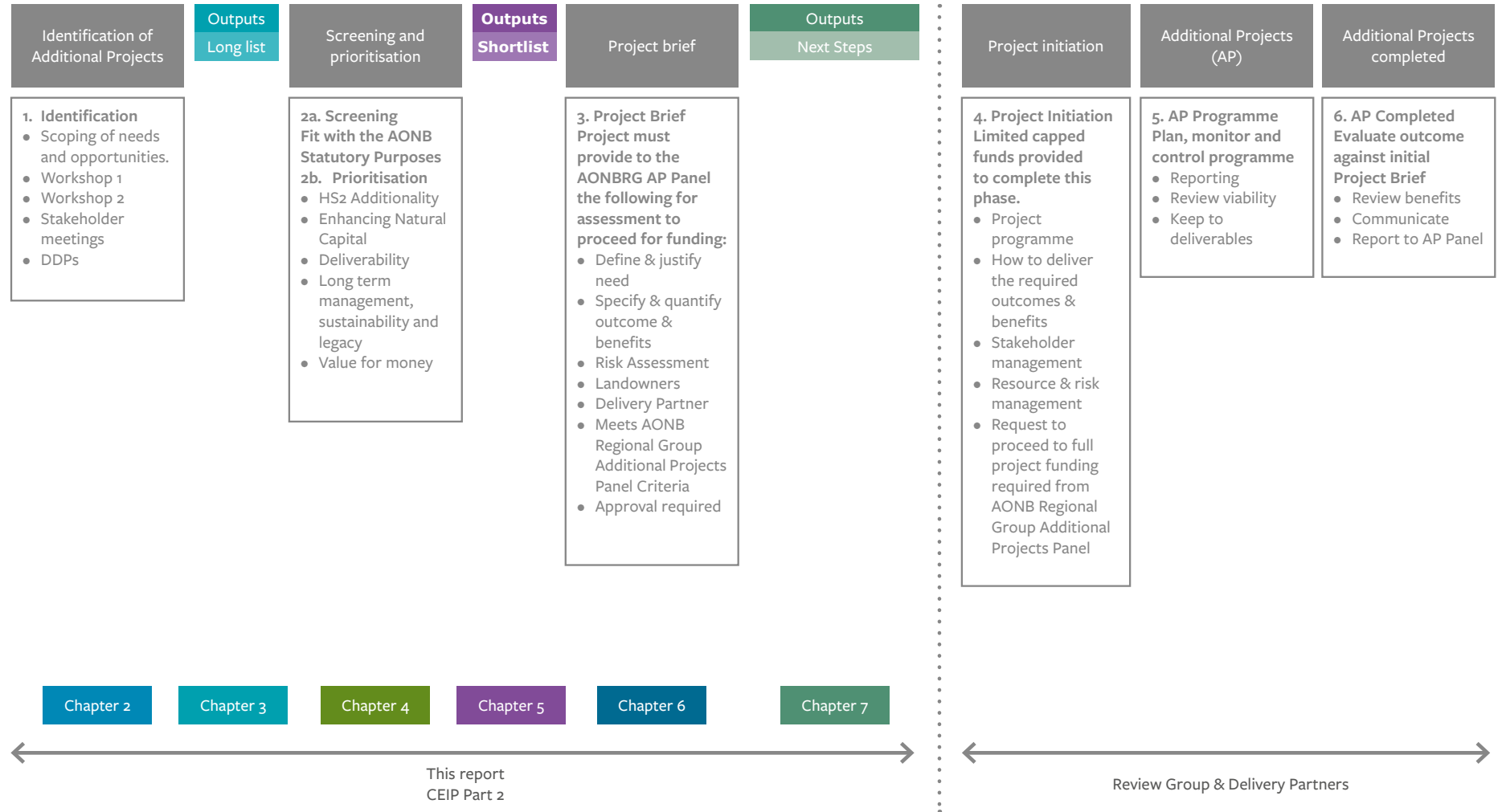
Connected

Connected: A connected landscape avoiding severance for people and wildlife, with all land associated with the railway being in functional use. For people, the valley offers health enhancing and enjoyable recreation experiences through the improvement, creation and connection of rights of way and routes, particularly in relation to existing populations/transport hubs at Wendover, Great Missenden and Amersham, as well as opportunities for people living in Aylesbury Vale to the north and links to the Colne Valley to the south. For wildlife there will be a focus on enhancing connectivity of habitats at the landscape scale including woodland, chalk grassland and heathland, plus core areas for target species. Enhancements will seek to create and manage habitats and conditions to allow protected and common species of the Chilterns to thrive.



Process for Identifying Additional Projects and Structure of this Report

The overall process for identifying Additional Projects is set out below:

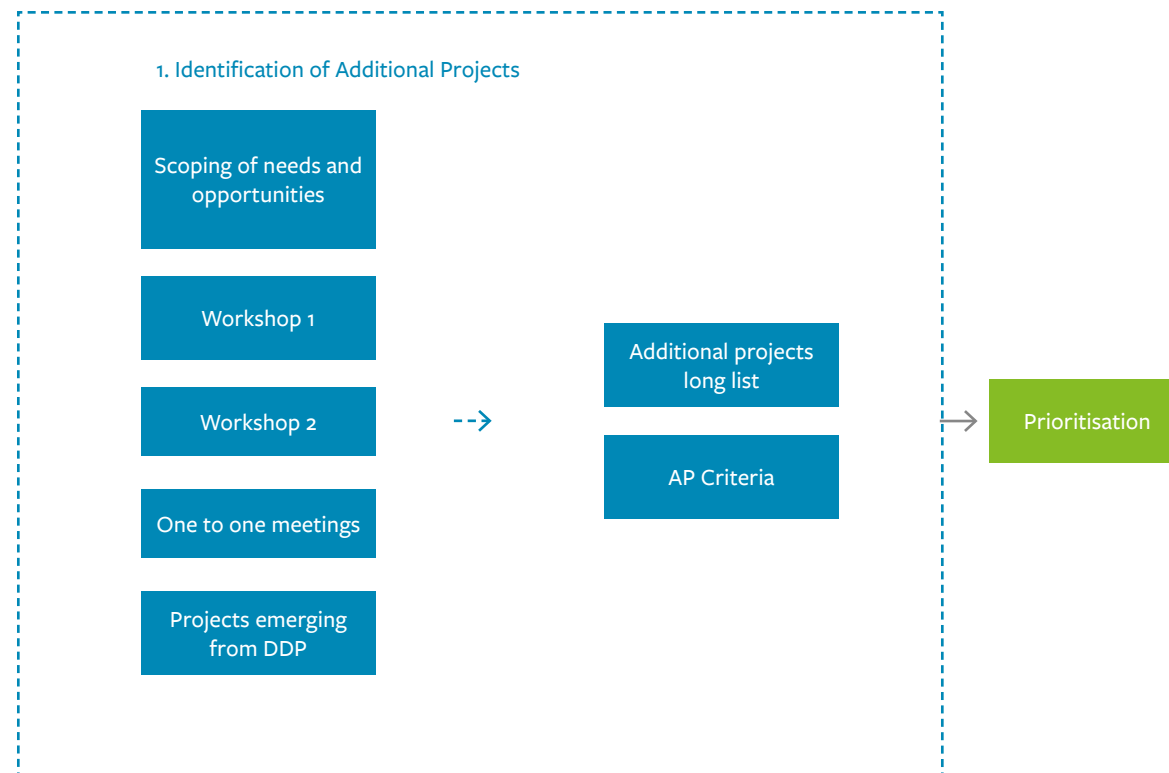


2.



2. Approach to Identifying Additional Projects: Towards a Long List

- 2.1 The environmental context, covering landscape, historic environment, biodiversity is set out in the CEIP Part 1
- 2.2 The process for generating the long list of projects involved an understanding of the environmental context and wide ranging engagement and consultation with stakeholders within the AONB. It included a review of current initiatives and policies and a scoping of needs and opportunities.
- 2.3 The HS2 Additional Projects Fund will not cover all the items identified in the longlist and hence the need for a prioritisation process set out in Chapter 4.
- 2.4 The key components for identifying the Additional Projects are summarised in the flowchart below:



Scoping of needs, opportunities and existing delivery

Main strategic policies and initiatives

- 2.5 There are large number of strategic policies and initiatives which determine the environmental objectives for the Chilterns AONB. This section highlights the key policies and recommendations relating to the HS2 corridor with particular relevance to landscape management, recreation and access, historic environment and biodiversity to provide an overarching framework for projects. The scoping exercise also reviewed existing delivery programmes and funding streams which fed into the prioritisation and short listing of Additional Projects.
- 2.6 These are set out in the table on the following pages.

Table 2.1: Scoping of needs and opportunities

Document	Policies/ aims/ recommendations
Chilterns AONB Management Plan (2014 – 2019)	<p>The overall identity and character of the Chilterns should be recognised and managed positively.</p> <p>Multiple ecosystem services should be provided through landscape-scale activity.</p> <p>Improved management of commons; veteran trees, infield and hedgerow trees, diverse grasslands, traditional orchards, ponds, box woodland and ancient woodland should be promoted and supported. The use of PRoW should be promoted and routes improved by covering gaps in the network.</p> <p>Access links between town and country for walkers, cyclists and other recreational users should be strengthened.</p> <p>Restoration of natural flow conditions and improved connectivity of rivers and their riparian corridors should be promoted.</p> <p>Greater public enjoyment of the water environment of the AONB should be encouraged and sustainable access to it promoted.</p> <p>Increase habitat connectivity (Lawton Principles).</p> <p>Improve hedgerow management and rejuvenation.</p> <p>Protection and improved management of historic and cultural features.</p>
Chilterns AONB State of environment report (2012)	<p>Improve the ecological status or potential of chalk streams. Poor and not improving – all 9 chalk rivers failing to attain good ecological status or potential.</p> <p>Overall levels of management of woodlands in the Chilterns are good and improving. There is steady increase in the uptake of EWGS and in particular woodland improvement grants in the Chilterns. Continued take up will be important over the next few years.</p>
UK BAP priority habitats in Bucks	<p>Increase priority habitats by 20%: The following are relevant to the project area: Lowland Wood Pastures and parkland, Traditional Orchards, Lowland Heathland, Lowland Dry Acid Grassland, Lowland Meadows, Lowland Calcareous Grassland, Purple Moor grass & Rush pastures, Lowland Fens, Reed bed, Native Woodland.</p>
The Chilterns LEADER Programme	<p>Increase forest productivity, support historic landscapes or monuments, support rural tourism, enhance farm productivity, support micro, small or medium-sized Enterprises and farm diversification and support rural services.</p>
NCA Profile: 110 Chilterns (NE406)	<p>Statements of Environmental Opportunity</p> <p>SE01: Manage the wooded landscape.</p> <p>SE02: In pockets of historic land use where natural and cultural heritage are both particularly rich, aim to restore and strengthen the historic landscape, ecological resilience and heterogeneity.</p> <p>SE03: Conserve the Chiltern's groundwater resource including chalk streams.</p> <p>SE04: Enhance local distinctiveness and create or enhance green infrastructure. Ensuring communities have good access to the countryside.</p> <p>Note: local LCA for Bucks also reviewed re landscape opportunities.</p>
Countryside Stewardship	<p>The funding priorities for CS in the Chilterns NCA are relatively complex. In the Chilterns, specific habitat priorities include the maintenance and restoration of chalk grassland, parkland with veteran trees, ancient and native woodland, traditional orchards, hedgerows and hedgerow trees.</p>
Biodiversity Opportunity Areas (BOA)	<p>Central Chilterns Chalk Rivers BOA Statement: Management and restoration of Chalk Rivers, Lowland Meadows (+ creation), Eutrophic Standing Water, Woodland, Traditional Orchards, Wood Pasture & Parkland and Hedgerows (+ creation).</p> <p>Chiltern Escarpment BOA Statement: Management and restoration of Calcareous Grassland (+ creation), Woodland, Wood Pasture & Parkland.</p> <p>Wendover Woodlands BOA Statement: Management, restoration and creation of Lowland Calcareous Grassland, Woodland and Hedgerows. Management and creation of Arable Field Margins.</p> <p>Dunsmore Woods BOA Statement: Management, restoration and creation of Lowland heath, Lowland beech and Yew Woods, Lowland Mixed Deciduous Woodland, Arable Field Margins.</p> <p>Prestwood Local BOA Statement: Management and restoration of Wood Pasture and Parkland, Lowland Beech and Yew, Lowland Mixed Deciduous Woodland, Hedgerows (+ creation), Ponds (+ creation), Management and creation of Arable Field Margins.</p>
Buckinghamshire GI Delivery Plan (2013)	<p>Increasing opportunities for residents and visitors to Amersham, Chesham & Little Chalfont and The Chalfont's and Gerrards Cross to enjoy the countryside.</p> <p>Improve access from key settlements within Amersham, Chesham and Little Chalfont. Chesham has significant health deprivation issues.</p> <p>Chalfont-Gerrards Cross-Colne Valley Action Plan includes a range of projects which will improve local access routes into the countryside and improve landscape connectivity between woodland and wetlands.</p> <p>Enhancement of chalk streams and watercress beds in the Chess and Misbourne Valleys.</p> <p>Note other Strategic GI projects including Grand Union Canal Triangle, Wendover Woodland Park, Chilterns Chalk Stream Project.</p>
NEP GI Vision and Principles (2016)	<p>Overarching vision and principles relevant to Additional Projects.</p>

Workshop 1

- 2.7 This was a half day workshop held on 23rd May, 2017 at Chiltern District Council Chamber for key organisations involved in landscape management, biodiversity, historic environment and access/recreation to identify and start to prioritise a 'long list' of Additional Projects that will enhance natural beauty along the route of HS2 through the Chilterns AONB. A list of organisations/ participants and workshop structure is included as part of **Appendix 1**. The workshop followed a structured format of plenary sessions and group exercises.

Key outputs

- 2.8 The following themes emerged as potential Additional Projects, each with an associated proforma setting out main actions, priorities and mapping.

Theme: Access and Recreation	1: Audit of land in public ownership (natural capital audit) 2: Citizen science 3: Front door to countryside 4: Visiting the Chilterns – still open for business 5: Boosting existing projects
Theme: Land Management	1: Enhancing resilience 2: Embedding landscape management 3: Edible Chilterns
Theme: Biodiversity	1: Connectivity 2: Priority habitats and species 3: Water quality 4: Water in a chalk landscape
Theme: Historic Environment	1: Managing and celebrating Grims Ditch 2: Historic farmsteads on the line 3: Managing sites and monuments 4: Celebrating the historic landscape – routeways and patterns 5: Long term management and maintenance

Workshop 2

- 2.10 On 29th June, 2017 an open afternoon and early evening (2pm – 8pm) was held as a drop in session to allow an invited audience of local communities (Parish Councils and Local Amenity groups) to contribute to identifying additional projects that could be funded from the £3m fund available to the area. The sessions were facilitated by LUC and the Review Group Programme Manager.

Information on display:

- The draft Detailed Design Principles showing the guidance to help integrate the line into the Chilterns context covering the extent within Bill Limits. These Detailed Design Principles will be used to inform HS2 contractors on design within the Chilterns.
 - The early work on the Additional Projects including 12 illustrated example Project sheets.
- 2.11 Participants were guided through the information and work in progress explained. One to one discussions allowed opportunities to discuss the design principles and ideas for additional projects. Feedback forms and comment sheets were provided. The list of participants/invitees is included in Appendix 2.

Workshop 2 key outputs

- 2.12 The attendees indicated a clear need for projects which directly mitigate impacts from HS2 (rather than wider environmental improvements) and maintain the character and vitality of the corridor. Top priorities included:
- Keeping Chiltern's open for business – sending positive messages to walking and cycling groups who use the valley and support local businesses;
 - Practical improvements for example access links to The Ridgeway National Trail, including alternative routes for horse riders and cyclists;
 - Provision of better connections on the rights of way network including 'welcome and orientation' at key stations, crossings over the A413, 'greening' bridges over HS2, links to proposed new Sustrans route along the valley (link from Wendover via Chilterns line) and facilitating access from stations;
 - Enhancing character (de cluttering) of the corridor – improving landscape and visual character particularly along the A413;
 - Visual screening through hedgerow strengthening – through whole of wider corridor;
 - Citizen science – interpreting the historic landscape – linking to information and walks etc. noting particular interest in understanding heritage and history and linking this to HS2 findings;
 - Potential cross over and links with other landscape scale projects operating in the area, including the Heritage Lottery Fund Project (Central Chilterns Chalk, Cherries and Chairs).
- 2.13 As part of the process local detail and specific information was added to the proposed projects, e.g. locations for crossings of the A413, opportunities for habitats enhancements. A set of annotated project sheets emerging from this workshop were provided to the Review Group.



Projects emerging from the Detailed Design Principles (DDPs)

- 2.14 In producing the DDPs the aim has been to promote a 'one landscape approach' aiming for a cohesive scheme within and across Act limits. The following have emerged as potential Additional Projects, although the aim will be for HS2 to develop them as far as possible as part of the Main Works Contract and this is currently being explored. For location and description see Section 4 Illustrative Sketch Plans within the Detailed Design Principles (CEIP Part 1).

Table 2.2: Projects emerging from Detailed Design Principles

Project	Brief description	DDP Map Sheet	33	34	35	36	37	38	39	40
North Link	New recreational link parallel with railway alignment almost exclusively within Act Limits.		✓	✓	✓	✓	✓			
Park Farm Ecological Corridor	Created through a combination of varied making good of land affected by construction, limited additional work and management agreements. Landowner agreement vital		✓	✓						
Bowood Eco Corridor	As above				✓					
Wendover Dean Eco Corridor	As above					✓				
Bacombe Eco Corridor	Almost solely achieved through management agreements							✓		
Stoke Brook Eco Corridor	As Park Farm									✓
Additional paths	Creation of 'missing links' in addition to HS2 proposed Public Right Of Way (PROW) diversions		✓	✓						✓
Hedgerow strengthening	Both within and outside Act Limits		✓	✓	✓		✓		✓	✓
Additional tree planting	Both within and outside Act Limits						✓			✓

3.

