

# HIGH SPEED RAIL (LONDON - WEST MIDLANDS)

Supplementary Environmental Statement 2 and  
Additional Provision 3 Environmental Statement

Volume 2 | Community forum area report map book  
CFA1 Euston station and approach

September 2015

SES2 and AP3 ES 3.2.2.1



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Department  
for Transport

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Map series name	Map series description
CT-05 – Construction Phase	These maps show the land potentially required during construction, the construction features, access requirements and infrastructure associated with construction of the Proposed Scheme. The maps also show the construction phase arrangements for public access using Public Rights of Way. The base mapping shown on the maps is reflective of 2015 Ordnance Survey (OS) data.
CT-06 – Proposed Scheme	These maps show permanent features, infrastructure, restored land, and areas for landscaping, screening and ecological mitigation associated with the Proposed Scheme. The base mapping shown on the maps is reflective of 2015 Ordnance Survey (OS) data.
CT-10 – Environmental Baseline	The Environmental Baseline maps display a range of environmental data layers.
LV-01 – Photomontages	Photomontages illustrating the Proposed Scheme during construction and/or operation.
LV-14 – Architects Visualisations	Artist's impressions of the HS2 stations.
CT-20 – Sections and Elevations	Cross sections and long-sections of the HS2 stations.
LV-03 – Construction Phase Significantly Affected Viewpoints	Maps showing the viewpoint locations from which the Proposed Scheme has been assessed to give rise to significant effects during the construction phase.
LV-04 – Operational Phase Significantly Affected Viewpoints	Maps showing the viewpoint locations from which the Proposed Scheme has been assessed to give rise to significant effects during the operational phase.
SV-05 – Operational Airborne Noise and Vibration Impacts and Likely Significant Effects	SV-05 presents the direct operational noise impacts and likely significant effects of the scheme. The SV-05 figure series contains a large amount of information relating to the operational noise and vibration assessment. It is designed to communicate visually the assessment process from the prediction of impacts to the determination of likely residual significant effects. The corresponding text is included in Vol2.

# Mapping explanatory notes

## Structure of the HS2 Supplementary Environmental Statement 2 and Additional Provision 3 Environmental Statement

The Supplementary Environmental Statement 2 (SES2) and Additional Provision 3 Environmental Statement (AP3 ES) comprises:

- Non-technical summary (NTS). This provides a summary in non-technical language of the SES2 (Part 1) and AP3 ES (Part 2) and of the likely significant environmental effects, both beneficial and adverse, including those which are new or different to those reported in the High Speed 2 (HS2) Phase One Environmental Statement (ES) submitted to Parliament in November 2013 in support of the hybrid Bill ('the Bill') for Phase One of HS2 (hereafter referred to as 'the main ES'). In the case of community forum areas (CFAs) 4 and 5 and relevant route-wide effects, account is also taken of the Supplementary Environmental Statement and Additional Provision 2 Environmental Statement submitted in July 2015;
- Volume 1: Introduction to the SES2 and the AP3 ES. This introduces the supplementary environmental information and design changes included within the SES2 and amendments which have resulted in the need to amend the Bill within the AP3 ES. It also explains any changes to the scope, methodology, assumptions and limitations required for the environmental impact assessment.
- Volume 2: CFA reports and map books. The structure of the CFA reports within Volume 2 vary as follows:
  - CFA1 is split into two parts. Part 1 comprises the SES2 for the Euston station and approach area. Part 2 describes the amendments requiring additional provisions in the Bill within the AP3 ES. Part 1 is further split into Part 1A and Part 1B. Part 1A provides a summary of; new environmental baseline information; a description of the revised scheme for Euston, including a comparison with the original scheme described in the main ES; and a summary of the key changes to the likely residual significant effects arising from the revised scheme compared to the original scheme. Part 1B provides a complete reassessment of the revised scheme for Euston station and approach area, whether or not these are different likely significant environmental effects from those reported in the main ES. This assessment includes the effects of the amendments to the Bill. It should be noted that the SES2 and AP3 ES, Volume 2, CFA1 report therefore replaces the Volume 2, CFA1 report of the main ES;
  - CFAs 2 and 3 report any new or different likely significant environmental effects arising from the SES2 changes and AP3 amendments compared to those reported in the main ES;
  - CFAs 4 and 5 report any new or different likely significant environmental effects arising from the SES2 changes compared to the SES submitted in July 2015 and taking into account any relevant AP2 amendments assessed in the AP2 ES submitted in July 2015;
- Volume 3: Route-wide effects. This reports new or different likely significant route-wide effects arising from the supplementary environmental information included within the SES2 (Part 1) and amendments within the AP3 ES (Part 2) compared to those reported in the main ES as updated by the SES. The AP2 amendments are taken into account where relevant;
- Volume 5: Appendices and map books. This contains environmental information and associated maps; and
- Glossary of terms and list of abbreviations. This contains any new or different terms and abbreviations which are not already explained in the main ES.

In the main ES, Volume 4 presented an assessment of the likely significant environmental effects that will occur in locations away from the route (i.e. outside the CFAs). As none of the SES2 design changes or AP3 amendments relate to off-route areas, off-route effects have been scoped out of the assessment. Consequently, the SES2 and AP3 ES does not contain a Volume 4.

## Copyright statements

Copyright statements are presented in the Data dictionary and definitions section at the front of the map book, due to limited space to include this on the individual maps themselves.

## Ordnance Survey data

All maps produced as part of the SES2 and AP3 ES contain Ordnance Survey (OS) data. HS2 Ltd use the most up to date mapping available, where possible, supplied by the OS and as such, we cannot be held responsible for any inaccuracies within this data.

As part of our licence conditions, all digital maps carry a watermark.

## Chainage

Most of the maps presented as part of the SES2 and AP3 ES have a chainage value shown next to the alignment. Chainage is presented on the maps in black font, in the form of XX+YYY. E.g. 77+000 or 158+500.

Chainage (known as reference chainage) is referenced from Euston Station, which is 0+000, and the value presented is in metres. E.g. 77+000 refers to the point, 77,000m, or 77km, from Euston Station. Chainage values increase in intervals dependant on the map scale. For maps at 1:50,000 scale chainage is shown at 5km intervals. For maps at 1:25,000 scale chainage is shown at 2km intervals. For maps at 1:10,000, 1:5,000 and 1:2,500 scales, chainage is

shown at 1km intervals. Chainage has been included on the maps as a useful tool for comparing different map sets showing the different environmental themes or engineering plans, due to map sets having different scales and therefore showing differing amounts of alignment on the map.

## Map sheet layout

### *Volume 2 engineering maps*

Each map in Volume 2 is presented twice, with the main ES map (published November 2013) on the left hand page and the SES2 and AP3 ES map on the right. For the CT-05 and CT-06 map series, the SES2 and AP3 ES map is annotated with different coloured clouds which highlight the areas of change. The coloured text box provides a brief description of the design change or amendment, and gives the SES2 and AP3 ES reference number. Only maps which have been amended as a result of the SES2 and AP3 ES are included within the map books. The below table highlights the coloured clouds used, and their description.

Cloud / text box colour	Description
Blue	Design changes relating to the SES2 (Part 1 of each Volume 2 CFA report).
Red	Proposed amendments relating to AP3 (Part 2 of each Volume 2 CFA report).
Grey	Proposed amendments and design changes relating to AP1, SES, and AP2, provided for reference.

For CFA1, only amendments requiring additional land outside existing Bill limits are identified on the CT-05 and CT-06 map series. For a description of all amendments and indicative locations, including those not requiring additional land outside existing bill limits, please see Volume 2, Part 2: Additional Provision 3 Environmental Statement. As the SES2 design change comprises the revised design of Euston station, the maps do not have a blue cloud, but instead have a blue text box in the top right hand corner to indicate that the whole map reflects an SES2 design change.

### *Volume 2 and 5 environmental maps*

Each Volume 2 and 5 environmental map for CFAs 2, 3 and 4 is annotated to describe the change to a receptor or significant effect, and to give the SES2 and AP3 ES reference number. For more detailed information about the SES2 and AP3 ES annotation, refer to the map series legend. Only maps which have been amended as a result of the SES2 and AP3 ES are included within the map book, however for CFA 2, maps that only show receptors that are no longer affected or significant effects that have been removed as a result of the HS1-HS2 Link have not been reproduced.

For CFA1 Volume 2 environmental maps have been reproduced in full. Volume 5 environmental maps have been included where they have been amended as a result of SES2 and AP3 ES however as CFA1 is a new assessment the maps are not annotated with labels to highlight the changes.

## Map orientation

The majority of the maps presented in these map books are presented with the railway alignment running horizontally across the page. The direction of travel to London would be following the alignment to the right hand side of the page, and the West Midlands to the left. The exception to this, are map series LV-03, LV-04, LV-07 and LV-08, which present the alignment running from bottom to top of the page. This is to allow more of the modelled outputs to be shown at the appropriate map scale. In this instance, the direction of travel to London would be to the bottom of the page, and the West Midlands to the top.

## Map books

In total there are 4 map books which make up the SES2 and AP3 ES, spread across volumes 2 and 5. A list of the titles is provided below for reference. There are no SES2 design changes or AP3 amendments within CFA4 and CFA5. As a result no Volume 2 map books for these two CFAs have been produced.

Name
Volume 2 Community forum area map book: CFA1 Euston – Station and Approach
Volume 2 Community forum area map book: CFA2 Camden Town
Volume 2 Community forum area map book: CFA3 Primrose Hill to Kilburn (Camden)
Volume 5 Technical appendices map book

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# HIGH SPEED RAIL (LONDON - WEST MIDLANDS)

Supplementary Environmental Statement 2 and  
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Volume 2 | Data dictionary and definitions

## Data dictionary and definitions

Legend features	Definition	Source	Copyright
5m contours	A contour line showing points of equal elevation (height) above a reference level, such as mean sea level and therefore gives indication of the topography, showing valleys and hills, and the steepness of slopes. Spaced at intervals of 5m.	High Speed Two (HS2) Ltd	
Airborne sound study area	This defines the area within which operational airborne sound impacts of the scheme have been quantitatively assessed. This area is defined as within 1km of surface sections of the route in rural areas and within 500m of surface sections of the route in urban areas.	High Speed Two (HS2) Ltd	
Ancient woodland	Ancient Woodland Inventory. Ancient Woodland is land that has had continuous woodland cover since at least 1600AD. Natural England maintain an inventory of ancient woodlands. The inventory was updated in 2014, and therefore this data set includes changes from that reported in the main ES. Additional woodlands which are considered likely to be ancient, but have not been formally added to the inventory are not included in the mapped data set.	Natural England	© Natural England copyright 2015 Contains Ordnance Survey data © Crown copyright. Reproduced by permission of Ordnance Survey Licence Number 100049190. Year of Publication 2015. <a href="http://www.naturalengland.org.uk/Images/open-government-licence-NE-OS_tcm6-30743.pdf">http://www.naturalengland.org.uk/Images/open-government-licence-NE-OS_tcm6-30743.pdf</a>
Balancing pond	The proposed location and extent of balancing ponds for drainage attenuation and infiltration. Outer boundary represents the perimeter.	High Speed Two (HS2) Ltd	
Chainage	Chainage (known as reference chainage) is referenced from Euston Station, which is 0+000, and the value presented is in metres. E.g. 77+000 refers to the point, 77,000m, or 77km, from Euston Station. Chainage values increase in intervals dependant on the map scale. For maps at 1:50,000 scale chainage is shown at 5km intervals. For maps at 1:25,000 scale chainage is shown at 2km intervals. For maps at 1:10,000, 1:5,000 and 1:2,500 scale chainage is shown at 1km intervals.  Chainage has been included on the maps as a useful tool for comparing different map sets showing the different environmental themes or engineering plans, due to map sets having different scales and therefore showing differing amounts of alignment on the map.	High Speed Two (HS2) Ltd	
Committed developments	This informs the assessment of the future baseline.  Committed consents are unimplemented but committed developments or Local Plan development allocations that are likely to be largely built out prior to commencement of the Proposed Scheme.  Cumulative development is unimplemented but committed developments or Local Plan development allocations that are likely to be largely built out during implementation of the Proposed Scheme and give rise to potential cumulative effects, when considered alongside the Proposed Scheme.	High Speed Two (HS2) Ltd	© Crown copyright. Reproduced by permission of Ordnance Survey Licence Number 100049190. Year of Publication 2015.

Legend features	Definition	Source	Copyright
Community forum boundary	The Environmental Statement has been split into 26 sections called Community Forum Areas.	High Speed Two (HS2) Ltd	© Crown copyright. Reproduced by permission of Ordnance Survey Licence Number 100049190. Year of Publication 2015.
Conservation area	Areas considered worthy of preservation or enhancement because of their special architectural or historic interest. Conservation Areas have been captured and digitised from desktop based studies using publically available local authority information. Accuracy of the data is dependent upon that of the individual data source and areas are provided as indicative site boundaries only.	Local Authorities	© Crown copyright. Reproduced by permission of Ordnance Survey Licence Number 100049190. Year of Publication 2015.
Construction compounds	See main construction compounds.	High Speed Two (HS2) Ltd	
Construction traffic route	Public highways which may be used for HGV construction traffic.	High Speed Two (HS2) Ltd	
County boundary	County boundaries from Ordnance Survey boundary mapping.	Ordnance Survey	© Crown copyright. Reproduced by permission of Ordnance Survey Licence Number 100049190. Year of Publication 2015.
Depot, station, headhouse or portal building	Extends to cover operational footprint of each depot and station and the footprint of each tunnel vent shaft and headhouse at surface level. Excludes any ancillary buildings associated with these structures.	High Speed Two (HS2) Ltd	
District/Borough boundary	Ordnance Survey local authority boundary mapping.	Ordnance Survey	© Crown copyright. Reproduced by permission of Ordnance Survey Licence Number 100049190. Year of Publication 2015.
Ditches – new	The proposed location and extent of drainage ditches.	High Speed Two (HS2) Ltd	
Ecological mitigation pond	Ponds whose primary function is to provide ecological mitigation. This could be a standalone pond or part of a wider wetland habitat creation plan.	High Speed Two (HS2) Ltd	
Electricity substation	Includes all auto-transformers and feeder stations.	High Speed Two (HS2) Ltd	
Engineering earthworks	Engineering (structural) earthworks which include railway slopes and crossings (roads etc.).	High Speed Two (HS2) Ltd	
Engineering earthworks: Cutting	Cuttings created in the construction of the railway and associated works such as highways.	High Speed Two (HS2) Ltd	
Engineering earthworks: Embankment	Embankments created in the construction of the railway and associated works such as highways.	High Speed Two (HS2) Ltd	
Envisaged mitigation to avoid / reduce significant noise effects	<p>Landscaping and/or fence barriers: These lines represent the envisaged mitigation provided specifically to reduce sound levels from the Proposed Scheme at sensitive receptors in order to reduce or remove likely operational significant noise effects. Examples include noise fence barriers or earth bunds (non-engineering earthworks) acting as noise barriers. These features are labelled with the height of the top of the barrier/bund above rail level.</p> <p>Engineering e.g. cuttings (green tunnels marked separately): These lines represent engineering features of the route which reduce sound levels from the Proposed Scheme at potentially significant sensitive receptors. These features, therefore, serve a material purpose in reducing or avoiding likely significant noise effects. Examples include engineering cuttings near to sensitive receptors. These features are labelled with the height of the top</p>	High Speed Two (HS2) Ltd	

Legend features	Definition	Source	Copyright
	of the feature above rail level.		
Envisaged mitigation further reducing noise effects	<p>Other environmental features e.g. landscaping: These lines represent environmental mitigation features provided for reasons other than noise mitigation which also reduce sound levels from the Proposed Scheme to the surrounding environment. These features are not placed specifically to reduce or remove a likely significant noise effect. Examples include landscaping and visual mitigation earthworks (non-engineering earthworks).</p> <p>Engineering e.g. cuttings: These lines represent engineering features which reduce sound levels from the Proposed Scheme to the surrounding environment but are not placed specifically to reduce or remove a likely significant noise effect. Examples include cuttings and safety barriers on viaducts which are not close to sensitive receptors.</p>	High Speed Two (HS2) Ltd	
Existing public right of way (PRoW)	See Public Rights of Way.	See Public Rights of Way.	See Public Rights of Way.
Existing watercourse	See Watercourse.	See Watercourse.	See Watercourse.
Existing woodland and tree belts	A dataset showing large areas of trees that are likely to have an impact on whether the scheme is visible during construction and vegetation. It was used in the ZTV as part of the base models.	High Speed Two (HS2) Ltd	
Grassed areas	Any other area grassed not included in landscaped earthworks or ecological habitat.	High Speed Two (HS2) Ltd	
Grassland habitat creation	Soft landscape design that can include any seeded areas for the purpose of creating grassland except for the engineering earthworks.	High Speed Two (HS2) Ltd	
Ground-borne sound & vibration study area (highly sensitive non-residential)	This defines the area within which direct operational ground-borne sound and vibration impacts of the scheme at highly sensitive non-residential receptors have been quantitatively assessed. This area is defined as within 200m of the route.	High Speed Two (HS2) Ltd	
Ground-borne sound & vibration study area (residential and non-residential)	This defines the area within which direct operational ground-borne sound and vibration impacts of the scheme at residential and non-residential receptors have been quantitatively assessed. This area is defined as within 85m of the route.	High Speed Two (HS2) Ltd	
Hedgerow habitat creation	Ecological mitigation to provide new hedgerow planting, connectivity enhancements to existing areas and areas for ecological management. This level does not include screening planting for visual mitigation purposes.	High Speed Two (HS2) Ltd	
HS2 Access road	Access road to HS2 infrastructure such as electricity substations, balancing ponds and maintenance access points to the railway.	High Speed Two (HS2) Ltd	
Land drainage area	Provision of land to attenuate or infiltrate overland flows at or beyond the HS2 railway boundaries; for example, where existing land drainage systems are altered by the HS2 works, where the existing landform is reshaped by landscape earthworks or where surface water from third party land is intercepted by the HS2 perimeter drainage system.	High Speed Two (HS2) Ltd	
Land potentially required during construction	Boundary defining the maximum possible extent of construction works required to build HS2 as far as the current level of design allows. This only covers surface works and includes all tunnel portals, vent shafts and headhouses, but does not apply to wholly	High Speed Two (HS2) Ltd	

Legend features	Definition	Source	Copyright
	tunnelled sections or to air rights. It also encompasses associated highway, access, drainage and utility works.		
Landscape earthworks	Landscape earthworks to provide permanent landscape, visual or acoustic mitigation.	High Speed Two (HS2) Ltd	
Landscape mitigation planting (scrub / woodland)	Screening planting, using woodland, for visual mitigation and landscape integration purposes.	High Speed Two (HS2) Ltd	
Listed building Grade I	Buildings and structures in England of special architectural or historic interest. In some instances the source data for individual buildings is grouped under a single grid reference, in these instances the data may have been interrogated further to identify addresses of individual buildings with Listed Building status so that these can be displayed individually on the map. The Listed Building data consists of approximately 375,000 standing structures. The information has been converted from paper records georeferenced to digital mapping. A small percentage of the data was manually located. The data is subject to continuous review and regularly updated as new structures are designated and positional accuracy improves.	Historic England	© Historic England 2015. Contains Ordnance Survey data © Crown copyright and database right 2015  The Historic England GIS Data contained in this material was obtained on 29 May 2015. The most publicly available up to date Historic England GIS Data can be obtained from HistoricEngland.org.uk.
Listed building Grade II*	Buildings and structures in England of special architectural or historic interest. In some instances the source data for individual buildings is grouped under a single grid reference, in these instances the data may have been interrogated further to identify addresses of individual buildings with Listed Building status so that these can be displayed individually on the map. The Listed Building data consists of approximately 375,000 standing structures. The information has been converted from paper records georeferenced to digital mapping. A small percentage of the data was manually located. The data is subject to continuous review and regularly updated as new structures are designated and positional accuracy improves.	Historic England	© Historic England 2015. Contains Ordnance Survey data © Crown copyright and database right 2015  The Historic England GIS Data contained in this material was obtained on 29 May 2015. The most publicly available up to date Historic England GIS Data can be obtained from HistoricEngland.org.uk.
Listed building Grade II	Buildings and structures in England of special architectural or historic interest. In some instances the source data for individual buildings is grouped under a single grid reference, in these instances the data may have been interrogated further to identify addresses of individual buildings with Listed Building status so that these can be displayed individually on the map. The Listed Building data consists of approximately 375,000 standing structures. The information has been converted from paper records georeferenced to digital mapping. A small percentage of the data was manually located. The data is subject to continuous review and regularly updated as new structures are designated and positional accuracy improves.	Historic England	© Historic England 2015. Contains Ordnance Survey data © Crown copyright and database right 2015  The Historic England GIS Data contained in this material was obtained on 29 May 2015. The most publicly available up to date Historic England GIS Data can be obtained from HistoricEngland.org.uk.
Local Nature Reserve (LNR)	A Local Nature Reserve (LNR) is a statutory designation made under Section 21 of the National Parks and Access to the Countryside Act 1949 by principal local authorities. Data supplied has the status of Declared. The boundaries are interpreted from material gathered from the local authorities and does not currently cover all LNRs. This national dataset is indicative not definitive. Definitive information can only be provided by individual local authorities and you should refer directly to their	Natural England	© Natural England copyright 2015 Contains Ordnance Survey data © Crown copyright. Reproduced by permission of Ordnance Survey Licence Number 100049190. Year of Publication 2015. <a href="http://www.naturalengland.org.uk/Images/open-government-licence-NE-OS_tcm6-30743.pdf">http://www.naturalengland.org.uk/Images/open-government-licence-NE-OS_tcm6-30743.pdf</a>

Legend features	Definition	Source	Copyright
	information for all purposes that require the most up to date and complete dataset.		
Local Wildlife Site (LWS) - county/metropolitan value	<p>Local Wildlife Sites (LWSs) are identified and selected for their local nature conservation value. They protect threatened species and habitats acting as buffers, stepping stones and corridors between nationally-designated wildlife sites.</p> <p>Local Wildlife Sites (LWS) are local non-statutory nature conservation sites. They were formerly referred to as County Wildlife Sites.</p> <p>In some cases Local Wildlife data is not shown as this is still being verified.</p>	Greenspace Information for Greater London (GiGL)	Map derived from GiGL data 2013 (where a map shows information derived from GiGL data).
Local Wildlife Site (LWS) - less than county/metropolitan value	<p>Local Wildlife Sites (LWSs) are identified and selected for their local nature conservation value. They protect threatened species and habitats acting as buffers, stepping stones and corridors between nationally-designated wildlife sites.</p> <p>Local Wildlife Sites (LWS) are local non-statutory nature conservation sites. They were formerly referred to as County Wildlife Sites.</p> <p>In some cases Local Wildlife data is not shown as this is still being verified.</p>	Greenspace Information for Greater London (GiGL)	Map derived from GiGL data 2013 (where a map shows information derived from GiGL data).
Main construction compound	Main Construction Compounds in which main contractors offices and welfare facilities will be located.	High Speed Two (HS2) Ltd	
Main utility works	Represents all new major utility installations (included in the hybrid Bill) and also modifications to existing utilities required to construct the scheme. Includes water, electricity, telecommunications and gas.	High Speed Two (HS2) Ltd	
Minor ground-borne noise or vibration impact	Buildings at which a minor operational ground-borne sound or vibration impact is predicted from the Proposed Scheme.	High Speed Two (HS2) Ltd	
National Nature Reserve (NNR)	A National Nature Reserve (NNR) is the land declared under the National Parks and Access to the Countryside Act 1949 or Wildlife and Countryside Act (1981) as amended.	Natural England	© Natural England copyright 2015 Contains Ordnance Survey data © Crown copyright. Reproduced by permission of Ordnance Survey Licence Number 100049190. Year of Publication 2015. <a href="http://www.naturalengland.org.uk/Images/open-government-licence-NE-OS_tcm6-30743.pdf">http://www.naturalengland.org.uk/Images/open-government-licence-NE-OS_tcm6-30743.pdf</a>
New, diverted or realigned PRoW	New, realigned or diverted Public Rights of Way (PRoW).	High Speed Two (HS2) Ltd	
Noise fence barrier	Denotes fence-style barriers provided as part of the noise mitigation measures. Note that other noise barriers have also been included in the form of landscaping and engineering cuttings - see the SV map series for more detail on noise mitigation.	High Speed Two (HS2) Ltd	
Non engineering earthworks: Cutting	Cuttings created in the construction of landscape features and mitigation measures.	High Speed Two (HS2) Ltd	
Non engineering earthworks: Embankment	Embankments created in the construction of landscape features and mitigation measures.	High Speed Two (HS2) Ltd	
Operational airborne sound impacts at buildings	The buildings shown on SV-02 and SV-05 are colour-coded	High Speed Two (HS2) Ltd	

Legend features	Definition	Source	Copyright
	according to the magnitude of the predicted noise impacts of the Proposed Scheme. Noise impacts are calculated by comparing the sound levels predicted if the Proposed Scheme did not go ahead with those if it did (details of this process can be found in Volume 5: Appendix SV001-000). Panel B on SV-02/SV-05 contains a key showing the colours used with the corresponding impact categories. The impacts presented are the greatest (i.e. worst-case) of the impacts predicted for daytime and night-time.		
Photomontage location	Shows the locations from which verifiable photomontages have been produced. The locations are based on a fully surveyed point.	High Speed Two (HS2) Ltd	
Potential additional noise insulation (triggered by maximum sound levels at night)	This represents dwellings which would potentially be provided with noise insulation due maximum sound levels from the Proposed Scheme (further information regarding assessment criteria can be found in Volume 5 Appendix SV-001).	High Speed Two (HS2) Ltd	
Potential additional noise insulation (triggered by WHO Night Noise Guidelines Interim Target)	This represents dwellings which would potentially be provided with noise insulation due to noise from the Proposed Scheme exceeding the World Health Organization (WHO) night noise guidelines interim target (further information regarding assessment criteria can be found in Volume 5 Appendix SV-001).	High Speed Two (HS2) Ltd	
Potential noise insulation (triggered by Noise Insulation Regulations 1996)	This represents dwellings which would potentially qualify for noise insulation under the Noise Insulation (Railways and Other Guided Transport Systems) Regulations 1996 (further information regarding assessment criteria can be found in Volume 5 Appendix SV-001).	High Speed Two (HS2) Ltd	
Proposed tree planting	A dataset showing proposed planting that may have an impact on whether the scheme is visible during construction and operation. It was used in the operation year 15 ZTV.	High Speed Two (HS2) Ltd	
Public realm/Replacement community facility	Public realm: Specifically provided to show areas to be used for public realm. This layer is mainly associated with station sites and is to be used to indicate general areas for designed soft and hard landscaping.  Replacement community facility: Area of land for the provision of a permanent replacement community facility, such as a playground, community centre or activity centre.	High Speed Two (HS2) Ltd	
Public Rights of Way	Public rights of way are highways which can be used for the following purposes: - Footpaths - pedestrians only - Bridleways - pedestrians, cyclists and equestrians - Restricted byways - as bridleways plus non-motorised vehicles - Byways open to all traffic. Definitive Map data supplied by surveying authorities (i.e. county councils, London Boroughs and metropolitan borough councils in the West Midlands).	City of Westminster London Borough of Brent London Borough of Camden	© Crown copyright. Reproduced by permission of Ordnance Survey Licence Number 100049190. Year of Publication 2015.
Rail alignment	Longitudinal geometry of the tracks consisting of a series of	High Speed Two (HS2) Ltd	

Legend features	Definition	Source	Copyright
	straights and curves.		
Rail alignment formation	The space required to accommodate the railway infrastructure which typically includes the tracks, overhead line equipment, drainage, lineside access paths and cable routes for electrification and communication systems.	High Speed Two (HS2) Ltd	
Registered park or garden	Parks and Gardens of special historic interest.  Supplied by Historic England. Of the 1,590 Registered Parks and Gardens, over 91% were captured against the 1:10,000 Ordnance Survey Raster product. 135 records are potentially subject to movement under Positional Accuracy Improvement (PAI) improvements.	Historic England	© Historic England 2015. Contains Ordnance Survey data © Crown copyright and database right 2015  The Historic England GIS Data contained in this material was obtained on 29 May 2015. The most publicly available up to date Historic England GIS Data can be obtained from <a href="http://HistoricEngland.org.uk">HistoricEngland.org.uk</a> .
Replacement floodplain storage	Provision of storage to replace floodplain occupied by the Proposed Scheme. Equivalent storage is provided for events up to the 1 in 100 (1%) annual probability event with an allowance for climate change.	High Speed Two (HS2) Ltd	
Returned to suitable development use	Post construction land will be reinstated to enable potential future development.	High Speed Two (HS2) Ltd	
Route in tunnel Route on surface	Represents the proposed route of HS2, split into route on surface and tunnelled sections.	High Speed Two (HS2) Ltd	
Satellite construction compound	Represents satellite construction compounds which serve local works for major construction elements within a main contract.	High Speed Two (HS2) Ltd	
Scheduled monument	A schedule has been kept since 1882 of monuments considered to be of national importance by the government. The current legislation, the Ancient Monuments and Archaeological Areas Act 1979, supports a formal system of Scheduled Monument Consent for any work to a designated monument. The Scheduled Monument layer consists of approximately 22,380 monuments tied into the Ordnance Survey. The majority of these are fixed; however, a small number of records may be updated as digital positional accuracy improves. The data is subject to continuous review and regularly updated as new monuments are designated.	Historic England	© Historic England 2015. Contains Ordnance Survey data © Crown copyright and database right 2015  The Historic England GIS Data contained in this material was obtained on 29 May 2015. The most publicly available up to date Historic England GIS Data can be obtained from <a href="http://HistoricEngland.org.uk">HistoricEngland.org.uk</a> .
Significantly affected viewpoint	This dataset shows the locations of the visual receptors from which the schemes visual impact has been assessed and shows whether or not the impact is significant or non-significant during construction and operation.	High Speed Two (HS2) Ltd	
Site of Special Scientific Interest (SSSI)	A Site of Special Scientific Interest (SSSI) is the land notified as an SSSI under the Wildlife and Countryside Act (1981), as amended.	Natural England	© Natural England copyright 2015 Contains Ordnance Survey data © Crown copyright. Reproduced by permission of Ordnance Survey Licence Number 100049190. Year of Publication 2015. <a href="http://www.naturalengland.org.uk/Images/open-government-licence-NE-OS_tcm6-30743.pdf">http://www.naturalengland.org.uk/Images/open-government-licence-NE-OS_tcm6-30743.pdf</a>
Stopped-up PRoW	Public rights of way that will be closed due to construction of the scheme.	High Speed Two (HS2) Ltd	
Sustainable placement	Sustainable placement: the on-site placement for disposal of surplus excavated material to avoid causing environmental effects (e.g. transport) that would otherwise be associated with the off-site disposal of that material. "On-site" in this context means within the land required for the purposes of the Proposed	High Speed Two (HS2) Ltd	

