

**Warwick District Council**  
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For the attention of: Mike Blissett, Lucy Shorthouse

BBV Ref: 1MC08-BBV\_MSD-PL-CRO-NS01\_NL03-100014 – C01  
HS2 Ref: WAC.PS.10022

05 December 2023

Dear Mike / Lucy

## **HIGH SPEED RAIL (LONDON – WEST MIDLANDS) ACT 2017**

### **SUBMISSION No. WAC.PS.10022 WARWICK DISTRICT COUNCIL: DALEHOUSE EMBANKMENT AND FINHAM BROOK VIADUCT: CONSULTATION ON INDICATIVE MITIGATION PROPOSALS: NOISE, ECOLOGY, AND LANDSCAPE**

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Further to our request for the approval of plans and specifications for construction of Dalehouse Embankment and Finham Brook Viaduct under Schedule 17 of the High Speed Rail (London – West Midlands) Act 2017 (request reference WAC.PS.10022), HS2 Ltd is writing to you regarding indicative mitigation information plans which were provided to the authority with the request.

The indicative mitigation shown does not require plans and specifications approval under paragraphs 2 or 3 to Schedule 17 and does not form part of the request for approval Ref WAC.PS.10022.

However, the indicative mitigation shown on drawing (1MC08-BBV\_MSD-PL-DGA-NS01\_NL03-141305) will comprise part of the overall mitigation scheme in relation to the following scheduled works:

- *Work No. 2/146 - A railway (21.57 kilometres in length) partly in tunnel and partly on viaduct commencing by a junction with the termination of Work No. 2/133 and*

*passing north-westwards and terminating at a point 270 metres north-west of the bridge carrying Waste Lane over Kenilworth Greenway. Work No. 2/146 includes viaducts over the River Leam, Finham Brook and Work No. 2/175 and bridges over the Grand Union Canal, Work No. 2/151 and the River Avon.*

Further mitigation works will be brought forward by HS2's main works contractor, where necessary, and a request for approval to the overall mitigation scheme for the above scheduled works will be submitted prior to the request to bring into use the scheduled work, in accordance with paragraph 9(4)(b) to Schedule 17. Further information is provided in Planning Forum Note 10.

We wish to consult the Council on these mitigation proposals on a progressive basis, to ensure its views are taken into account prior to the bringing into use request. We therefore request that you review the planting proposals shown on (1MC08-BBV\_MSD-PL-DGA-NS01\_NL03-141305) and provide any comments in writing.

Key design features of the mitigation proposals are set out below:

### **Noise**

Paragraph 7.5.2 of the Planning Memorandum, states: *'Where the works for approval will have a mitigating effect in relation to operational noise from the railway or new roads, the nominated undertaker will provide information to show, so far as is reasonably practicable at that stage in the design process, how the noise mitigation performs and the expected conditions. While not material to approvals under paragraph 2 or 3, this information will provide reassurance in advance of the request for approval under paragraph 9 that the mitigation is appropriate and will present an opportunity to raise concerns.'*

A Noise Demonstration Report (NDR) will accompany the Schedule 17 application which covers the area from Stoneleigh to Canley (Doc. Ref. 1MC08-BBV\_MSD-EV-REP-NS01\_NL03-100088). To mitigate the effects of operational airborne noise in the area, the NDR proposes a 2.1m high absorptive acoustic parapet along the western length of Finham Brook Viaduct which will adjoin a 2m high noise barrier at Dalehouse Embankment to the west of the HS2 tracks.

Mitigation to control operational airborne noise in the area will comprise an acoustically absorptive parapet of height 2m above the top of the rail at a length of 55m which will adjoin a 2m above trackside noise barrier which extends a further 225m. This additional mitigation is required to enable the project to meet the environmental minimum requirements and obligations as set out in information paper E20.

## Ecology

Proposed ecological mitigation in the vicinity of Dalehouse Embankment and Finham Brook Viaduct includes the following ecological mitigation measures.

Continuous woodland planting along the HS2 rail alignment has been designed to provide linear features to guide bats, badgers and other species safe crossing points, including Finham Brook Viaduct. The woodland planting will also provide screening for barn owls to minimise the risk of collisions with trains.

Detailed design will maintain the floodplain connection to the Finham Brook and include enhancement of the riparian habitat. The avoidance of in-channel structures associated with the viaduct will prevent impacts to watercourse habitat, form and function and minimises impacts to fish species as well as otter and water vole.

Finham Brook Viaduct provides approximately 2.8m above the 'normal' water level (QMed) to allow bats safe passage beneath the viaduct. Most bat species will fly beneath the structure by following the watercourse whilst the higher flying noctule, Leisler's and serotine are likely to navigate over the viaduct. Although there is a risk of individual bats being killed or injured by collision with trains, the risks are likely to be minimal and are unlikely to result in significant effects on the conservation status of any of the bat species concerned.

The viaduct is approximately 13.2m wide and will allow dry passage for other species beneath the span, including otter and badgers.

It will be possible for great crested newts (as well as other amphibians and reptiles) to pass freely beneath the HS2 tracks. Solid manhole covers will be provided for all catchpits along track drainage to prevent entrapment of these species. Additionally, amphibian ladders will be incorporated into the design of gully pots on all new roads as part of the scheme.

[REDACTED]

The fencing shall extend at least 1500mm above ground with an additional 300mm at the top aligned outwards at a 45-degree angle. The fencing shall be firmly attached to, or incorporated into, a concrete sill, or extended below ground for a minimum of 300mm and with a return of at least 300mm.

No bat roosts at Dalehouse farm are planned to be lost but woodland planting and noise fences alongside the railway alignment will help to reduce disturbance.

## **Landscape**

The planting and seeding species selection are currently being considered: it is not possible to confirm these at the current stage of design. To inform this submission, the process by which the planting typologies and palette are determined is as set out below.

The basis of our designs are the character and species mixes of the existing vegetation found in the locale. For example, if the local landscape character is of small copses and fields bounded by clipped hedgerows with intermittent trees, then the landscape design will aim to introduce planting of similar character.

The typologies will be broken down into subsets to better represent their makeup. Thus mitigation planting shown as "woodland" can become woodland edge, woodland core, high woodland, scrub, shrubs, wet woodland etc, depending on various factors such as position in relation to the railway or roads, soil, levels of moisture, aesthetic consideration, ecological or screening function. Species selection is based on the relevant National Vegetation Classification (NVC) plant community categories for the area. The Phase 1 Habitat Survey and any local surveys will be used to add further native species to these generic communities.

Should you have no objections to the mitigation planting proposals, please would you indicate this in your response. Any comment made at this stage on the mitigation proposal will be without prejudice to the Council's determination of the future request for approval to the mitigation scheme for the above scheduled works. However, the advice will inform pre-submission discussions for such approvals and will be submitted with or referred to in requests for approval.

Should you wish to discuss this matter further, please contact Lindsay Yeomans

Yours faithfully,

Lindsay Yeomans  
Planning Consents Specialist, MWCC Area North  
Balfour Beatty Vinci

Cc. Olivia Perry, Town Planning Manager, HS2

James Mumby, Senior Town Planning Manager, HS2