3. The Long List

- 3.1 The following list provides a summary of projects that emerged from the consultations plus LUC's own work on the Detailed Design Principles and knowledge of the landscape of this part of the Chilterns. At this stage the long list included some projects which repeat and overlap. Projects which are not being taken forward are annotated in the table. While they are presented as individual projects under separate themes it is clear that different elements could be taken forward together and/or badged up as a group for delivery together. This is considered further in the strategy and recommendations section of this report.
- 3.2 The projects have been identified to fit within the parameters of the £3 million Additional Projects Fund and the overall vision for the Chilterns Enhancement and Integration Plan (CEIP).

Long List Projects

Project name		Summary description - key outcomes
Theme: Access, recreation and enjoyment		
ARE1	Citizen Science	<ul style="list-style-type: none"> • Knowledge about the natural and cultural capital of the area improved, providing evidence for more effective management and protection • Local people of all ages knowledgeable and engaged in caring for their area • Co-ordination between public sector bodies and volunteers in the monitoring and management of sites • Building local capacity to monitor environmental quality before, during and post HS2 (Link to Prestwood Nature)
ARE2	Misbourne Valley Paths	<ul style="list-style-type: none"> • Enhanced access to routes which are tranquil and free from intrusion of HS2 • Higher numbers of local residents regularly walking, cycling and riding in the Misbourne Valley and its environs • Visitors from other areas, including London and Aylesbury regularly walking, cycling and riding in the Misbourne Valley and its environs • Specifically, increased recreational activity by people who currently rarely access the countryside, including for reasons of unfamiliarity or disability • Increased recreational use is fully accommodated in the landscape with an overall reduction in inconvenience to landowners and an improvement in landscape quality associated with rights of way • Key links created across and along A413 and HS2 including Feasibility study for pedestrian/ horse rider/wildlife crossing(s) over the A413
ARE3	Visiting the Chilterns – open for business	<ul style="list-style-type: none"> • People still visiting this part of the HS2 corridor/central Chilterns including during the construction period. • People visit this part of the Chilterns via. The Chilterns railway line/ London Metropolitan Line with orientation and welcoming information at the stations (Amersham, Great Missenden, Wendover) and access via foot, and bike onto 'rail trails' • Opportunities created to allow viewing of construction and operation of HS2 – 'get up close'
ARE4	Ridgeway Connections	<ul style="list-style-type: none"> • New east-west access links (cycle path/bridleway) to complement the route of the Ridgeway to provide alternative access for horse riders and cyclists across the Wendover Gap contributing to the Ridgeway 'vision' • Links into the extensive cycling facilities at Wendover Woods and into wider rights of way network, including the Wendover Green Link and Wendover – Great Missenden cycleway • Alternative and safe access over the A413, Chiltern railway and HS2 including opportunity for circular routes along and across the Misbourne Valley
ARE5	Information visitor centre	<ul style="list-style-type: none"> • People still visiting this part of the HS2 corridor/central Chilterns including during the construction period and after • Provides a central focus for visitors to this part of the Chilterns enabling and encouraging visits. • Permanent display of finds uncovered by HS2 • Central focus for local engagement providing a centre for learning and community activities • Job and volunteering opportunities created • An opportunity to collaborate with local businesses, the public sector, and other potential partners to introduce new initiatives to centrally celebrate/improve the locality and quality of life through the visitor centre
No	Audit of land in public ownership/ natural capital mapping	Initial R&D work (not taken forward as a project for evaluation)
No	Boosting existing initiatives in the area	Top up funding provided for existing initiatives small scale e.g. Chilterns Society, LAF. Not Additional and not taken forward as a project

Project name		Summary description - key outcomes
Theme: Landscape character/Land management		
LCM1	Land management principles – initiate legacy	<ul style="list-style-type: none"> • The environmental quality and distinctiveness of the area will be enhanced as a result of the continuation or reinstatement of traditional management practices covering wildlife habitats, landscape features, natural resources and the historic environment • Landowners and managers, as well as volunteers from local communities, will gain new skills and the capacity of local people to manage and conserve the area's natural capital will be enhanced • Potential for a modest increase in employment in countryside management jobs
LCM2	Edible Chilterns	<ul style="list-style-type: none"> • Restoration, conservation and celebration of a key component of the Chilterns' cultural landscape heritage e.g. orchards • People are engaged with their local landscape including opportunities to link with local schools and the national curriculum • Contribution to the local economy through sales of local produce and conservation of historic landscape character • Health and wellbeing of residents and visitors promoted through enhancing the local environment (including within the urban fringe) and creating opportunities for active engagement in long term management and maintenance of features
LCM3	Landscape management for connectivity (Eco Corridors)	<ul style="list-style-type: none"> • Five broad ecological corridors established and managed across the Misbourne Valley connecting the plateau with the valley floor with links under/over existing linear infrastructure (HS2, A413, Chilterns railway) to enhance ecological connectivity: <ul style="list-style-type: none"> • Park Farm corridor • Bowood corridor • Wendover Dean corridor • Chilterns escarpment corridor: Bacombe Hill - Dunsmore - Boddington Hill, Wendover Woods • Stoke Brook • Long term management agreements in place with landowners • Habitats enhanced/restored to include woodland belts, grass meadows mosaic, wetland habitat creation • Public rights of way enhanced (See AP2: Misbourne Valley Paths Projects) to aid movement through/across the valley • Actions and good practice identified for other linear infrastructure projects (published resource e.g. Landscape Institute Technical Advice Note) • Green Bridge potential e.g. Chiltern Railway (note scope to be developed) <p>Note that it is assumed that this project only applies to land outside Act Limits, with work within Act Limits covered by HS2 DDP</p>
LCM4	Decluttering of the Misbourne Valley (Character enhancement)	<ul style="list-style-type: none"> • Visual and other sensory intrusions that detract from landscape character (additional to HS2) will be reduced ('de-cluttering') • The elements of the landscape that contribute most to local character and sense of place will be more evident and better appreciated by local people • Local pride in the landscape and the sense of place experienced by landowners and residents will be enhanced <p>*Note that undergrounding of hv pylons would take up a disproportionate amount of the AP budget and is not included in this Plan</p>
LCM5	Hedgerow strengthening	<ul style="list-style-type: none"> • Existing hedgerows boundaries will be strengthened (managed, restored) along the HS2 corridor in the AONB and its setting in the Aylesbury Vale. New boundaries will be created, where boundaries have been lost to recreate and reinforced the historic pattern • The reinforced boundary network will provide a more robust landscape structure and enhance screening of HS2 in cross valley views, areas of particular change e.g. vent shafts and notably in the more open landscape of the Vale where the rail route is visible from the scarp. There will be a particular focus on locations where there are views to the line from public access locations • Biodiversity corridors created alongside hedgerow boundaries will strengthen connectivity • Local pride and the sense of place experienced by landowners and residents will be enhanced

Project name		Summary description - key outcomes
Theme: Historic environment		
HE1	Grims Ditch	<ul style="list-style-type: none"> • Good management and accessibility of the entire 18km length of Grims Ditch • Increased understanding and interpretation of the archaeological feature in the landscape • Creation and promotion of a new linear access route (18km Grims Ditch Way) linking into existing rights of way • Potential to provide viewing access to cut face of Grims Ditch exposed by HS2
HE2	Historic Farmsteads on the line	<ul style="list-style-type: none"> • Enhanced knowledge and understanding of the historic farmsteads along the route of HS2 (notably the farms along Potter Row (Bury Farm, Park Farm, Harmondshall Farm, Hunts Green Farm) • Research made available and interpreted to the public through a published document (hard copy and online) • Communities engaged in understanding of the historic environment
HE3	Management of Historic Sites and Monuments (Reviving the Past)	<ul style="list-style-type: none"> • A detailed Historic Landscape Characterisation within the 3km buffer of the HS2 route • The significant features within the historic landscape both recognised through scheduling or listing and heritage assets not already listed will be identified and mapped • The management of the historic environment will be enhanced so all assets are maintained to a high standard – produce management plans for the continued conservation of the historic environment. • Communities engaged in understanding of the historic environment • Enhanced knowledge and understanding of the historic landscape along the route of HS2. Research made available and interpreted to the public through a published document (hard copy and online)
Part of HE3	Understanding and celebrating the historic landscape – routeways and patterns	<p>Research project (part of detailed HLC above) to would help tell the story of the landscape and useful in other interpretation packages e.g. walking routes etc. This project now tied in with HE3</p> <p>This project now tied in with HE3</p>
Theme: Biodiversity (note other projects e.g. hedgerows\land management also fit within this theme)		
BIO1	Upper Misbourne water environment inc water vole re-introduction	<ul style="list-style-type: none"> • Wetland and riparian habitats enhanced, restored and managed along the Misbourne and associated wetlands including HS2 attenuation areas • Water vole population reintroduced and thriving • Public education and interpretation • Improved quality of the environment along the upper reaches of the Misbourne River • Optimised flow of the winterbourne stream
BIO2	Headwaters and springlines	<ul style="list-style-type: none"> • ‘Water’ habitat enhanced along the Grand Union Canal into the centre of Wendover but also linking with Weston Turville Reservoir and escarpment spring line streams e.g. Springfield Farm (World’s End, adjacent to A413), NashLee Farm, Burnham Farm, Springfield Farm (Terrick), The Spring Farm (Ellesborough) • Strengthened connectivity arc north of Wendover
BIO3	Chalk geology projects	<ul style="list-style-type: none"> • Greater understanding and interpretation of the chalk landscape of the Chilterns from HS2 construction
BIO4	Ancient woodlands project	<ul style="list-style-type: none"> • All Ancient Woodlands within the HS2 corridor restored and brought into positive management, with additional planting created where appropriate
No	Understanding the baseline	<ul style="list-style-type: none"> • Enhanced understanding of species and habitats within the Misbourne Valley to inform future management and as a baseline for monitoring. R&D, not taken forward as an AP

Project name		Summary description - key outcomes
Projects emerging from the DDP (note that where possible these are merged with relevant projects noted above)		
Project Name		Summary description
DDP1	North Link	New recreational link parallel with railway alignment almost exclusively within Act Limits
LCM3	Ecological Corridors	Park Farm, Bowood, Wendover Dean, Bacombe, Stook Brook Created through a combination of varied making good of land affected by construction, limited additional work and management agreements. Landowner agreement vital
ARE3	Additional Paths	Creation of 'missing links' in addition to HS2 proposed PROW diversions
LCM5	Hedgerow strengthening	Both within and outside Act Limits (assume that area outside Act limits is taken forward as part of AP LCM5, with area with Act Limits undertaken by HS2). Both aspects would need to be undertaken for success
LCM5	Additional tree planting	Both within and outside Act Limits (assume that within the area outside Act limits and further tree planting is taken forward as part of AP LCM5, with area with Act Limits undertaken by HS2). Both aspects would need to be undertaken for success.
DDP2	Holloway rehabilitation	Both within and outside Act Limits. This project will only be successful if it is undertaken as one project
DDP3	Wendover Link	Major ecological, access and recreation initiative
DDP4	Green bridges (HS2) Babcombe Lane o/bridge	Retrofit of greening initiatives on existing road bridge and right of way

Other ideas emerging from stakeholder consultation (not taken forward)

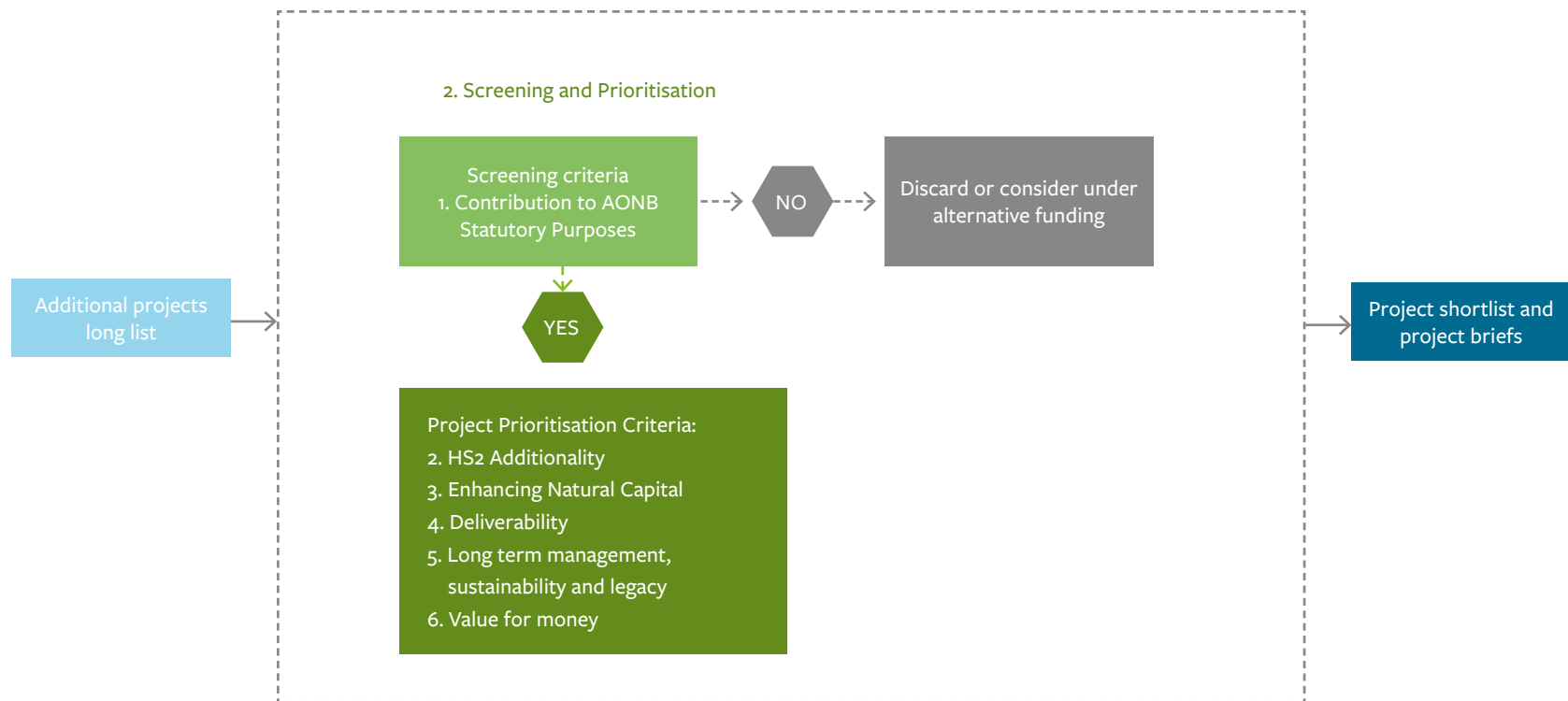
No	Green bridges research project	Summary of projects for HS2, Chilterns Rail and A413 greening developed as research note - To inform future green bridges along HS2 and other linear infrastructure. Useful outcome but not specific integration in Chilterns – not taken forward as an Additional Project
No	A413 – Wendover – Amersham - separated cycle track	Separated pedestrian and cycle crossing e.g at Deep Mill bridge, part taken forward with Wendover Link (DDP3) Not taken forward as an Additional Project. Possible funding through the road safety fund or other initiatives

4.



4. Approach to Project Prioritisation: Towards a Short List

4.1 The process for moving from the long list to a projects short list and recommendations for funding as Additional Projects is set out in the flow chart below.



Criteria to generate a shortlist

- 4.1 The prioritisation criteria aim to provide a transparent process for the selection of a shortlist of projects to be considered for implementation through the Additional Projects fund.
- 4.2 The table below sets out the criteria, the evidence used and thresholds to show how they are applied. It takes into account comments provided by the Review Group and Department for Transport (DfT). There is no weighting of criteria. The first two criteria covering the AONB statutory purpose and impact of the project in terms of integration of HS2 must be met, for any projects to go forward.
- 4.3 Detailed project sheets showing how the criteria have been applied and judgements made have been provided to the review group separately.