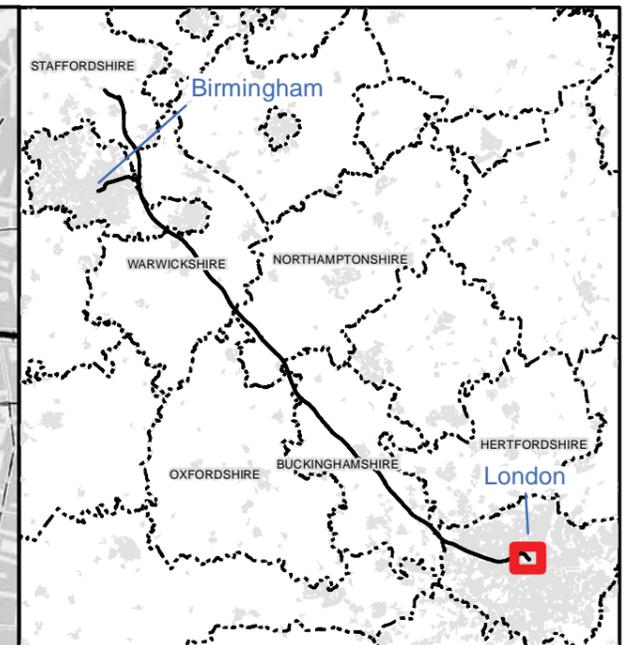
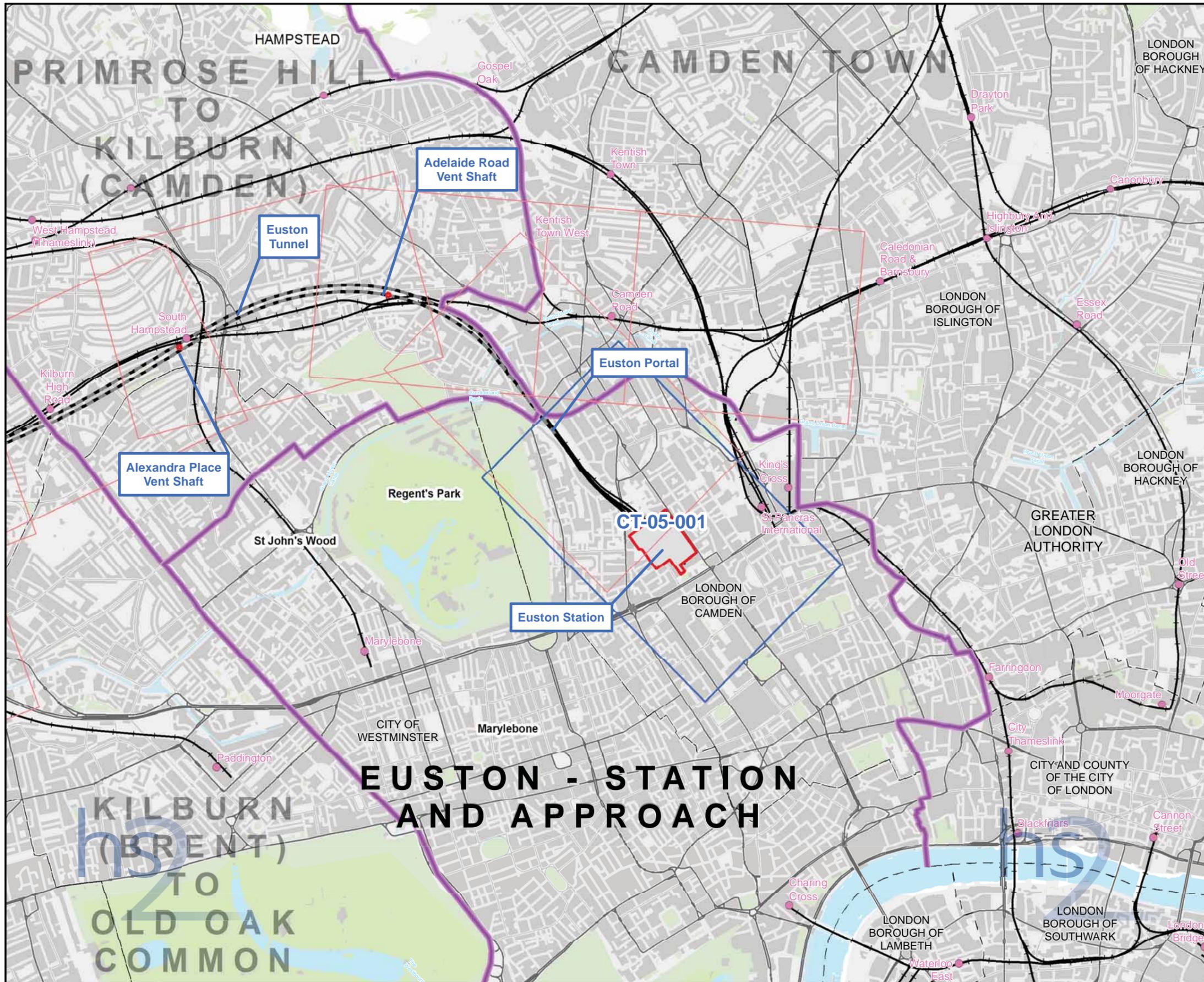
Legend features	Definition	Source	Copyright
	Scheme and "off-site" means external land (or landfill site) which is not specifically required for the purposes of the Proposed Scheme.		
Temporary highway diversion / realignment	Indicative temporary highway diversion layouts during the construction phase.	High Speed Two (HS2) Ltd	
Temporary material stockpile	Represents temporary stockpiling of topsoil, subsoil and other excavated materials to be used for reinstatement purposes, and also stockpile areas for managing movement of excavated materials during construction.	High Speed Two (HS2) Ltd	
Temporary PRoW diversion / realignment	Indicative temporary diversions to public rights of way as a result of construction of the scheme. These will vary depending on construction phase and local conditions.	High Speed Two (HS2) Ltd	
Temporary replacement community facility	Area of land for the provision of a temporary replacement community facility, such as a playground, community centre or activity centre, whilst construction works are in progress.	High Speed Two (HS2) Ltd	
Tunnel portal	The footprint of a tunnel portal.	High Speed Two (HS2) Ltd	
Tunnels external extent	The external excavated extent of each tunnel bore.	High Speed Two (HS2) Ltd	
Water body	Based on Ordnance Survey Vector Map District.	Ordnance Survey	© Crown copyright. Reproduced by permission of Ordnance Survey Licence Number 100049190. Year of Publication 2015.
Watercourse	The Detailed River Network (DRN) is the only large-scale, accurate and fully attributed digital river centreline covering England and Wales.	Environment Agency	© Environment Agency copyright and/or database right 2015. All rights reserved.
Watercourse diversion	Includes rivers, streams, ditches and other open channels, diversions to these, together with any new culverts required.	High Speed Two (HS2) Ltd	
Wetland habitat creation	Ecological mitigation area to provide new wetland habitat creation, enhancements to existing areas and areas for ecological management. This level does not include screening planting for visual mitigation purposes.	High Speed Two (HS2) Ltd	
Woodland	Woodland areas derived from Ordnance Survey mastermap data.	Ordnance Survey	© Crown copyright. Reproduced by permission of Ordnance Survey Licence Number 100049190. Year of Publication 2015.
Woodland habitat creation	Ecological mitigation area to provide new woodland planting, connectivity enhancements to existing areas and areas for ecological management. This level does not include screening planting for visual mitigation purposes.	High Speed Two (HS2) Ltd	

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# HIGH SPEED RAIL (LONDON - WEST MIDLANDS)

Supplementary Environmental Statement 2 and  
Additional Provision 3 Environmental Statement

Volume 2 | CT-05 - Construction Phase  
CT-06 - Proposed Scheme



### Map Series Information:

These plans show the land potentially required during construction, the construction features, access requirements and infrastructure associated with construction of the Proposed Scheme. The plans also show the construction phase arrangements for public access using Public Rights of Way.

The base mapping shown on the plans is reflective of 2015 Ordnance Survey (OS) data.

Main Map Legend	
	Route in tunnel
	Route on surface
	Depot, station, headhouse or portal building
	Community forum boundary
	Existing railway station
	County boundary
	District/Borough boundary
	Map sheets included in this community forum with amendment
	Map sheets included in this community forum with no amendment
	Map sheets not included in this community forum

Map Number	CT-05-INDEX-CFA1
Map Name	Index Map of: Construction Phase SES2 and AP3 ES Community Forum Area CFA1: Euston - Station and Approach

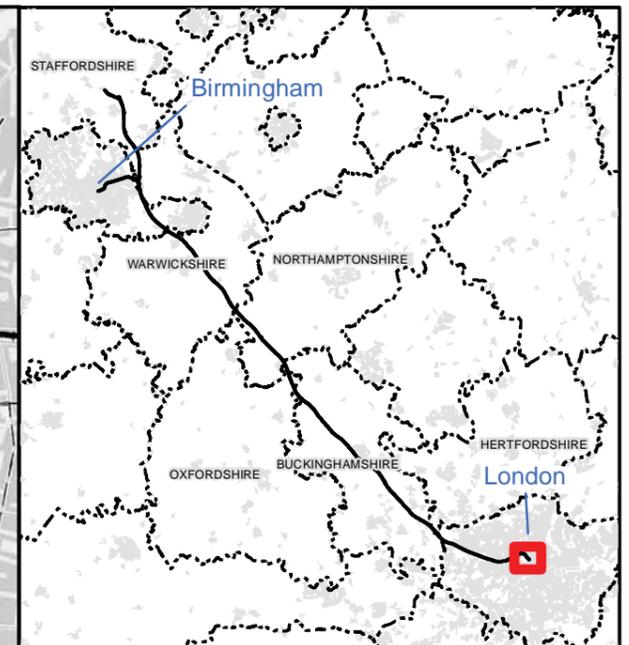
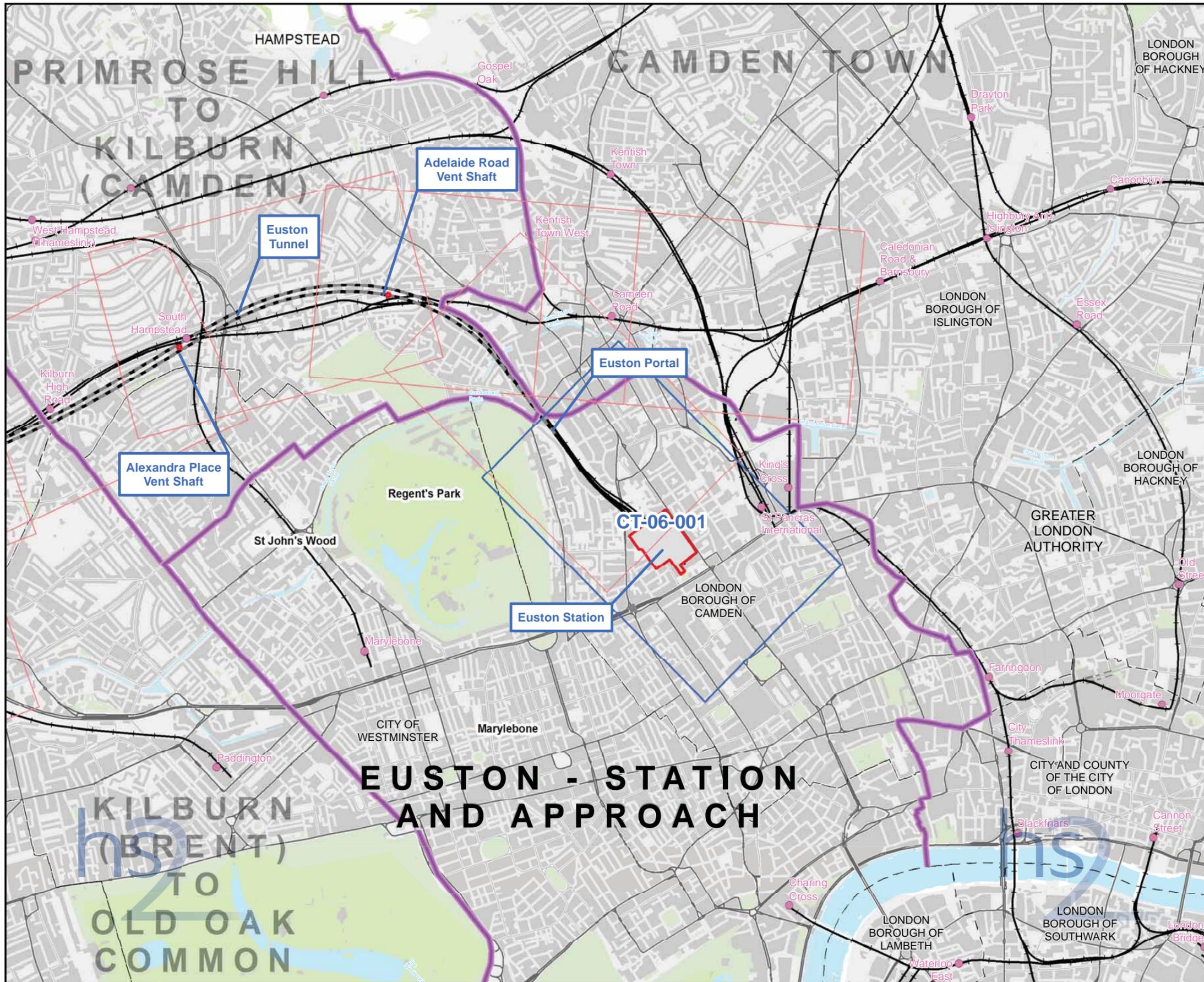
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Doc Number: C250-ARP-EV-MAP-000-030003-AP3 -P01 Date: 07/08/15



**Map Series Information:**

These maps show permanent features, infrastructure, restored land, and areas for landscaping, screening and ecological mitigation associated with the Proposed Scheme.

The base mapping shown on the plans is reflective of 2015 Ordnance Survey (OS) data.

Main Map Legend	
Route in tunnel	Map sheets included in this community forum with amendment
Route on surface	Map sheets included in this community forum with no amendment
Depot, station, headhouse or portal building	Map sheets not included in this community forum
Community forum boundary	
Existing railway station	
County boundary	
District/Borough boundary	

Map Number	CT-06-INDEX-CFA1
Map Name	Index Map of: Proposed Scheme SES2 and AP3 ES Community Forum Area CFA1: Euston - Station and Approach

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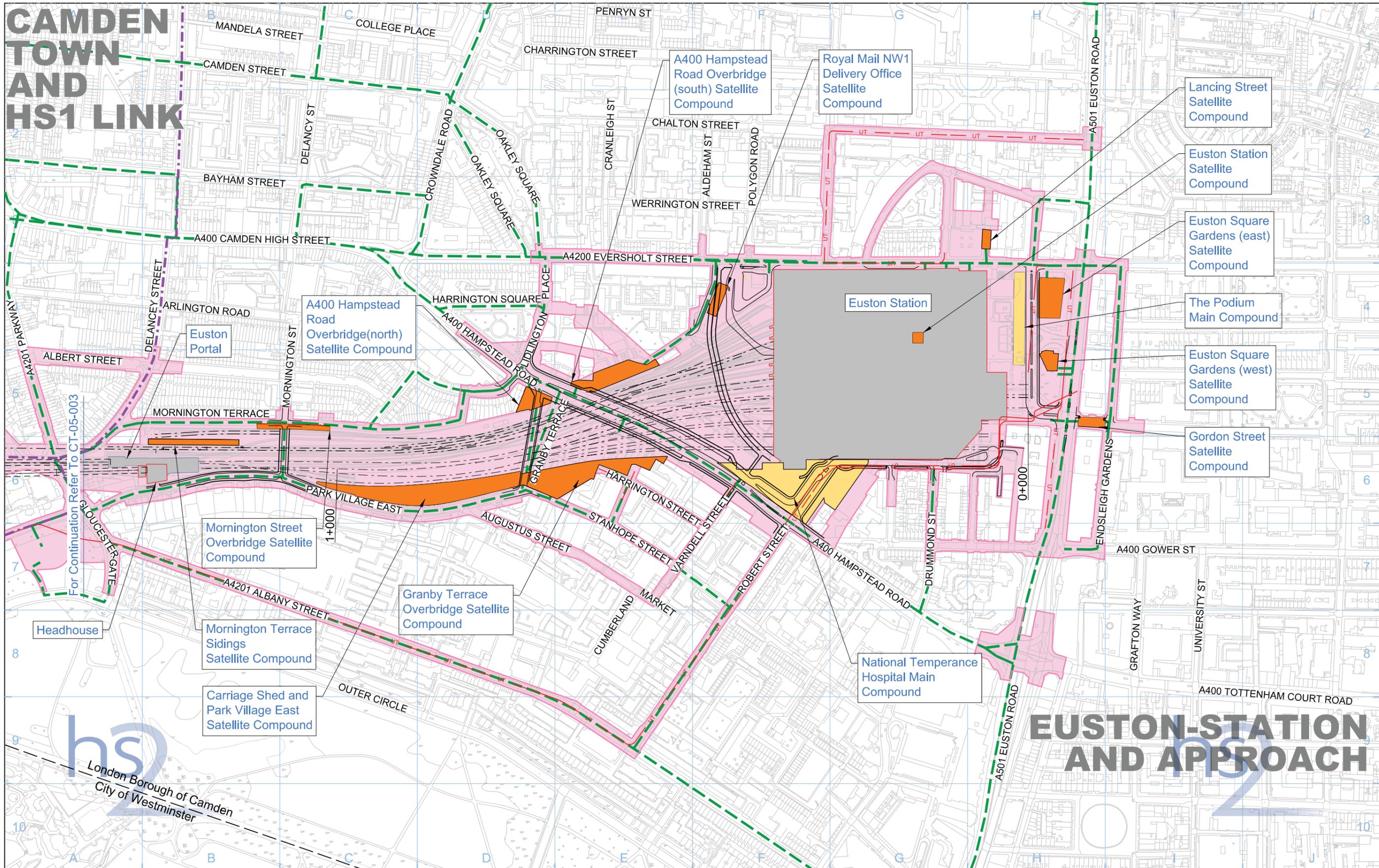
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Doc Number: C250-ARP-EV-MAP-000-030000-AP03 -P01 Date: 13/08/15

# CAMDEN TOWN AND HS1 LINK

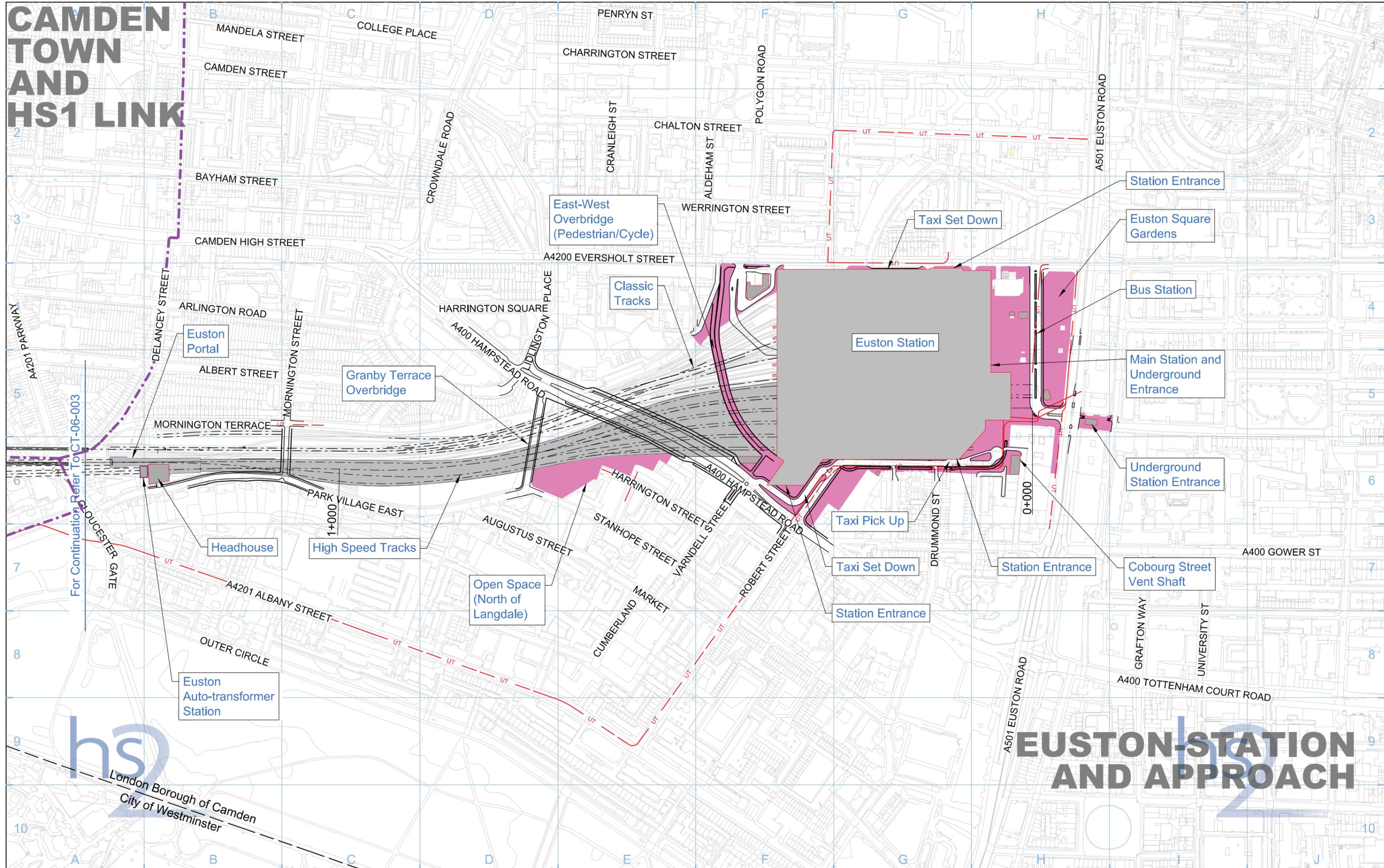


# EUSTON-STATION AND APPROACH

<b>Legend</b> <ul style="list-style-type: none"> <li>Depot, station, headhouse or portal building</li> <li>Tunnel portal</li> <li>Main construction compound</li> <li>Satellite construction compound</li> <li>Temporary material stockpile</li> </ul>		<ul style="list-style-type: none"> <li>Rail alignment formation</li> <li>Landscape earthworks</li> <li>Engineering earthworks</li> <li>County boundary</li> <li>Borough / District boundary</li> <li>Land potentially required during construction</li> </ul>		<ul style="list-style-type: none"> <li>Community forum boundary</li> <li>Existing watercourse</li> <li>Tunnels external extent</li> <li>Construction traffic route</li> <li>Existing public right of way (PRoW)</li> <li>New, diverted or realigned PRoW</li> </ul>		<ul style="list-style-type: none"> <li>Stopped-up PRoW</li> <li>Temporary PRoW diversion / realignment</li> <li>Temporary highway diversion / realignment</li> <li>Main utility works</li> </ul>		<ul style="list-style-type: none"> <li>Chainage (e.g. 10+000)</li> <li>Rail alignment</li> </ul>		Map Number <b>CT-05-001</b> Map Name <b>Construction Phase</b> Community Forum Area CFA01 Euston - Station and Approach		HS2 Ltd accept no responsibility for any circumstances, which arise from the reproduction of this map after alteration, amendment or abbreviation or if it is Issued in part or Issued incomplete in any way. Registered in England, Registration number 06791686 Registered office: Eland House, Bressenden Place, London SW1E 5DU Scale at A3: 1:5,000 0 50 100 150 200 250 Metres © Crown copyright and database rights 2013. Ordnance Survey Licence Number 100049190. Doc Number: C220-ARP-EV-DPL-01A-100100 P04 Date: 29/10/13	
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# CAMDEN TOWN AND HS1 LINK



# EUSTON STATION AND APPROACH

- Legend**
- Depot, station, headhouse or portal building
  - Tunnel portal
  - Electricity substation
  - Land drainage area
  - Ecological mitigation pond
  - Balancing pond

- Replacement floodplain storage
- Woodland habitat creation
- Wetland habitat creation
- Grassland habitat creation
- Landscape mitigation planting (scrub / woodland)
- Grassed areas
- Sustainable placement

- Public realm
- Engineering earthworks
- Landscape earthworks
- Rail alignment formation
- Returned to suitable development use
- County boundary
- Borough / District boundary

- Community forum boundary
- Watercourse diversion
- Existing watercourse
- Ditches - new
- Hedgerow habitat creation
- Main utility works
- Existing public right of way (PRoW)
- New, diverted or realigned PRoW

- Stopped-up PRoW
- Tunnels external extent
- Rail alignment
- HS2 Access road
- Noise fence barrier
- Chainage (e.g. 10+000)

Map Number: **CT-06-001**

Map Name: **Proposed Scheme**

Community Forum Area: **CFA01 Euston - Station and Approach**

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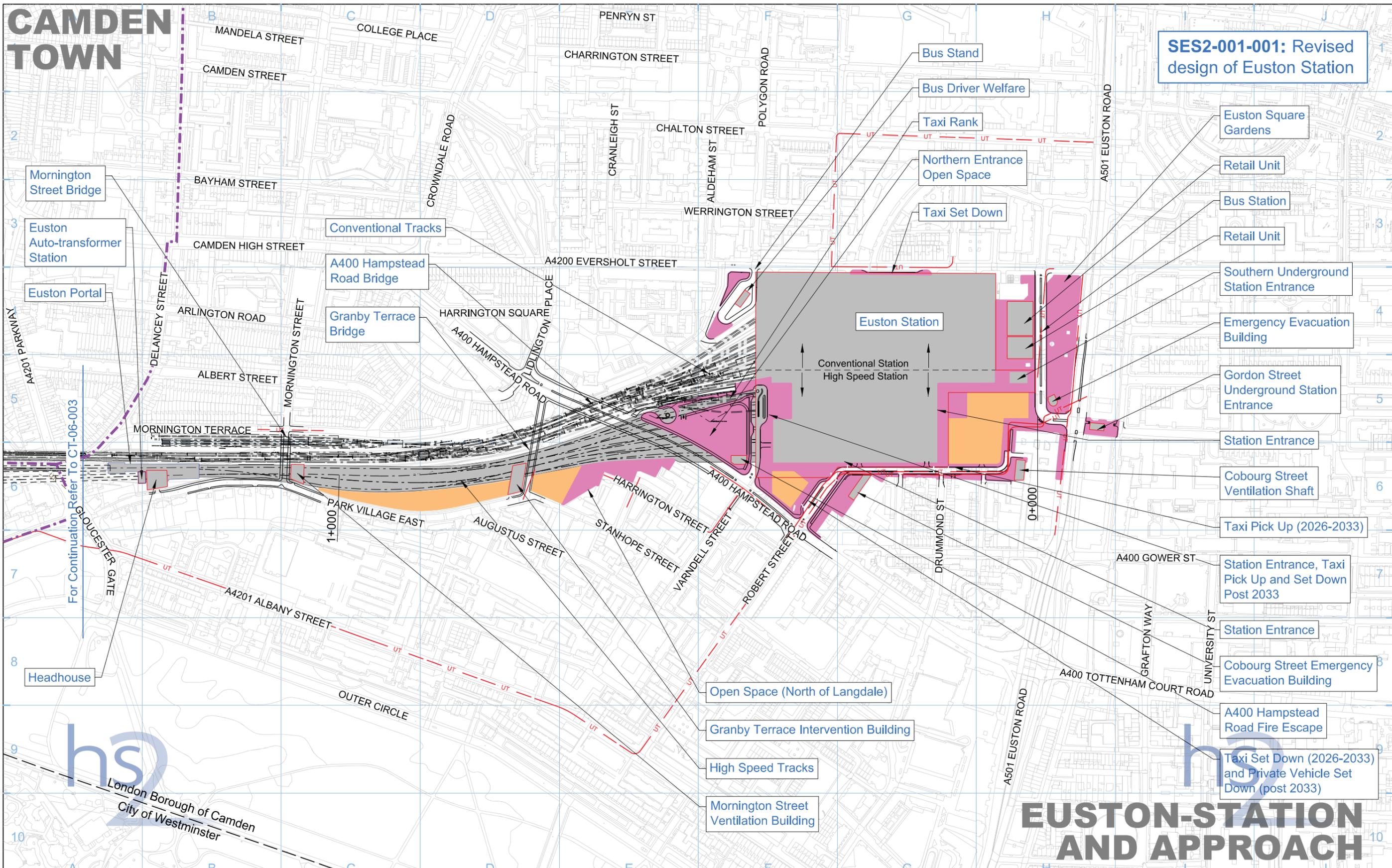
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Doc Number: C220-ARP-EV-DPL-01A-100200 P05 Date: 30/10/13

# CAMDEN TOWN

**SES2-001-001: Revised design of Euston Station**



- Legend**
- Depot, station, headhouse or portal building
  - Tunnel portal
  - Electricity substation
  - Land drainage area
  - Ecological mitigation pond
  - Balancing pond

- Replacement floodplain storage
- Woodland habitat creation
- Wetland habitat creation
- Grassland habitat creation
- Landscape mitigation planting (scrub / woodland)
- Grassed areas
- Sustainable placement

- Public realm/Replacement community facility
- Engineering earthworks
- Landscape earthworks
- Rail alignment formation
- Returned to suitable development use
- County boundary
- Borough / District boundary

- Community forum boundary
- Watercourse diversion
- Existing watercourse
- Ditches - new
- Hedgerow habitat creation
- Main utility works
- Existing public right of way (PRoW)
- New, diverted or realigned PRoW

- Stopped-up PRoW
- Tunnels external extent
- Rail alignment
- HS2 Access road
- Noise fence barrier
- Chainage (e.g. 10+000)

Map Number: **CT-06-001**

Map Name: **Proposed Scheme SES2 and AP3 ES**

Community Forum Area: **CFA01 Euston - Station and Approach**

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0 50 100 150 200 250 Metres

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# EUSTON-STATION AND APPROACH

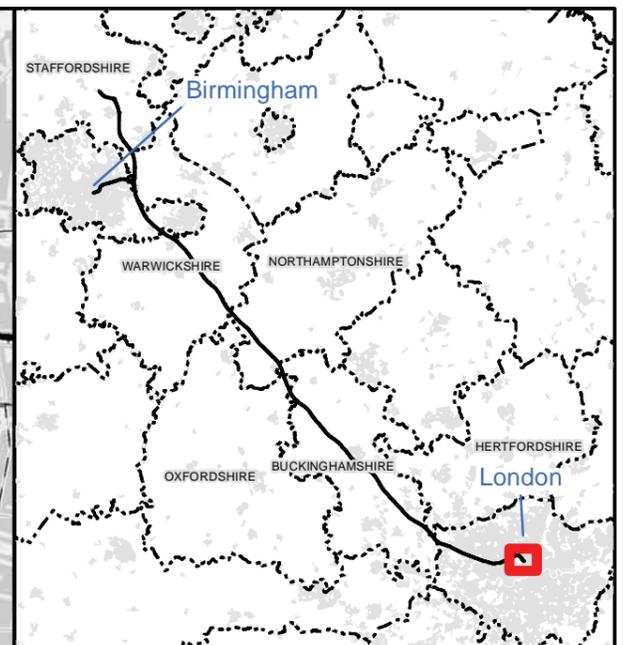
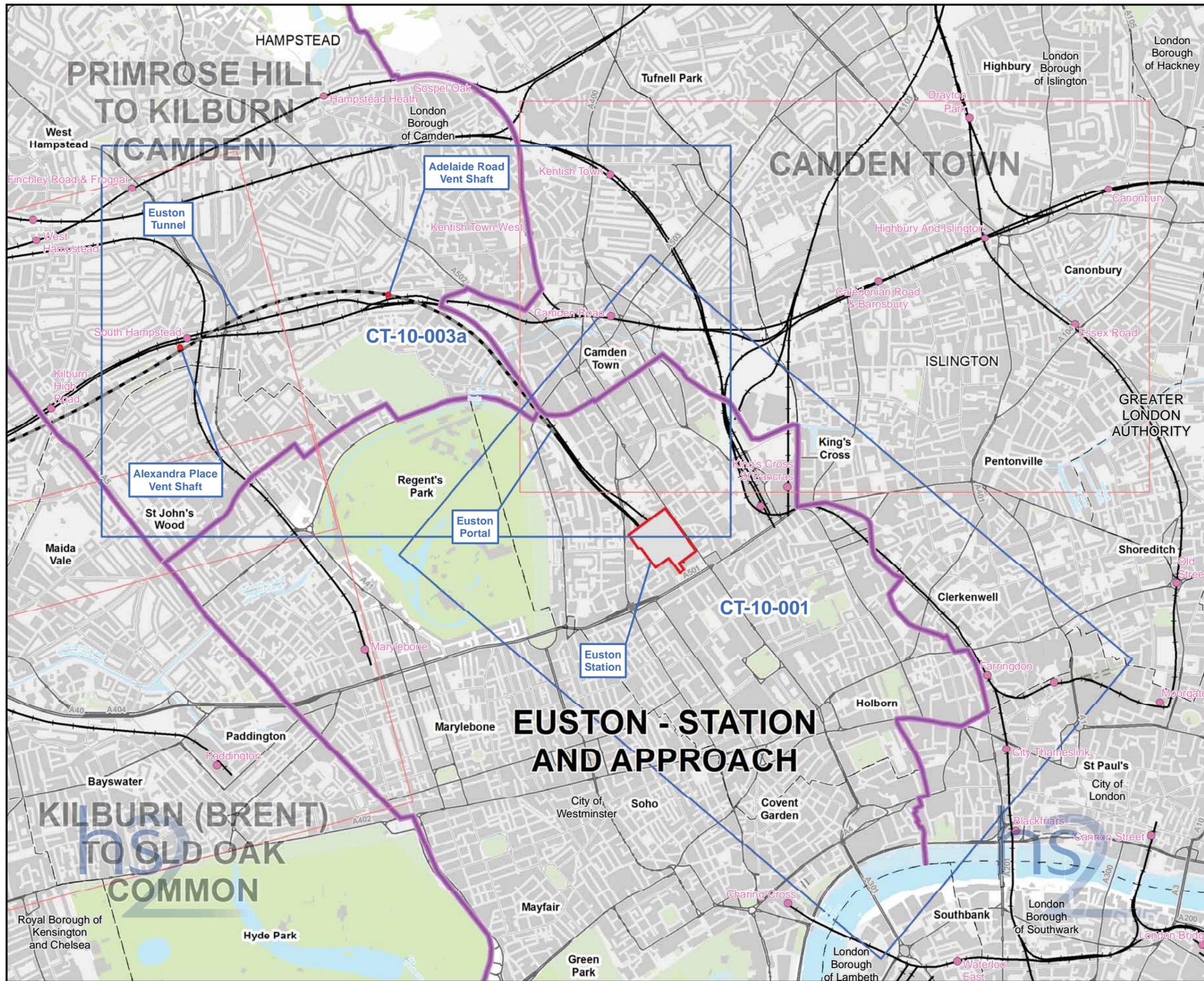
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# HIGH SPEED RAIL (LONDON - WEST MIDLANDS)

Supplementary Environmental Statement 2 and  
Additional Provision 3 Environmental Statement

Volume 2 | CT-10 - Environmental Baseline

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**Map Series Information:**

The Environmental Baseline maps display a range of environmental data layers.