Judgements	Application /Evidence	Scoring
<p>LEVEL 1: SCREENING – CONTRIBUTING TO AONB STATUTORY PURPOSE(S)</p> <p>How the project fits with the AONB statutory purposes/ objectives and further integrates HS2 into the Chilterns, addressing specific impacts of the line over and above Environmental Statement (ES) mitigation and contributing to conservation and enhancement of natural beauty.</p>		
<p>Criteria 1: Fit with the AONB statutory purposes to conserve and enhance natural beauty and the additional purpose of the Chilterns Conservation Board to increase the understanding and enjoyment by the public of the special qualities of the area.</p>		
<p>The project will conserve and enhance the natural beauty of the Chilterns AONB and increase understanding and enjoyment of the area by the public with reference to the AONB Management Plan.</p>	<p>Consider:</p> <ul style="list-style-type: none"> • How the project meets relevant management plan policies • how the project positively affects attributes of natural beauty as set out in AONB Vision/Special Qualities • how the project increases understanding and enjoyment by the public of the special qualities of the area 	<p>To what extent does the project meet the objectives of the AONB?</p> <p>5 – Completely, The project will conserve the natural beauty of the Chilterns and increase understanding and enjoyment of special qualities by either meeting multiple objectives or addressing specific elements of natural beauty identified in the AONB vision or special qualities.</p> <p>3 – Partially, The project offers some benefits for natural beauty and its understanding and enjoyment, meeting some objectives/ policies. The project does not address specific elements of natural beauty or special qualities identified in the AONB Management Plan.</p> <p>1 – Not at all, the project does not contribute to the statutory purposes of the AONB or conform with AONB management plan policies.</p> <p>The project will need to score 3 and above to go through.</p> <p>The scores will be carried forward as part of the prioritisation.</p>
<p>LEVEL 2: IMPACT (INTEGRATION OF HS2 AND ENVIRONMENTAL BENEFITS)</p> <p>Theme addresses the overall impact of the project in terms of impact enhancing the integration of HS2 in the Chilterns and impact in enhancing natural capital and delivering a range of ecosystem services/benefits appropriate for the Chilterns,</p>		
<p>Criteria 2: Clear link to integration of HS2, genuine additionality and synergy with existing mitigation</p>		
<p>The project is more than, and adds value to ES mitigation (especially important for projects within Act Limits) and adds value/has synergy with other mitigation measures including DPPs.</p> <p>The project is within the HS2 corridor (3km buffer zone) broadly representing the valley and AONB setting.</p> <p>The project addresses and help resolve identified impacts of HS2 e.g. visual, noise, perceptual, physical, severance, reputational.</p> <p>The project is Additional, and is not covered by any other HS2 funding packages/mechanisms.</p>	<p>Consider:</p> <ul style="list-style-type: none"> • Proximity • Types of impact mitigated • Link to existing mitigation • Potential for this project to only happen with HS2 Additional Projects funding (not covered by other mechanisms) • Projects allows for long term integration of the operational railway (as opposed to integration of short term construction impacts) 	<p>To what extent does the project provide additional integration of HS2 within the Chilterns AONB and its setting?</p> <p>5 – Completely, An ‘on the ground’ physical project. The project is in close proximity (1km) to the line and/or clearly provides additional mitigation of identified impacts and better long term integration of the operational railway within the HS2 corridor (3km buffer) and enhances the value/success of other mitigation measures/DDP. It is not covered by any other HS2 funding mechanism.</p> <p>3 – Partially, The project is within the broad 3km corridor and/or provides some synergy with existing mitigation and additional mitigation of impacts/integration. The project may not be an on the ground physical project.</p> <p>1 – Not at all, the project is either not in the HS2 corridor (3km of the line) and does not address any specific impacts of HS2. It is not an on the ground physical project. The project could be covered by one of the other HS2 funding schemes. The project only relates to the construction phase and does not provide for long term integration of the line.</p>

Judgements	Application /Evidence	Scoring
Criteria 3: Enhancing natural capital – delivering a range of ecosystem services/benefits for the Chilterns (including landscape character, biodiversity, cultural heritage, sense of place, recreation, access and enjoyment)		
<p>The project conserves and enhances the natural capital of the Chilterns and delivers a range of ecosystem services and benefits, and particularly cultural services which align with the natural beauty of the AONB.</p> <p>This criteria aims to ensure a spread of projects covering a range of benefits.</p>	<p>Define range of benefits and services delivered by the project</p>	<p>To what extent does the project enhance the natural capital of the Chilterns and deliver a range of ecosystem services appropriate to the Chilterns AONB?</p> <p>5 – Completely, The project delivers multiple benefit/ecosystem services relevant to the Chilterns OR delivers a specific desired service/benefit or one that is not addressed by other Additional Projects. The project contributes and provides synergy with the overall package of Additional Projects.</p> <p>3 – Partially, The project delivers some benefits and ecosystem services and or has limited synergy with the overall package of Additional Projects.</p> <p>1 – Not at all, the project does not deliver any ecosystem services or benefits relevant to the Chilterns AONB.</p>
LEVEL 3: DELIVERABILITY AND SUSTAINABILITY		
<p>Theme addresses the practical delivery of the project, its value for money (cost v benefits) at part of the Additional Projects Fund and its sustainability/viability over the long term so that it continues to deliver the desired benefit and services.</p>		
Criteria 4: Deliverability		
<p>The project is achievable and deliverable, within an agreed time period. It does not require substantial investment in staff/resources to set up or entail a high degree of risk.</p> <p>The project has a degree of stakeholder support as exhibited through workshops.</p>	<p>Consider: A high-level assessment of the main risks in delivery e.g.</p> <ul style="list-style-type: none"> • securing land • gaining planning permission/consents etc. <p>Assessment of mechanisms for delivery (who and how) e.g.</p> <ul style="list-style-type: none"> • centralised delivery among existing staff • dispersed delivery among existing partners • centralised delivery requiring new staff (funding of new role) • dispersed delivery requiring new partnership <p>Stakeholder support (as articulated through workshops)</p>	<p>To what extent is the project practical and deliverable?</p> <p>5 - Completely, The project is deliverable relatively easily with existing mechanisms in place (organisation/staff, partners identified) and a low level of risk including securing of land and relevant permissions and consents. The project has a high level of stakeholder support.</p> <p>3 – Partially, The project is deliverable although will require establishment new mechanisms for delivery and/or there is some degree of risk. The project has some stakeholder support.</p> <p>1 – Not at all, the project is not deliverable through existing mechanisms and will require substantial investment in new staff/organisational structures. There is a high degree of risk associated with deliverability (land ownership, permissions, consent etc.). The project does not have stakeholder support.</p>

Judgements	Application /Evidence	Scoring
Criteria 5: Long term management, sustainability and legacy		
The project is sustainable and financially viable in the future with secured long term management arrangements and resources. It provides a long term positive environmental legacy for the Chilterns.	Consider: <ul style="list-style-type: none"> • Length/timescale of the project • Land ownership and governance arrangements • Secured funding • Management agreements • Long term management requirements and resources • Legacy 	To what extent is the project sustainable over the long term so it continues to deliver benefits? 5 - Completely , The project has secured long term management with land ownership/governance and funding and/or land management agreements able to be put in place. The project creates a long term and lasting legacy. OR the project is a one off short term with appropriate maintenance secured to ensure it is achieved. 3 - Partially , The project has potential for long term sustainability, although further work is required e.g. to secure land management ownership/agreements. 1 - Not at all , the project has significant hurdles to overcome in being sustainable and financially viable over the long term. It is not a short term one off initiative that does not require long term maintenance.
Criteria 6: Value for Money		
The project provides value for money, realising maximum benefits for the HS2 corridor at an appropriate cost, and provides opportunities for leverage of additional funding.	Consider: <ul style="list-style-type: none"> • Availability of match funding/leverage • Degree of benefits v £ spend • Symbiosis with other projects 	To what extent is the project practical and deliverable? 5 - Completely , The project provides a high level of value for money creating positive benefits for a reasonable proportion of the AP budget and/ OR scope for leverage of additional funding. 3 - Partially , The project provides some positive benefits at a reasonable cost and/or does not provide scope for leverage of any additional funding. 1 - Not at all , The project does not provide value for money OR requires a disproportionate amount of the AP budget such that there is little scope for other projects. It does not offer any opportunities for leverage of additional funding.

5.



5. CEIP: Potential Short List

- 5.1 The long list of projects has been put through the project prioritisation criteria to generate a score out of 25. Full Project sheets have been provided to the Review Group as a separate report.
- 5.2 The results are summarised in the table below, which ranks the projects from highest to lowest score.

Rank	Project	Score	Page number
1	LCM5: Hedgerow strengthening	25	53
2	ARE4: Ridgeway Connections	23	42
	B104: Ancient Woodlands		71
	LCM3: Connectivity – eco-corridors		46
	DDP2: Holloway Rehabilitation		79
	DDP3: Wendover Link		83
3	ARE1: Citizen Science Connections	22	n/a
	ARE2: Misbourne Valley Paths		38
	LCM4: Decluttering/Character Enhancement		50
4	BIO1: Misbourne Water Enhancements	21	64
	BIO2: Headwaters and Springlines		68
5	DDP1: North Link	20	75
	HE1: Grims Ditch		57
	HE3: Management of Historic Sites		61
	BIO3: Chalk Geology		n/a
6	HE2: Historic Farmsteads	18	n/a
7	LCM1: Land Management Principles	14	n/a
8	ARE5: Visitor Centre	15	n/a
9	ARE3: Visiting the Chilterns	13	n/a
10	LCM2: Edible Chilterns	9	n/a

6.

6. Project Briefs

6.1 Phase I Project Briefs have been prepared for 13 projects scoring above 20* in the shortlisting process and are presented in this section.

The Project Briefs set out the following information:

Project Outline	<ul style="list-style-type: none"> Summary description Location and landowner details where known Key outcomes/benefits Impact/HS2 Additionality
Project Planning	<ul style="list-style-type: none"> Preparatory work (Phase II) Deliverables (Phase III) Suggested delivery partners (including project lead) Key risks
Programme/Other funding	<ul style="list-style-type: none"> Funding opportunities Programme Monitoring success

ARE2: Misbourne Valley Paths

Beautiful Connected Resilient

Theme: Biodiversity, Recreation and Access, Historic Environment, Character, Community

Summary description

Through the enhancement of the public rights of ways through the Misbourne Valley and onto the Vale the project aims to encourage greater numbers of local residents and visitors to actively engage in their local environment. Particularly aiming to increase the accessibility and recreational activity for 'hard to reach' groups, elderly and disability groups who would otherwise rarely visit the area. Provision of welcoming and orientation information at the 3 main stations will encourage access out into the area and also support access from London, Aylesbury.



Site/location

The full project is relevant to the entire Misbourne Valley and setting to the north, i.e. within the 3km buffer area (estimated 500km of rights of way). It includes specific proposals in relation to the DDPs involving a new footpath link connecting around the portal, additional rights of way connecting to the North Link (DDP1), The Ridgeway National Trail and Wendover Link (DDP3) to create a fully connected landscape. It also considers connection to the north of the AONB within Aylesbury Vale and south to the Colne Valley.

Landowner details

The Project is relevant within the entire project area, with a focus on connecting routes. Information on specific landowners will only be known after the phase II project initiation which will identify locations for improvements and new connections.

Key outcomes/benefits

- Enhanced access to routes which are tranquil and free from intrusion of HS2 and accessible to all
- Higher numbers of local residents regularly walking, cycling and riding in the Misbourne Valley and its environs.
- Visitors from other areas, including London and Aylesbury regularly walking, cycling and riding in the Misbourne Valley and its environs.
- Specifically, increased recreational activity by people who currently rarely access the countryside, including for reasons of unfamiliarity or disability.
- Increased recreational use is fully accommodated in the landscape with an overall reduction in inconvenience to landowners and an improvement in landscape quality associated with rights of way.
- New access links created in association with DDPs to enhance mitigation proposals
- Key links created across and along A413 and HS2 including pedestrian/ horse rider crossing(s) over the A413.

Impact/HS2 Additionality

- Enhanced connectivity and reduced severance is a key aim for the CEIP.
- The project links to DDP projects such as the Wendover Link (DDP3) and the North Link (DDP1) -depending if these are implemented.
- The project specifically addresses the physical and perceptual issues caused by severance of Public Rights of Way as a result of HS2, aiming to mitigate the severance of routes, enhance existing routes and look into the creation of new and alternative routes within the 3km buffer
- It will aim to ensure that the area continues to be an attractive place to visit.
- The project links closely with ARE4 Ridgeway Connections

Preparatory work (Phase II)

1. Work with local communities and user groups to better understand that hierarchy of different routes, circular walks, access points (including parking places), based on public use and perceptions rather than just the 'officially' promoted routes (e.g. Chiltern Way, Chiltern Link, Ridgeway etc.).
2. Identify areas requiring i) new connections (including those identified in the DPP and ii) rights of way improvements
3. Identify key landowners where new connections required
4. Specifically liaise with British Horse Society to understand need for better bridleway connections within the Misbourne Valley
5. Undertake an access audit of targeted rights of way (based on above) including collation of existing information and survey of gaps (include sections of road which are used to connect rights of way; access points (including locations used to park cars, whether official or not) and key locations offering access to the network e.g. from stations
6. Prepare rights of way improvement plan including identifying opportunities for better orientating and interpretation information at stations.
7. Undertake initial feasibility study for additional safe A413 crossing linking to existing rights of way (note that further crossings have been identified as part of the Ridgeway Connections Project ARE4 including at Small Dene Lane – with the later as potential at grade multi user road crossing created in association with HS2 road realignment). There is merit in combining these projects and potential to consider further crossings of the A413 to link up existing rights of way:
 - Connecting the Chiltern Way across the A413 at Manor Farm
 - Connecting the existing bridle way across the valley at Woodlands Park
 - Connecting the South Bucks Way to cross valley rights of way east of Great Missenden

Project deliverables (Phase III)

- Negotiate new permissive rights of way where needed to improve / connect the existing rights of way network, including, where necessary, separation of different users (walkers, riders, cyclists)
- Undertake programme of physical improvements to rights of way (e.g. accessible stiles, steps, path drainage and surfacing, signage)
- Promote a range of routes based on suitability for different users and accessible to all (e.g. wildlife walks, short/long health walks, historic walks, off-road rides, construction viewpoints, etc.)
- Proactively engage with new potential users of rights of way through schools, community groups, Duke of Edinburgh's Award (DofE), Ramblers, health professionals, transport companies, etc.
- Design and develop welcoming and interpretation information including at 4 main stations in the area
- Implement additional A413 crossings to link into existing rights of way network.

Suggested possible delivery partner

A multi partner project working group will need to be set up and a project officer will need to be allocated to this project.

- **Bucks County Council Rights of Way team**
- **Chilterns Local Access Forum**
- Chilterns Conservation Board
- Central Chilterns CCC Landscape Partnership Project

Key risks

Landowners: Identification of target landowners and ability to secure access agreements for permissive routes

Permissions: For construction of signage and interpretative material in stations/adjacent public realm and signposting onto key routes within townscape and technical/safety requirements for construction of new highways crossings

Costs: Potentially extensive initiation work required and substantial project budget to implement

Monitoring success

- No. of management agreements for permissive access in place
- Length of new access routes created and extent of rights of way improved
- Extent of accessibility improved for specific user groups including horse riders, wheelchair users and pushchairs
- Welcoming and orientating information at 3 stations in place
- At least one new safe crossing of the A413 created.

Funding opportunities

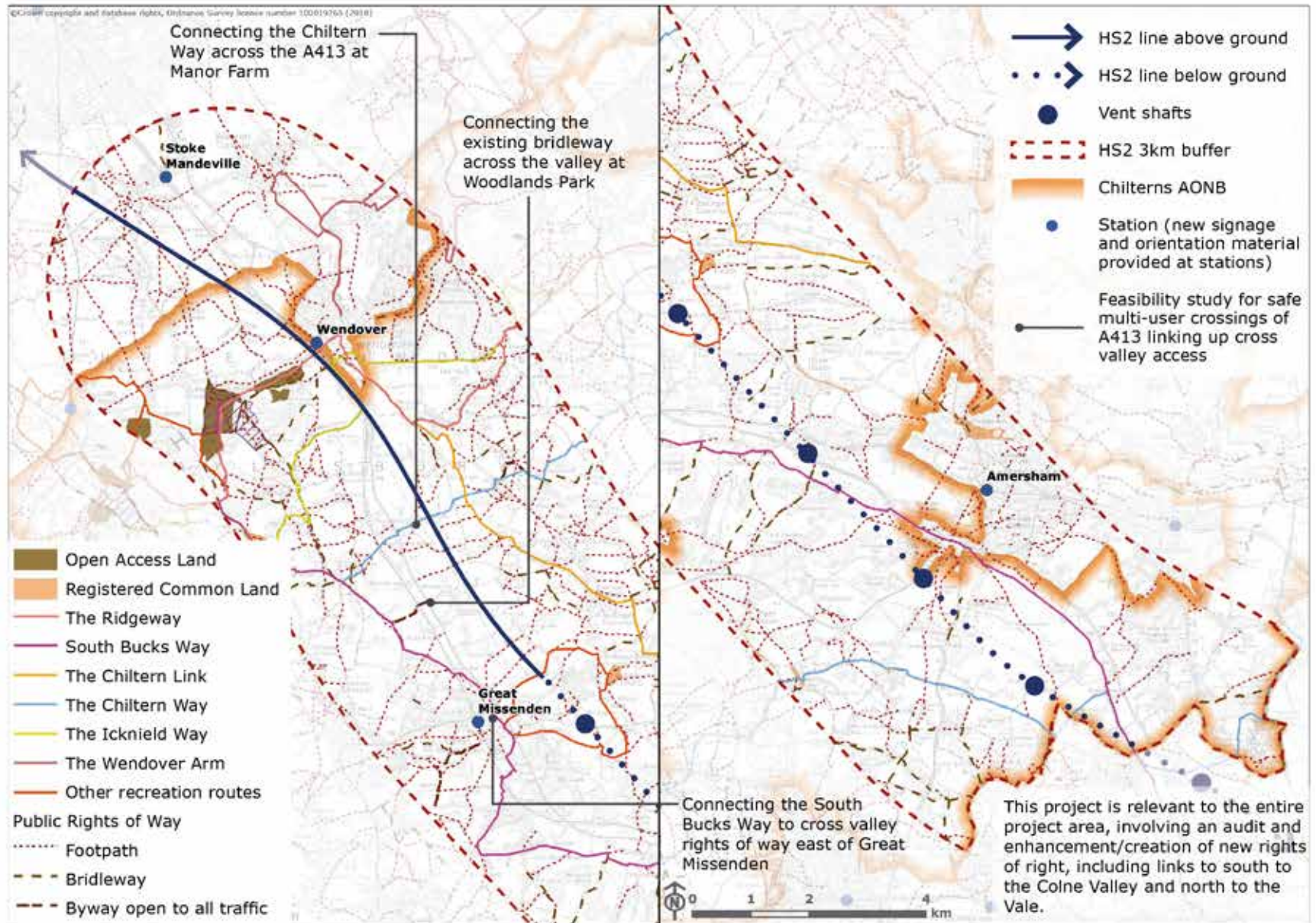
HS2 Community and Environment Fund (CEF)
HS2 Road Safety Fund

Programme

Phase II Preparatory: 12-18 months initial preparatory work to set up project working group, appoint project officer and undertake access audit and feasibility studies, including liaison with HS2/MWCC re opportunities re in connections with A413 crossing.

Phase III Project Delivery: 2019 – 2029 Allow for implementation during and post HS2 construction (i.e. to allow for identification of further route connections once HS2 is operational)

ARE2: Misbourne Valley Paths



ARE4: Ridgeway Connections

Beautiful Connected Resilient

Theme: Biodiversity, Recreation and Access, Historic Environment, Character, Community

Summary description

The project aims to provide complementary multi user east west links across the Misbourne Valley for walkers, cyclists and horseriders and link into existing recreational routes and facilities. It will contribute to the Ridgeway Vision



Site/location

Refer to map (page 45)

Landowner details

Landowners include HS2 for the land within Act Limits, where discussion with the MWCC will be required into proposals for Bacombe Lane and Small Dene road crossing and associated links. Other landowners include National Trust, Forestry Commission for links onto the scarp, Bucks CC for links over the A413, Chilterns rail for links across the rail e.g. Small Dene bridge, plus private landowners for potential new links to the Ridgeway at Boswells Farm.

Key outcomes/benefits

- New east-west access links (cycle path/bridleway) to complement the route of the Ridgeway to provide alternative access for horse riders and cyclists across the Wendover Gap contributing to the Ridgeway 'vision'.
- Links into the extensive cycling facilities at Wendover Woods and into wider rights of way network, including the Wendover Green Link (DDP3), Wendover – Great Missenden cycleway and Sustrans route 30.
- Alternative and safe access across the valley over the A413, Chiltern railway and HS2 including opportunity for circular routes along and across the Misbourne Valley.