**Main Map Legend**

- Route in tunnel
- Route on surface
- Depot, station, headhouse or portal building
- Community forum boundary
- Existing railway station
- County boundary
- District/Borough boundary
- Map sheets included in this community forum with amendment
- Map sheets included in this community forum with no amendment
- Map sheets not included in this community forum

Map Number **CT-10-INDEX-CFA1**

Map Name  
**Index Map of:  
 Environmental Baseline  
 SES2 and AP3 ES**  
 Community Forum Area CFA1:  
 Euston - Station and Approach

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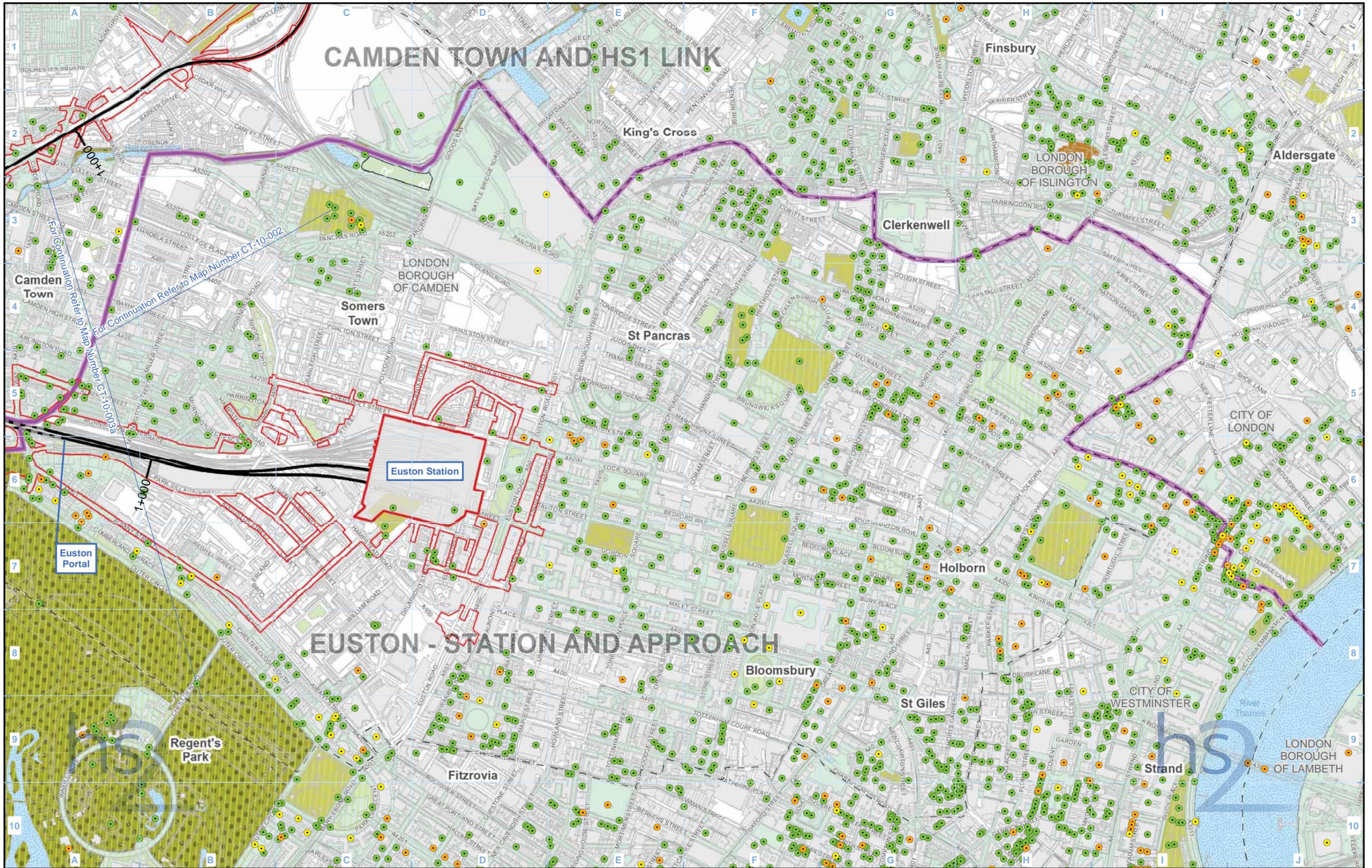
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**Doc Number:** C251-ETM-EV-MAP-01A-000186-AP03-P01 **Date:** 12/08/15

# CAMDEN TOWN AND HS1 LINK

# EUSTON - STATION AND APPROACH



**Legend**

- Route in tunnel
- Route on surface
- Depot, station, headhouse or portal building
- Land potentially required during construction
- Community forum boundary
- County boundary
- District/Borough boundary

- Watercourse
- Water body
- Woodland
- Conservation area
- Scheduled monument
- Listed building Grade I
- Listed building Grade II\*
- Listed building Grade II
- Registered park or garden

- Site of Special Scientific Interest (SSSI)
- National Nature Reserve (NNR)
- Local Nature Reserve (LNR)
- Local Wildlife Site (LWS) - county/metropolitan value
- Local Wildlife Site (LWS) - less than county/metropolitan value
- Ancient woodland

Map Number: CT-10-001

Map Name: Environmental Baseline

Community Forum Area CFA1:  
Euston - Station and Approach

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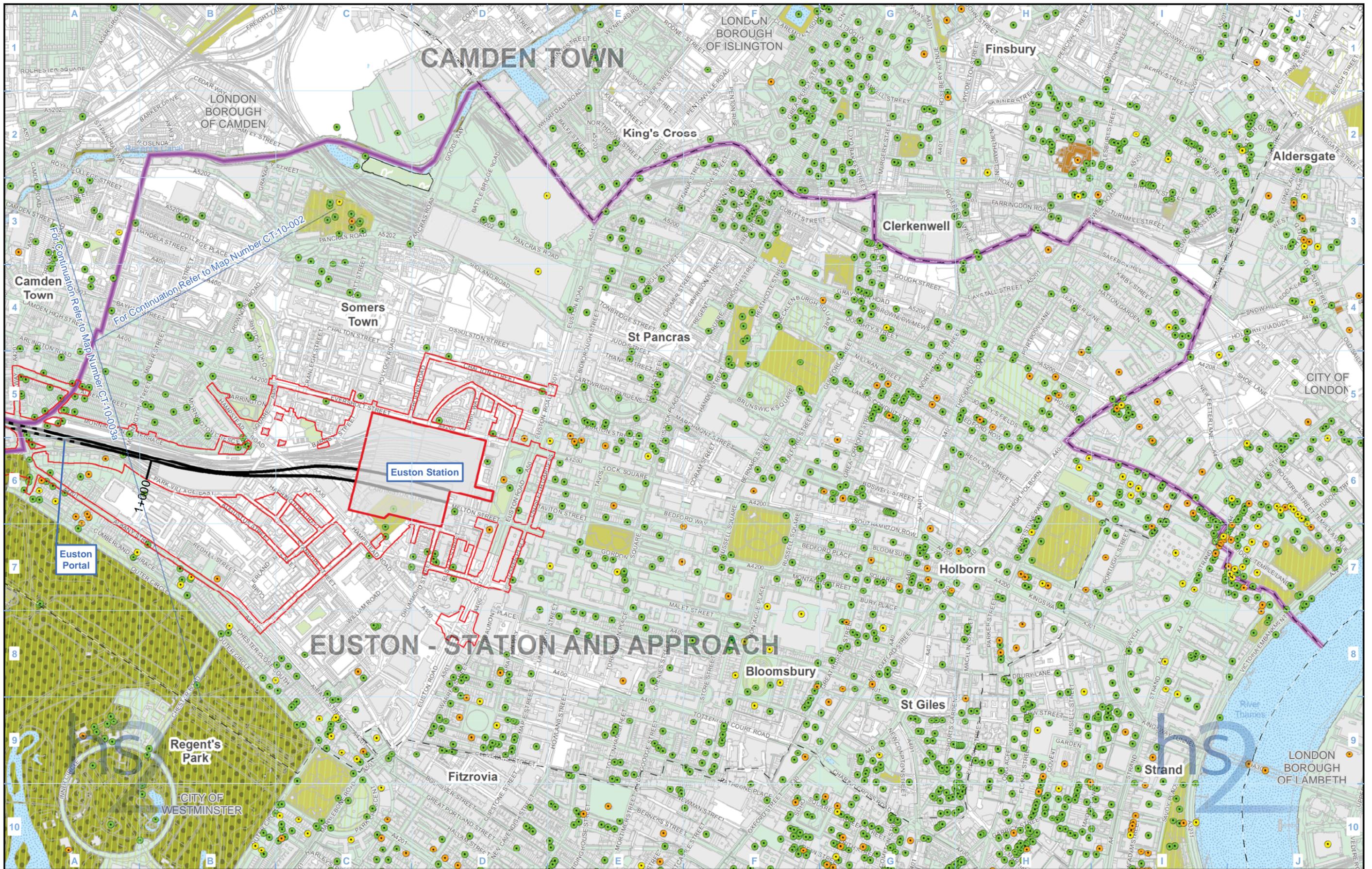
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Date: 25/10/13



**Legend**

- Route in tunnel
- Route on surface
- Depot, station, headhouse or portal building
- Land potentially required during construction
- Community forum boundary
- County boundary
- District/Borough boundary

- Watercourse
- Water body
- Woodland
- Conservation area
- Scheduled monument
- Listed building Grade I
- Listed building Grade II\*
- Listed building Grade II
- Registered park or garden

- Site of Special Scientific Interest (SSSI)
- National Nature Reserve (NNR)
- Local Nature Reserve (LNR)
- Local Wildlife Site (LWS) - county/metropolitan value
- Local Wildlife Site (LWS) - less than county/metropolitan value
- Ancient woodland

Map Number: CT-10-001

Map Name: Environmental Baseline SES2 and AP3 ES

Community Forum Area CFA1: Euston - Station and Approach

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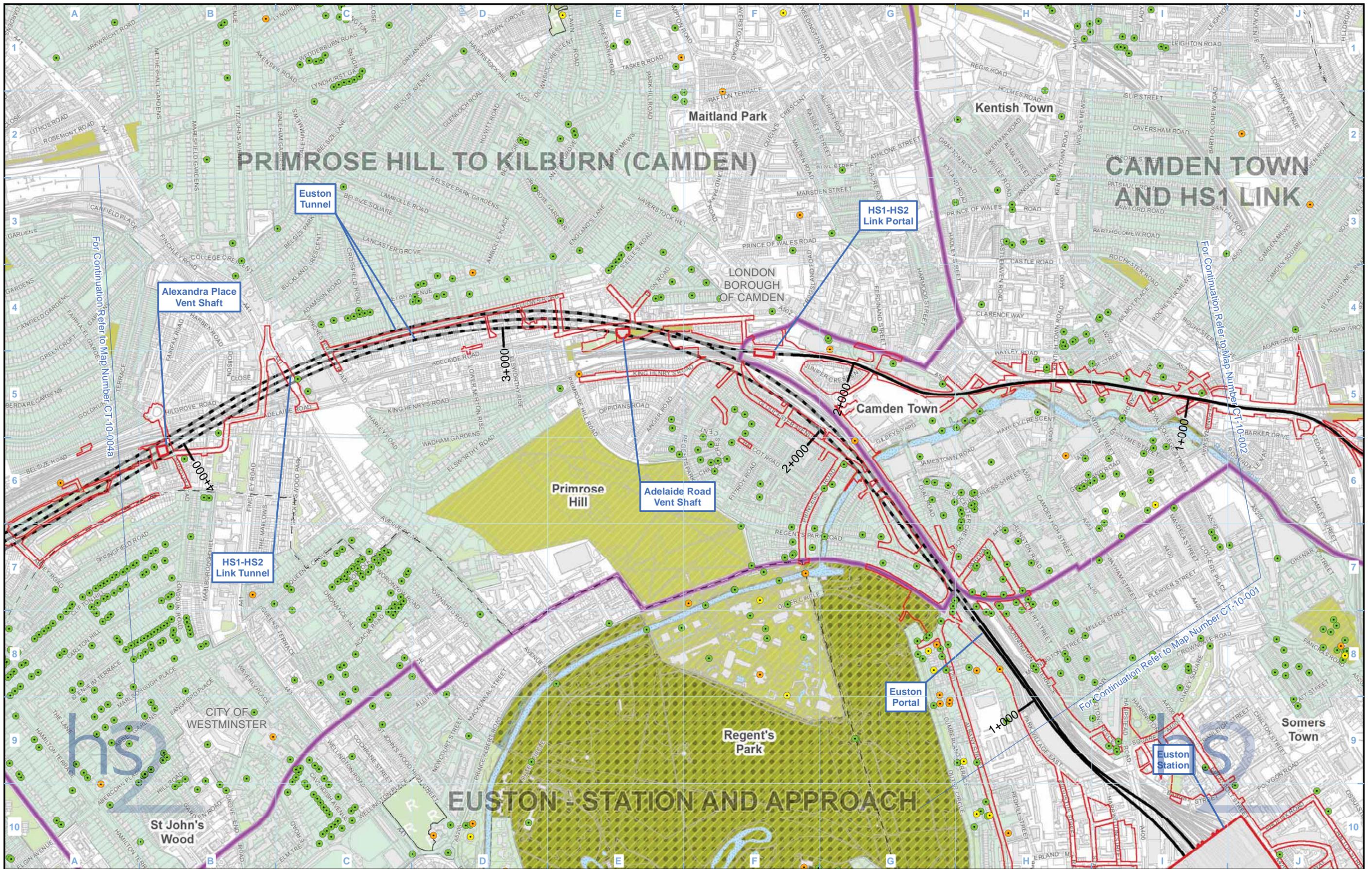
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Doc Number: C251-ETM-EV-MAP-01A-000046-AP03-P01

Date: 12/08/15

Scale at A3: 1:10,000

Metres



# PRIMROSE HILL TO KILBURN (CAMDEN)

# CAMDEN TOWN AND HS1 LINK

# EUSTON - STATION AND APPROACH

Legend			

Map Number	CT-10-003a
Map Name	Environmental Baseline
Community Forum Area CFA1: Euston - Station and Approach	

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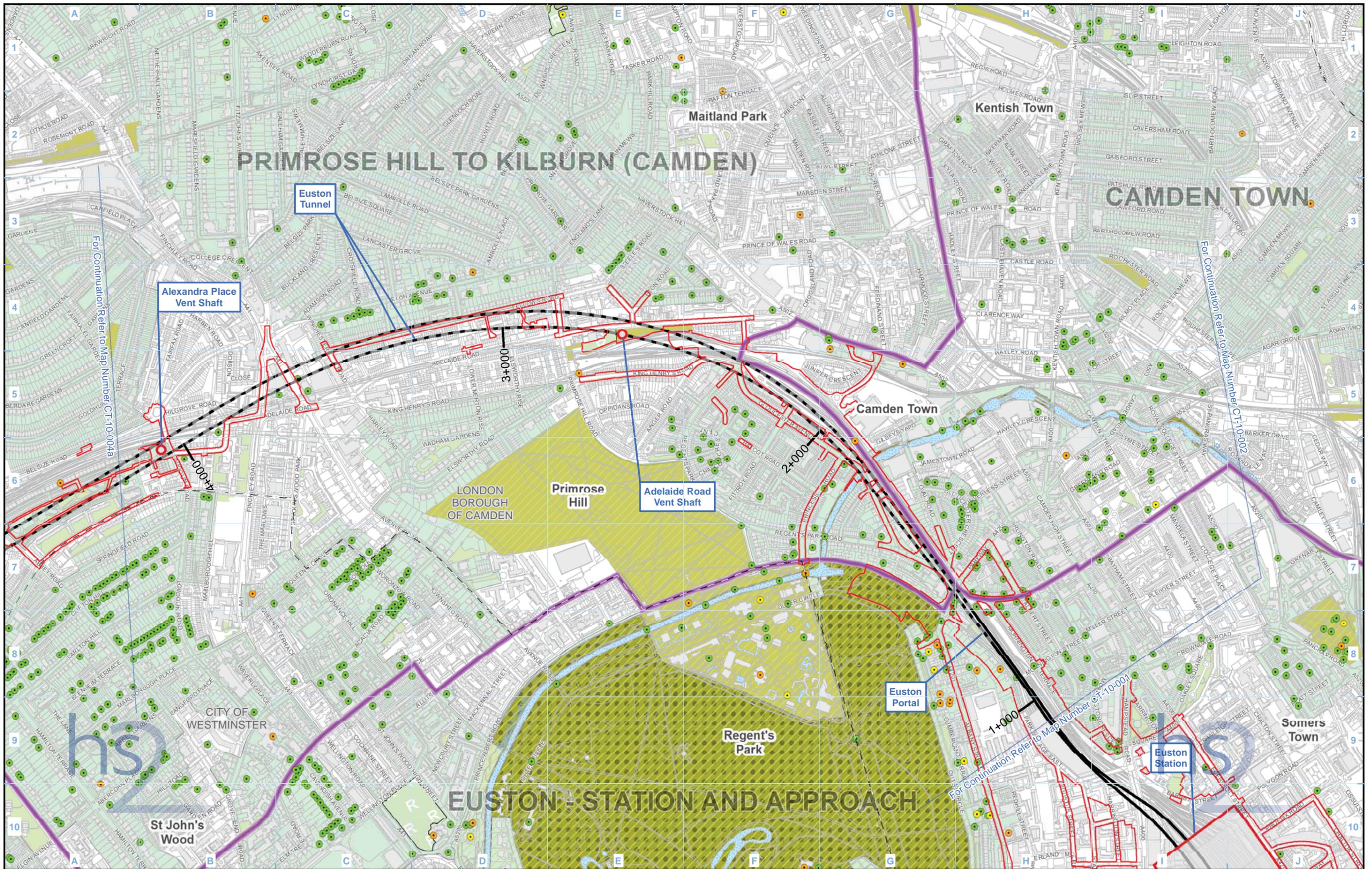
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Date: 25/10/13



Legend			
	Route in tunnel		Watercourse
	Route on surface		Water body
	Depot, station, headhouse or portal building		Conservation area
	Land potentially required during construction		Scheduled monument
	Community forum boundary		Listed building Grade I
	County boundary		Listed building Grade II*
	District/Borough boundary		Listed building Grade II
			Registered park or garden
			Site of Special Scientific Interest (SSSI)
			National Nature Reserve (NNR)
			Local Nature Reserve (LNR)
			Local Wildlife Site (LWS) - county/metropolitan value
			Local Wildlife Site (LWS) - less than county/metropolitan value
			Ancient woodland

Map Number	CT-10-003a
Map Name	Environmental Baseline SES2 and AP3 ES
Community Forum Area CFA1: Euston - Station and Approach	

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# HIGH SPEED RAIL (LONDON - WEST MIDLANDS)

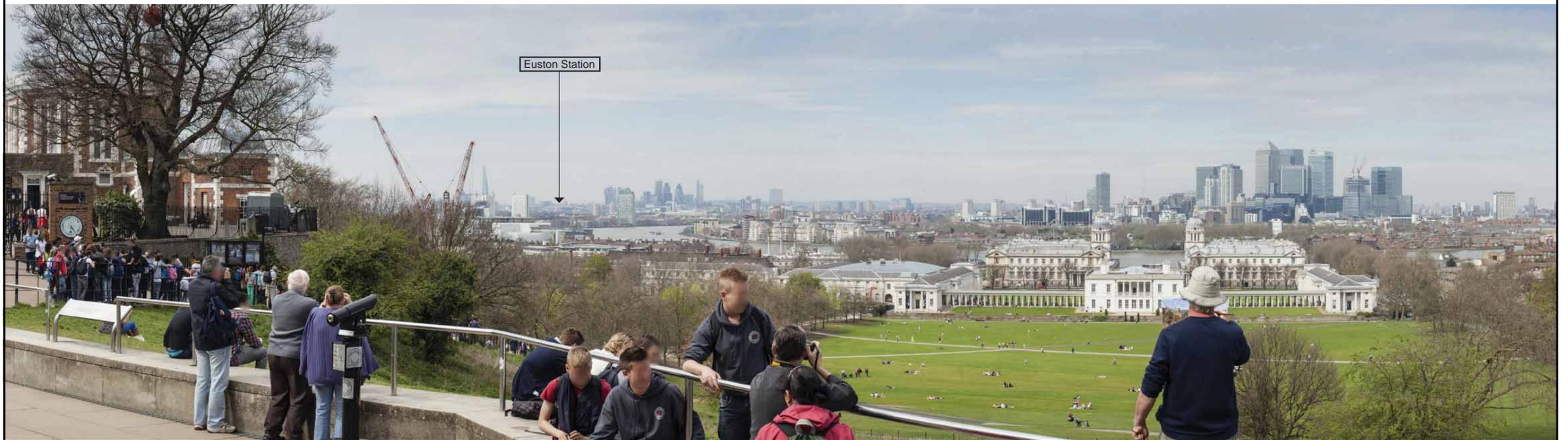
Supplementary Environmental Statement 2 and  
Additional Provision 3 Environmental Statement

Volume 2 | LV-01 - Photomontages  
LV-14 - Architects Visualisations  
CT-20 - Sections and Elevations

**Current baseline (2013)**



**Operation Year 1 (2026) - Winter verifiable photomontage**



**Technical Information**  
 Location: Viewpoint: LVMF 5A.2: Greenwich Park: the General Wolfe statue - north-east of the statue to St Paul's Cathedral.  
 Date taken: 24/04/13  
 Time taken: 13:25  
 Focal length: 57.296mm  
 Viewpoint location shown on Map LV-05-01.

This verifiable photomontage provides an illustration of how the Proposed Scheme may look in 2026 (the opening year). The design of the Proposed Scheme may be subject to design development in response to consultation. Design development will not result in any significant adverse change in the environmental effects detailed in the photomontages of the Proposed Scheme. Where new planting is proposed, it has been shown as immature plants which would mature over time to further integrate the Proposed Scheme into the landscape.



Figure Number	LV-01-001
Figure Name	Verifiable Photomontage Operation Year 1 (2026) - Winter Viewpoint LVMF 5A.2
Community Forum Area CFA1:	Euston Station and Approach

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 Date: 10/10/13

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**Current baseline (2015)**



**Operation (2026) - Summer verifiable photomontage**



**Technical Information**

Location: Viewpoint LVMF 5A.2: Greenwich Park: the General Wolfe statue - north-east of the statue to St Paul's Cathedral.

Date taken: 30/06/15

Time taken: 07:19

Focal length: 57.296mm

AP Reference: SES2 and AP3

Status: Updated

Viewpoint location shown on Map LV-05-001.

This verifiable photomontage provides an illustration of how the Revised Scheme may look in 2026. The design of the Revised Scheme may be subject to design development in response to consultation. Design development will not result in any significant adverse change in the environmental effects detailed in the photomontages of the Revised Scheme. Where new planting is proposed, it has been shown as immature plants which would mature over time to further integrate the Revised Scheme into the landscape.

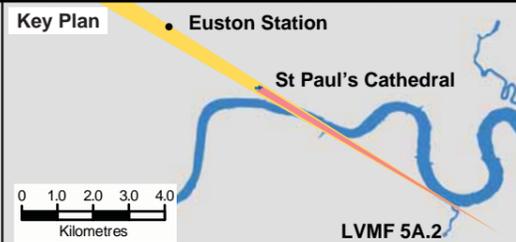


Figure Number	LV-01-001
Figure Name	Verifiable Photomontage Operation (2026) - Summer Viewpoint LVMF 5A.2 SES2 and AP3 ES
Community Forum Area CFA1: Euston - Station and Approach	



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Doc Number: C250-ARP-EV-PHO-000-001000-AP3-P01

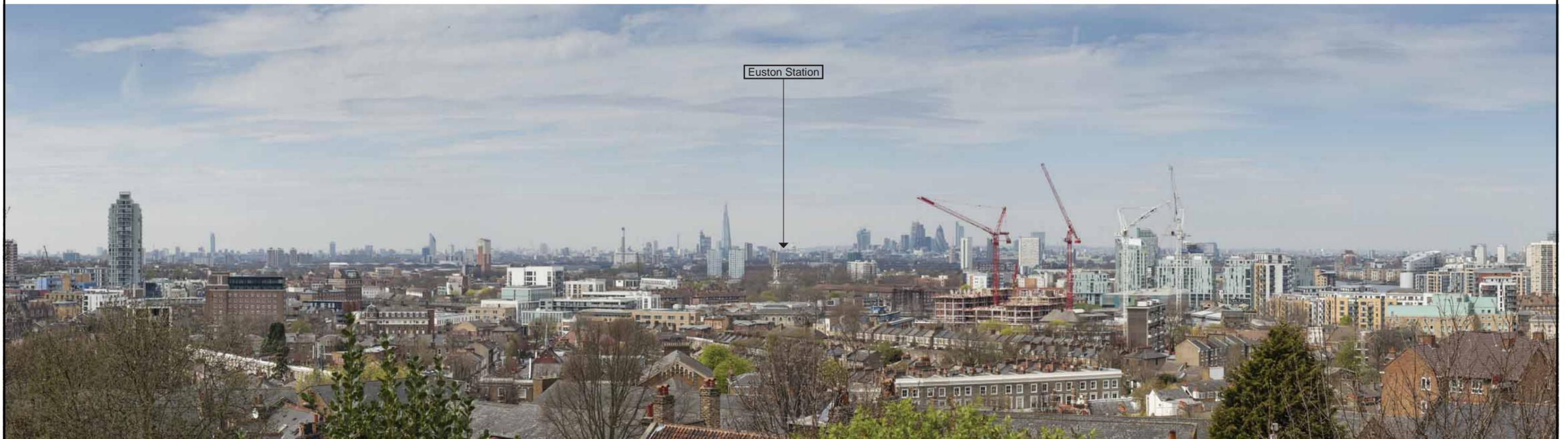
Date: 14/08/15

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**Current baseline (2013)**



**Operation Year 1 (2026) - Winter verifiable photomontage**



**Technical Information**

Location: Viewpoint: LVMF 6A.1: Blackheath Point - near the orientation board to St Paul's Cathedral.

Date taken: 24/04/13  
Time taken: 13:55  
Focal length: 57.296mm

Viewpoint location shown on Map LV-05-01.

This verifiable photomontage provides an illustration of how the Proposed Scheme may look in 2026 (the opening year). The design of the Proposed Scheme may be subject to design development in response to consultation. Design development will not result in any significant adverse change in the environmental effects detailed in the photomontages of the Proposed Scheme. Where new planting is proposed, it has been shown as immature plants which would mature over time to further integrate the Proposed Scheme into the landscape.

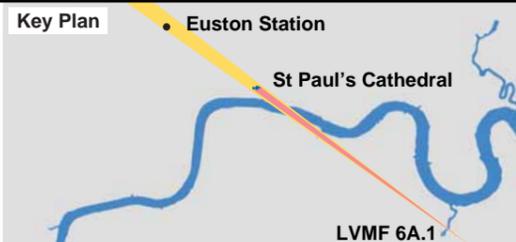


Figure Number	LV-01-002
Figure Name	Verifiable Photomontage Operation Year 1 (2026) - Winter Viewpoint LVMF 6A.1
	Community Forum Area CFA1: Euston Station and Approach



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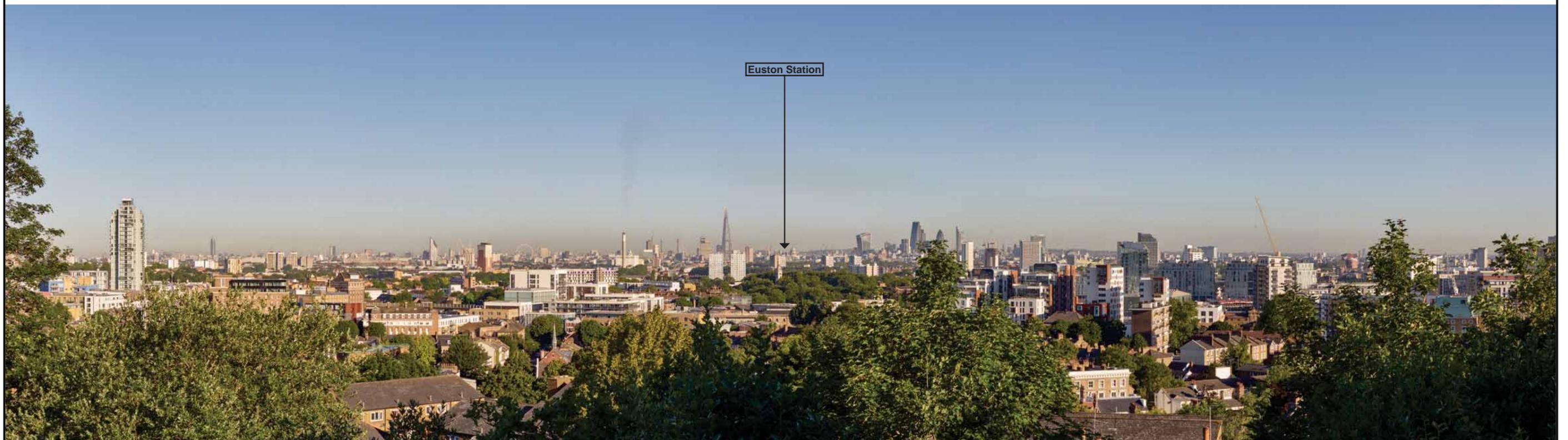
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Doc Number: C250-ARP-EV-PHO-000-001001-P01 **Date: 10/10/13**

**Current baseline (2015)**



**Operation (2026) - Summer verifiable photomontage**



**Technical Information**

Location: Viewpoint: LVMF 6A.1: Blackheath Point - near the orientation board to St Paul's Cathedral.

Date taken: 30/06/15

Time taken: 06:47

Focal length: 57.296mm

AP Reference: SES2 and AP3

Status: Updated

Viewpoint location shown on Map LV-05-001.

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Figure Number	LV-01-002
Figure Name	Verifiable Photomontage Operation (2026) - Summer Viewpoint LVMF 6A.1 SES2 and AP3 ES
Community Forum Area CFA1: Euston - Station and Approach	



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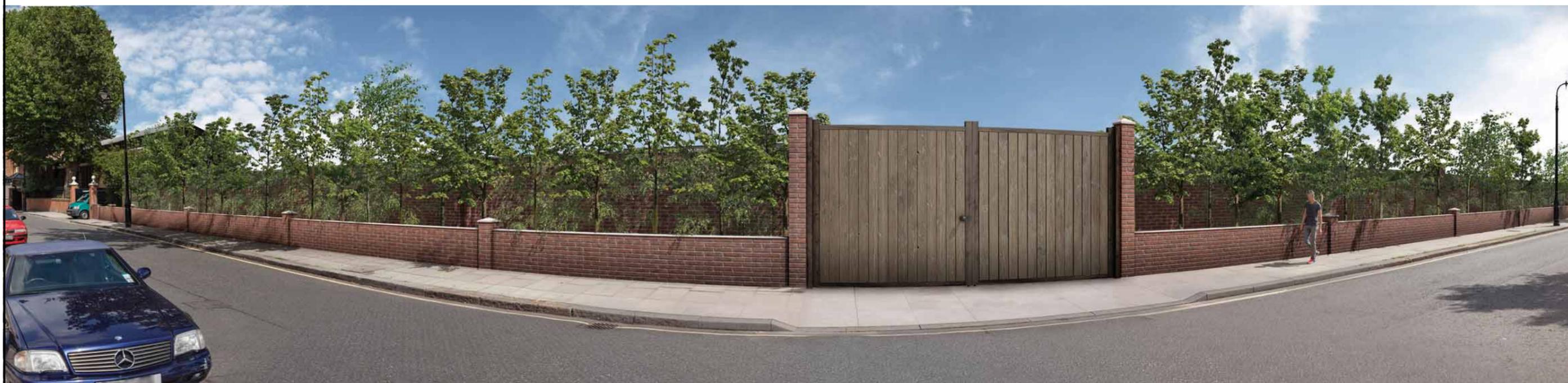
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Doc Number: C250-ARP-EV-PHO-000-001001-AP3-P01

**Date:** 14/08/15

**Current baseline (2013)**



**Operation Year 1 (2026) -Summer verifiable photomontage**



**Technical Information**

Location: Viewpoint 003-2-010: View east from Park Village East.

Date taken: 13/08/13  
Time taken: 11:39  
Focal length: 57.29mm

Viewpoint location shown on Map LV-04-002a.  
For key plan legend refer to map series LV-04.

This verifiable photomontage provides an illustration of how the Proposed Scheme may look in 2026 (the opening year). The design of the Proposed Scheme may be subject to design development in response to consultation. Design development will not result in any significant adverse change in the environmental effects detailed in the photomontages of the Proposed Scheme. Where new planting is proposed, it has been shown as immature plants which would mature over time to further integrate the Proposed Scheme into the landscape.

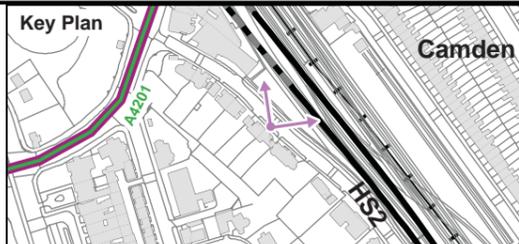


Figure Number	LV-01-003
Figure Name	Verifiable Photomontage Operation Year 1 (2026) - Summer Viewpoint 003-2-010
	Community Forum Area CFA1: Euston Station and Approach

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**Date: 24/10/13**

**Current baseline (2013)**



**Operation (2026) - Summer verifiable photomontage**



Data clarification: This photomontage illustrates a higher head house than shown in the main ES due to incorrect data available at the time of modelling. However, the assessment in the main ES was based on the height now shown, and therefore there is no change to the assessed level of effect. Materials and detailing of the head house are shown for illustrative purposes only and are subject to detailed design.

**Technical Information**

Location: Viewpoint 003-2-010: View east from Park Village East  
 Date taken: 13/08/13  
 Time taken: 11:39  
 Focal length: 57.296mm  
 AP Reference: SES2 and AP3  
 Status: Updated

This verifiable photomontage provides an illustration of how the Revised Scheme may look in 2026. The design of the Revised Scheme may be subject to design development in response to consultation. Design development will not result in any significant adverse change in the environmental effects detailed in the photomontages of the Revised Scheme. Where new planting is proposed, it has been shown as immature plants which would mature over time to further integrate the Revised Scheme into the landscape.

Viewpoint location shown on Map LV-04-002a.  
 For key plan legend refer to map series LV-04.

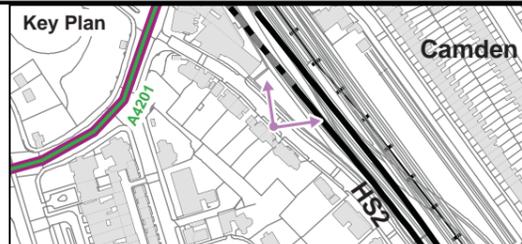


Figure Number	LV-01-003
Figure Name	Verifiable Photomontage Operation (2026) - Summer Viewpoint 003-2-010 SES2 and AP3 ES
	Community Forum Area CFA1: Euston - Station and Approach

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Date: 14/08/15

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**Current baseline (2013)**



**Operation Year 1 (2026) - Winter verifiable photomontage**



**Technical Information**

Location: Viewpoint 004-1-010: View west from the corner of Delancey Street and Mornington Terrace.

Date taken: 17/02/13  
Time taken: 10:25  
Focal length: 57.296mm

Viewpoint location shown on Map LV-04-002a.  
For key plan legend refer to map series LV-04.

This verifiable photomontage provides an illustration of how the Proposed Scheme may look in 2026 (the opening year). The design of the Proposed Scheme may be subject to design development in response to consultation. Design development will not result in any significant adverse change in the environmental effects detailed in the photomontages of the Proposed Scheme. Where new planting is proposed, it has been shown as immature plants which would mature over time to further integrate the Proposed Scheme into the landscape.

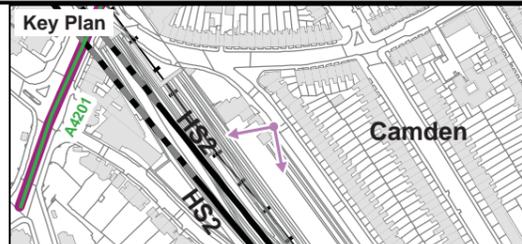


Figure Number	LV-01-004
Figure Name	Verifiable Photomontage Operation Year 1 (2026) - Winter Viewpoint 004-1-010
	Community Forum Area CFA1: Euston Station and Approach

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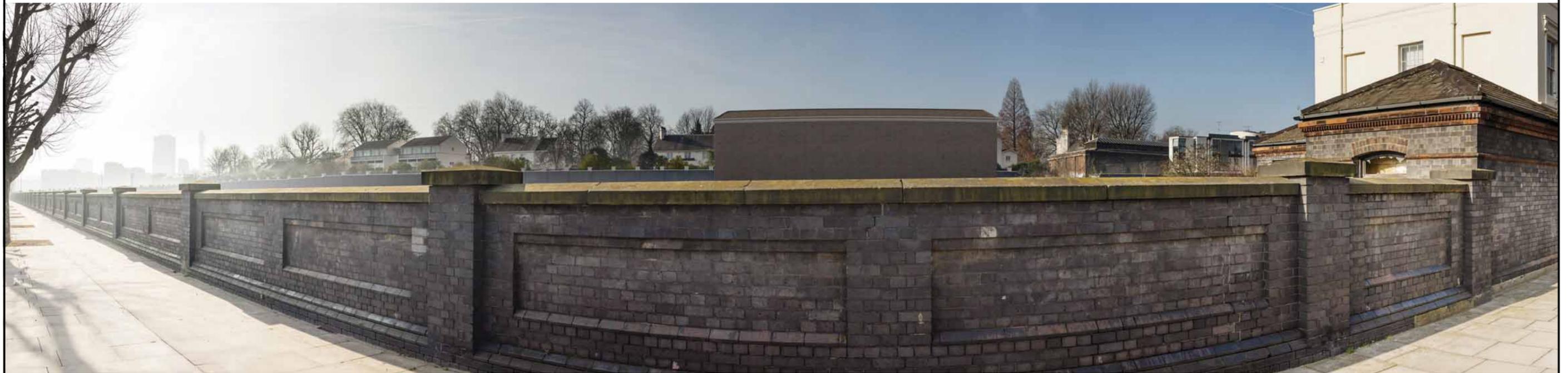
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**Date: 17/10/13**

**Current baseline (2013)**



**Operation (2026) - Winter verifiable photomontage**



Data clarification: This photomontage illustrates a higher head house than shown in the main ES due to incorrect data available at the time of modelling. However, the assessment in the main ES was based on the height now shown, and therefore there is no change to the assessed level of effect. Materials and detailing of the head house are shown for illustrative purposes only and are subject to detailed design.

**Technical Information**

Location: Viewpoint 004-1-010: View west from the corner of Delancey Street and Mornington Terrace.  
 Date taken: 17/02/13  
 Time taken: 10:28  
 Focal length: 57.296mm  
 AP Reference: SES2 and AP3  
 Status: Updated

Viewpoint location shown on Map LV-04-002a.  
 For key plan legend refer to map series LV-04.

This verifiable photomontage provides an illustration of how the Revised Scheme may look in 2026. The design of the Revised Scheme may be subject to design development in response to consultation. Design development will not result in any significant adverse change in the environmental effects detailed in the photomontages of the Revised Scheme. Where new planting is proposed, it has been shown as immature plants which would mature over time to further integrate the Revised Scheme into the landscape.

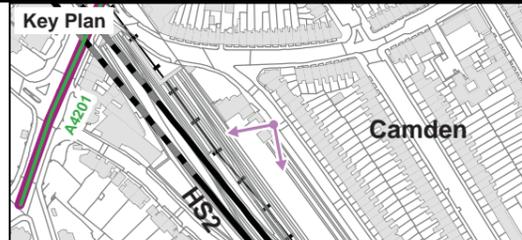


Figure Number	LV-01-004
Figure Name	Verifiable Photomontage Operation (2026) - Winter Viewpoint 004-1-010 SES2 and AP3 ES
	Community Forum Area CFA1: Euston - Station and Approach

**hs2**

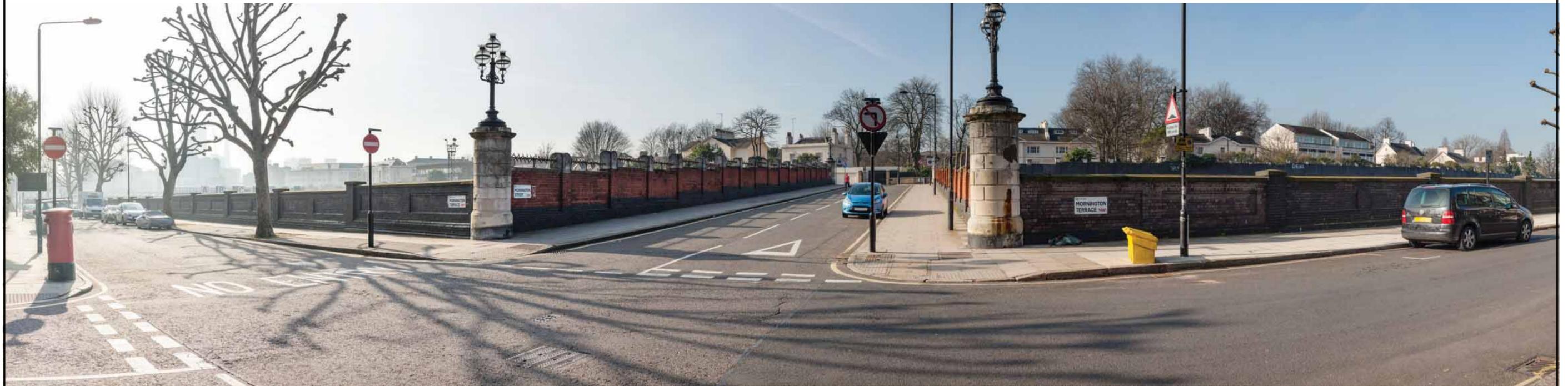
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**Date: 14/08/15**

**Current baseline (2013)**



**Operation Year 1 (2026) - Winter verifiable photomontage**



**Technical Information**

Location: Viewpoint 004-1-008: View west from Morningson Street and Morningson Terrace

Date taken: 17/02/13  
Time taken: 10:45  
Focal length: 57.29mm

Viewpoint location shown on Map LV-04-001.  
For key plan legend refer to map series LV-04.

This verifiable photomontage provides an illustration of how the Proposed Scheme may look in 2026 (the opening year). The design of the Proposed Scheme may be subject to design development in response to consultation. Design development will not result in any significant adverse change in the environmental effects detailed in the photomontages of the Proposed Scheme. Where new planting is proposed, it has been shown as immature plants which would mature over time to further integrate the Proposed Scheme into the landscape.



Figure Number	LV-01-267
Figure Name	Verifiable Photomontage Operation Year 1 (2026) - Winter Viewpoint 004-1-008
Community Forum Area CFA1: Euston Station and Approach	

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**Date: 28/10/13**

**Current baseline (2013)**



**Operation (2026) - Winter verifiable photomontage**



**Technical Information**

Location: Viewpoint 004-1-008: View west from Mornington Street and Mornington Terrace.  
 Date taken: 17/02/13, Time taken: 10:45, Focal length: 57.296mm  
 AP Reference: SES2 and AP3, Status: Updated  
 Data clarification: Materials and detailing of the vent shaft are shown for illustrative purposes only and are subject to detailed design.  
 Viewpoint location shown on Map LV-04-001.  
 For key plan legend refer to map series LV-04.

This verifiable photomontage provides an illustration of how the Revised Scheme may look in 2026. The design of the Revised Scheme may be subject to design development in response to consultation. Design development will not result in any significant adverse change in the environmental effects detailed in the photomontages of the Revised Scheme. Where new planting is proposed, it has been shown as immature plants which would mature over time to further integrate the Revised Scheme into the landscape.



Figure Number	LV-01-267
Figure Name	Verifiable Photomontage Operation (2026) - Winter Viewpoint 004-1-008 SES2 and AP3 ES
Community Forum Area CFA1: Euston - Station and Approach	

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**Date: 14/08/15**

**Current baseline (2013)**



**Operation Year 1 (2026) - summer verifiable photomontage**



**Technical Information**

Location: Viewpoint 004-2-004: View west from Dalehead apartments.

Date taken: 13/08/13  
Time taken: 12:15  
Focal length: 57.296mm

Viewpoint location shown on Map LV-04-001.  
For key plan legend refer to map series LV-04.

This verifiable photomontage provides an illustration of how the Proposed Scheme may look in 2026 (the opening year). The design of the Proposed Scheme may be subject to design development in response to consultation. Design development will not result in any significant adverse change in the environmental effects detailed in the photomontages of the Proposed Scheme. Where new planting is proposed, it has been shown as immature plants which would mature over time to further integrate the Proposed Scheme into the landscape.



Figure Number	LV-01-005
Figure Name	Verifiable Photomontage Operation Year 1 (2026) - Summer Viewpoint 004-2-004
	Community Forum Area CFA1: Euston Station and Approach



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**Date: 17/10/13**

**Current baseline (2015)**



**Operation (2026) - Summer verifiable photomontage**



**Technical Information**

Location: Viewpoint 004-2-004: View west from Dalehead apartments.  
 Date taken: 03/07/15, Time taken: 06:35, Focal length: 57.269mm, AP Reference: SES2 and AP3, Status: Updated. Data clarification: Photograph taken from 1.95m high above survey point using SMR Addendum: Annex G methodology. Road signage has not been shown. Existing buildings exposed due to demolition are shown as brown blocks, proposed buildings are shown as grey blocks. Viewpoint location shown on Map LV-04-001. For key plan legend refer to map series LV-04.

This verifiable photomontage provides an illustration of how the Revised Scheme may look in 2026. The design of the Revised Scheme may be subject to design development in response to consultation. Design development will not result in any significant adverse change in the environmental effects detailed in the photomontages of the Revised Scheme. Where new planting is proposed, it has been shown as immature plants which would mature over time to further integrate the Revised Scheme into the landscape.



Figure Number	LV-01-005
Figure Name	Verifiable Photomontage Operation (2026) - Summer Viewpoint 004-2-004 SES2 and AP3 ES
Community Forum Area CFA1: Euston - Station and Approach	

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**Date: 18/08/15**

**Current baseline (2013)**



**Peak construction phase - Summer verifiable photomontage**



**Technical Information**  
 Location: Viewpoint 004-2-004: View west from Dalehead apartments.

Date taken: 13/08/13  
 Time taken: 12:15  
 Focal length: 57.296mm

Viewpoint location shown on Map LV-03-001.  
 For key plan legend refer to map series LV-03.

This verifiable photomontage provides an illustration of how the Proposed Scheme may look during the peak construction phase for this part of the route. The construction methods and siting of construction activities may be subject to change in response to consultation and ongoing design. The extent of land required temporarily to construct the scheme will not extend beyond that shown in the photomontage. Changes in the construction of the Proposed Scheme will not result in any significant adverse change in the environmental effects detailed in the photomontages of the Proposed Scheme.



Figure Number: **LV-01-269**  
 Figure Name: **Verifiable Photomontage  
 Peak construction phase - Summer  
 Viewpoint 004-2-004**  
 Community Forum Area CFA1:  
 Euston Station and Approach



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 Doc Number: C250-ARP-EV-PHO-000-001218-P01 **Date: 28/10/13**

**Current baseline (2013)**



**Peak construction phase - Summer verifiable photomontage**



**Technical Information**

Location: Viewpoint 004-2-004: View west from Dalehead apartments.  
 Date taken: 13/08/13, Time taken: 12:15, Focal length: 57.269mm  
 AP Reference: SES2 and AP3, Status: Updated  
 Data clarification: Road signage has not been shown. Existing buildings exposed due to demolition are shown as brown blocks, proposed buildings are shown as grey blocks.  
 Viewpoint location shown on Map LV-03-001.  
 For key plan legend refer to map series LV-03.

This verifiable photomontage provides an illustration of how the Revised Scheme may look in the peak construction phase for this part of the route. The construction methods and siting of construction activities may be subject to change in response to consultation and ongoing design. The extent of land required temporarily to construct the scheme will not extend beyond that shown in the photomontage. Changes in the construction of the Revised Scheme will not result in any significant adverse change in the environmental effects detailed in the photomontages of the Revised Scheme.



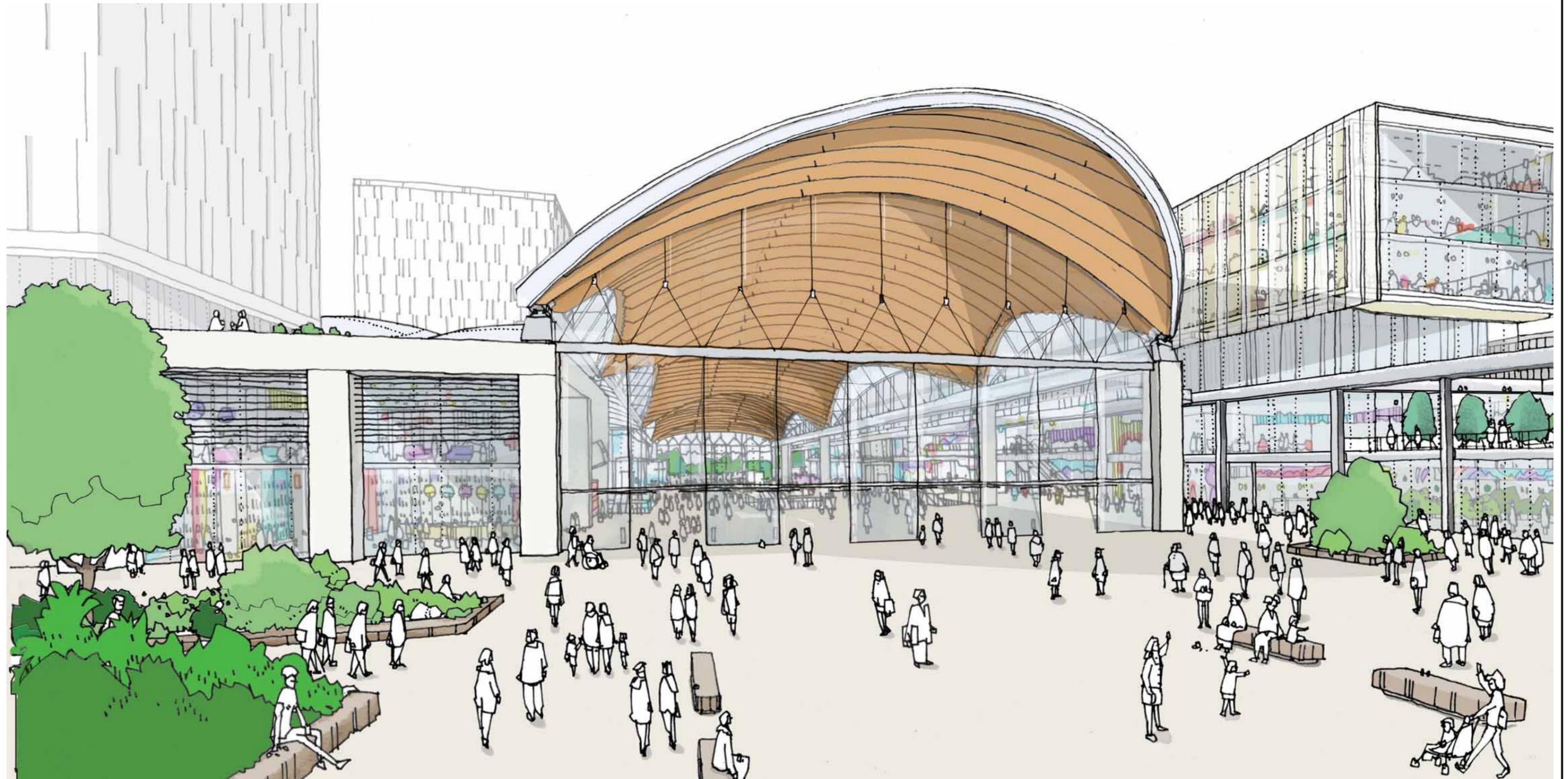
Figure Number	LV-01-269
Figure Name	Verifiable Photomontage Peak construction phase - Summer Viewpoint 004-2-004 SES2 and AP3 ES
	Community Forum Area CFA1: Euston - Station and Approach

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**Date: 18/08/15**



**View of Euston station from the south, Euston Road station entrance**

This sketch illustrates how the completed station could appear. The sketch is for illustrative purposes and demonstrates the possible regeneration opportunities at Euston, including future potential over site development, shown on this sketch as indicative white blocks with vertical grey lines. Potential over site development does not form part of the revised scheme and would require separate planning permissions if taken forward.

Figure Number

LV-14-001

Figure Name

SES2 and AP3  
Illustration of Euston Station:  
view from the south

Community Forum Area CFA1:  
Euston - Station and Approach



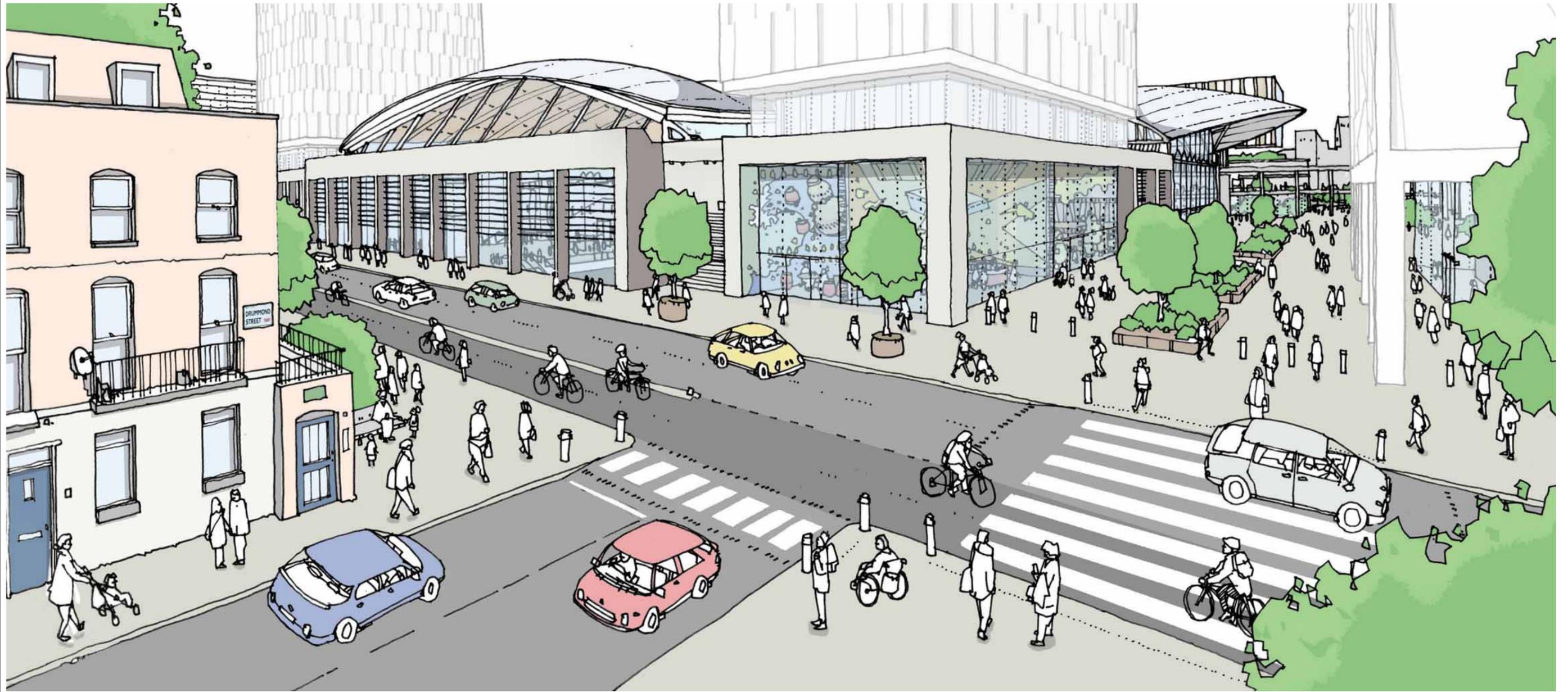
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Doc Number: C220-ARP-EV-SKE-01A-000003-AP03

Date: 21/08/15



**View of Euston Station from the south-west, adjacent to Drummond Street**

This sketch illustrates how the completed station could appear. The sketch is for illustrative purposes and demonstrates the possible regeneration opportunities at Euston, including future potential over site development, shown on this sketch as indicative white blocks with vertical grey lines. Potential over site development does not form part of the revised scheme and would require separate planning permissions if taken forward.

Figure Number	LV-14-002
Figure Name	SES2 and AP3 Illustration of Euston Station: view from the south west
Community Forum Area CFA1: Euston - Station and Approach	

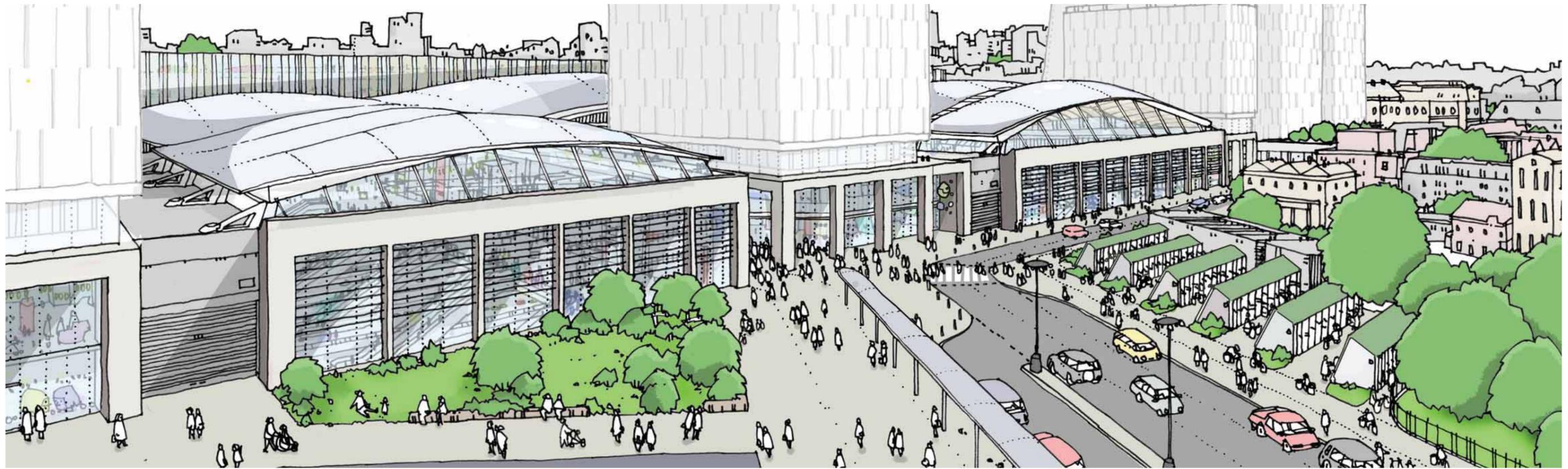
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Doc Number: C220-ARP-EV-SKE-01A-000004-AP03

Date: 21/08/15



**View of Euston Station from the north-west, Cobourg Street station entrance**

This sketch illustrates how the completed station could appear. The sketch is for illustrative purposes and demonstrates the possible regeneration opportunities at Euston, including future potential over site development, shown on this sketch as indicative white blocks with vertical grey lines. Potential over site development does not form part of the revised scheme and would require separate planning permissions if taken forward.