Impact/HS2 Additionality

The route is partially within Act limits including the crossing points at Small Dene and Bacombe (green tunnel), and is wholly within the 3km buffer. It provides genuine additionality by creating new routes to meet specific needs to provide an alternative route for cyclists and horse riders to complement the Ridgeway National Trail. It enhances connectivity along the valley which is disrupted by HS2. The project addresses severance impacts by providing opportunities for linked circular routes – and has synergy with existing route reinstatement and notable for the Wendover Link proposals (DDP3) and the North Link (DDP1) and links closely with the Misbourne Paths Project (ARE2).

Preparatory work (Phase II)

1. Set up working group of main agencies and user groups (Ramblers, BHS, cyclists) and appoint project officer
2. Agree need and priorities for cross valley connections
3. Negotiation with landowners
4. Survey of routes, including opportunities for greening bridges at Bacombe and Chilterns rail bridge
5. Feasibility study of A413 at grade safe crossing for multi users in vicinity of Small Dene
6. Agreement with HS2 on extent of work that can be undertaken as part of MWCC at minimal additional cost (Bacombe Lane and A413 Small Dene crossing)
7. Consultation with statutory authorities re services diversions/works
8. Highways, hydrology, structural engineering advice as required
9. Construction detailing and design – initial design of options

Project deliverables (Phase III)

1. Design, specification and construction of new access links and upgrading of existing routes for cyclists/horse riders including surfacing, drainage, signage, furniture and gateways including along Icknield Way/ Bacombe Lane and new upgraded connection to Bacombe Hill and potential new connection between Small Dene A413 and the Ridgeway
2. Design, specification and construction of crossing points over the A413 and Chiltern Railway including Bacombe Lane greened bridge, upgrade and greening of Chiltern rail crossing at Small Dene and new crossing of A413 potentially nr. Small Dene involving road widening and construction of safe ‘at grade’ crossing, plus upgrade of existing Chiltern rail crossing at Small Dene.

Suggested possible delivery partner

The project could also be taken forward in conjunction with the Misbourne Paths project (ARE2).

- **Ridgeway National Trail** (possible lead)
- CCB
- **Bucks CC Rights of Way**
- **HS2 re crossing at Bacombe links to Wendover and A413 crossing**
- National Trust
- Forestry Enterprise (in relation to Wendover Woods cycling links)
- British Horse Riders Society
- Chilterns Railway re enhancing bridge crossing at Small Dene

Key risks

It is considered to be medium risk

Landowners: Identification of target landowners and ability to secure access agreements for permissive routes (although this is a relatively minor extent of new access)

Cost: Potentially high costs for creation of new at grade road crossings of the A413 and greening of bridges: A first task of the project planning will be to ascertain extent of work that can be undertaken by HS2 as part of the MWCC and extent that can be undertaken without HS2 involvement.

Delivery: The project will require a multi –organisation delivery involving a partnership approach. Commitment to this project and working group by relevant partners will be critical.

Funding opportunities

This will need to be explored as part of the feasibility study. There may be opportunities for contributions as part of the Sustrans Route 30, given the importance of this area for cyclists. Much of the work could be undertaken by HS2 as part of the MWCC involving relatively small scale changes to existing works.

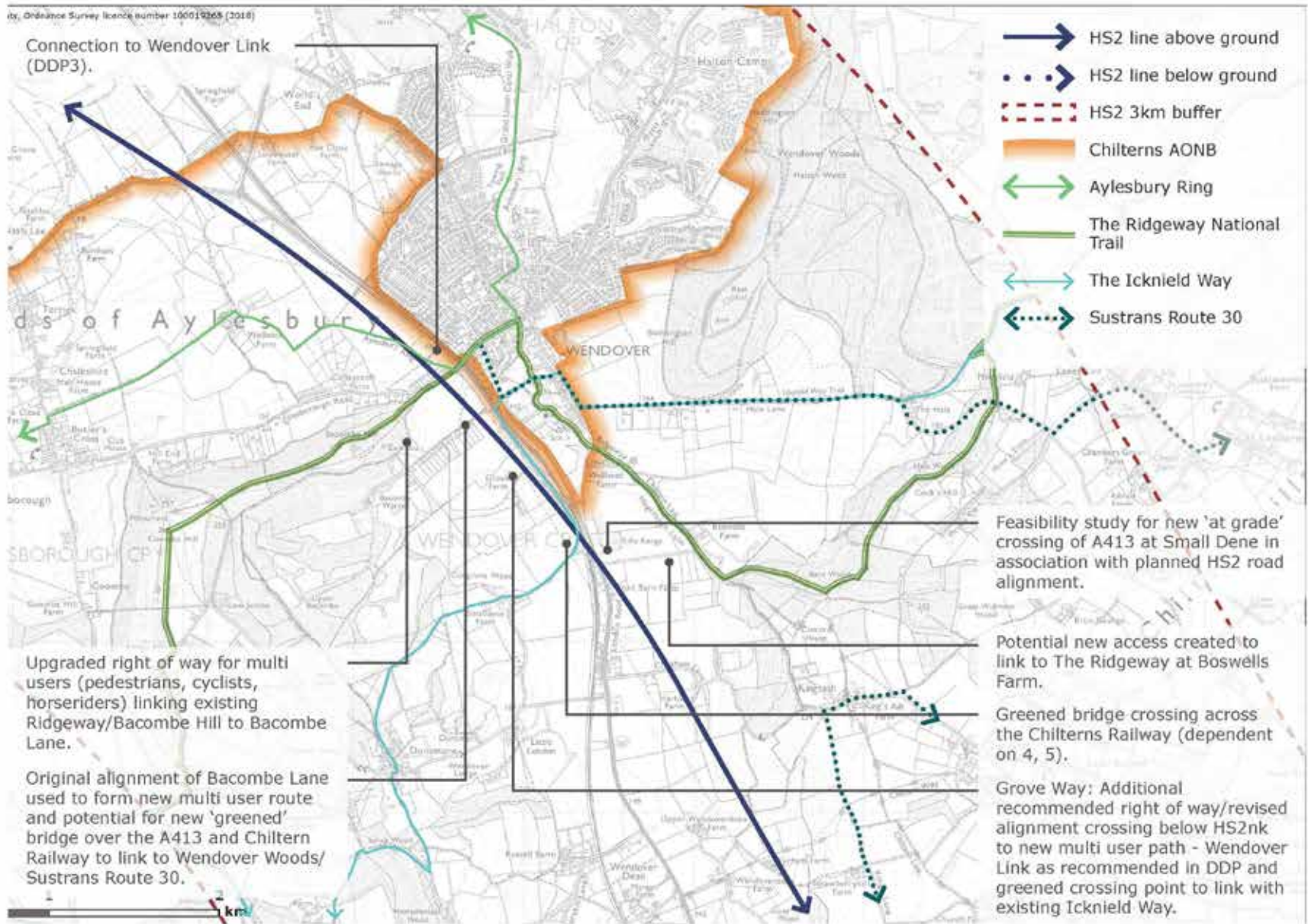
HS2 Community and Environment Fund (CEF) and HS2 Road Safety Fund may also contribute

Programme

Phase II Preparatory: 12 months initial preparatory work 2018 (Phase II) to set up project working group and undertake feasibility studies, including liaison with HS2 MWCC. Timescales will also need to consider feasibility of the Wendover Link (DDP3).

Phase III Project: 2019 – 2029 + The project will extend beyond the construction period to cover upgrade at Bacombe and revised road crossing in association with planned HS2 changes to road layout.

ARE4: Ridgeway Connections



Note: Please see DDP3, Pg. 86-89 for location of the proposed Wendover Link.

LCM3: Connectivity - Eco-corridors

Beautiful Connected Resilient

Theme: Biodiversity, Recreation and Access, Historic Environment, **Character**, Community

Summary description

The project will help mitigate the severance caused by HS2 and enhance ecological connectivity across the valley by encouraging habitat restoration and management and land management agreements to help 'funnel' species to key crossing points over linear infrastructure within the valley.



Site/location

Refer to map (DPP Part 1 page 49). There are 3 broad corridors identified:

- Bacombe Hill – Boddington Hill** to create links crossing the Misborne Valley, HS2, A413 and the Chiltern Line, to include arable reversion/restoration and extension of chalk grassland and creation of extensive new wooded belts, plus potential for greening of existing overbridges at Bacombe Lane (rail), Grove Farm and Small Dene (note that this has also been considered as part of ARE4 Ridgeway Connections Project)
- Wendover Dean Corridor** creating a broad funnel through the viaduct and creating connections and linkages between the woodlands at Kingsash on the plateau and isolated ancient woodlands at Jones' Hill Wood into the valley and potentially across the A413 to woodland at Cockshoats involving hedgerow strengthening and creation of woodland swathes and verge/headland enhancements and ditch corridors to the Misbourne (note that this is also covered as part of BIO4 Ancient Woodlands and BIO1 Misbourne Water Enhancements)
- North Portal Park Farm Corridor** creating a corridor connecting the plateau and valley floor and cross slope connectivity between the main woodland blocks, and ecological corridors along renewed ditches to modified attenuation features and ultimately to Misbourne source at Mobwell. Including greened bridge in association with North Portal right of way crossing and potential for greened crossing of A413. (See also projects BIO4 Ancient Woodlands and BIO1 Misbourne Water Enhancements).

Note wetland enhancement/connectivity at Stoke Brook on the vale to the north of the AONB is included in Project BIO2 Headwater and Springlines

Landowner details

The land is almost all within private ownership and further work will be required at the project initiation stage to identify landowners and notably for land to be handed back after HS2 construction. There is an opportunity to work in partnership with existing landowners/managers including the National Trust, BBOWT and Forestry Commission.

Key outcomes/benefits

- Three broad ecological corridors established and managed across the Misbourne Valley connecting the plateau with the valley floor with links under/over existing linear infrastructure (HS2, A413, Chilterns railway) to enhance ecological connectivity:
- Long term management agreements in place with landowners
- Habitats enhanced/restored to include woodland belts, grass meadow mosaic including reversion of arable land to chalk grassland , wetland habitat creation including wetland attenuation features and ditches)
- Actions and good practice identified for other linear infrastructure projects (published resource e.g. Landscape Institute Technical Advice Note)
- Greening of existing bridges where feasible (Bacombe Lane (A413/Chilterns Rail), Grove Farm, Small Dene (Chilterns rail crossing linking to proposed new multi users A413 crossing point) , Right of way crossing HS2 at the North Portal and at Church Lane Great Missenden (A413 crossing)

Impact/HS2 Additionality

The project considers the direct area affected by the HS2 severance and seeks opportunities associated with existing and proposed overbridges and underpasses. Aiming to enhance ecological connectivity across the valley by instigating land management agreements to encourage habitat restoration and management to help 'funnel' species to these crossing points. It adds value to proposals within Act Limits and the DDPs. The project addresses the ecological, physical and perceptual impacts of HS2. It has synergy with other Additional Projects notably LCM5, BIO4, ARE2.

Preparatory work (Phase II)

1. Set up working group of key partners (HS2, Chilterns Conservation Board (CCB), Bucks County Ecologist, National Trust, Beds, Bucks & Oxon Wildlife Trust (BBOWT), National Farmers Union (NFU), Forestry Commission etc.)
2. Agree works that can be undertaken by HS2 as part of MWCC
3. Identify landowners and negotiate preliminary agreements or alternative options and identify costs
4. Ecological surveys to identify habitat management requirements
5. Scoping of opportunities to increase wildlife connectivity across bridges (greening) – see above for key locations

Project deliverables (Phase III)

To be confirmed, based on preparatory tasks but likely to include:

1. Draw up habitat restoration management plans
2. Long term (at least 10 year) management agreements drawn up in consultation with landowners
3. Establish programme to monitor effectiveness of corridors (including future publication)
4. Connectivity established across greened bridges (HS2, A413 and Chilterns Rail).

Suggested possible delivery partner

- **Chilterns Conservation Board (lead)**
- BBOWT (connections at Bacombe Hill and other sites)
- National Trust (connections at Coombe Hill)
- Forestry Commission (Links to Wendover Woods)
- Natural England (Countryside Stewardship)
- Bucks County Ecologist
- NFU
- Buckinghamshire and Milton Keynes Environmental Records Centre (BMERC)
- HS2 re negotiating agreements with landowners for land to be handed back

Key risks

Landowners: The project will require negotiations with existing partners and landowners and securing of long term management agreements (10 years plus). There is an option for HS2 to help instigate agreements before land is handed back after construction. It is considered to be of medium to high risk.

Funding opportunities

Agri environment agreements for long term management. Management agreements not costed as part of this project as further work required at feasibility stage. HS2 Woodland Fund may also be applicable to discrete elements of the project.

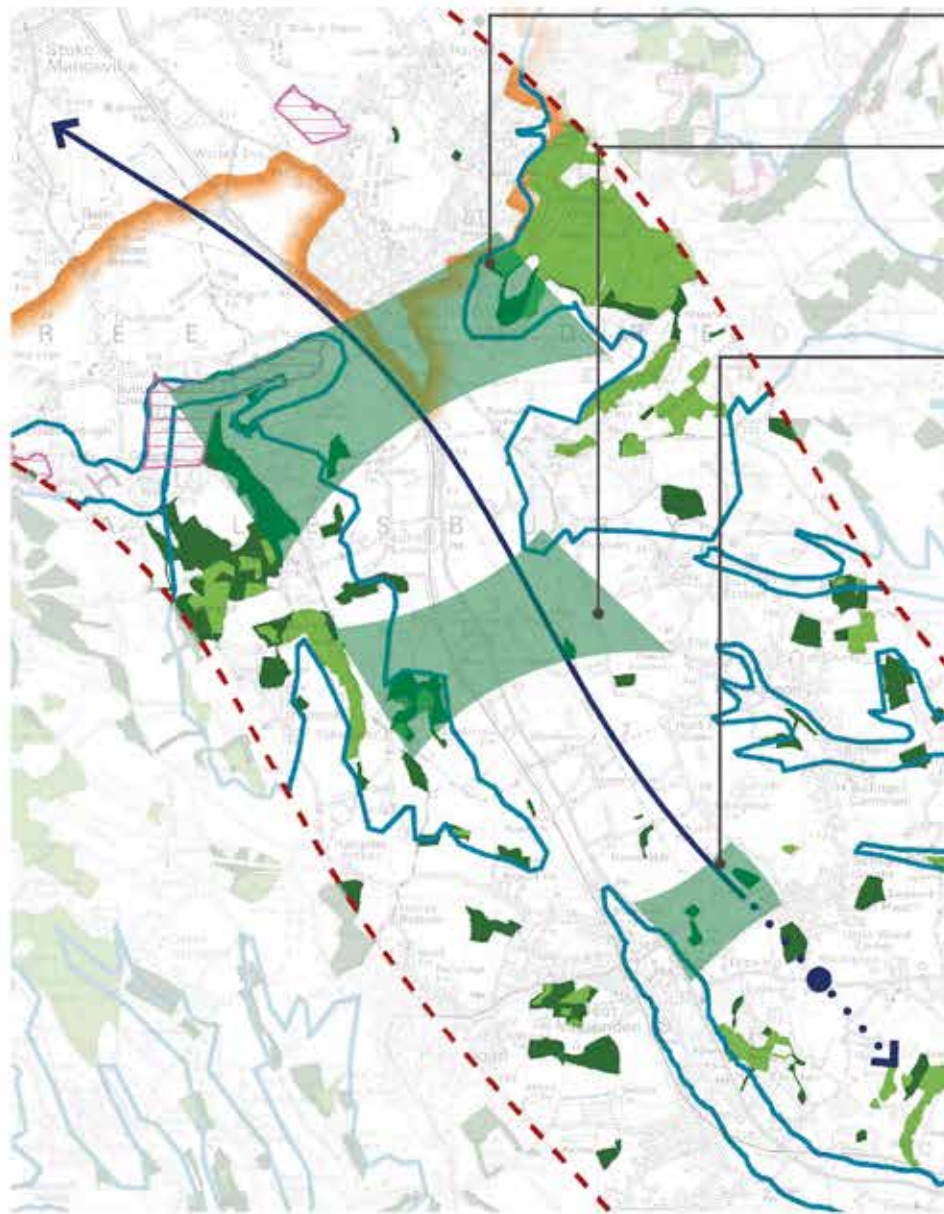
Programme

Phase II Preparatory: 12 months initial preparatory work 2018 (Phase II) to set up project working group, identify landowners, undertake initial surveys and outline management agreements

Phase III Project Delivery: 2019 – 2022 Allow for 3 year implementation period to prepare detail habitat management plans and secure long term management agreements

Ongoing: The project will require on going management and monitoring over the life of the management agreements.

LCM3: Connectivity - Eco-corridors



1. **Bacombe Hill – Boddington Hill** to create links crossing the Misborne Valley, HS2, A413 and the Chiltern Line, to include arable reversion/restoration and extension of chalk grassland and creation of extensive new wooded belts, plus potential for greening of existing overbridges.
2. **Wendover Dean Corridor** creating a broad funnel through the viaduct and creating connections and linkages between the woodlands at Kingsash on the plateau and isolated ancient woodlands at Jones’ Hill Wood into the valley and potentially across the A413 to woodland at Cockshoos involving hedgerow strengthening and creation of woodland swathes and verge/headland enhancements, plus ditch corridors to the Misbourne.
3. **North Portal Park Farm Corridor** creating a corridor connecting the plateau and valley floor and cross slope connectivity between the main woodland blocks, and ecological corridors along renewed ditches to modified attenuation features and ultimately to Misbourne source at Mobwell.

- HS2 line above ground
- HS2 line below ground
- Vent shafts
- HS2 3km buffer
- Chilterns AONB
- Biodiversity Opportunity Areas
- SSSI
- Eco corridor
- Ancient Woodland Inventory**
- Ancient & Semi-Natural Woodland
- Ancient Replanted Woodland

LCM4: Decluttering – character enhancements

Beautiful Connected Resilient

Theme: Biodiversity, Recreation and Access, Historic Environment, Character, Community

Summary description

The project aims to remove detracting features and establish a high quality sense of place for the Misbourne Valley and enhance the scarp setting in which the HS2 corridor runs. The project will strengthen the capacity of the landscape to accommodate the new railway and help reinforce the character and identity of this area.



Site/location

The project refers to the whole of the Additional Project area, with a particular focus in areas of high visibility including the area of pylons and poles on the valley slopes, and along the A413 corridor.

Landowner details

Bucks CC re Highways
UK Power Networks, BT
Private landowners where utilities are located

Key outcomes/benefits

- Visual and other sensory intrusions that detract from landscape character (additional to HS2) will be reduced ('decluttering')
- The elements of the landscape that contribute most to local character and sense of place will be more evident and better appreciated by local people
- Local pride in the landscape and the sense of place experienced by landowners and residents will be enhanced

Note that this project does not include undergrounding of high voltage pylons which is not feasible within the Additional Projects budget.

Impact/HS2 Additionality

The project is within the 3km buffer zone. The A413 corridor is one of the principal ways that people travel through the Misbourne Valley and will view the landscape and HS2. It does not address specific impacts of HS2 but will help improve the experiential, reputational and perceptual qualities of the valley and setting by creating a strong sense of place. The project links well with other Additional Projects which aim to strengthen landscape structure including LCM5, BIO4.

Preparatory work (Phase II)

1. Landscape sensitivity / setting study to identify a) key views, b) detracting elements and c) characteristic elements which are currently weak/obscured/overwhelmed
2. Draw up enhancement plan with prioritised activities for discussion with landowners, utilities companies, etc.

Project deliverables (Phase III)

- Simplification or undergrounding of overhead poles, lines and cables (utilities) associated with local distribution networks
- Removal / replacement of non-statutory signage (e.g. use of sympathetic materials and design)
- Feasibility study for AONB sense of place enhancements e.g. A413 road surfacing and creation of gateways e.g. Great Missenden village entrance from A413
- Programme of awareness raising with local communities (e.g. press articles, walks, talks)

Suggested delivery partner

- **Chilterns Conservation Board**
- BCC highways
- BCC planning
- Utilities (National Grid, UK Power Networks, BT)

The project could largely be implemented by partners, although would need to be co-ordinated by a project group. Bucks CC engagement will be key for more extended work in relation to A413.

Key risks

The project is medium – low risk

The work would need to be agreed with landowners and utilities etc. but would primarily involve removal of elements, which may require specific consents but not planning permissions.

The project would need to be set up and managed by CCB but would largely be implemented by partners (BCC, utilities)

Funding opportunities

Opportunities could include:

- Utility company funds for mitigating visual impacts and undergrounding of infrastructure in AONB (not National Grid which would be excessively costly)

Programme

Phase I Preparatory: – 12 months initial preparatory work 2018 (Phase II) to set up project working group and prepare survey and enhancement plan and undertake discussions with utilities, Bucks CC etc.
Phase II Project Delivery: – 2019 – 2024 Allow for 5 year implementation period

Monitoring success

Length of overhead line removed/undergrounded
 Number of signs removed as part of rationalisation

LCM5: Hedgerow Strengthening

Beautiful Connected Resilient

Theme: Biodiversity, Recreation and Access, Historic Environment, Character, Community

LCM5: Hedgerow Strengthening

Project Outline

Summary description

Existing hedgerows boundaries will be strengthened (managed, restored) along the HS2 corridor in the AONB and its setting in the Aylesbury Vale. New boundaries will be created, where boundaries have been lost to recreate and reinforce the historic pattern. Existing hedgerows will be managed and hedgerow trees will be conserved and managed as a feature of the landscape. Areas of new planting in the form of small copses and belts will be created where appropriate.

Note that this project has been identified as a separate project but links with LCM3: Connectivity



Site/location

Whole of Additional Project area, with particular focus on the above ground portion of the line within the AONB and setting where it is roughly parallel with the National Grid transmission line and a restoration scheme could also be eligible for National Grid Landscape Enhancement Initiative funding:

- cross valley views
- areas of particular change e.g. areas at grade, embankment and viaducts, plus around vent shafts
- the more open landscape of the Vale (south of Stoke Mandeville and North Lee area) where the rail route is visible from the scarp and where hedgerow boundaries have been denuded
- locations where there are views to the line from public access locations and rights of way
- The net should be cast wide covering the whole of the valley corridor and vale setting, noting that uptake among landowners will be selective.

Landowner details

It is recommended that this project is opened up to all landowners in the project area.

Key outcomes/benefits

- The reinforced boundary network will provide a more robust landscape structure and enhance screening of HS2
- Biodiversity corridors created alongside hedgerow boundaries will strengthen connectivity
- Cultural/historic patterns reinforced
- Local pride and the sense of place experienced by landowners, residents and visitors will be enhanced

Impact/HS2 Additionality

An 'on the ground' project within the 3km buffer zone and linking to mitigation within Act Limits. It will enhance the condition of the hedgerow network in the HS2 corridor and create greater connectivity by new planting. The capacity of the landscape to accommodate the new railway and its associated infrastructure will be strengthened. The project links up with Detail Design Principles. It addresses visual and severance impacts to help create a more connected landscape.

Preparatory work (Phase II)

1. Survey to identify key views and the location of boundaries which would be a priority for hedgerow strengthening
2. Review historic landscape information for boundaries (HLC, historic maps) to identify historic patterns and priorities for reinstatement
3. Widespread publicity about the scheme to encourage landowners to participate
4. Identify landowners and seek agreements
5. Draw up boundary management/restoration plans in discussion with landowners/farm contractors
6. On going liaison with National Grid LEI scheme and secure project grant.

Project deliverables (Phase III)

An aim would be to create in the region of 10km of reinstated hedgerow as part of the initial project. This extent will have a significant positive landscape and ecological impact and is a length that would be equivalent to the above ground portion of the line of HS2 in the Chilterns – although the overall length of restored hedge would be much greater as many areas will only require minor works/gapping up.

1. Strengthening field boundaries
 - re-fencing to allow wider corridors
 - planting boundary and standard hedgerow trees such as wild cherry, lime, field maple and oak (with cages if not fenced)
 - planting gaps
 - coppicing and laying hedgerows (where appropriate)
 - promote/plant landmark trees
 - on-going maintenance and management including mapping of new trees, training voluntary tree wardens, management guidance to contractors etc.
2. Proactive creation and management of woodland belts (e.g. selective felling and replanting), seeking to replace at risk tree species (e.g. ash and beech) with more resilient native species

Suggested possible delivery partner

The project can be delivered through centralised delivery by existing staff.

Chilterns Conservation Board and **Central Chilterns CCC Landscape Partnership Project** are identified as the lead partners working with landowners. The project lead would need to be supported by a working group including historic landscape and biodiversity specialists.

Key risks

Detailed risks to be prepared in Phase 2

Access: The initial survey will be undertaken from publically accessible viewpoints, access will be required for implementation on private land

Landowners/land managers and farm contractors: Negotiation with landowners will be required to secure agreements and boundary management/restoration plans

Maintenance: A management and maintenance plan for all areas of created/restored hedgerow will be required to cover establishment and on-going maintenance. This will need to be agreed and implemented by landowners and land managers/farm contractors.

Funding opportunities

National Grid Landscape Enhancement Initiative (LEI) could fund 75% of the project cost for those hedgerows which have a dual role in creating a more intact landscape structure and visual screening in relation to the National Grid transmission line which is equivalent to most of the above ground portion of the line. The maximum single LEI project budget is £200,000, with any AONB being able to apply for up to 3 project grants.

For those landowners in HLS (Higher Level Stewardship) there could be an opportunity to add the capital item for gapping up hedges, at £7/m.

It is recommended that the HS2 AP fund is used to initiate the project and draw up detailed agreements with landowners for submission to National Grid LEI, and provides match funding (£20,000 Phase II costs and 25% of the first project grant c. £80,000). Further Additional Project funding may be required for areas not associated with the National Grid line, for example around vent shafts, which would involve additional HS2 project funding to make up the difference to a £300,000+ project.

The project as a whole could bring wide benefits at no/minimal additional cost to the Review Group/Partners, with funding provided from the Additional Projects Fund to publicise the project and prepare restoration/management plans in association with identified landowners. Further support may also be available from the HLF Landscape Partnership Funds to implement the project.

Programme

Phase II Preparatory: 1 year - 2018 Initial survey work and drawing up agreements with landowners

Phase III Project Delivery: 2019- 2024 Planting, management and restoration projects, followed by on going management noting that a further hedgerow project is likely to be required post construction.

Monitoring success

- Number of new hedgerows in positive management
- Length of new hedgerow created/restored
- Area/length of new woodland belts created
- Number of trees planted

LCM5: Hedgerow Strengthening



HE1: Grims Ditch

Beautiful Connected Resilient

Theme: Biodiversity, Recreation and Access, Historic Environment, Character, Community

Summary description

Grims Ditch is a significant earthwork, some 18km in length and part Scheduled Monument. The project will implement good management, conservation and accessibility of the entire length of Grims Ditch between Berkhamsted and High Wycombe. It will enhance the connectivity of the feature across the landscape and promoting a new linear access route to connect with existing rights of way.



Site/location

Refer to map (page 60)

Landowner details

The majority of the length of the monuments is in private land ownership, with some owned by NGOs. The project planning phase will require identification and negotiation with landowners.

Key outcomes/benefits

- Good management and accessibility of the entire length of Grims Ditch between Berkhamstead and Bradenham to the north of High Wycombe
- Increased understanding and interpretation of the archaeological feature in the landscape
- Creation and promotion of a new linear access route (18km Grims Ditch Way) linking into existing rights of way and promoted routes
- Potential to provide viewing access to cut face of Grims Ditch exposed by HS2 – Note that this element will need to be undertaken by HS2
- Exhibition at Bucks County Museum about Grims Ditch and key artefacts uncovered by HS2 and this wider project.

Impact/HS2 Additionality

The project covers the area within the 3km buffer but extends wider up to 18km beyond the area. The proposed project seeks to further mitigate the severance and loss of a part Grims Ditch by HS2 by providing better understanding and access to this heritage feature in the wider landscape. It partially addresses visual, perceptual and physical impacts of HS2 by providing new/alternative access to Grims Ditch. HS2 has provided an assurance to excavate, record and preserve findings from the damaged sections of Grims Ditch and this project would provide an opportunity to further interpret and celebrate this landscape feature.

Preparatory work (Phase II)

1. Set up working group of key partners (Historic England, Bucks County Archaeologist, CCB Central Chilterns HLF Project) and identify Project Officer lead
2. Identify land owners/occupiers and seek appropriate permissions and agreements, including extent within existing management agreements
3. Review Rights of Way and options for RoW changes in relation to existing routes and creation of new permissive routes.
4. Research previous archaeological surveys and identify new research needs.
5. Review condition of assets and management needs (site/LIDAR survey and reporting) when this data is available (2018 +).

Project deliverables (Phase III)

- Completed survey of condition of archaeological sites and monitoring
- Secured access/management agreements
- Rights of Way diversions
- Interpretation information and walking route (online Heritage Walk App and hard copies)
- Celebrated through programme of guided routes etc.
- Research and interpretive material provided for cut face of Grims Ditch

Suggested possible delivery partner

- **Chilterns Conservation Board**
- **Bucks CC Archaeologist**
- District Council Historic Environment specialists
- **Central Chilterns CCC Landscape Partnership Project**
- Natural England (Stewardship)
- Historic England
- Bucks/Oxon County PROW Officer and Archaeologist
- Bucks County Museum
- Bucks Archaeological Society (BAS)

Key risks

Landowners: The majority of the areas of Grims Ditch are in private land ownership. The project planning phase will require identification and negotiation with land owners and at that point a decision will need to be made to the extent that new permissive access is practical and achievable. The linear nature of the project entails a greater degree of risk potentially requiring a large number of separate agreements to be feasible. There is likely to be a greater uptake of positive management agreements (no access) and the project should still go ahead with this element, with provision of interpretation.

Delivery: The project will require a multi-organisation delivery involving a partnership approach. Commitment to this project and working group by relevant partners will be critical.

Funding opportunities

Opportunities could include:

- Environmental Stewardship (Higher Stewardship) dependent on landowners and schemes already in place. An initial review suggests that there are few agreements in place for this section of Grims Ditch
- HLF LPS funding may be able to assist in this complementary project.

Programme

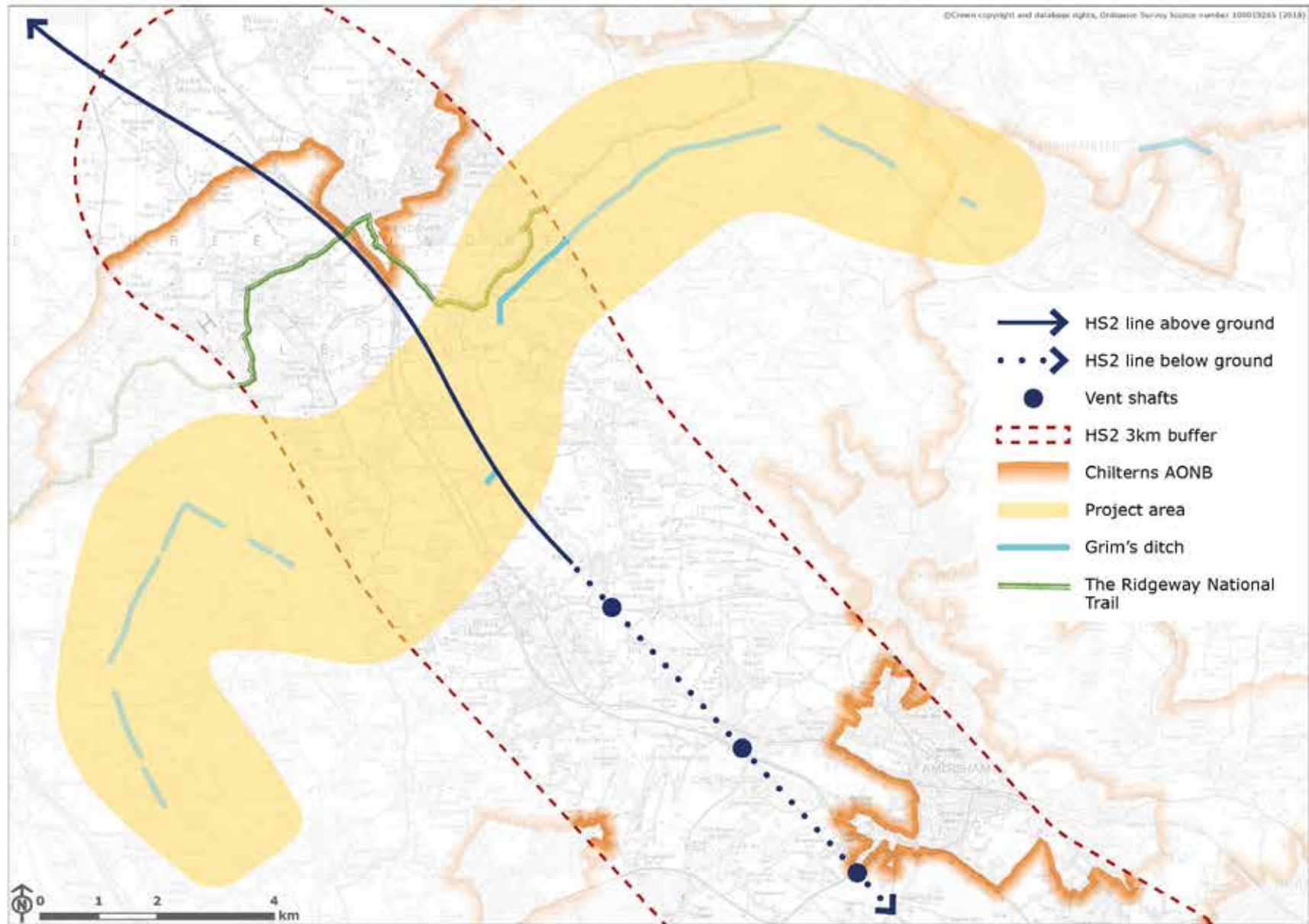
Phase II Preparatory: 6 month - 1 year preparatory work 2018, noting that results of the LiDAR survey will not be available until late 2018.

Phase III Project: Allow for 3 year phased implementation 2019 – 2021 and followed by ongoing management.

Monitoring success

- Number of management agreements in place along the course of Grims Ditch
- Extent of Scheduled and undesignated monument in good condition
- Length of new permissive access created
- Number of people walking the Grims Ditch Way/no of guided walks using new routes

HE1: Grims Ditch



HE3: Management of historic sites

Beautiful Connected Resilient

Theme: Biodiversity, Recreation and Access, Historic Environment, Character, Community

HE3: Management of historic sites

Project Outline

Summary description

The project will enhance current knowledge of the historic environment and ensure greater information is made readily available for public benefit. The greater knowledge will inform the future conservation and management of the historic landscape and ensure its longevity for future generations.



Bell barrow and pond barrow on Bacombe Hill

Site/location

The project covers the entirety of the Misbourne Valley and AONB setting to the north. The Phase II initiation work will identify key areas of focus.

Landowner details

The majority of the land will be in private land ownership. This will not preclude the initial desk study research and survey work. This initial work will identify area for targeting landowners for management agreements.

Key outcomes/benefits

- Interpretation of the Historic Landscape Characterisation within the 3km buffer of the HS2 route with a particular emphasis of patterns and connections, including routeways.
- The significant features within the historic landscape both recognised through scheduling or listing and heritage assets not already listed will be identified and mapped, including routeways.
- The management of the historic environment will be enhanced so all assets are maintained to a high standard – including production of management plans/agreements for the continued conservation of the historic environment.
- Communities engaged in understanding of the historic environment through active interpretation, guided walks etc.
- Enhanced knowledge and understanding of the historic landscape along the route of HS2. Research made available and interpreted to the public through a published document (hard copy and online).

Impact/HS2 Additionality

The project is within the 3km buffer zone. The project will help establish a high quality sense of place for the setting in which HS2 corridor runs. This will strengthen the capacity of the landscape to accommodate the new railway and help reinforce the historic character and identity for this area. By enhancing the current understanding of the historic environment and furthering knowledge the project will potentially compensate in part for damage of heritage assets caused during the construction of HS2.

Preparatory work (Phase II)

1. Review of Historic Environment Record by appropriate specialist including research of previous surveys and identification of new research needs and/or key areas for concentrated works.
2. Scope out requirement for more detailed research.
3. Identify and map heritage assets within the historic environment using results of new LiDAR survey data.
4. Identify land owners/occupiers and potential for securing management agreements.