Figure Number **LV-14-003**

Figure Name **SES2 and AP3  
Illustration of Euston Station:  
view from the north west**

Community Forum Area CFA1:  
Euston - Station and Approach



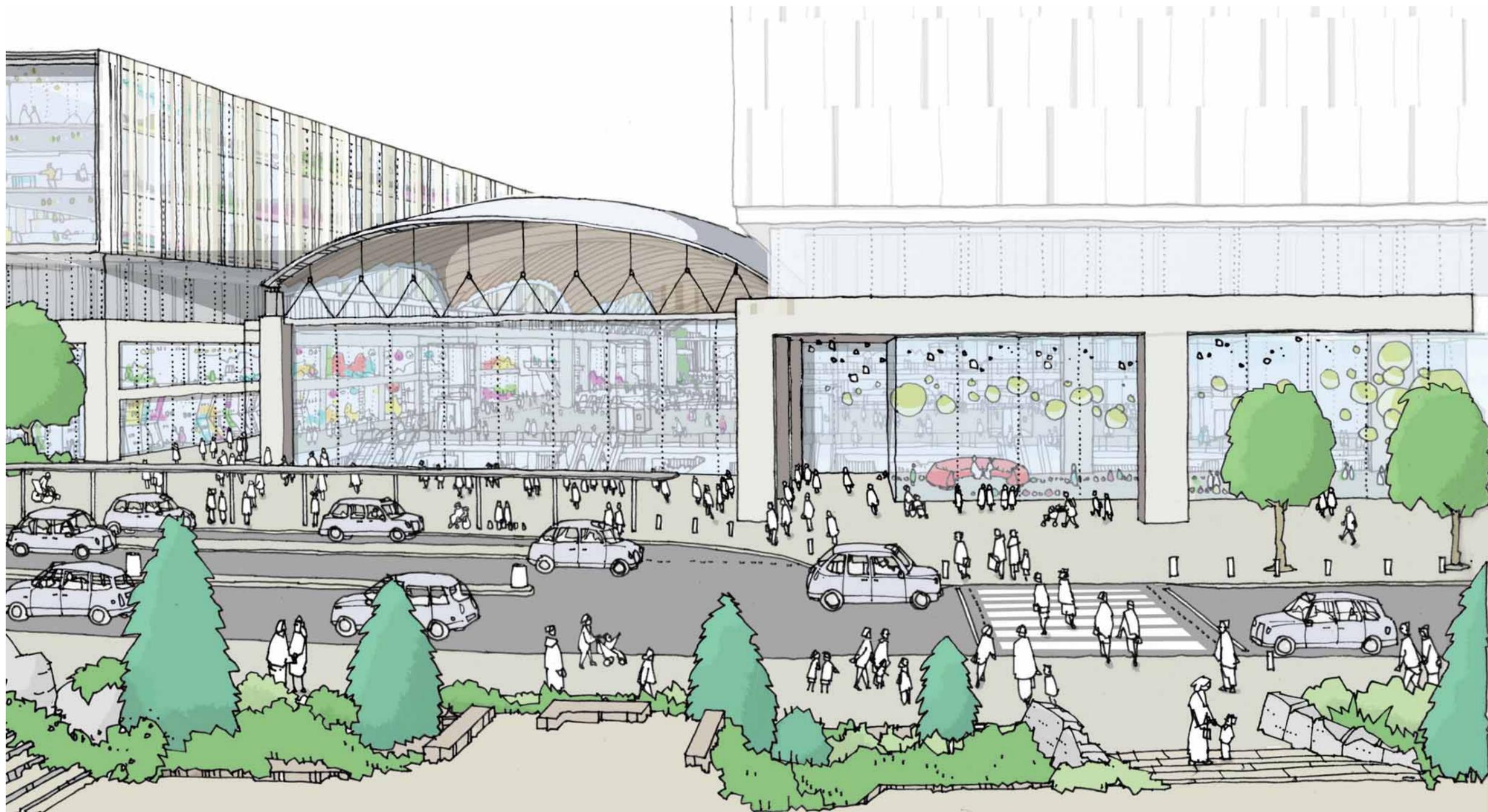
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Doc Number: C220-ARP-EV-SKE-01A-000005-AP03

Date: 21/08/15



**View of Euston Station from the north, Hampstead Road station entrance**

This sketch illustrates how the completed station could appear. The sketch is for illustrative purposes and demonstrates the possible regeneration opportunities at Euston, including future potential over site development, shown on this sketch as indicative white blocks with vertical grey lines. Potential over site development does not form part of the revised scheme and would require separate planning permissions if taken forward.

Figure Number	LV-14-004
Figure Name	SES2 and AP3 Illustration of Euston Station: view from the north
Community Forum Area CFA1: Euston - Station and Approach	

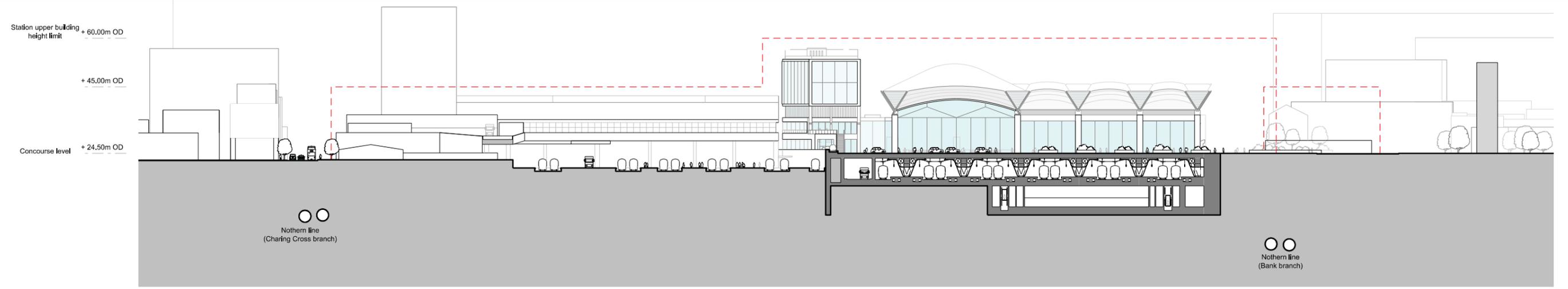
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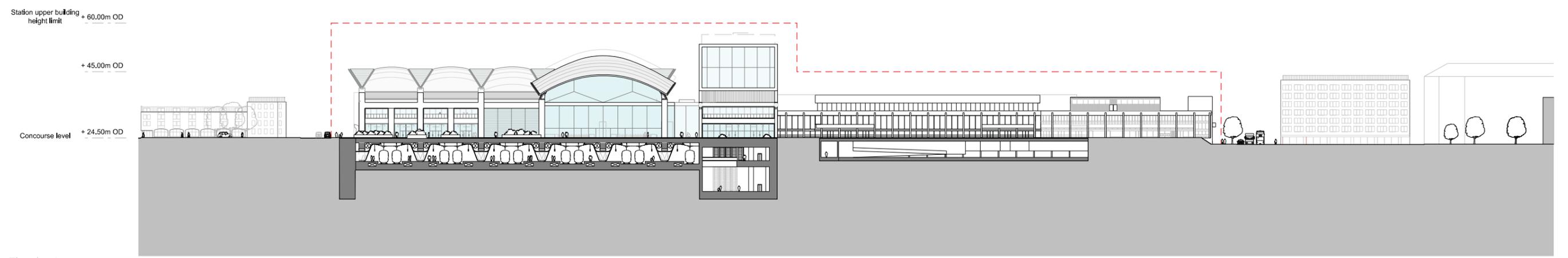
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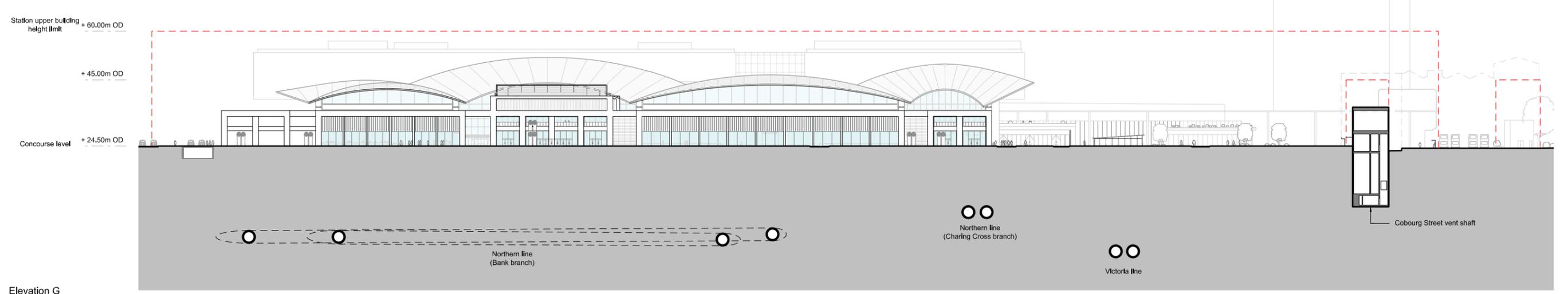
**Date: 21/08/15**



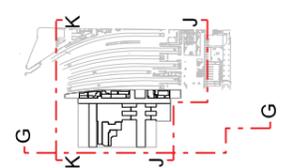
Elevation K  
Station from North  
1:1250@A3



Elevation J  
Station from Euston Square  
1:1250@A3



Elevation G  
Cobourg Street  
1:1250@A3



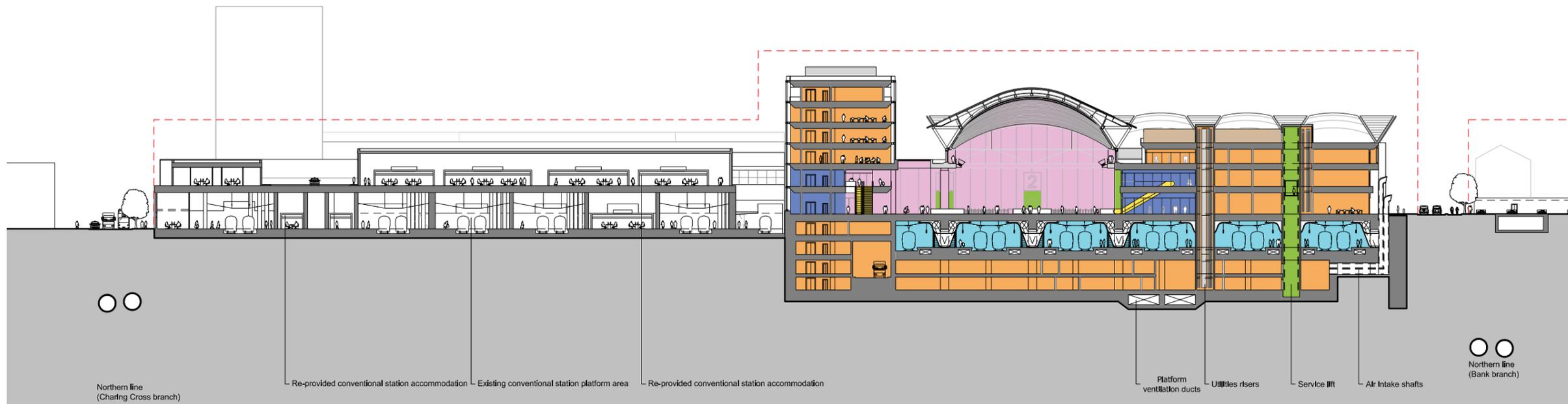
Map Number	CT-20-001
Map Name	SES2 and AP3 Euston Station - Elevations
Community Forum Area	CFA01 Euston - Station and Approach


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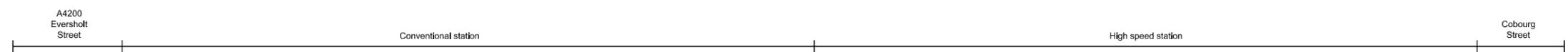
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**Doc Number:** C220-ARP-EV-DEL-01A-100500-AP03 P02 **Date:** 24/08/15



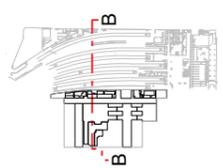
- + 60.00m OD (Station upper building height limits)
- + 56.50m OD (Roof level)
- + 53.50m OD (6th level)
- + 49.00m OD (5th level)
- + 44.50m OD (4th level)
- + 40.00m OD (3rd level)
- + 35.50m OD (2nd level)
- + 30.50m OD (1st level)
- + 24.50m OD (Concourse level)
- + 17.26m OD (High Speed platform level)
- + 8.00m OD (Basement and LU Interchange level)
- 0.00m OD (Datum line)
- 7.00m OD (LU Northern (Bank branch) and Victoria lines level)



Section B-B  
East to West, Eversholt Street to Cobourg Street through station  
1:1000 @ A3

Legend

- High speed platforms
- Concourse
- Conventional platforms
- Passenger facilities
- Lifts
- Station facilities
- Escalators
- Entrances



Map Number	<b>CT-20-002</b>
Map Name	<b>SES2 and AP3 Euston Station - Cross Section</b>
Community Forum Area	CFA01 Euston - Station and Approach

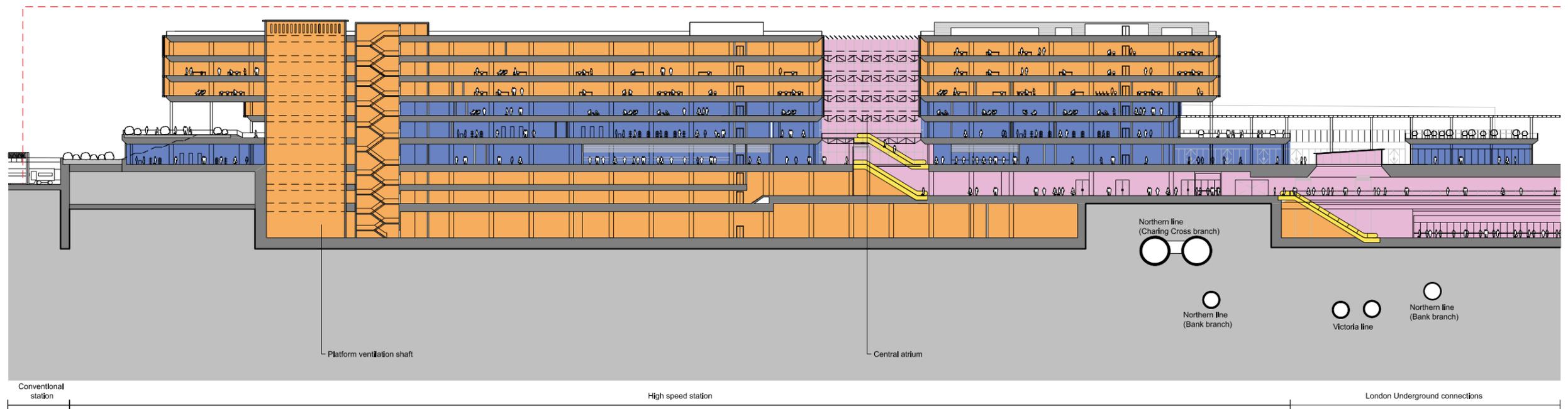
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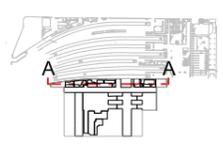
**Doc Number:** C220-ARP-EV-DEL-01A-100501-AP03 P02 **Date:** 24/08/15

(Station upper building height limits) + 60.00m OD  
 (Roof level) + 56.50m OD  
 (6th level) + 53.50m OD  
 (5th level) + 49.00m OD  
 (4th level) + 44.50m OD  
 (3rd level) + 40.00m OD  
 (2nd level) + 35.50m OD  
 (1st level) + 30.50m OD  
 (Concourse level) + 24.50m OD  
 (High Speed platform level) + 17.50m OD  
 (Basement and LU Interchange level) + 8.00m OD  
 (Datum line) 0.00m OD  
 (LU Northern (Bank branch) and Victoria lines level) - 7.00m OD



Section A-A  
 North to South through high speed station spine  
 1:1000 @ A3

- Legend**
- High speed platforms
  - Conventional platforms
  - Lifts
  - Escalators
  - Concourse
  - Passenger facilities
  - Station facilities
  - Entrances



Map Number  
**CT-20-003**

Map Name  
**SES2 and AP3 Euston Station - Long Section**

Community Forum Area  
 CFA01  
 Euston - Station and Approach

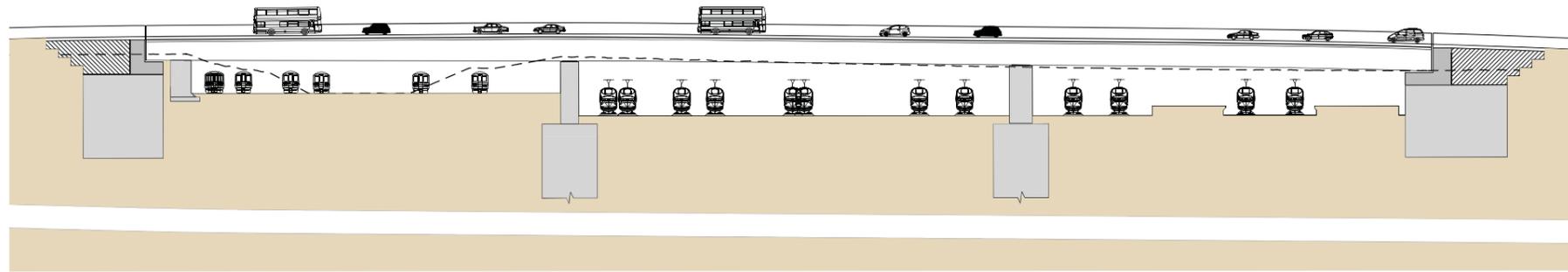
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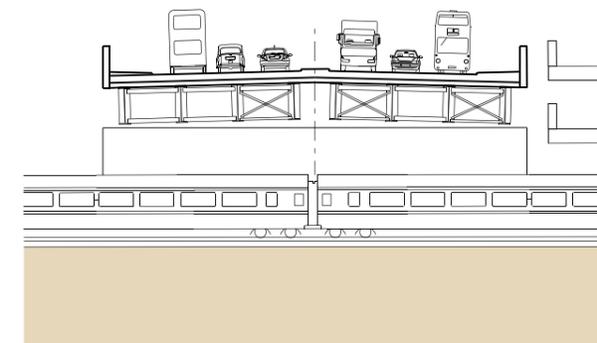
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**Doc Number:** C220-ARP-EV-DEL-01A-100502-AP03 P02 **Date:** 24/08/15



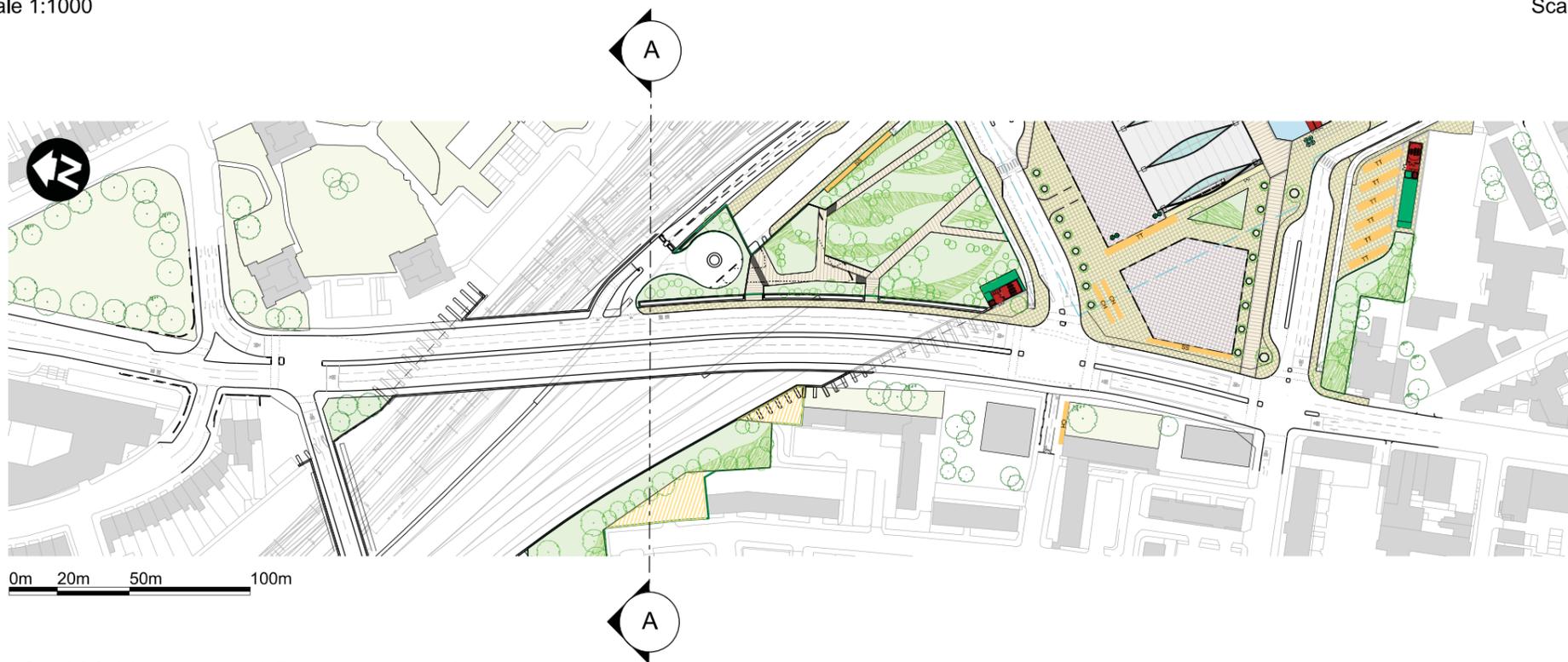
0m 10m 20m 50m

**01** Elevation of A400 Hampstead Road overbridge  
Scale 1:1000



0m 10m 20m

**02** Section A-A of A400 Hampstead Road overbridge  
Scale 1:500



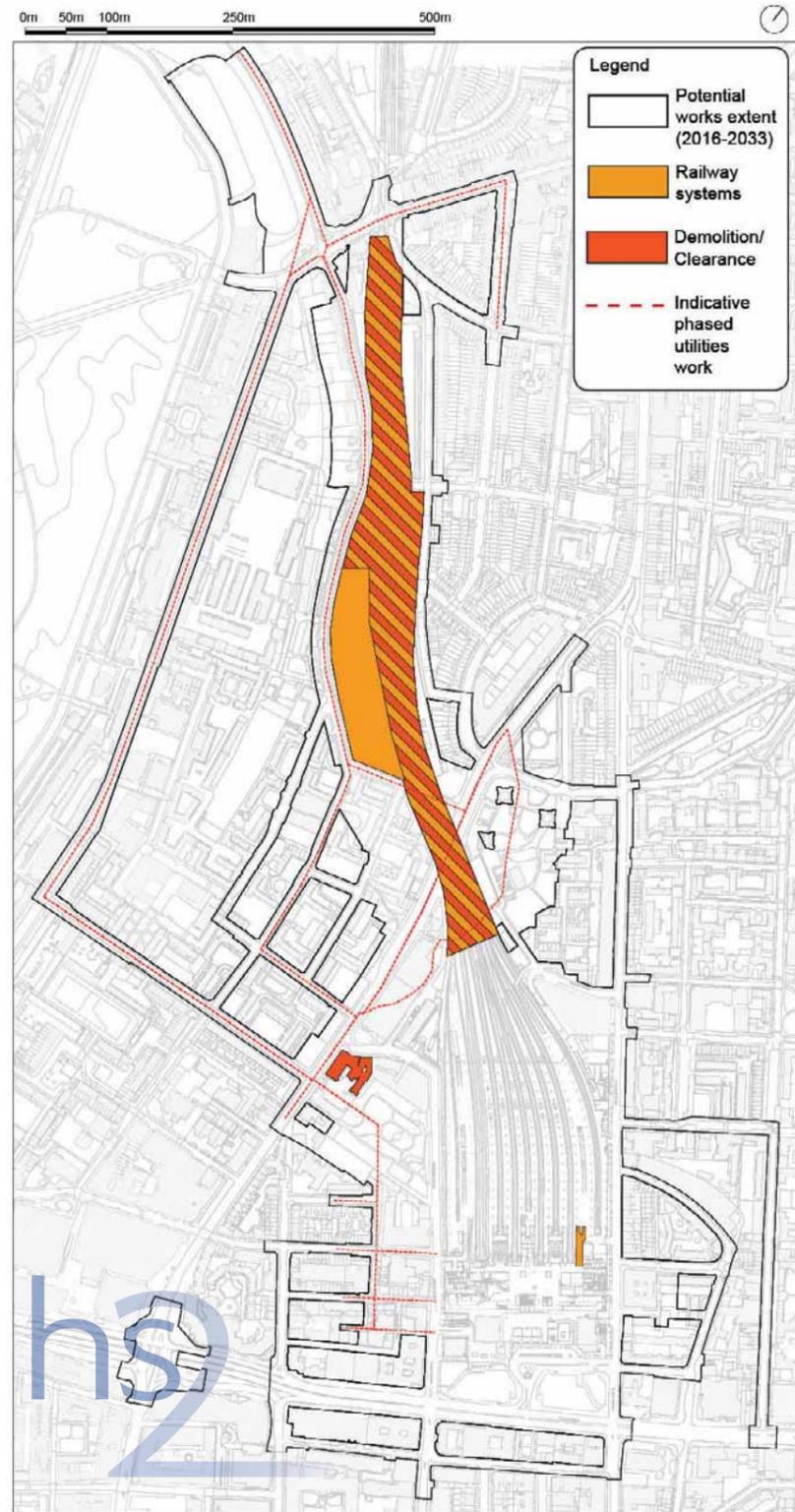
0m 20m 50m 100m

**03** Plan of A400 Hampstead Road overbridge  
Scale 1:2500

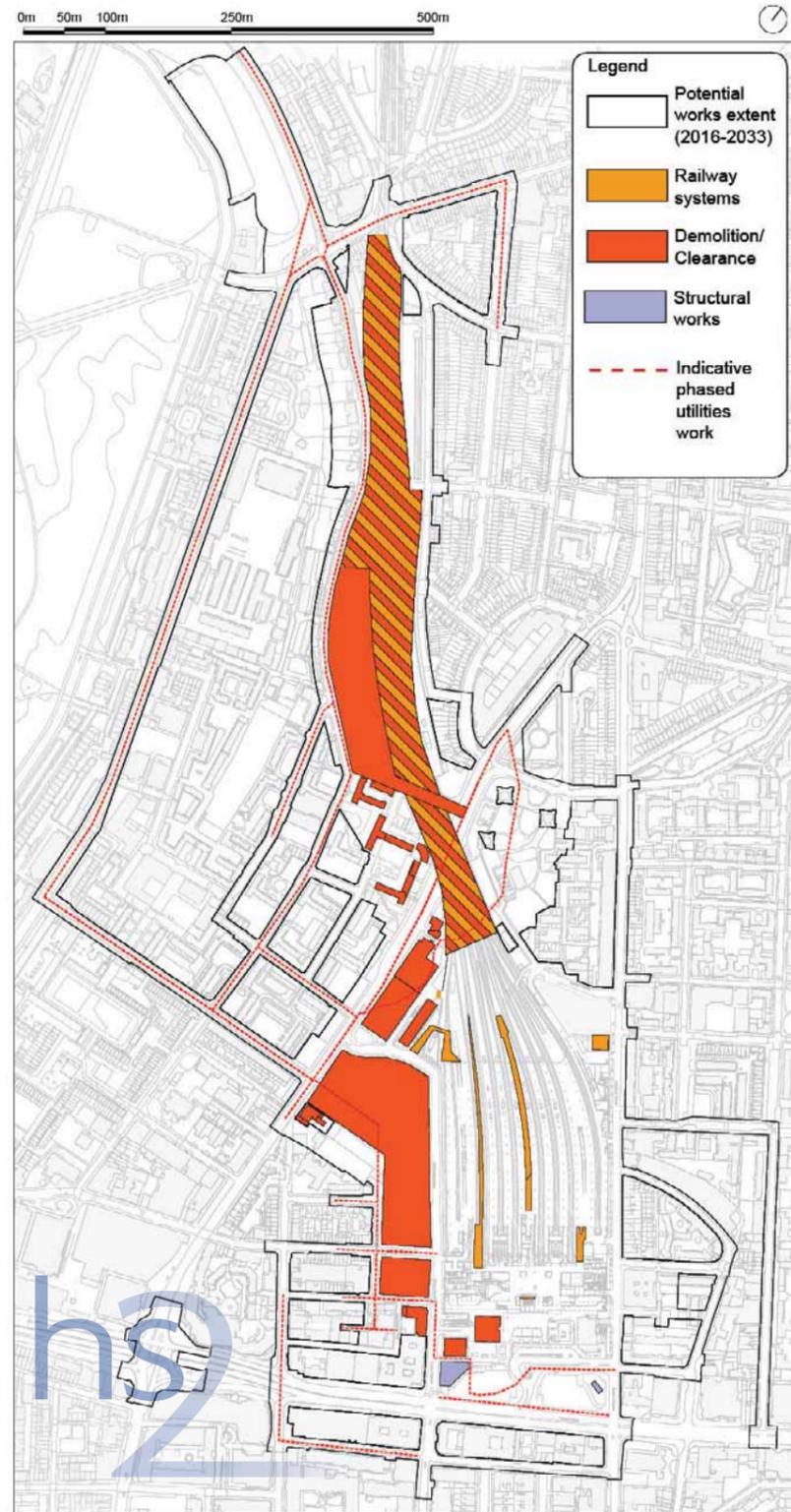
Map Number	<b>CT-20-004</b>
Map Name	<b>SES2 and AP3 A400 Hampstead Road overbridge</b>
Community Forum Area	CFA01 Euston - Station and Approach

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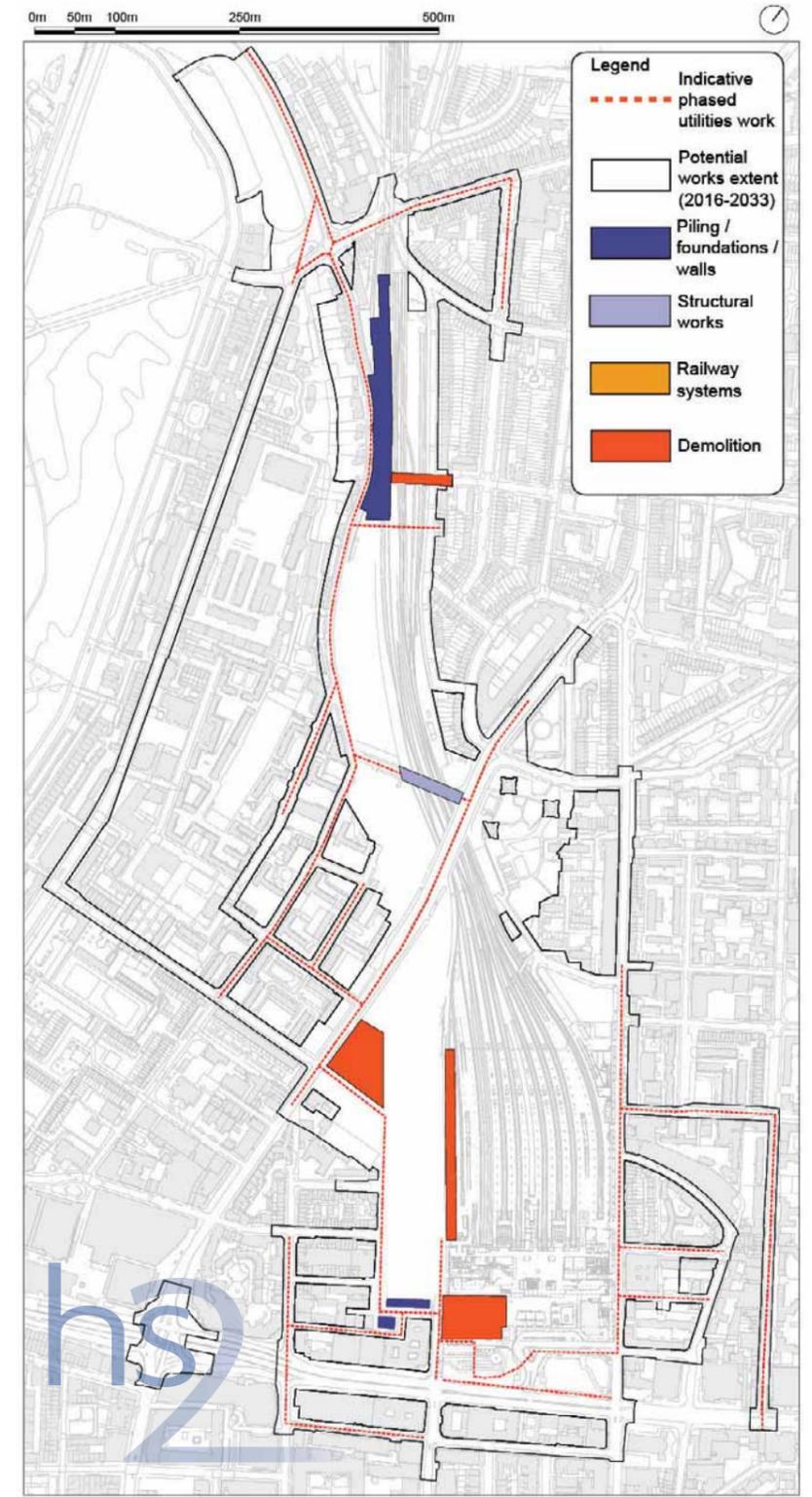
**Doc Number:** C220-ARP-EV-DPP-01A-100401-AP03 P02 **Date:** 24/08/15



2016



2017



2018

Figure Number	CT-20-005
Figure Name	SES2 and AP3 Construction Phasing Maps
	Community Forum Area CFA1: Euston - Station and Approach



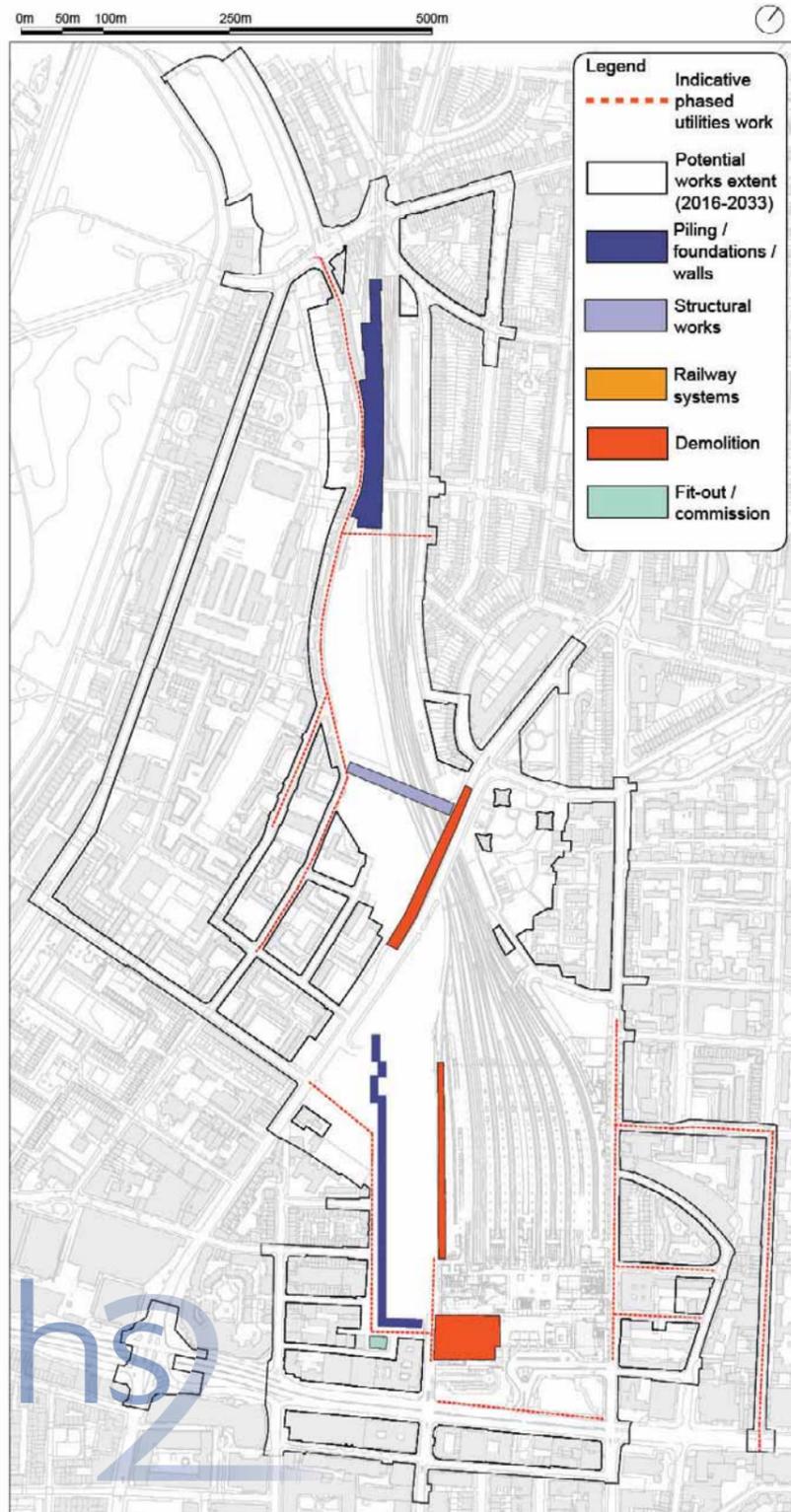
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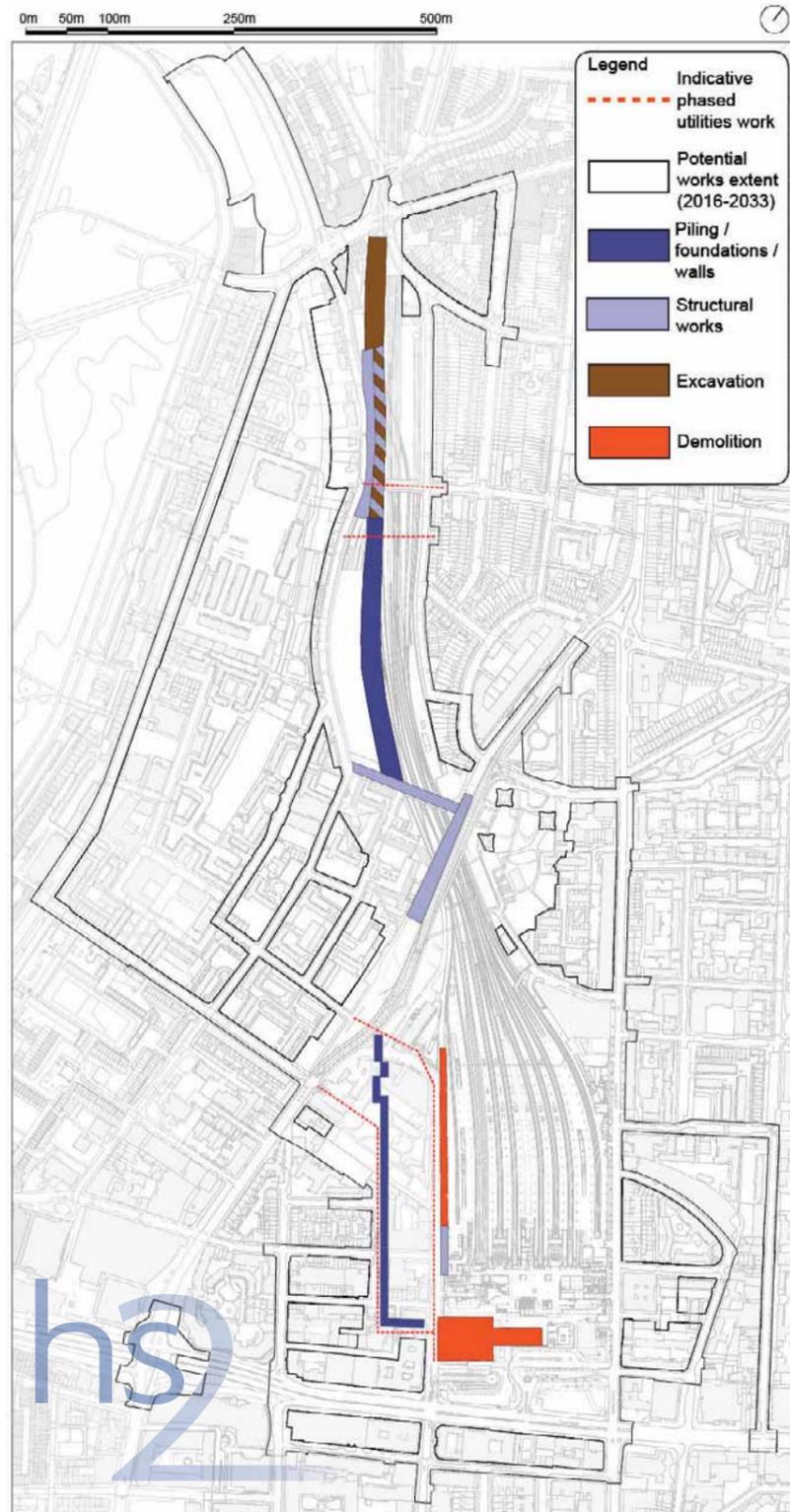
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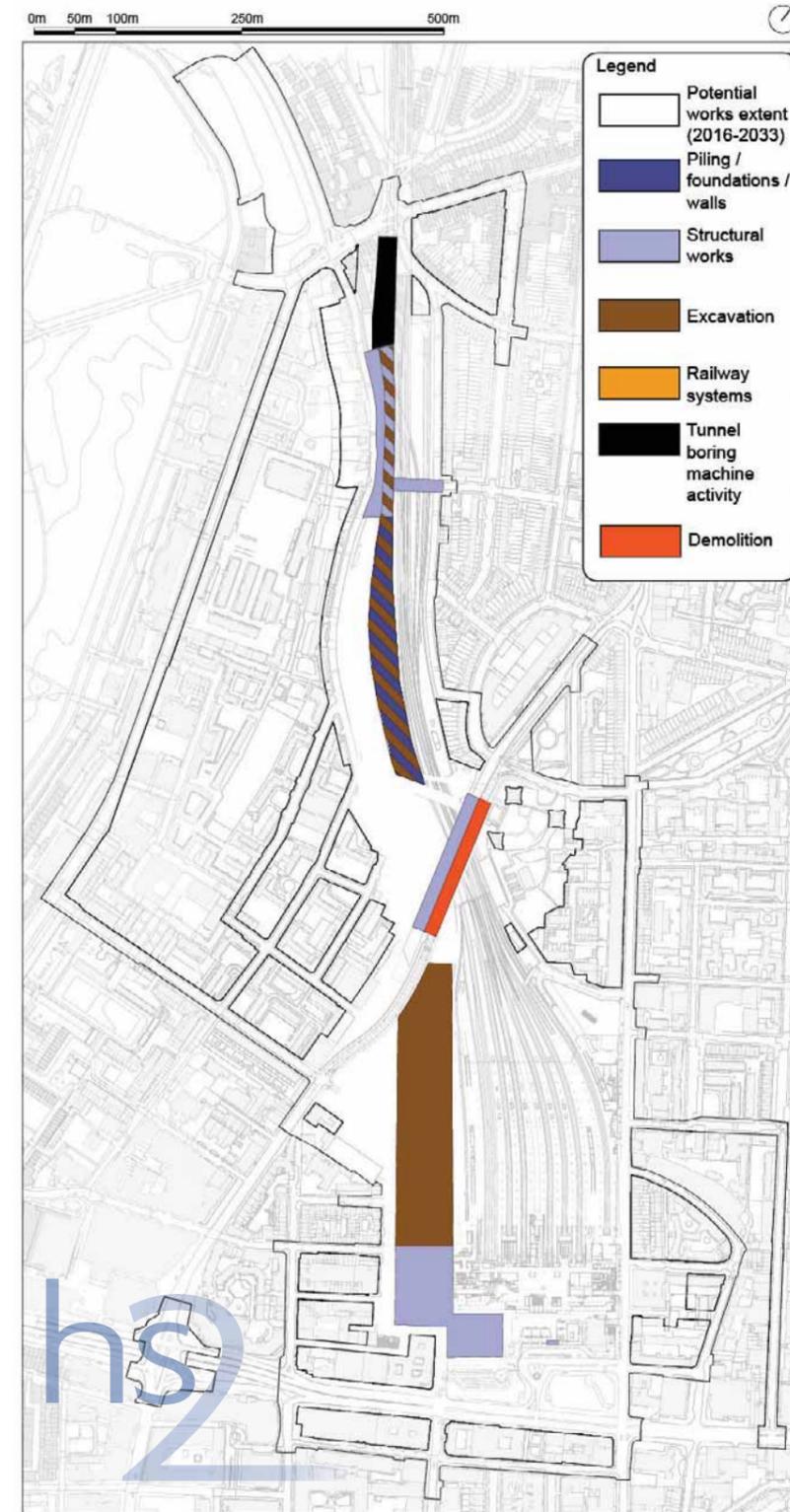
Date: 21/08/15



2019



2020



2021

Figure Number	CT-20-006
Figure Name	SES2 and AP3 Construction Phasing Maps
	Community Forum Area CFA1: Euston - Station and Approach

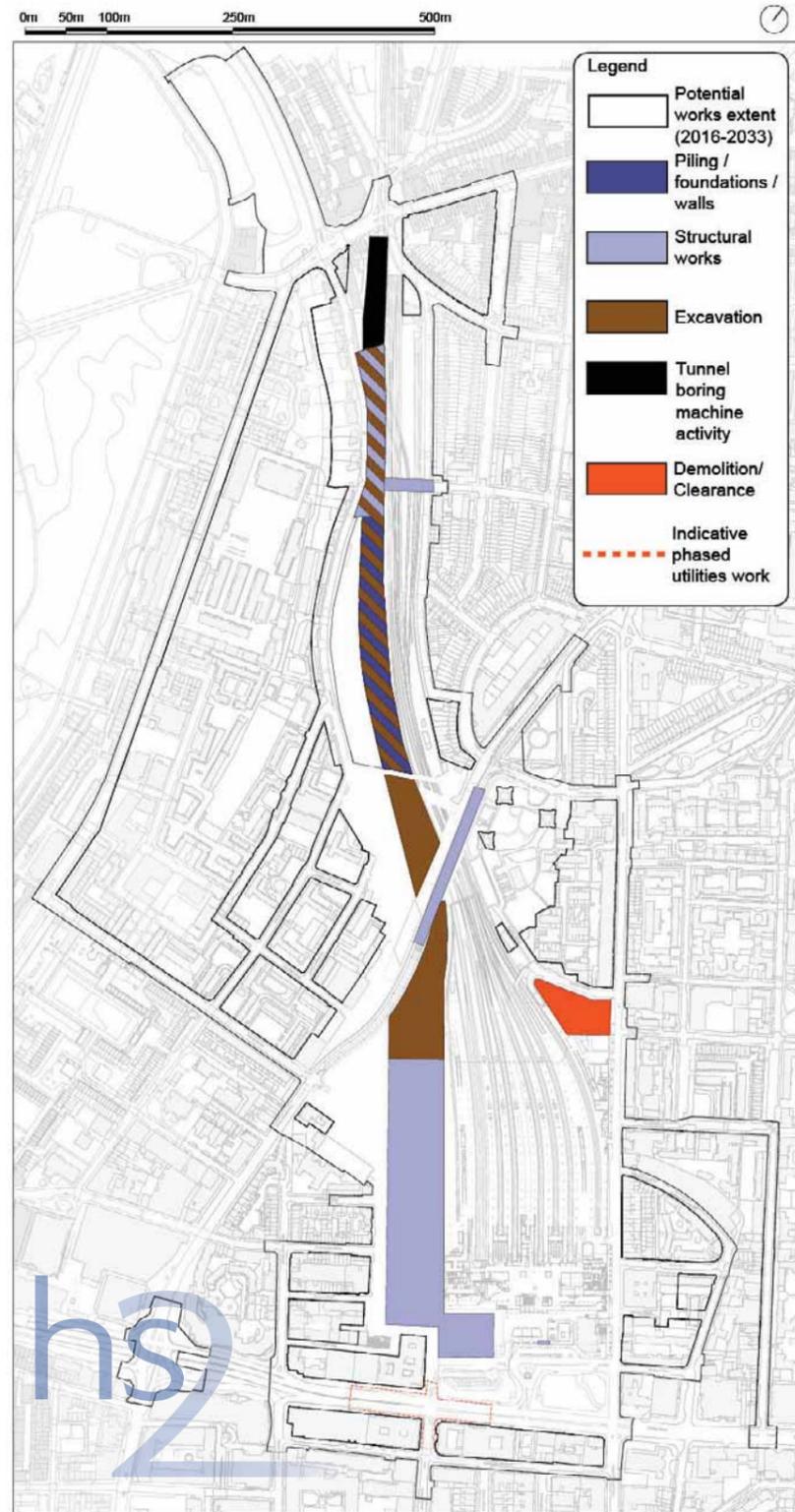
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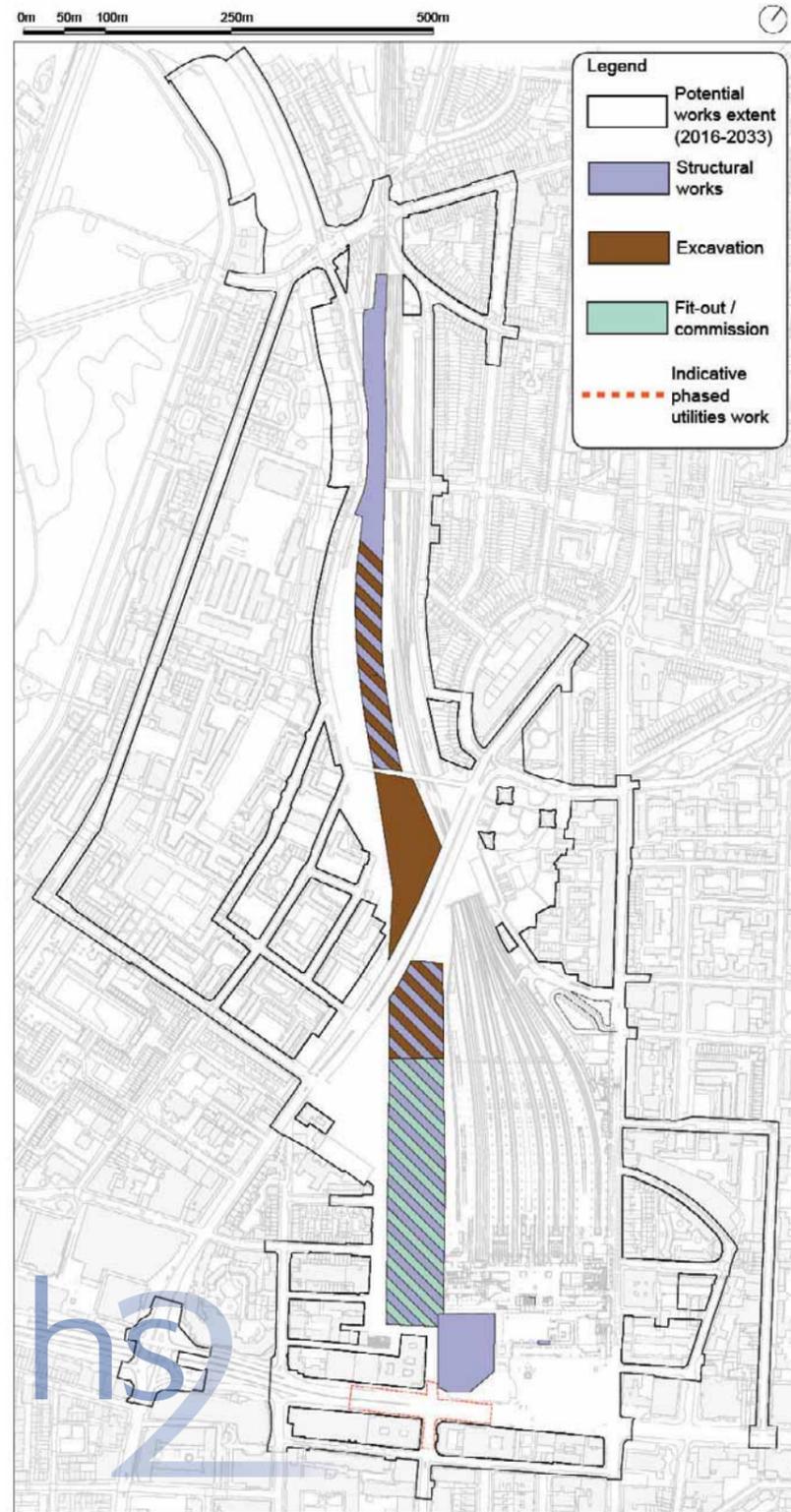
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**Date:** 21/08/15



2022



2023

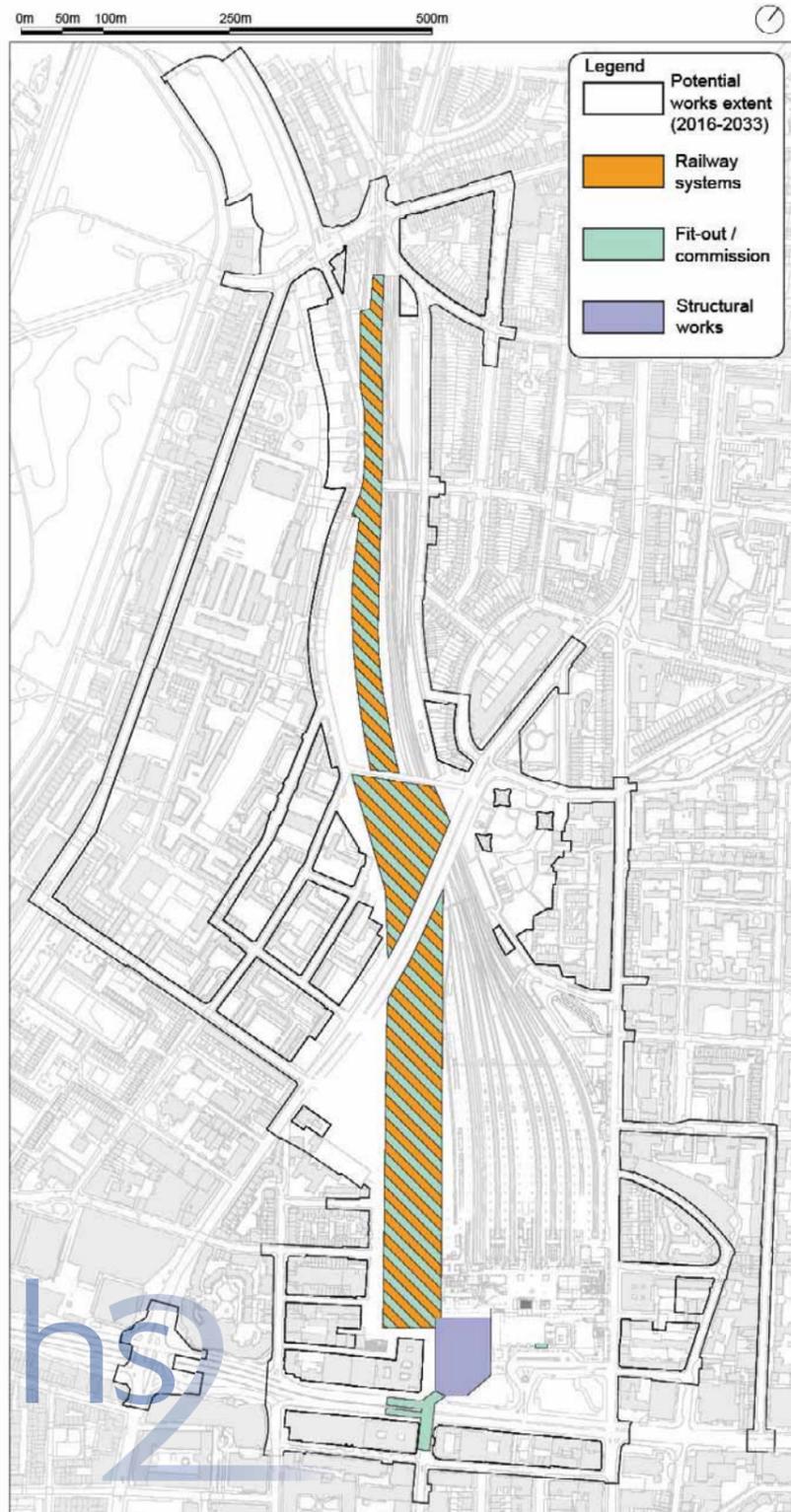


2024

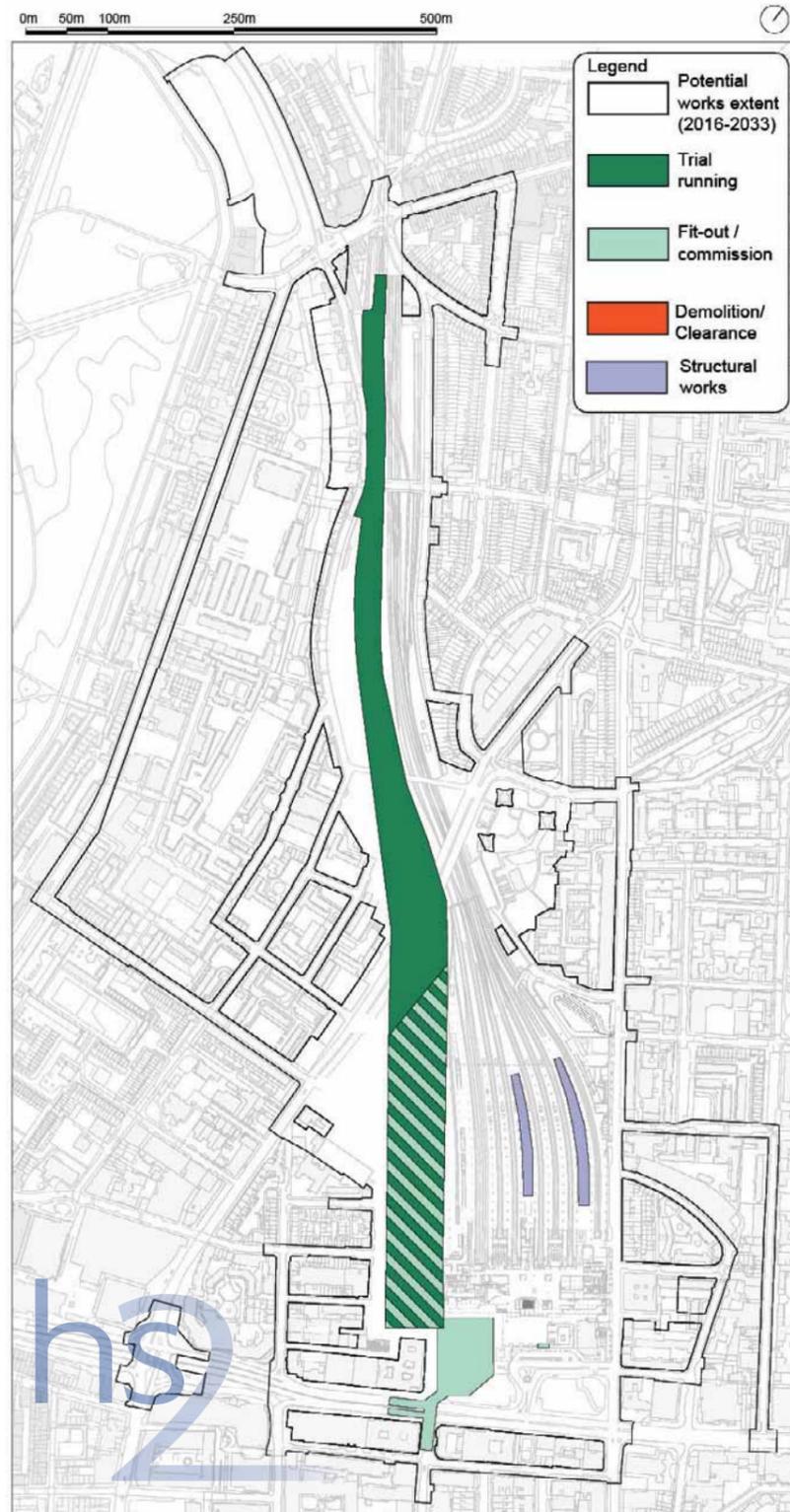
Figure Number	CT-20-007
Figure Name	SES2 and AP3 Construction Phasing Maps
Community Forum Area CFA1: Euston - Station and Approach	

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 Doc Number: C220-ARP-EV-DPL-01A-100307-AP03



2025



2026



2027

Figure Number	CT-20-008
Figure Name	SES2 and AP3 Construction Phasing Maps
Community Forum Area CFA1: Euston - Station and Approach	