Project deliverables (Phase III)

- Survey existing condition of heritage assets and the historic landscape (including undertaking more detailed HLC)
- Community local history project to record landscape history (archive, historic map research)
- Long term (at least 10 year) management agreements drawn up in consultation with landowners and Natural England.
- Interpretation information and walking route prepared - online Heritage Walk App and hard copies.
- Celebrate through programme of guided walks/routes etc.

Suggested possible delivery partner

- **Chilterns Conservation Board**
- **Bucks CC Archaeologist**
- District Council Historic specialists
- Central Chilterns CCC Landscape Partnership Project
- Natural England (Stewardship)
- Historic England
- Local HER
- Chiltern Society – local history groups
- Bucks Archaeological Society (BAS)

Key risks

The project is considered to be medium-low risk

The initial information gathering and research to increase understanding of the historic environment has few risks and constraints. Subsequent work to secure management agreements will require **Landowner agreements, which will entail permissions for access to land for survey**. There is also potential for landowner resistance to recording non-scheduled features.

The key risk will be in forming a working group of key partners from existing organisations to **deliver the project**. It is likely that the project partners will need to employ a suitably qualified short term **project officer** to undertake the historic research and survey work. The **community local history project** is an important element but will require sustained effort to engage and involve people.

HE3: Management of historic sites

Programme / Other funding

Funding opportunities

Opportunities could include:
Environmental Stewardship Schemes (Higher Level) dependent on landownership agreements.

Programme

Phase II Preparatory: 12 – 24 months initial preparatory work **2018/19** (Phase II) to set up project working group, employ a project officer and undertake initial research
Phase III Delivery: 2019 – 2022 Detailed research and secure long term at least 10 year management agreements, and ongoing programme of interpretation, guided walks etc. beyond

Monitoring success

Number of new management agreements for historic sites
Number of new sites designated for historic value
Number of local people engaged in historic landscape projects (involved in guided walks/community local history project)
Historic information prepared and circulated – leaflets and media

BIO1: Misbourne water enhancements

Beautiful Connected Resilient

Theme: Biodiversity, Recreation and Access, Historic Environment, **Character,** Community

BIO1: Misbourne water enhancements
Project Outline

Summary description

Enhancement to improve habitat along the watercourse within the Misbourne Valley, including working with the water vole project on the Lower Misbourne within the Colne Valley.



Site/location

The project would cover the entirety of the Misbourne watercourse within the AONB from the area north of Great Missenden at Mobwell Pond to the AONB boundary with the Colne Valley, where an existing project is operating to improve habitat quality for Water Voles. The project would operate along the entire valley of the AONB both the above and tunnelled sections of HS2.

Landowner details

The project would primarily entail private landowners along the valley floor. A relatively small part of this area is currently in ES management.

Key outcomes/benefits

- Improved environmental quality along Upper Misbourne
- Wetland and riparian habitats enhanced, restored and managed along the Misbourne and associated wetlands including HS2 attenuation areas
- Water flow optimised
- Water vole reintroduced and thriving population established and maintained
- Public education and interpretation

Impact/HS2 Additionality

The project is within the 3km buffer zone. While it does not address specific impacts of HS2 in the valley it is a positive biodiversity enhancement and would complement the water vole project on the Lower Misbourne within the Colne Valley. The full effect of tunnelling and construction of HS2 on the chalk and water resources is as yet unknown.

Preparatory work (Phase II)

Project development feasibility study to cover:

1. Habitat and species surveys along water corridors including HS2 water attenuation areas (including for water vole and mink)
2. Preparation of water enhancement and management plan
3. Consultation with communities and partners
4. Negotiation with landowners and preparation of management agreements

Project deliverables (Phase III)

- Habitat enhancements associated with water courses including management for habitat value, fencing and managed grazing regimes, soft bioengineering, control of invasive species
- Extend ditch/marginal habitats including in HS2 attenuation ponds linking to valley floor and creation of new ditch marginal habitats on appropriate field boundaries linking to Misbourne
- Re-introduction of water vole through work with existing introduction programme along the Lower Misbourne/Colne Valley
- Management agreements with land owners
- Mink control programme

Suggested possible delivery partner

- **Chilterns Conservation Board (lead via the Chiltern Chalk Streams Project)**
- Environment Agency
- Affinity Water
- Private landowners
- BBOWT
- Thames Water
- Bucks CC & Chiltern District Council
- HS2 re opportunities in designing attenuation
- Natural England
- River Misbourne Action
- Prestwood Nature
- Colne Valley water vole project (Groundwork South)

Key risks

It is considered to be **low-medium** risk

Landowners: Identification of target landowners and ability to secure management s agreements

Delivery: The project will require a multi –organisation delivery involving a partnership approach. Commitment to this project and working group by relevant partners will be critical. A project officer is likely to be required.

Funding opportunities

Opportunities could include:

- Environmental Stewardship scheme (Higher level stewardship) dependent on landowners and current ES schemes.

Programme

Phase II Preparatory: 1 year 2018 – 2019 Set up project, appointment of lead project officer, project development feasibility study

Phase III Project Implementation: 2019 – 2030 allow for post construction work to monitor water flows and assesses HS2 mitigation)

Ongoing: Minimum 10 year management agreements

Monitoring success

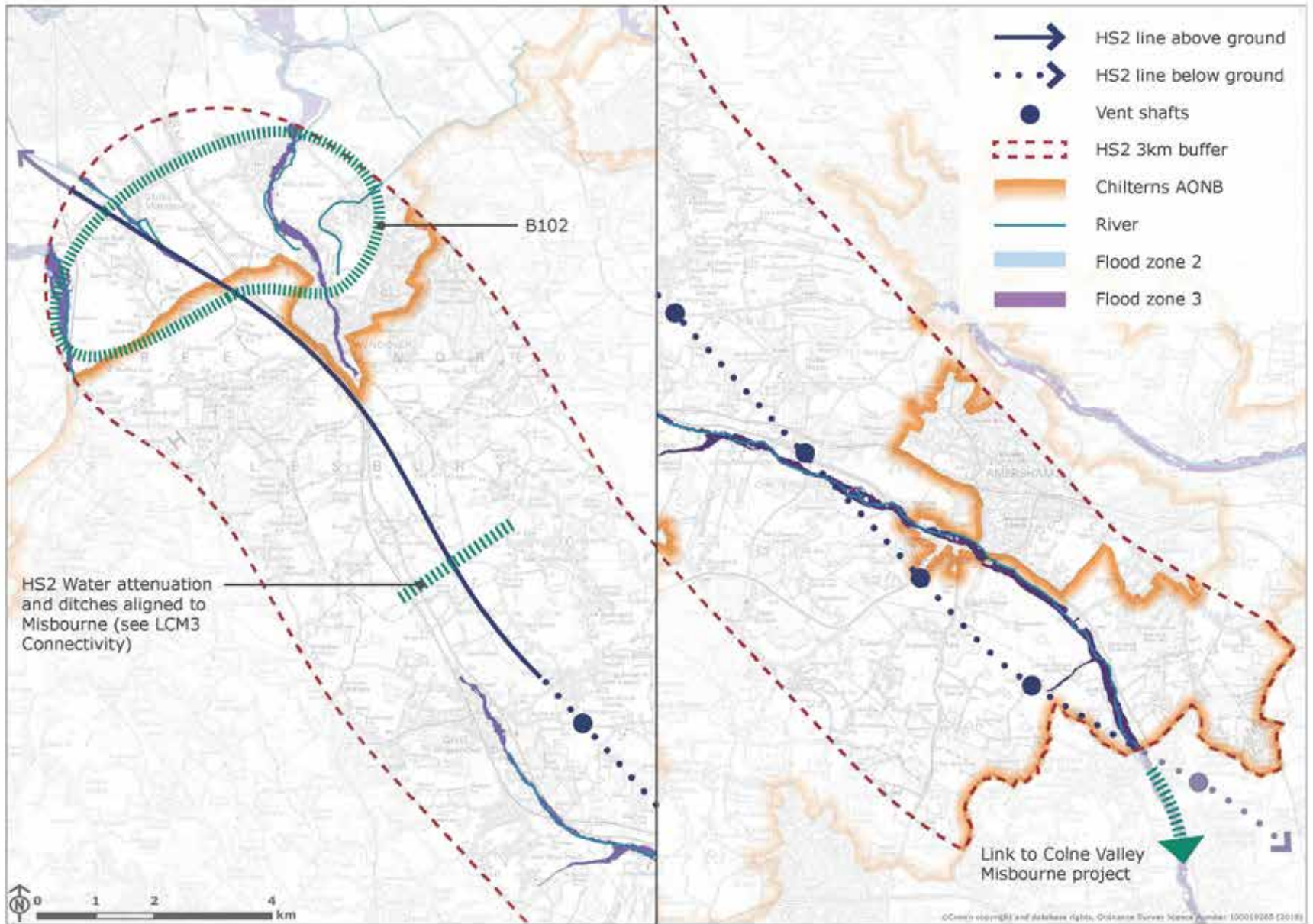
Number of management agreements in place along the course of the Misbourne

Extent of new wetland habitat created

Presence of water vole and other characteristic/distinctive species

Water levels in Misbourne enhanced

BIO1: Misbourne water enhancements



BIO2: Headwaters and Springlines

Beautiful Connected Resilient

Theme: Biodiversity, Recreation and Access, Historic Environment, Character, Community

Summary description

This project will enhance wetland habitats and strengthen ecological connectivity, focussing on an arc north west of Wendover on the vale edge of the AONB. It will also enhance opportunities for public understanding and enjoyment of rivers, canals and wetland habitats linking into existing populations in Wendover.



Site/location

Refer to map (page 74). The project covers the Grand Union Canal into the centre of Wendover, also linking to Weston Turville reservoir SSSI, and escarpment spring lines at Springfield Farm, Nashlee Farm, Burnham Farm. Springfield Farm (Terrick) and The Spring Farm, Ellesborough. It also encompasses the Stoke Brook ecological corridor as identified in the DDP as a wetland corridor spanning HS2

Landowner details

Predominantly in private landownership but including land currently within Act Limits around Stoke Brook, plus to be handed back, plus Canal and Rivers Trust and British Waterways.

Key outcomes/benefits

- ‘Water’ habitat enhanced along the Grand Union Canal into the centre of Wendover and linking with Weston Turville Reservoir and escarpment spring line streams
- Access enhancements to centre of Wendover connecting the town via green infrastructure links
- Strengthened connectivity arc north of Wendover.

Impact/HS2 Additionality

HS2 will impact on a number of rivers and wetland habitats through the Chilterns AONB and its setting, including the River Misbourne (globally rare chalk stream habitat), Weston Turville Reservoir (SSSI, just outside the AONB) and a number of other water bodies and wetland habitats including scarp slope streams. In a dry landscape, rivers and wetlands are hugely valued by communities and visitors as well as being important for wildlife. Public enjoyment and quiet recreation will be severely impacted by the construction of HS2. The project is within the 3km buffer area and considers enhancement within the northern scarp edge of the AONB and area which deserves attention as well as the Misbourne Valley.

Preparatory work (Phase II)

1. Negotiation with landowners and development of landowner/management agreements
2. Habitat and species surveys along water corridors
3. Preparation of water enhancement and management plan
4. Consultation with communities and partners
5. Access and interpretation

Project deliverables (Phase III)

- Habitat enhancements associated with water courses including creations of margins and management for habitat value, soft bioengineering, planting, control of invasive species and managed access
- Access enhancements including linking to centres of population (Wendover) with appropriate interpretation.

Suggested possible delivery partner

- Potentially led by **CCC HLF Project and CCB**. Partners to include:
- Chiltern Chalk Stream Project
- Private landowners
- Berks, Bucks & Oxon Wildlife Trust (BBOWT)
- Environment Agency
- Natural England
- Water companies
- Canal and Rivers Trust
- Wendover Arm Trust
- NFU
- Parish councils

Key risks

It is considered to be **low-medium** risk

Landowners: Identification of target landowners and ability to secure management agreements including for post construction handback of land

Delivery: The project will require a multi-organisation delivery involving a partnership approach. Commitment to this project and working group by relevant partners will be critical.

Funding opportunities

Assume management agreements can be secured through ES
HLF LPS Funds may also be available for this complementary project

Programme

Phase II Preparatory: 2018 – 2019 scope and develop project

Phase III delivery: 2019 – 2023 followed by 10 year management, plus allow for post construction work to secure management of land along Stoke Brook – land to be handed back.

Monitoring success

Number of management agreements in place along the water courses
Extent of new wetland habitat created
Access enhancements delivered and interpretation delivered.

BIO4 Ancient Woodlands

Beautiful Connected Resilient

Theme: Biodiversity, Recreation and Access, Historic Environment, Character, Community



BIO4 Ancient Woodlands

Project Outline

Summary description

The project will enhance the condition of the existing ancient woodlands through management and create greater landscape connectivity by new woodland planting, strengthening the landscape setting of the railway.

This project would cover Ancient Woodlands within the whole corridor from the AONB boundary at Chalfont St Giles/ Seer Green to the setting area in Aylesbury Vale. Within this area there are approx. 200 ancient woodlands of varying size from small sites to larger blocks covering a total of about 1,500 ha, of these approximately half are Ancient Replanted Woodland, also known as PAWS (plantations on ancient woodland sites).

A target of 25% of the total number of 200 woodlands within the corridor, up to about 50 individual woods covering up to 500ha for active management restoration, noting that woodland belt creation is included under LCM3. The aim would be to focus on clusters of woodlands but potentially opening up to all woodlands within the HS2 corridor. Given that the majority of woodlands are in private ownership, the initial phase of this project would be on identifying target woodlands and landowners and drawing up agreements. It is likely that on going management can be funded from a range of sources including the Additional Projects Fund.

Note that while this is identified and discrete and separate project it could also be part of LCM3 Connectivity.

There may be an opportunity to join up with the Natural England Focus Area for Ancient Trees and Woodland.

Site/location

It is suggested that key areas of focus are in the following clusters:

1. The cluster of small ancient woodlands at Chalfont St Giles vent shaft, including High Wood, Bow Wood, Welpley's Wood, Day's Wood, The Larches and linking to the larger woodland blocks at Pollards Wood and Hodgemoor Wood/Hales Wood, Brentford Wood and Gore Hill
2. The woodland blocks associated with Shardeloes south west of Amersham close to the Amersham vent shaft
3. The cluster of woods at the Chiltern Tunnel North Portal – Jenkins Woods, Sibleys Coppice, woodlands to the west of Frith Hill (Hill House) and woodlands north of Havenfields Farm
4. Connecting the small isolated woodlands associated with the Wendover Dean viaduct including Jones Hill Wood, Rushmoor Wood with adjacent plateau woodlands and thickening treebelts/linkages between woods
5. Cross valley linkages between the scarp woodlands of Bacombe Hill and Boddington Hill (covered under LCM5 and LCM3).

Note that while these clusters are identified here, they should not preclude other woodlands in the broad corridor if landowners come forward. They are suggested as priorities.

Landowner details

The Forestry Commission are major landowners, although the majority of ancient woodlands are in private land ownership. The project planning phase will require identification and negotiation with landowners.

Key outcomes/benefits

Ancient woodlands within the HS2 corridor restored and bought into positive management, with additional planting where appropriate to provide linkages, including strengthening of field boundaries (Project LCM5) to link ancient woodlands.

Impact/HS2 Additionality

An on the ground project within the 3km buffer zone and linking with mitigation within Act Limits. It will enhance the condition of the existing ancient woodlands and create greater connectivity by new planting. By creating and enhancing ancient woodland the capacity of the landscape to accommodate the new railway and its associated infrastructure will be strengthened. The project links up with Detail Design Principles and has synergy with other Additional Projects (LCM1, LCM3, LCM5). It should be undertaken in tandem with the hedgerow strengthening project.

Preparatory work

(Phase IIa)

- Feasibility study including assessment of ancient woodland resource (initial GIS mapping exercise)
- Collation of archaeological and biological records
- Identify and consult with target landowners/make information available to all woodland owners
- Identify woodlands in current active management and define outline management needs for other woodlands
- Develop outline programme for Phase IIb with a list of land owners and woodlands to target for involvement in the project

Phase (IIb)

- Site appraisal and assessment
- Consultation with landowners
- Produce plans for woodland planting/regeneration and management plans
- Agree and apply for grant aid (CS/FC/HS2 Woodlands Fund, if applicable/ HS2AP)
- Negotiate management agreements

Project deliverables (Phase III)

1. Restore PAWS (plantations on ancient woodland sites)
2. Bring unmanaged woodlands into active management, including fencing for deer control and to allow natural regeneration
3. Buffer and connect AW by additional planting where feasible
4. Climate change adaptation, using appropriate resilient species for new planting

Suggested delivery partner

- **Central Chilterns CCC Landscape Partnership Project**
- Chilterns Woodland Project
- Woodland Trust
- Forestry Commission
- National Trust
- BBOWT
- Bucks CC
- Natural England Focus Area for Ancient Trees and Woodland.

Key risks

Landowners: The key risk is ensuring landowners are engaged, on board and signed up to the project (main Phase IIa). Phase IIb of project planning will only go ahead, once landowners and target woodlands have been identified.