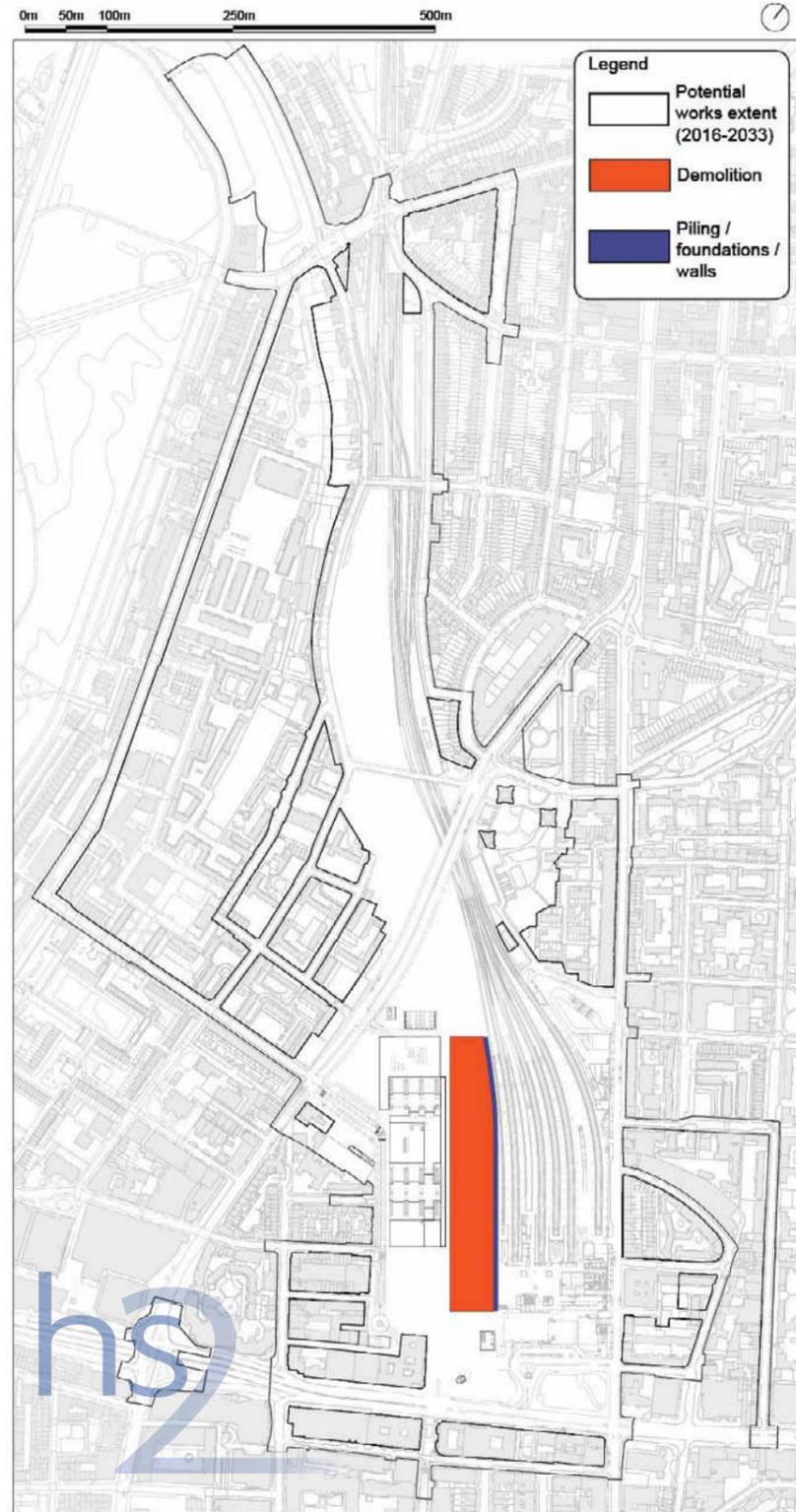
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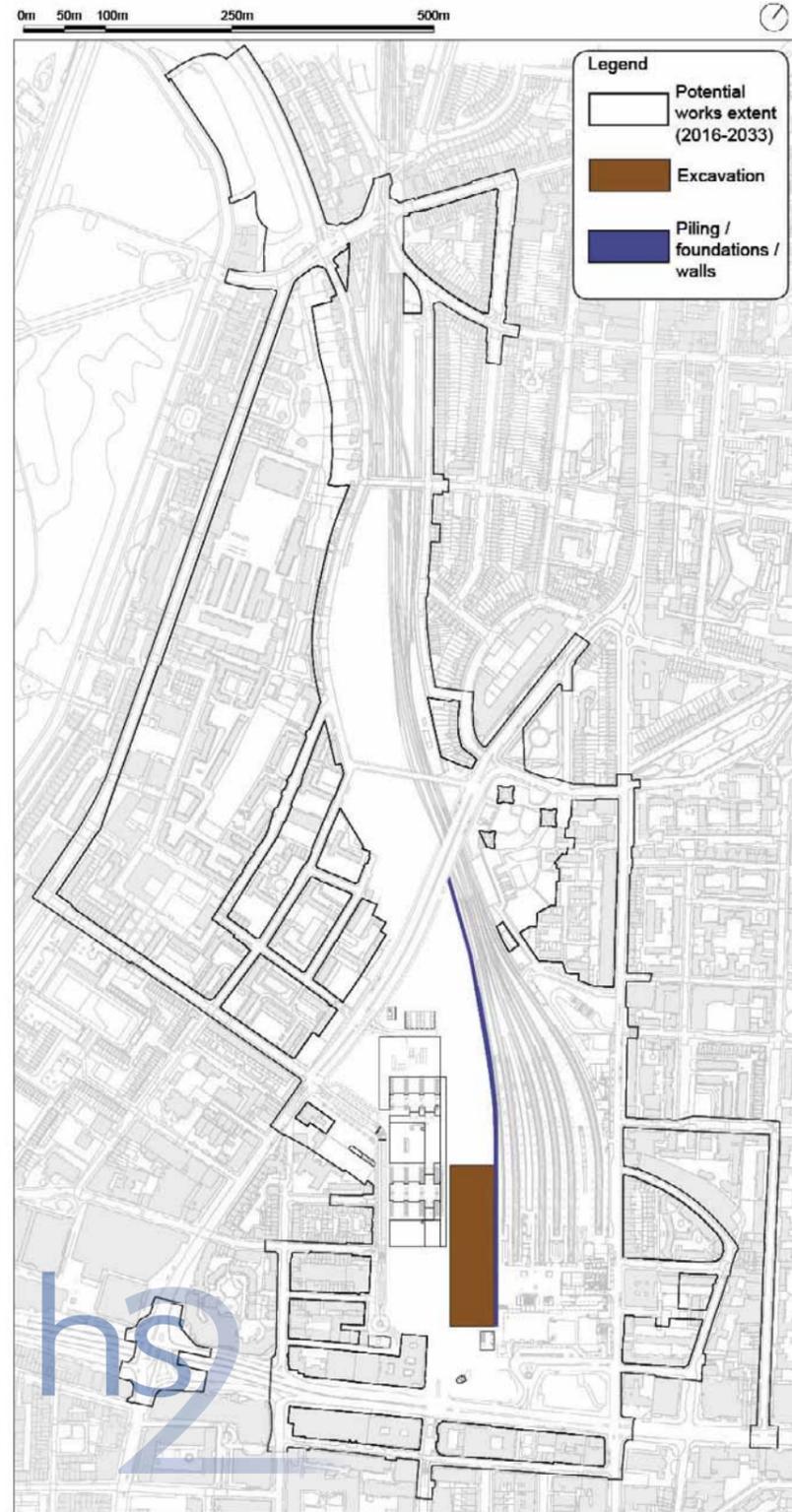
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Doc Number: C220-ARP-EV-DPL-01A-100308-AP03

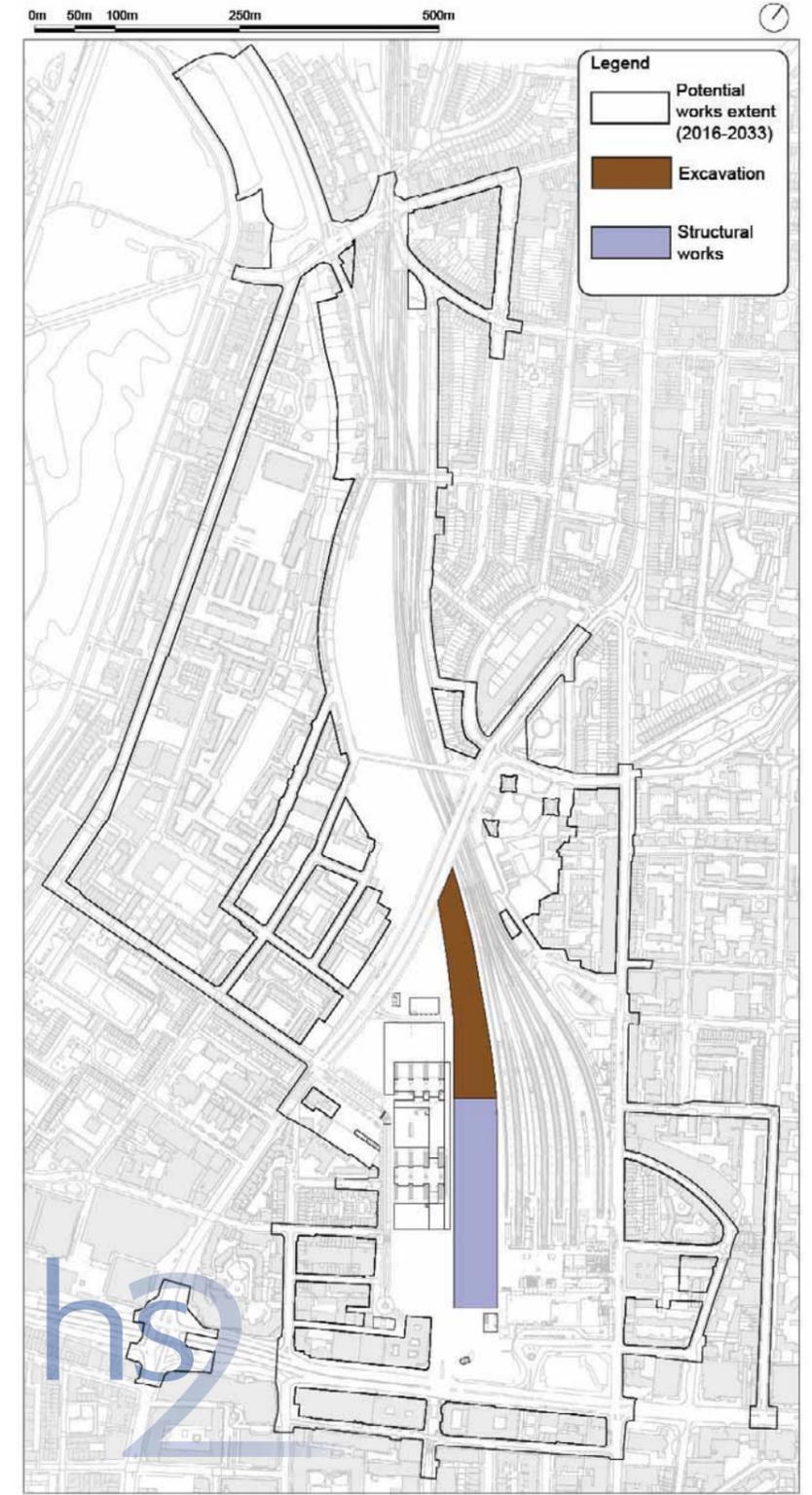
Date: 21/08/15



2028



2029



2030

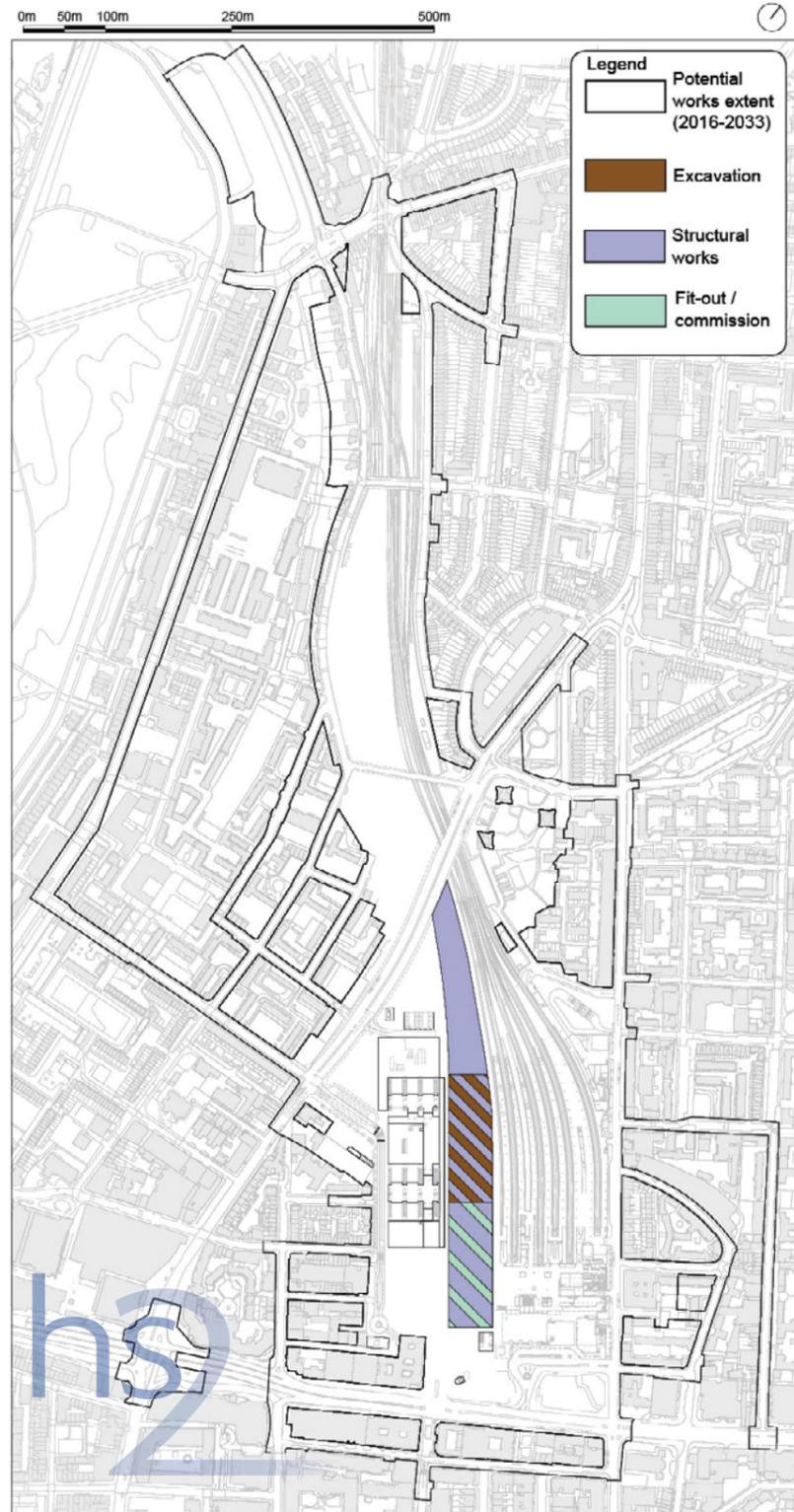
Figure Number	CT-20-009
Figure Name	SES2 and AP3 Construction Phasing Maps
	Community Forum Area CFA1: Euston - Station and Approach

**hs2**

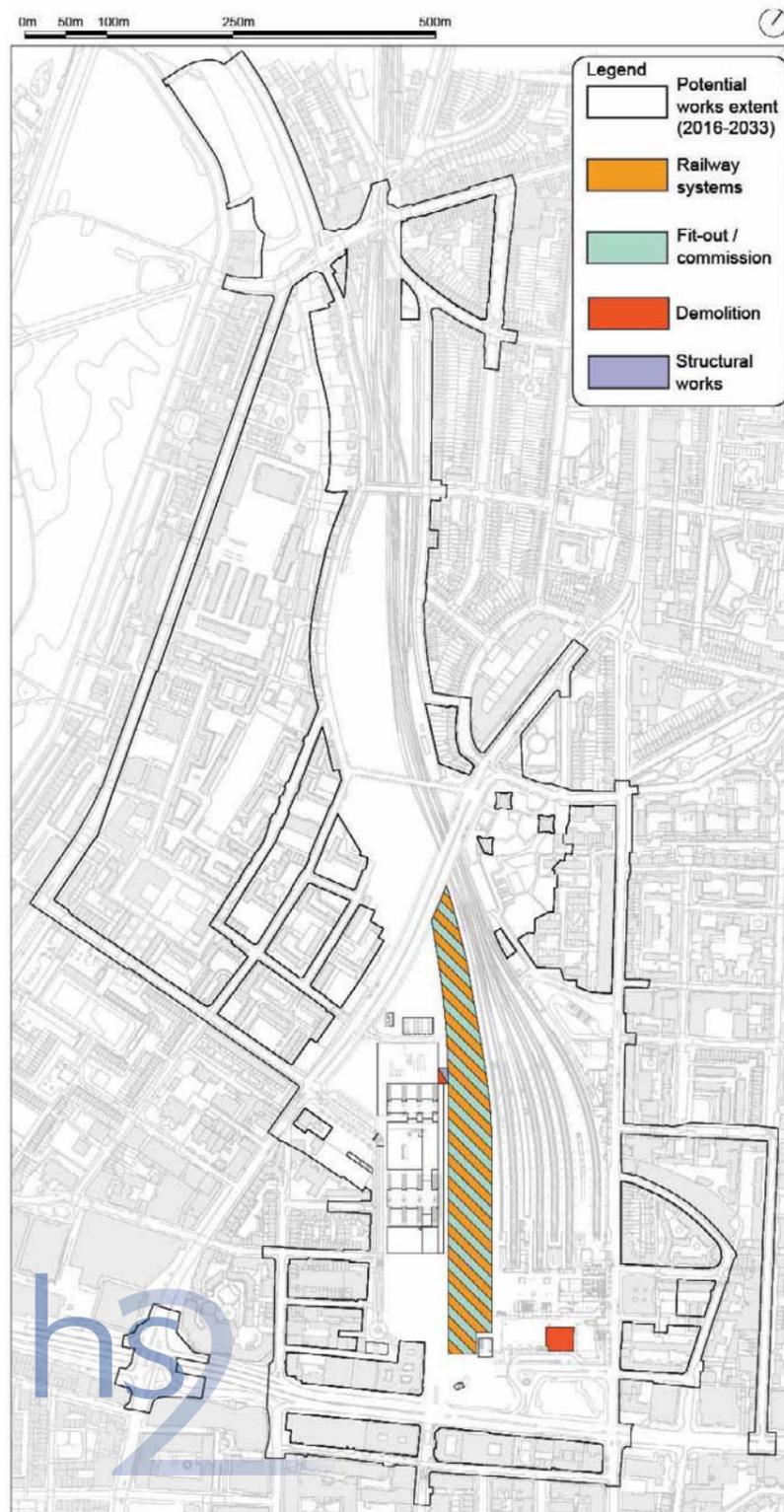
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Doc Number: C220-ARP-EV-DPL-01A-100309-AP03



2031



2032



2033

Figure Number	<b>CT-20-010</b>
Figure Name	<b>SES2 and AP3 Construction Phasing Maps</b>
	<b>Community Forum Area CFA1: Euston - Station and Approach</b>

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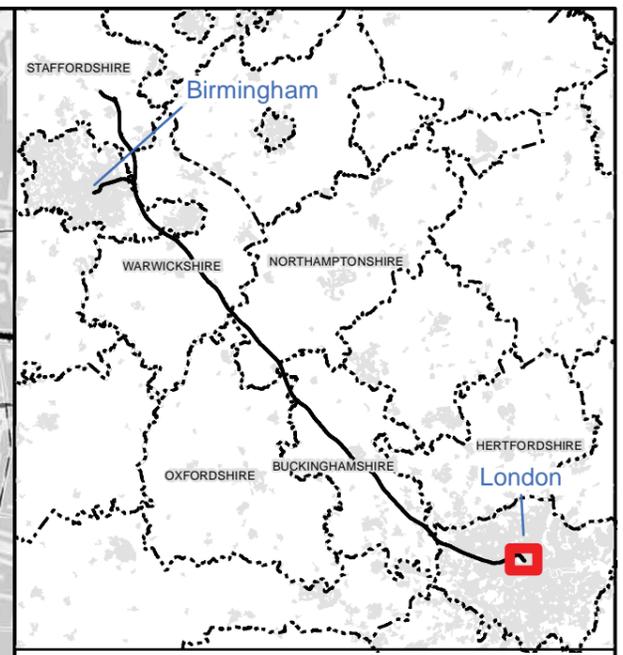
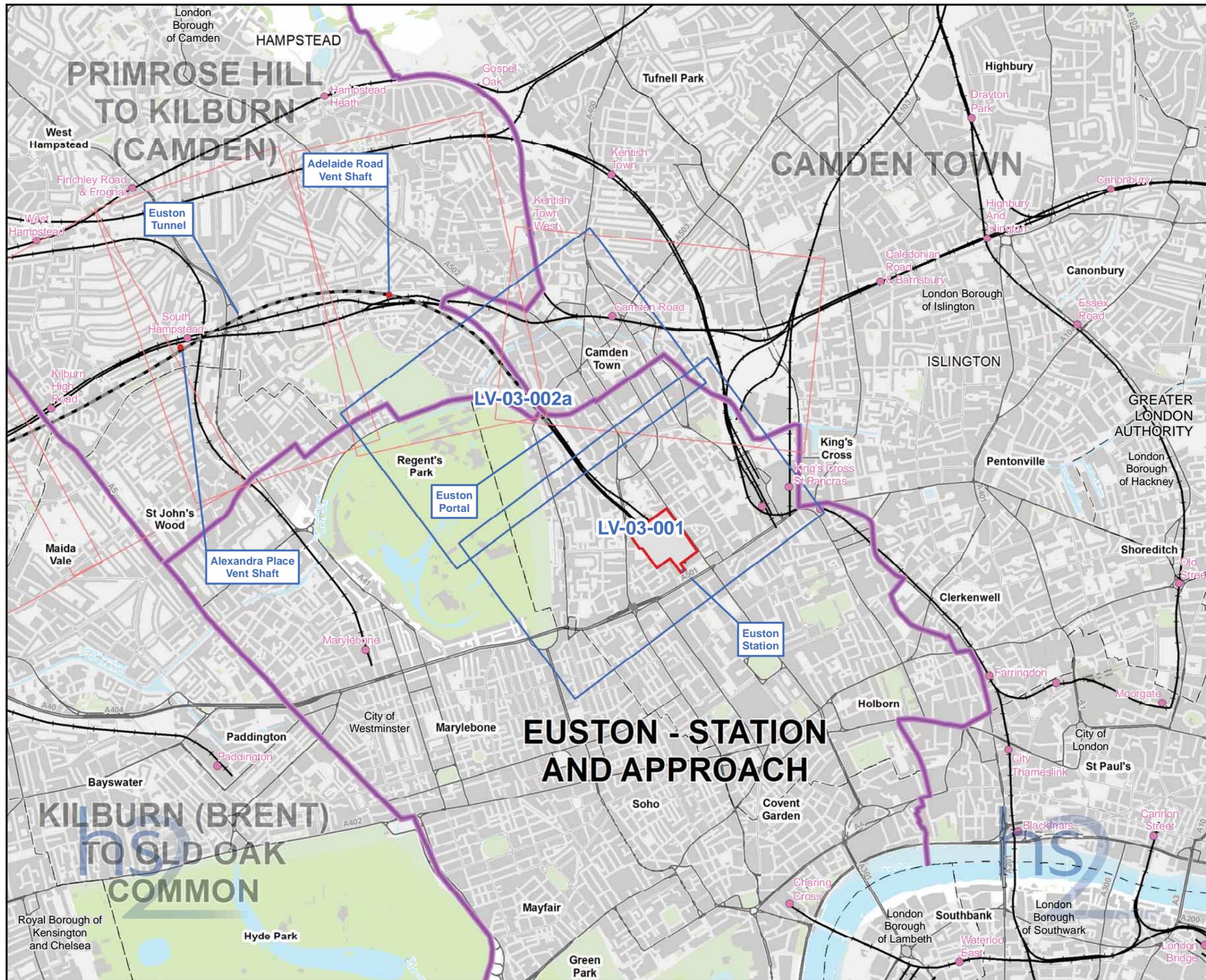
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# HIGH SPEED RAIL (LONDON - WEST MIDLANDS)

Supplementary Environmental Statement 2 and  
Additional Provision 3 Environmental Statement

Volume 2 | LV-03 - Construction Phase Significantly Affected Viewpoints  
LV-04 - Operational Phase Significantly Affected Viewpoints



**Map Series Information:**

Maps showing the viewpoint locations from which the Proposed Scheme has been assessed to give rise to significant effects during the construction phase.

Note: Not all data layers in the legend are represented on every map.

**Main Map Legend**

- Route in tunnel
- Route on surface
- Depot, station, headhouse or portal building
- Community forum boundary
- Existing railway station
- County boundary
- District/Borough boundary
- Map sheets included in this community forum with amendment
- Map sheets included in this community forum with no amendment
- Map sheets not included in this community forum

Map Number	LV-03-INDEX-CFA1
Map Name	Index Map of: Construction Phase Significantly Affected Viewpoints SES2 and AP3 ES
Community Forum Area CFA1: Euston - Station and Approach	

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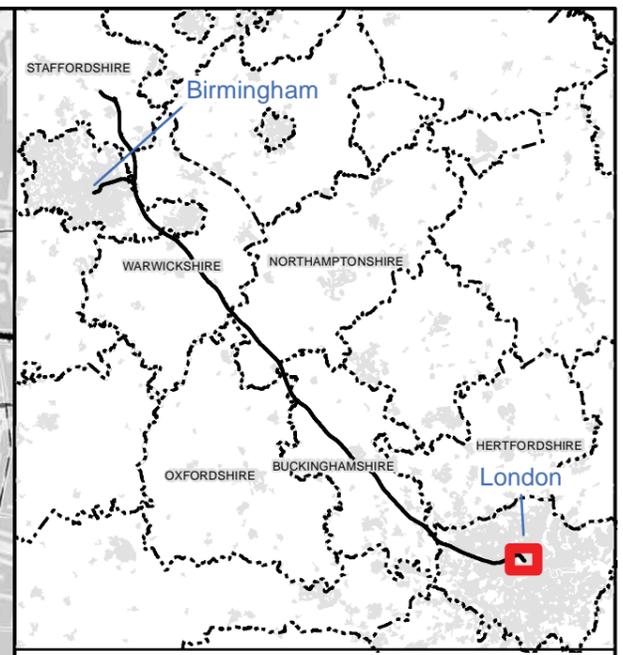
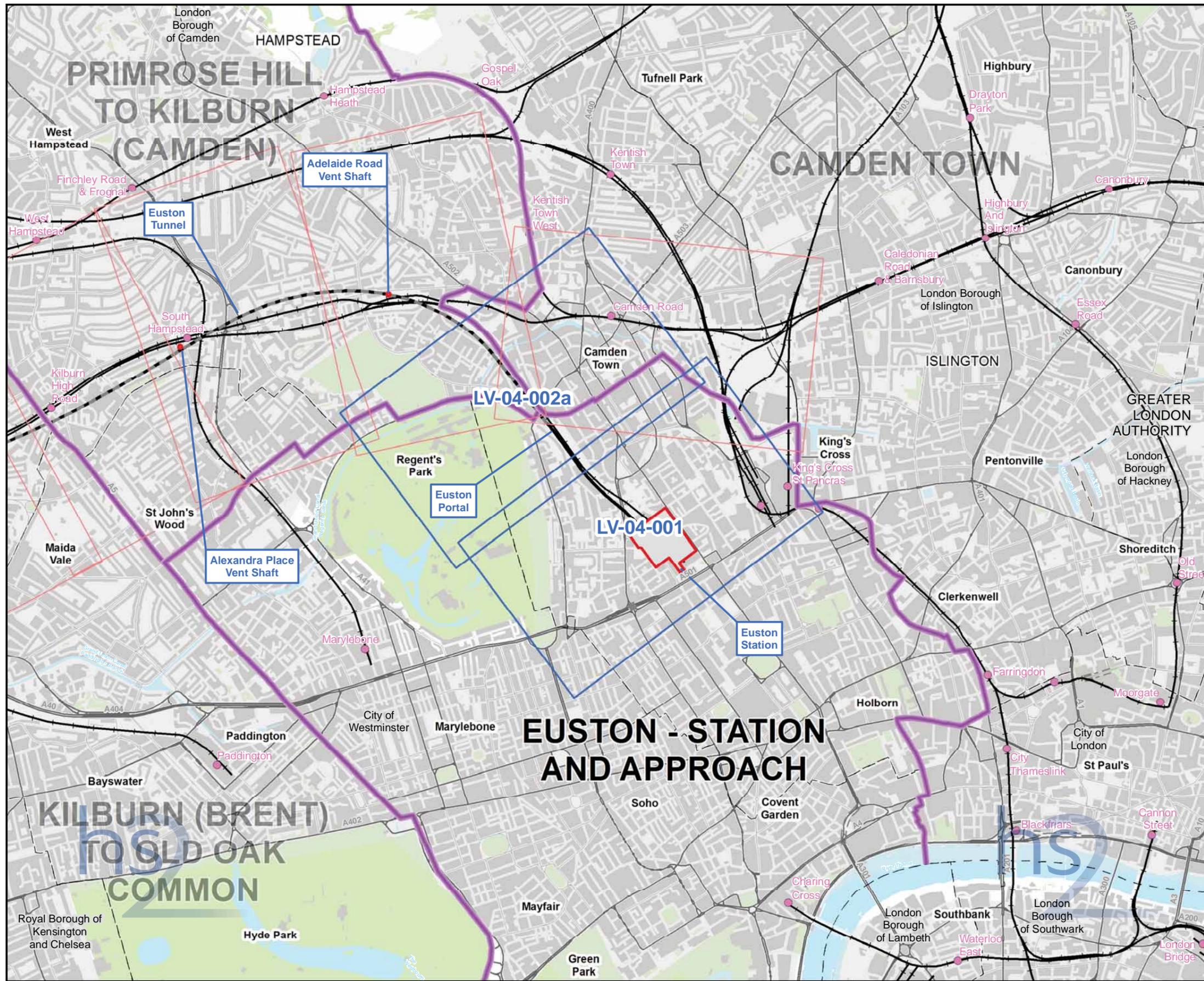
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Scale at A3: 1:25,000

0 250 500 750 1,000 Metres

Doc Number: C251-ETM-EV-MAP-01A-000180-AP03-P01 Date: 18/08/15

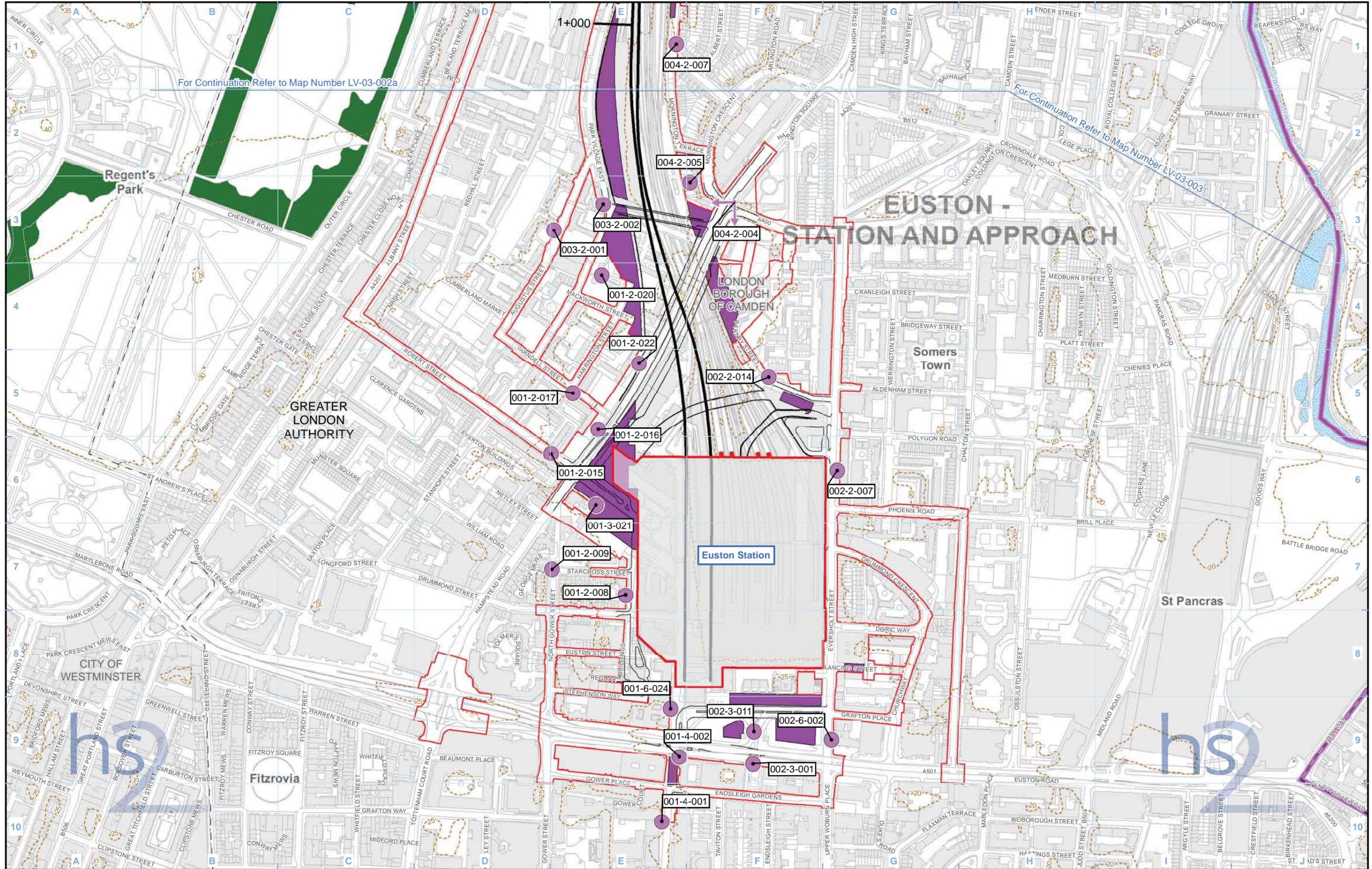


**Map Series Information:**  
 Maps showing the viewpoint locations from which the Proposed Scheme has been assessed to give rise to significant effects during the operational phase.