BIO4 Ancient Woodlands

Programme / Other funding

Funding opportunities

Opportunities include:

- Forestry Commission Woodland Creation
- Countryside Stewardship - Woodland Creation and Management
- National Grid Landscape Enhancement Initiative depending on the location of the areas of new planting in relation to the over head lines
- HS2 Woodland Fund for PAWS sites
- Central Chilterns CCC Landscape Partnership

Programme

Phase II Preparatory:- 6 months initial preparatory work 2018 (Phase IIa). Followed by 1 year for Phase IIb for the first set of management/restoration plans to be produced for implementation in 2019

Phase III Project Delivery: Allow for 6 year project to cover rolling programme of plan preparation and implementation of restoration and management works 2018 – 2024

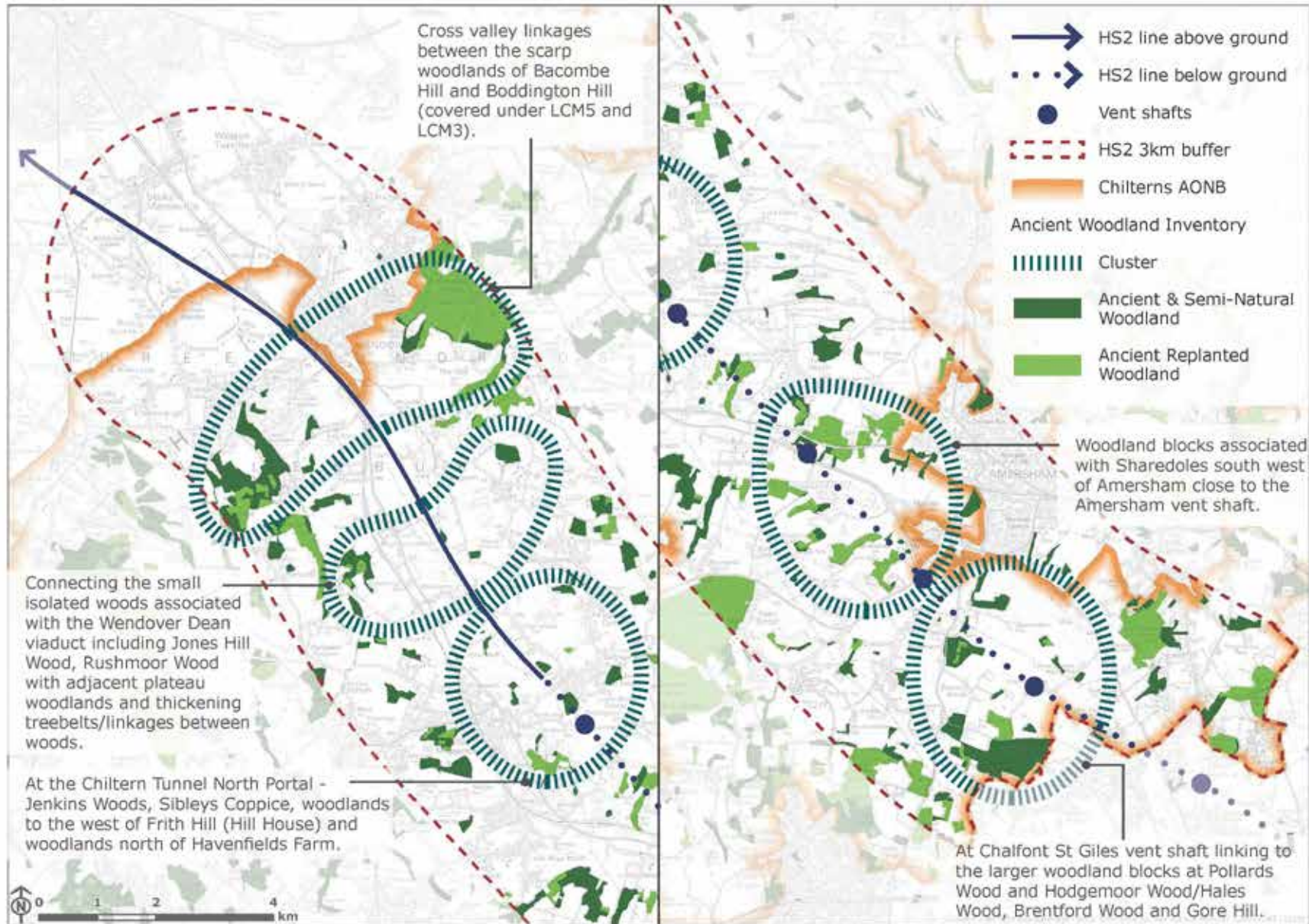
Monitoring success

No/ha. of ancient woodlands bought back into active management with long term plans in place

No of new landowners engaged in woodland management

Extent of new planting

BIO4 Ancient Woodlands



DDP1: North Link

Beautiful Connected Resilient

Theme: Biodiversity, **Recreation and Access**, Historic Environment, **Character, Community**

Summary description

The project creates a new multi user recreational access link parallel to the railway from South Heath, covering some 5km in length towards the Small Dene Viaduct and linking with the existing rights of way network through the Misbourne Valley, and ultimately the proposed Wendover link (DDP3) It is predominantly a new access route but includes upgrading of existing rights of way to create connections.



Site/location

A linear access route created within the Act Limits between the North Portal and Small Dene. Refer to map (page 78).

Landowner details

The land is currently within Act Limits, although in part will be handed back to landowners after construction.

Key outcomes/benefits

New multi recreational link parallel with railway alignment almost exclusively within Act Limits providing new multi user access for cyclists, pedestrians along the valley.

Impact/HS2 Additionality

The route is largely within Act Limits and connects to adjoining rights of way providing access to the valley floor and plateau. It further enhances connectivity along the valley which is disrupted by HS2. The project addresses severance impacts by providing opportunities for linked circular routes – and has synergy with existing route reinstatement.

DDP1: North Link
Project Outline

Preparatory work (Phase II)

1. Negotiation with HS2 and landowners
2. Survey of route (topography, drainage, connectivity, crossings etc)
3. Feasibility study to stage 2 RIBA including consultation with statutory authorities, arboricultural, highways, hydrology, structural engineering advice as required

Project deliverables (Phase III)

- Construction detailing, design and implementation

Suggested possible delivery partner

- HS2 (lead)
- Bucks CC rights of way
- Chilterns Conservation Board

Key risks

HS2 and MWCC will need to be signed up to delivering this project as part of HS2 construction.

Technical and legal issues re inclusion of works in MWCC and subsequent HS2 contracts

Maintenance responsibility and funding: will need to be agreed at outset

Landowner permissions - the North Link will only work is constructed as an entity, if segments which are planned to be handed back to landowners are not implemented the value of the project as a whole is diminished

Perceived value for money, depending on the extent that HS2 can accommodate the work

DDP1: North Link

Programme / Other funding

Funding opportunities

Costs could be offset if work is undertaken as part of HS2 contracts. Funding may also be available from other HS2 funding pots.

Programme

Phase II Preparatory: Discussions will need to be undertaken in 2018 to ascertain the desire for this project before the more detailed Feasibility Study takes place

Phase III Project Delivery: Full project will be undertaken during and post construction of HS2

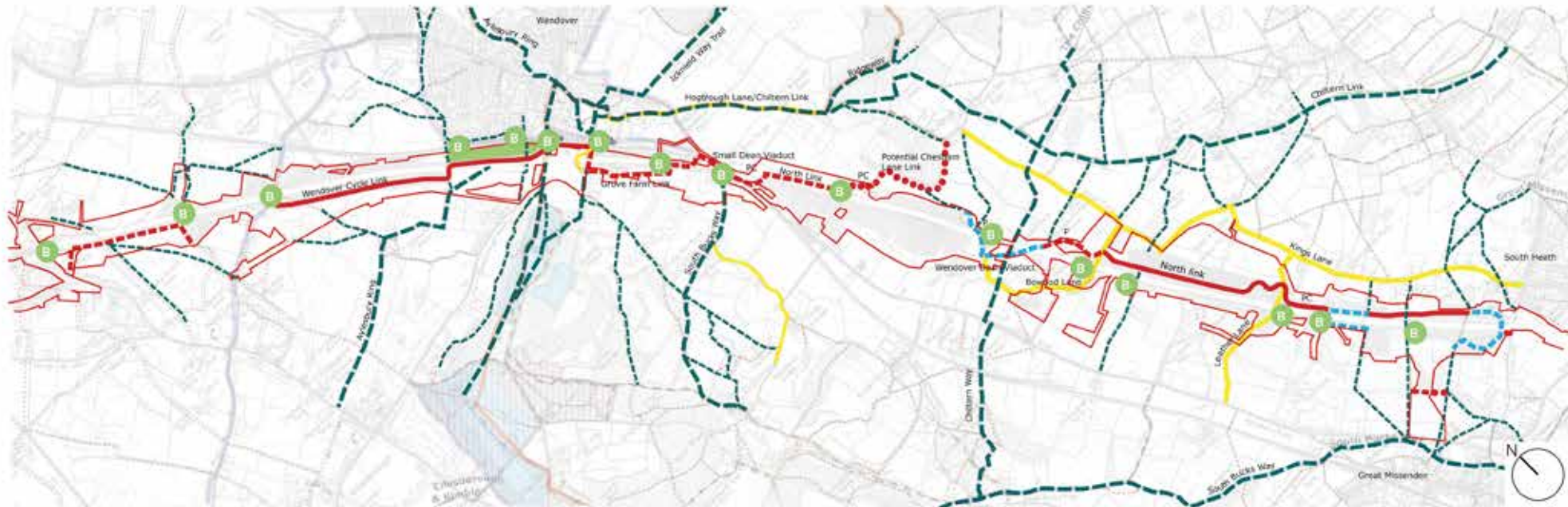
Monitoring success

Length of new multi user access created

Length of upgraded routes

Number of different groups using the route

DDP1: North Link



Access & Recreation Strategy and related DDP/AP Opportunities

- **Footpath diversion already in HS2 proposals**
(6. Targeted planting)
- **Proposed Cycle Path/ Bridle Path**
(1. North link)
- - - **Other proposed paths within and outside Act Limits**
(2. Additional potential links)
- B **Additional Proposed Open Access Land**
(4. 10 ha new public open space at Wendover Link)
- B **Bridges/Viaducts (existing or proposed by HS2)**
(5. Greening of footbridges across the railway)
- **Lightly trafficked lanes**

Works within Act Limits: any changes from HS2 scheme at Royal Assent proposals will require the agreement of HS2 and where relevant, the landowner.

Additional Projects: proposals outside Act Limits are generally aspirational and could be funded from the Additional Projects budget or from other sources. All Additional Projects will require landowner agreement.

Strategic approach

Conserving and enhancing the connected rights of way network including the creation of new links. Creating a good recreational experience on the approach to, alongside and crossing of the railway, and longer distance links particularly south-east to the Colne valley.

DDP and potential Additional Project (AP) Opportunities

1. North Link. New access link parallel to the railway from South Heath
2. Additional potential links (Park Farm/Great Missenden; Grove Farm link; Stoke Brook link)
3. Wendover Link to Nash Lee Road
4. 10 ha new public open space at Wendover Link
5. Greening of footbridges across the railway
6. Planting to enhance recreational experience and create new valley reveals for example at the South Heath tunnel portal

DDP2: Holloway rehabilitation

Beautiful Connected Resilient

Theme: Biodiversity, Recreation and Access, Historic Environment, Character, Community

DDP2: Holloway rehabilitation

Project Outline

Summary description

The project connects to and compensates for disruption/damage to existing holloways as a result of the HS2 construction. The project enhances landscape character, cultural heritage connectivity and experience of the valley which is disrupted by HS2. It aims to protect and enhance character of redundant holloways which are proposed to be handed back to landowners after construction and ensuring that these are preserved as local landscape and heritage features. It will include consideration of options for lane closure/restrictions.



Site/location

The above ground portion of the route within the Misbourne Valley Refer to map (page 82)

Landowner details

Much of this land is currently within Act Limits, with a plan to hand back to landowners after construction.

Key outcomes/benefits

- Holloways remain as a legible and high quality feature of the Misbourne Valley landscape and provide connectivity between the valley floor and plateau
- Landscape character, cultural heritage, biodiversity and recreational value of the holloways are conserved and enhanced.

Impact/HS2 Additionality

The work covers both within and outside Act Limits. This Additional Project is to cover work outside Act Limits, and assumes all work within the Act Limits will be undertaken by the MWCC as part of essential mitigation.

The project connects to and compensates for disruption/damage to existing holloways as a result of construction and the permanent work required for HS2 to operate. It links to DDP projects within Act Limits. There is a particular emphasis on protecting and enhancing the character of redundant holloways which are handed back to landowners after construction, which are not currently covered by mitigation, to ensure these are perpetuated as distinctive local landscape features.

Preparatory work (Phase II)

1. Negotiation with HS2, landowners and Bucks CC highways
2. Survey of routes and reinstatement/rehabilitation plan prepared to connect to HS2 main works (feasibility study)
3. Consultation with statutory authorities re services diversions/works (part of MWCC)

Project deliverables (Phase III)

- Holloways rehabilitated to perpetuate a key feature of the Chiltern character, notably for sections of 'redundant' holloways that are handed back to landowners
- Connectivity between valley floor and plateau maintained/enhanced
- Creation of 'new' holloways that recreate character and functionality of adjacent sections

Suggested possible delivery partner

- HS2 MWCC, it is suggested that HS2 should be approached as the lead delivery partner to cover the land outside Act Limits and particularly with reference to making good areas related to construction access
- Bucks CC rights of way/highways
- Bucks County Museum
- Bucks Archaeological Society (BAS)

Key risks

Highways standards: Misfits between Highway standards and Holloway rehabilitation

Landowners/ Alternative uses: Proposed alternative use for agriculture may be more attractive to landowners for areas of redundant holloways handed back

Delivery/implementation: This is likely to be particularly difficult unless HS2 MWCC agrees to undertake the work

Maintenance: Agreement will need to be made to cover maintenance of rehabilitated holloways (highways/rights of way)

Uptake: Sporadic uptake by landowners may lead to a disjointed approach and this will need to be covered at the project initiation stage before project goes ahead

Agreement of Bucks CC essential.

DDP2: Holloway rehabilitation

Programme / Other funding

Funding opportunities

See note above that costs could be offset by HS2 making good works

Programme

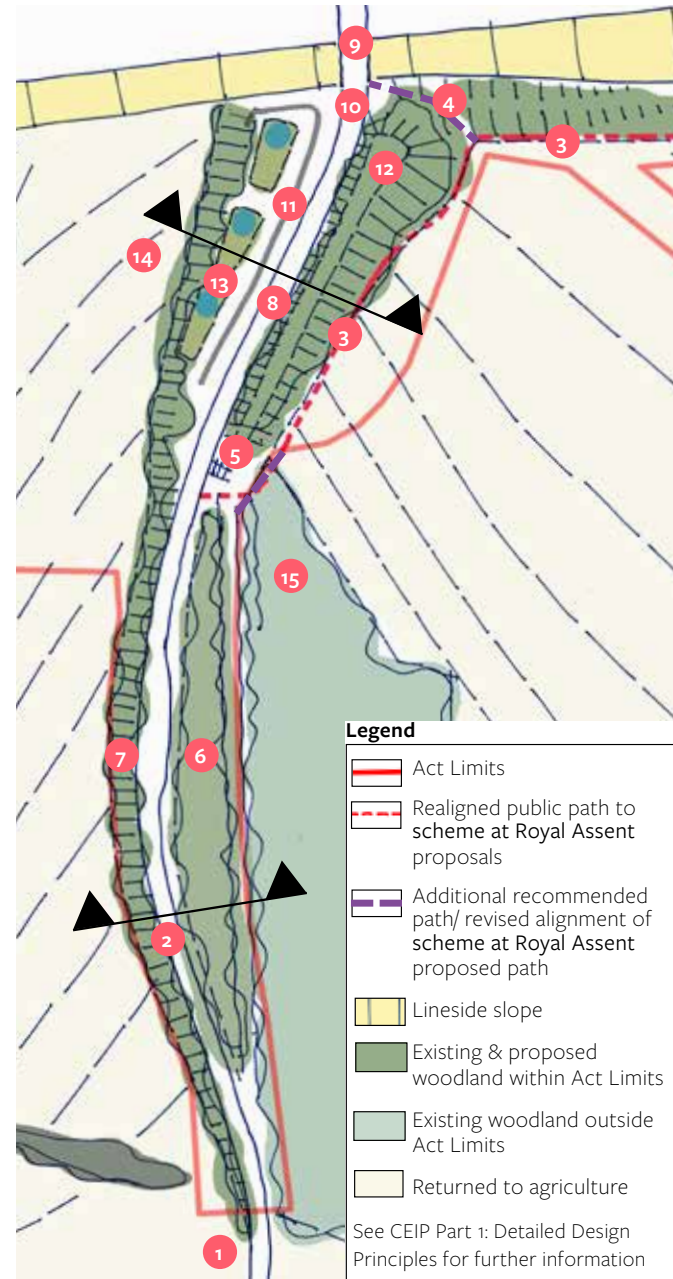
Phase II Initiation: Discussions will need to be undertaken in 2018 to ascertain the desire for this project before the more detailed Feasibility Study takes place (during construction)

Phase II: Full project will be undertaken after construction

Monitoring success

Length of redundant holloway conserved and enhanced.

DDP2: Holloway rehabilitation



Liberty Lane Holloway Detail

- 1 Existing holloway retained, hedgerow strengthening programme.
- 2 New "holloway"
- 3 Realigned footpath in HS2 proposals
- 4 Additional footpath link
- 5 Stepped connection
- 6 Retained and additional native woodland / coppice
- 7 Proposed native hedgerow
- 8 New holloway - vertical profile now above existing levels
- 9 Overbridge - minimum width or standard width with grass verge
- 10 Proposed planting as close as possible to bridge abutment to avoid 'leaky views'
- 11 Gabion retaining structure to accommodate change of level to attenuation below. May include grass verge and/or native hedgerow
- 12 Proposed landform to create holloway enclosure. Hedgerow/ coppice planting with highway boundary with fence set well back using translocated coppice stools where appropriate.
- 13 Attenuation pools (see Section 3.6)
- 14 Cutting slope and field boundary
- 15 Existing woodland planting

DDP3: Wendover Link

Beautiful Connected Resilient

Theme: Biodiversity, Recreation and Access, Historic Environment, Character, Community

Summary description

A major piece of green infrastructure creating strategic access links (cycle, bridle and pedestrian between Wendover and the wider countryside of the Aylesbury Vale) together with potential major biodiversity and landscape enhancement. Probably the largest opportunities presented by HS2 in the study area.



Site/location

Refer to map (page 86)

Landowner details

Currently HS2, with post construction hand back agreements

Key outcomes/benefits

- A major opportunity to create new Green Infrastructure
- Multi-access connections between Wendover and countryside to the north in Aylesbury Vale with recreation, health and safety benefits for residents.
- Improved links with existing routes including the Ridgeway National Trail
- Significantly enhanced biodiversity
- Improved screening and landscape fit.

Impact/HS2 Additionality

The project is largely within Act Limits and involves some land currently without a known defined use post construction. It specifically works with and extends the HS2 design which aims to address noise and visual impacts. In addition it provides significant additional access (2km of shared footpath/bridleway), recreation and biodiversity benefits (up to 10ha of land managed for wildlife). These benefits will be extended by an associated Additional Project LCM3: Connectivity.

DDP3: Wendover Link

Project Outline

Preparatory work (Phase II)

1. Negotiation with HS2/ landowners particularly on the extent of land to be returned to agriculture
2. Agreement as to management responsibilities and funding
3. Feasibility study re potential to accommodate suitable surplus material from the MWCC operations, and at the same time achieve landscape benefit and/or enable a return to viable agriculture of land taken for construction. This should look at land both within and beyond Act Limits. This project has the potential to provide very significant benefits to HS2 (in the more economic disposal of surplus material), the environment in reduced environmental impacts (particularly traffic and associated impacts), landscape and ecology (by increasing screening and enhancement), and to the community in terms of sustainable access and recreation.
4. Survey of route and wider context
5. Consultation with statutory authorities re services diversions/works (part of MWCC) if so required
6. Highways, hydrology, structural engineering advice as required and fully coordinated working with HS2 designers
7. Achieve a reasonable understanding of HS2 and the MWCC earthworks programmes and associated enabling works particularly connected to the movement of surplus spoil.
8. Preparation of costs (capital and costs in use)
9. Production of Scheme Design

Project deliverables (Phase III)

- The aim would be to create up to 10ha of land managed for biodiversity together with recreational links of over 2km total length.
- The scope of work and its extent will be determined by the above preparatory work in particular negotiations with landowners, the feasibility study, and cost plan. The Detailed Design Principles show that the project would produce significant benefit even with a relatively modest removal of land from agricultural use. Detailed design and specification would be undertaken once the scope of work has been agreed.
- It is not possible to estimate further quantifiable data until the scope of work has been determined.

Suggested possible delivery partner

- The project is a new initiative. Given the potentially massive volumes of material involved it would need to be led and delivered by HS2 working in partnership with Aylesbury Vale District Council (AVDC) and landowners.

Key risks

- Detailed risks will be investigated in Phase 2. The following risks are apparent:
 - Landowners are unwilling to consider re-profiling of land within Act Limits but taken for construction use. This would significantly limit the amount of surplus material that could be accommodated
 - There is insufficient public support
 - Funding – particularly for cost in use – is not forthcoming
 - Programme necessities of early spoil disposal cannot be achieved because of the time required to reach agreement with interested parties, and receive planning approval
- Land – the site will need to be adopted by AVDC or a through creation of a Local Trust.
- Management and maintenance – it will require a maintenance plan and annual sum (£) to cover vegetation removal, surfacing/furniture renewal, land management, litter picking etc.
- Statutory requirements - Bucks CC will need to make an order to create a new right of way and negotiate rights of way agreements (depending on ownership)

DDP3: Wendover Link

Programme / Other funding

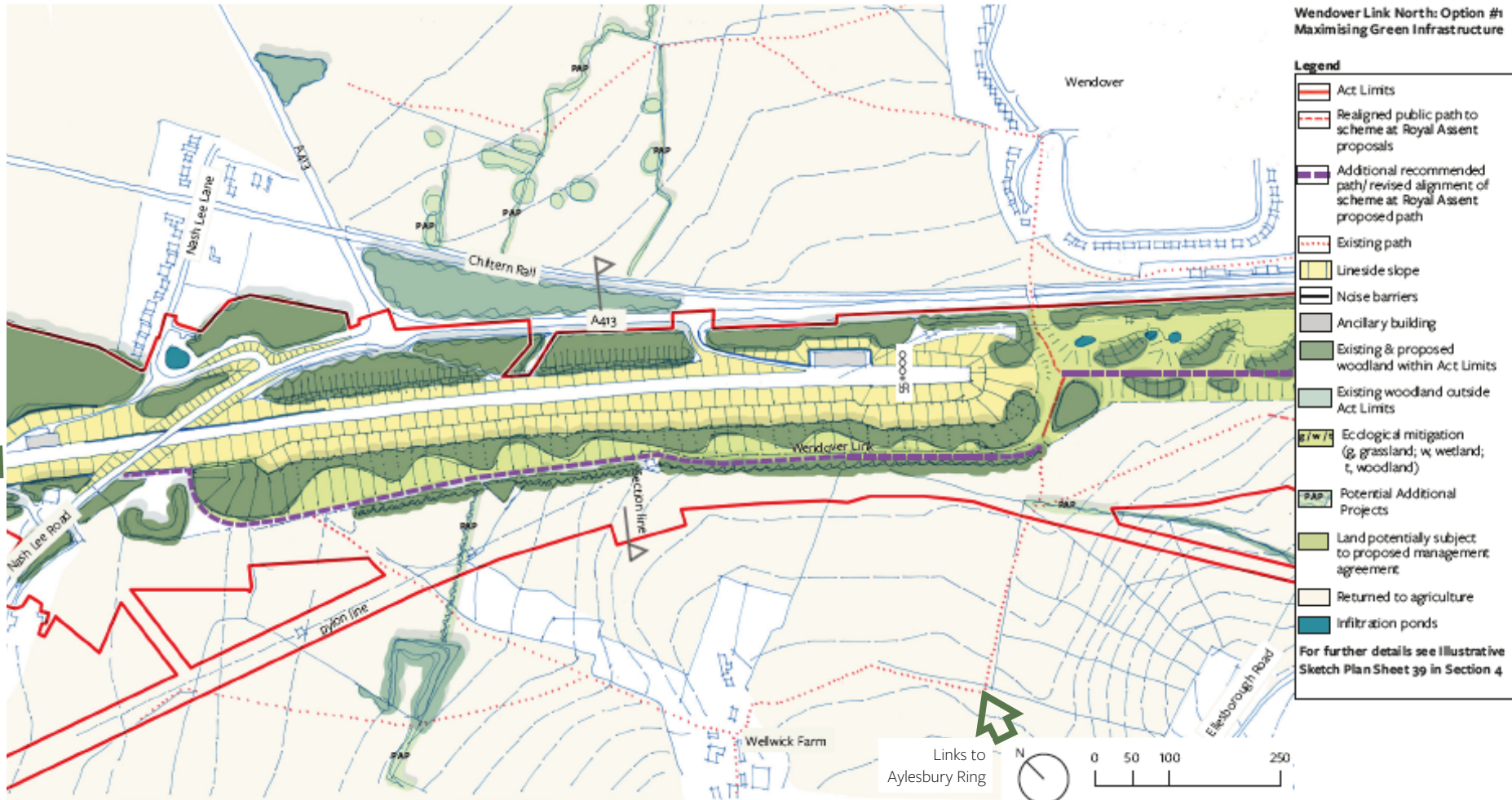
Funding opportunities

This project will only be feasible with work undertaken largely by HS2 (with associated cost savings in association with earthmoving).

Programme

Discussions with landowners should start in 2018. If encouraging, the remainder of Phase 2 actions should be carried out in spring 2018 with completion by early summer 2018. Delays will jeopardise the ability of the scheme to use surplus material and hence the viability of its delivery and management. The Phase 3 programme will be entirely dependent on the findings of Phase 2 work.

DDP3: Wendover Link



Potential links to wider green infrastructure network in Aylesbury Vale

Links to The Ridgeway National Trail and wider rights of way network in the Misbourne Valley



Farmland view of the Vale of Aylesbury from the Chilterns © David Hughes

7.

7. Next Steps

- 7.1 The AONB Review Group members will take all the proposals shortlisted from the two workshops and research undertaken by LUC contained within this report, and develop these further into full Project Delivery Plans where feasible.
- 7.2 These Project Plans will seek delivery partners to enable implementation and delivery of the projects, these will be brought before the AONB Review Group members to decide on if funding from the £3m Additional Projects fund is to be allocated. The process and governance for allocation of funds is being overseen by Chiltern District Council as the AONB Review Groups funds Administrators.
- 7.3 Future project ideas that not included within the report are not precluded from future consideration and the same process of screening, scoring and feasibility assessment will be followed before projects are brought before the Review Group for funding requests.

Appendices

1. Summary Report of Additional Projects Stakeholder Workshop

Tuesday 23rd May 2017, 10am – 1pm

Chiltern District Council Chamber

Purpose: A half day workshop for key stakeholder organisations involved in landscape management and recreation to identify and prioritise a 'long list' of the Additional Projects that will enhance natural beauty along the route of HS2 through the Chilterns AONB.

Summary of exercises and outputs

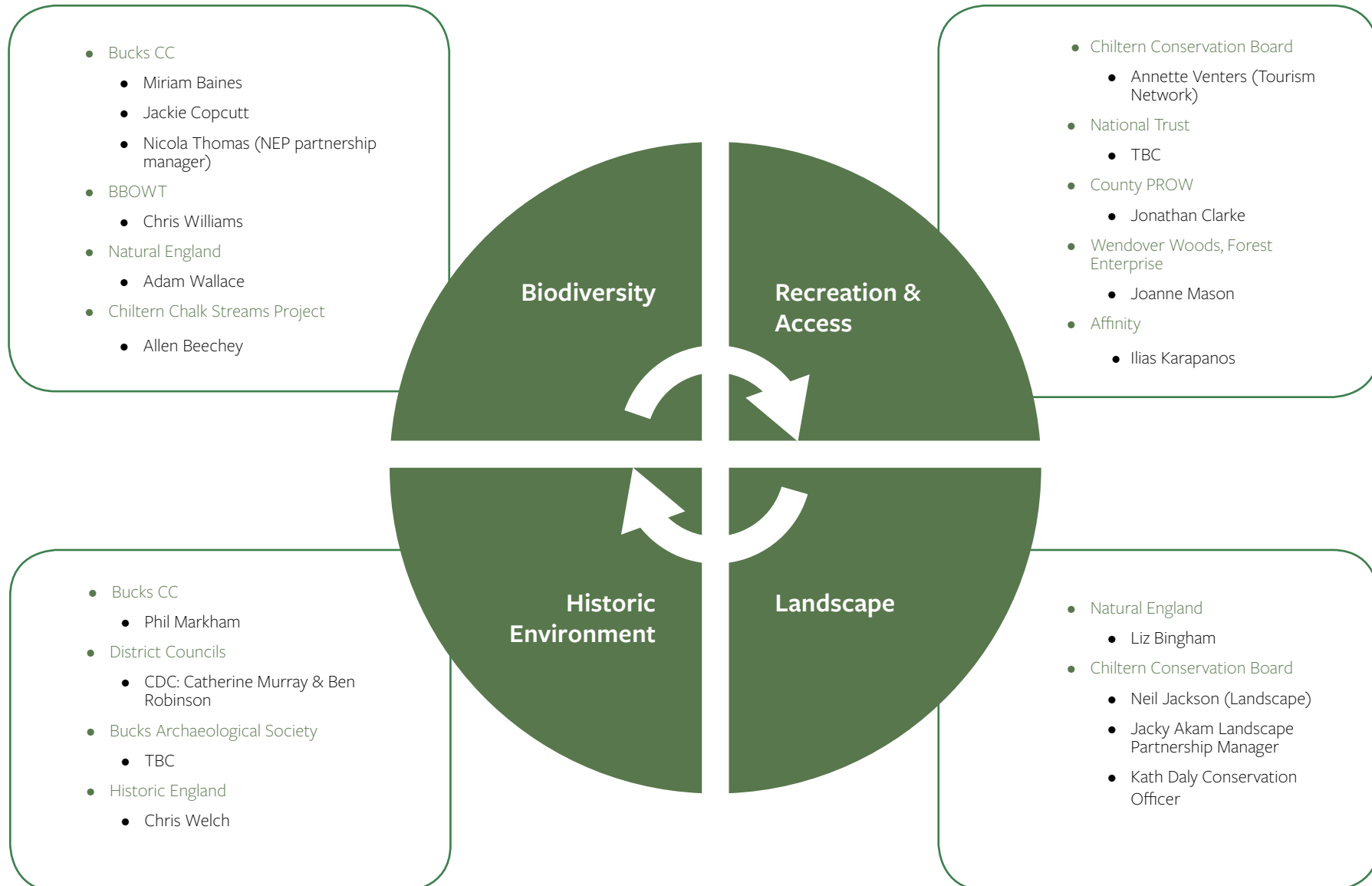
Exercise	Type	Length	Outputs
1. Welcome and introduction	Plenary	15 mins	
2. Review of the draft vision	Plenary	15 mins	Suggested changes to Vision
3. Scoping of needs and opportunities	Groups	60 mins	Brainstorm of gaps and opportunities ↓ Groups of potential activities
4. Mapping of potential enhancement activities	Groups	30 mins	↓ Maps showing locations of potential activities
Break for refreshments		15 mins	
5. Grouping and prioritising project ideas	Plenary	35 mins	↓ Similar Activities put into potential Projects ↓ Prioritised Projects
6. Conclusions and next steps	Plenary	10 mins	

Description of Potential Activities

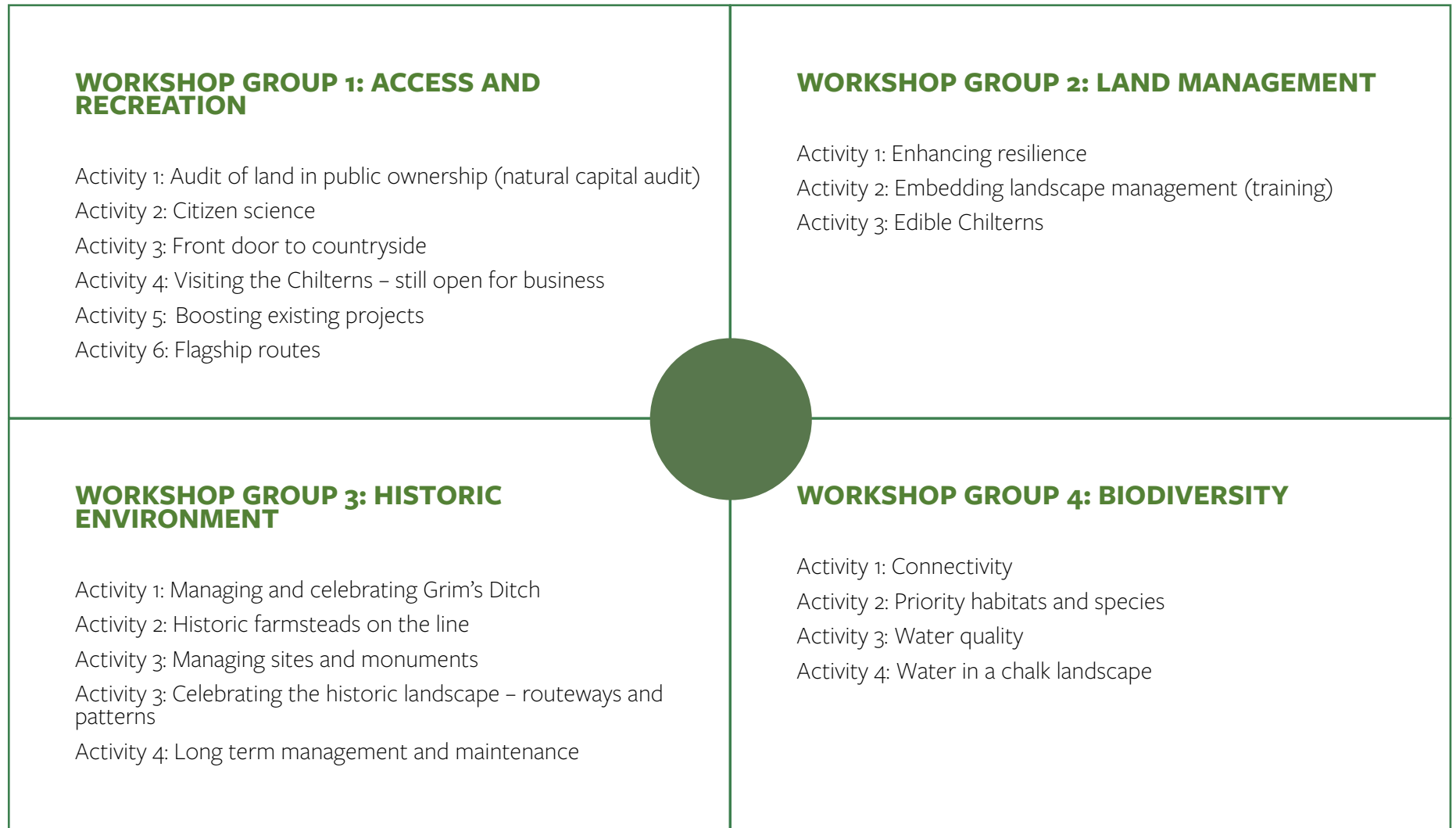
Theme:

Name of activity	
Intended outcomes <i>What will have been achieved when the period of funded activity ends?</i>	
'On the ground' work involved <i>What practical activities will take place to deliver the intended outcomes?</i>	
Necessary preparatory tasks <i>What needs to happen first? E.g. evidence gathering, mapping, engagement, consultation</i>	

Participants



Main themes and activities emerging



KEY ISSUE: Demand for research, evidence gathering and feasibility studies before committing to projects. Early (small) expenditure from AP £3m budget

2. Invitees/participants at Workshop 2

Chilterns Conservation Board (CCB)
Forestry Commission
Chilterns Woodland Project
Ridgeway Partnership
The Chiltern Society
The National Trust
Wendover Woods
NFU
Chiltern DC
AVDC
The Woodland Trust
HS2
Amersham Common
Amersham Town
Amersham Town
Ballinger, South Heath, Chartridge
Chalfont St Giles
Cholesbury, The Lee & Bellingdon
Chesham Bois & Weedon Hill
Great Missenden
Little Missenden
Penn & Coleshill

Prestwood & Heath End
Wendover & Halton
Aston Clinton & Stoke Mandeville
The Lee Parish Council
Wendover PC
Ellesborough PC
Great Missenden PC
Little Missenden PC
Amersham TOWN Council
Penn PC
Coleshill PC
Hughenden PC
Princes Risborough PC
Great & Little Kimble PC
Great & Little Hampden PC
Chartridge PC
Buckland PC
Drayton Beauchamp PC
Aston Clinton PC
Halton PC
Chalfont St Giles PC
Potter Row Group

CPRE Bucks
Wendover Society
Prestwood Revitalisation Group
The Great Missenden Parish Revitalisation Group
Prestwood Nature
Chilterns Countryside Group
Wendover HS2
HS2 Amersham Action Group
Bucks County Museum
Friends of the Ridgeway
HS2 Campaign
Wendover Chamber Commerce
Wendover Library
Wendover News
Chiltern Countryside Group

Chilterns Enhancement and Integration Plan (CEIP)
Part 2: Additional Projects



Environmental Planning
Design & Management