<b>Main Map Legend</b> <ul style="list-style-type: none"> <li> Route in tunnel</li> <li> Route on surface</li> <li> Depot, station, headhouse or portal building</li> <li> Community forum boundary</li> <li> Existing railway station</li> <li> County boundary</li> <li> District/Borough boundary</li> <li> Map sheets included in this community forum with amendment</li> <li> Map sheets included in this community forum with no amendment</li> <li> Map sheets not included in this community forum</li> </ul>		<p>Map Number: <b>LV-04-INDEX-CFA1</b></p> <p>Map Name: <b>Index Map of: Operational Phase Significantly Affected Viewpoints SES2 and AP3 ES</b></p> <p>Community Forum Area CFA1: <b>Euston - Station and Approach</b></p>	<p>HS2 Ltd accept no responsibility for any circumstances, which arise from the reproduction of this map after alteration, amendment or abbreviation or if it is issued in part or issued incomplete in any way.</p> <p>Registered in England. Registration number 06791686. Registered office: One Canada Square, London, E14 5AB.</p> <p>© Crown copyright and database rights 2015. Ordnance Survey Licence Number 100049190.</p> <p>Scale at A3: 1:25,000</p> <p>Doc Number: C251-ETM-EV-MAP-01A-000183-AP03-P01</p> <p>Date: 18/08/15</p>
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For Continuation Refer to Map Number LV-03-002a

For Continuation Refer to Map Number LV-03-003



**Legend**


**Engineering earthworks:**

	Embankment
	Cutting

**Non engineering earthworks:**

	Embankment
	Cutting

Map Number	LV-03-001
Map Name	Construction Phase Significantly Affected Viewpoints
Community Forum Area CFA1: Euston - Station and Approach	

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Scale at A3: 1:5,000

0 50 100 150 200 Metres

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Doc Number: C251-ETM-EV-MAP-01A-000069-P07.00 Date: 30/10/13

GREATER LONDON AUTHORITY

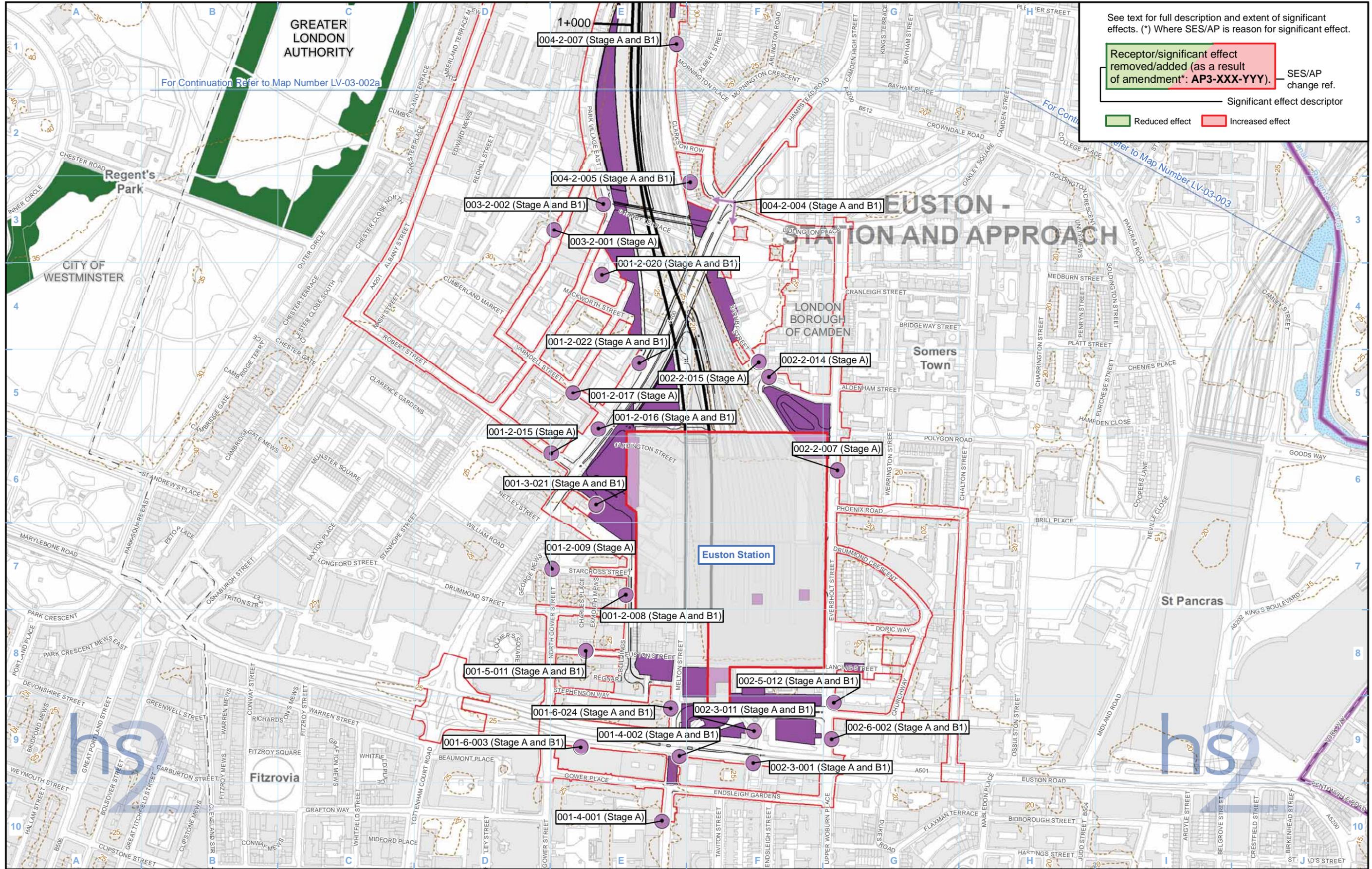
For Continuation Refer to Map Number LV-03-002a

See text for full description and extent of significant effects. (\*) Where SES/AP is reason for significant effect.

Receptor/significant effect removed/added (as a result of amendment\*: AP3-XXX-YYY). — SES/AP change ref.

Significant effect descriptor

Reduced effect Increased effect



**Legend**

- Route in tunnel
- Route on surface
- Depot, station, headhouse or portal building
- Land potentially required during construction
- Community forum boundary
- County boundary
- District/Borough boundary
- Public Rights of Way
- 5m contours
- Water body
- Watercourse
- Existing woodland and tree belts
- Construction compounds
- Significantly affected viewpoint
- Photomontage location

**001-1-001 (Stage A and B1)**

Viewpoint number\*

\*Where relevant, the text in brackets indicates the construction stage(s) during which the viewpoint is significantly affected.

**Engineering earthworks:**

- Embankment
- Cutting

**Non engineering earthworks:**

- Embankment
- Cutting

Map Number LV-03-001

Map Name Construction Phase Significantly Affected Viewpoints SES2 and AP3 ES

Community Forum Area CFA1: Euston - Station and Approach

hs2

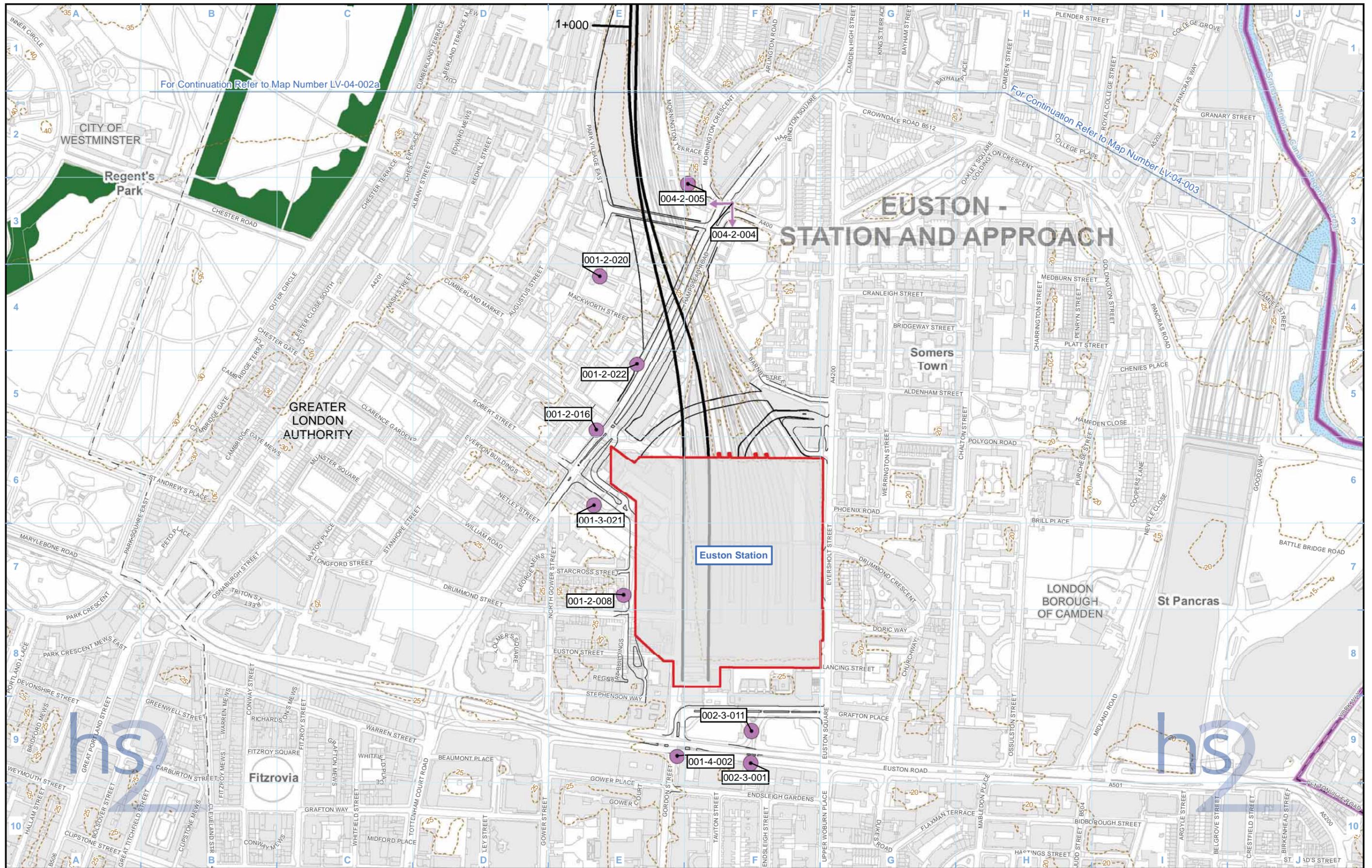
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Doc Number: C251-ETM-EV-MAP-01A-000181-AP03-P01

Date: 18/08/15



**Legend**

			<b>Engineering earthworks:</b>
			<b>Non engineering earthworks:</b>

	Embankment
	Cutting
	Embankment
	Cutting

Map Number	LV-04-001
Map Name	Operational Phase Significantly Affected Viewpoints
Community Forum Area CFA1: Euston - Station and Approach	

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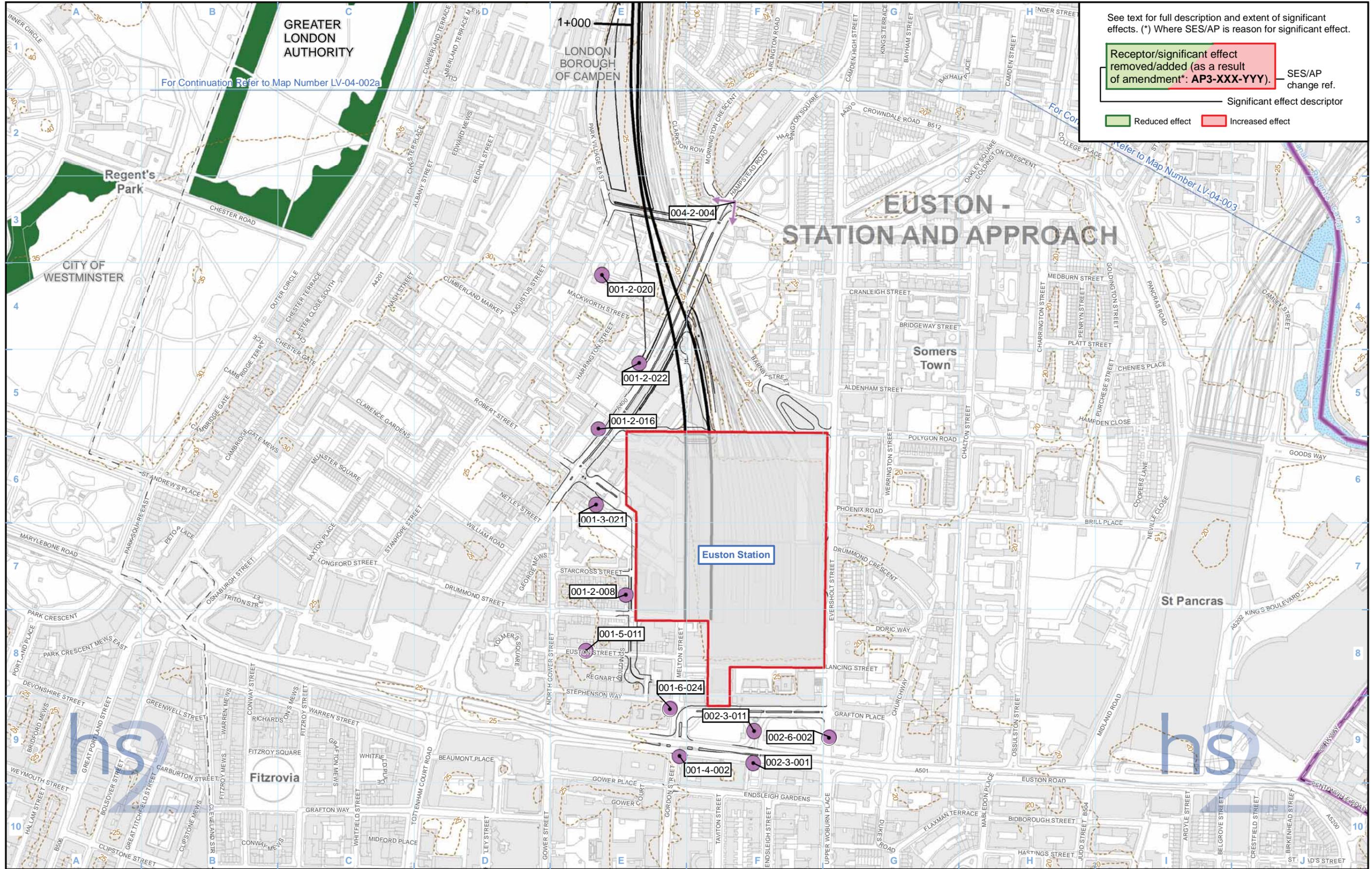
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Receptor/significant effect removed/added (as a result of amendment\*: AP3-XXX-YYY). — SES/AP change ref.

Significant effect descriptor

Reduced effect    Increased effect

**Legend**

- Route in tunnel
- Route on surface
- Depot, station, headhouse or portal building
- Community forum boundary
- County boundary
- District/Borough boundary
- Public Rights of Way
- 5m contours
- Water body
- Watercourse
- Existing woodland and tree belts
- Proposed tree planting
- Significantly affected viewpoint
- Photomontage location
- Viewpoint number

**Engineering earthworks:**

- Embankment
- Cutting

**Non engineering earthworks:**

- Embankment
- Cutting

Map Number: LV-04-001

Map Name: Operational Phase Significantly Affected Viewpoints SES2 and AP3 ES

Community Forum Area CFA1: Euston - Station and Approach

hs logo

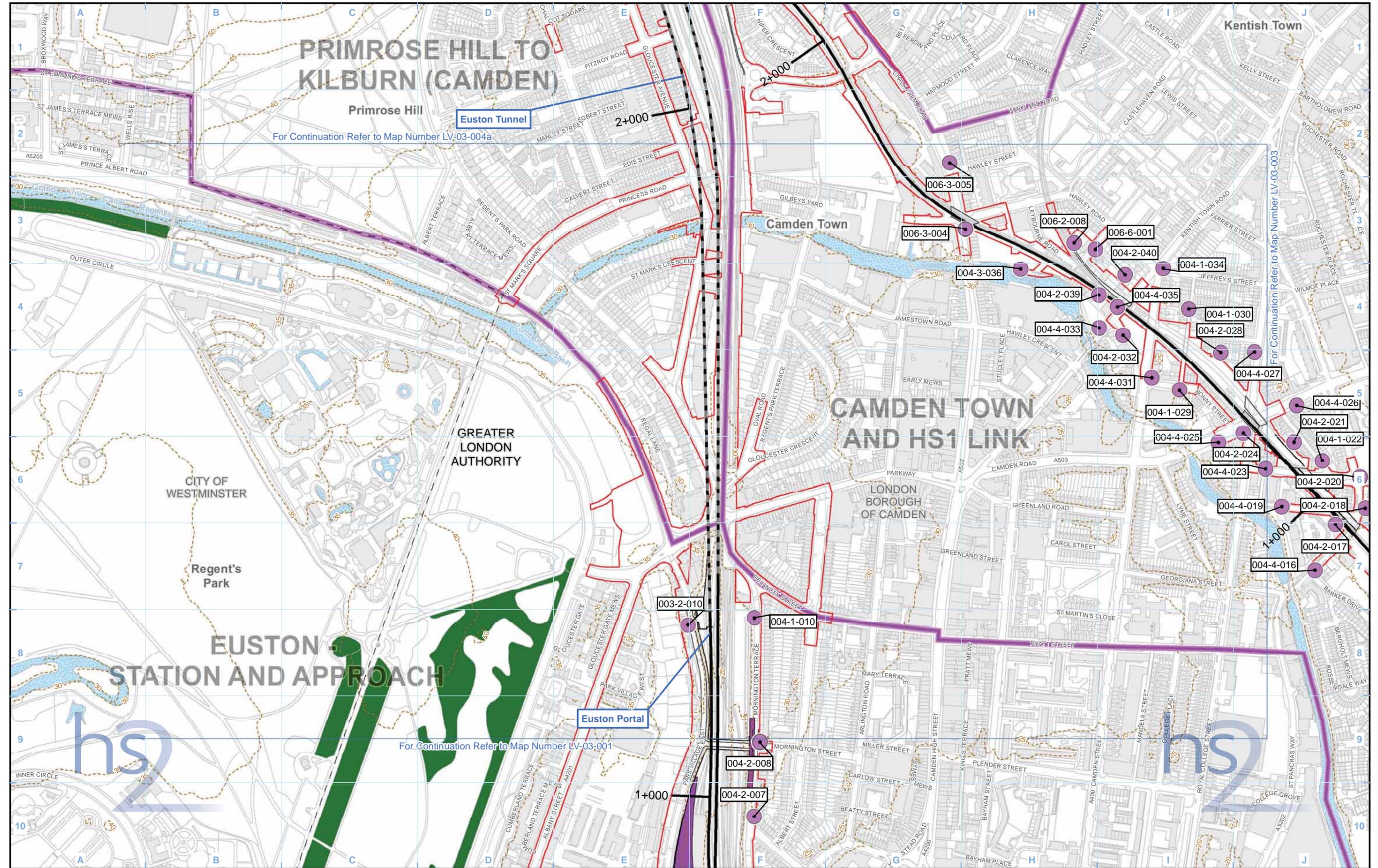
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Date: 18/08/15



**Legend**

- Route in tunnel
- Route on surface
- Depot, station, headhouse or portal building
- Land potentially required during construction
- Community forum boundary
- County boundary
- District/Borough boundary
- Public Rights of Way
- 5m contours
- Water body
- Watercourse
- Existing woodland and tree belts
- Construction compounds
- Significantly affected viewpoint
- Photomontage location
- Viewpoint number
- Engineering earthworks: Embankment
- Engineering earthworks: Cutting
- Non engineering earthworks: Embankment
- Non engineering earthworks: Cutting

Map Number: LV-03-002a

Map Name: Construction Phase Significantly Affected Viewpoints

Community Forum Area CFA1: Euston - Station and Approach

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Date: 30/10/13

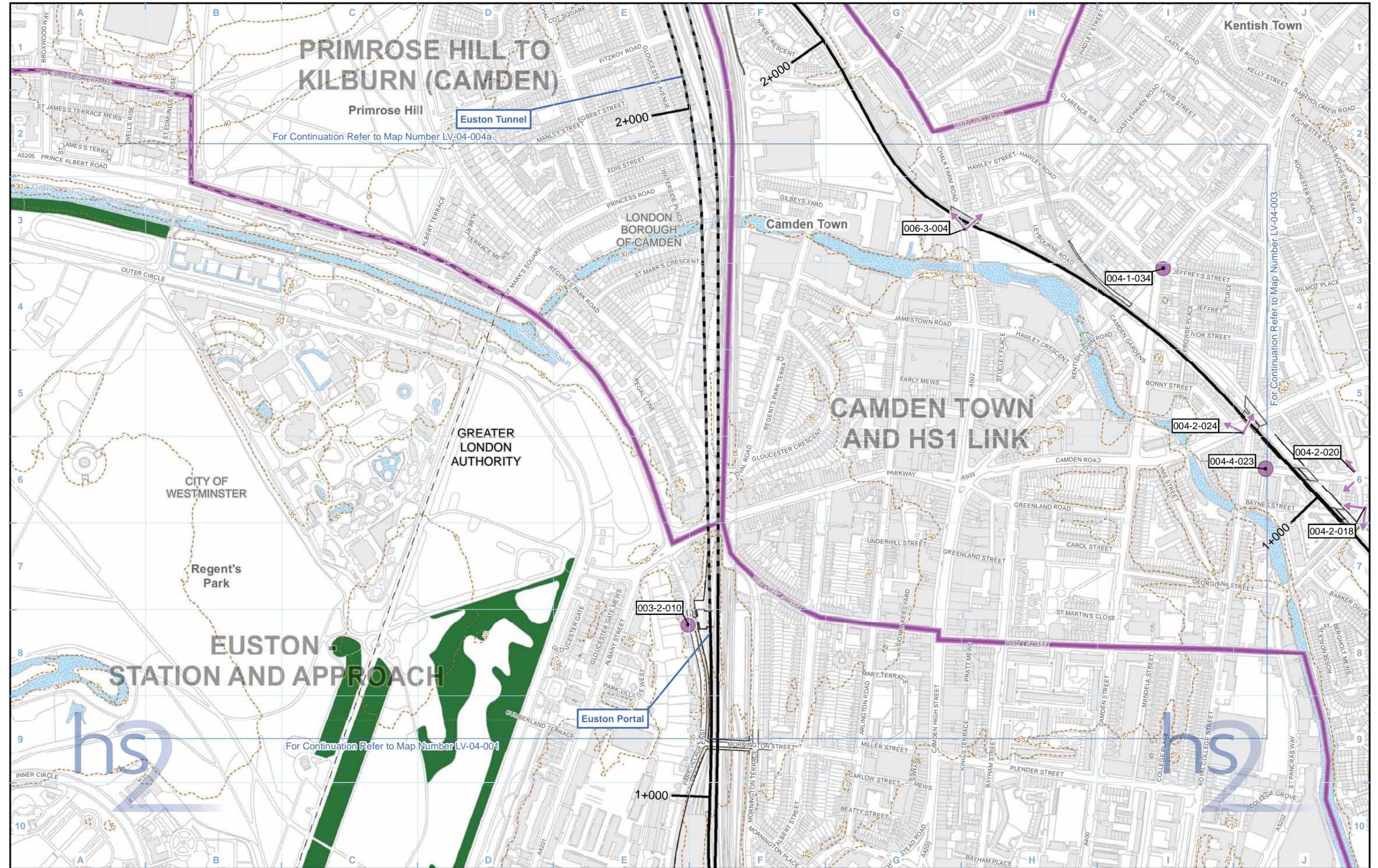
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Scale at A3: 1:5,000

0 50 100 150 200 Metres





**Legend**


**Engineering earthworks:**

	Embankment
	Cutting

**Non engineering earthworks:**

	Embankment
	Cutting

Map Number LV-04-002a

Map Name  
**Operational Phase Significantly Affected Viewpoints**

Community Forum Area CFA1:  
 Euston - Station and Approach

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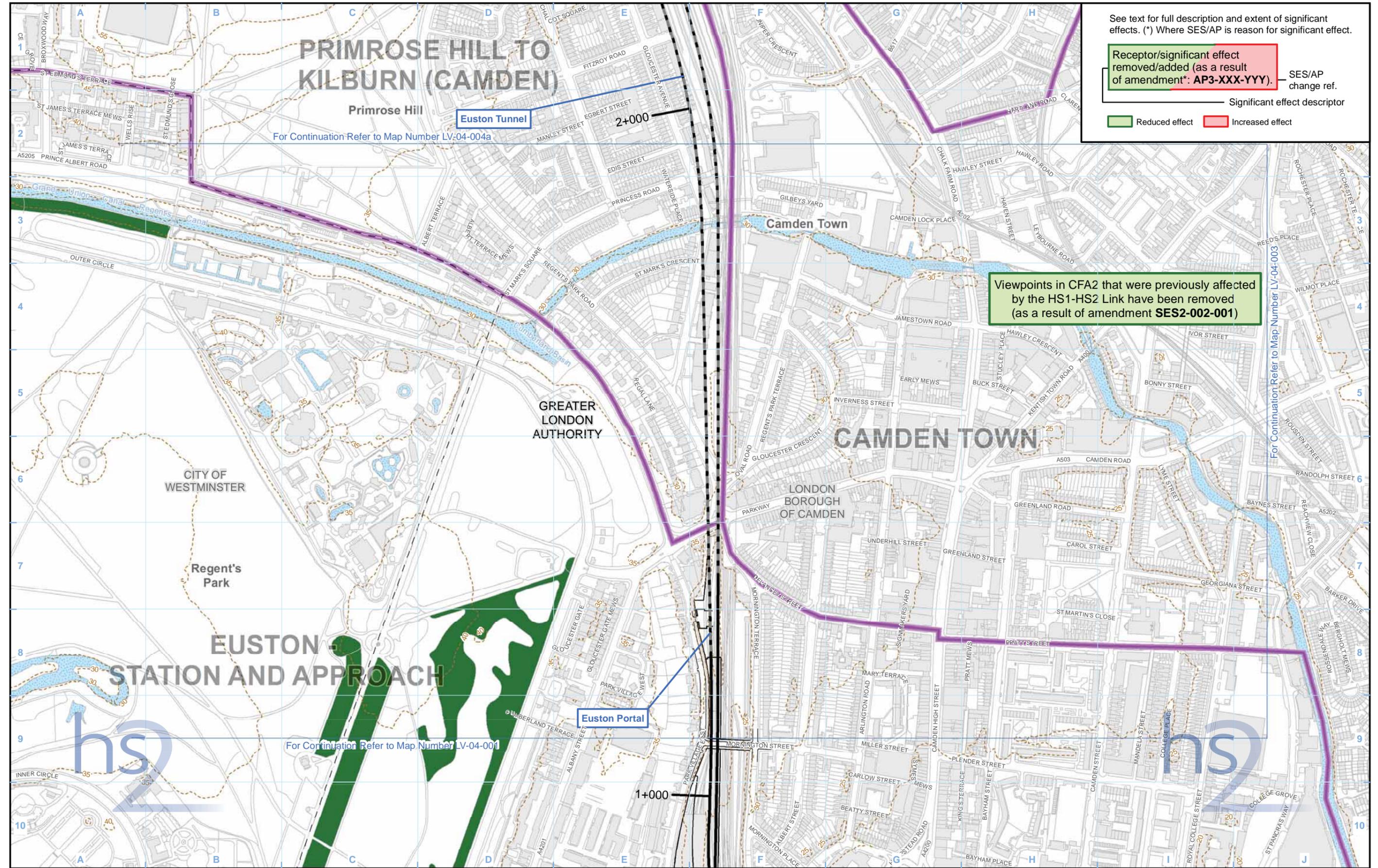
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Date: 30/10/13



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Receptor/significant effect removed/added (as a result of amendment\*: AP3-XXX-YYY). — SES/AP change ref.

Significant effect descriptor

Reduced effect    Increased effect

**Legend**

- Route in tunnel
- Route on surface
- Depot, station, headhouse or portal building
- Community forum boundary
- County boundary
- District/Borough boundary
- Public Rights of Way
- 5m contours
- Water body
- Watercourse
- Existing woodland and tree belts
- Proposed tree planting
- Significantly affected viewpoint
- Photomontage location
- Viewpoint number [001-1-001]

**Engineering earthworks:**

- Embankment
- Cutting

**Non engineering earthworks:**

- Embankment
- Cutting

Map Number LV-04-002a

Map Name

**Operational Phase Significantly Affected Viewpoints SES2 and AP3 ES**

Community Forum Area CFA1: Euston - Station and Approach

hs2

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Date: 18/08/15

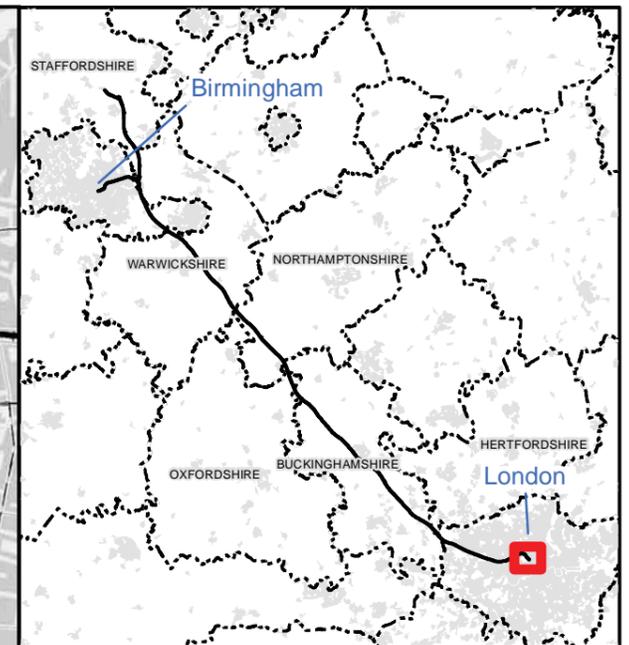
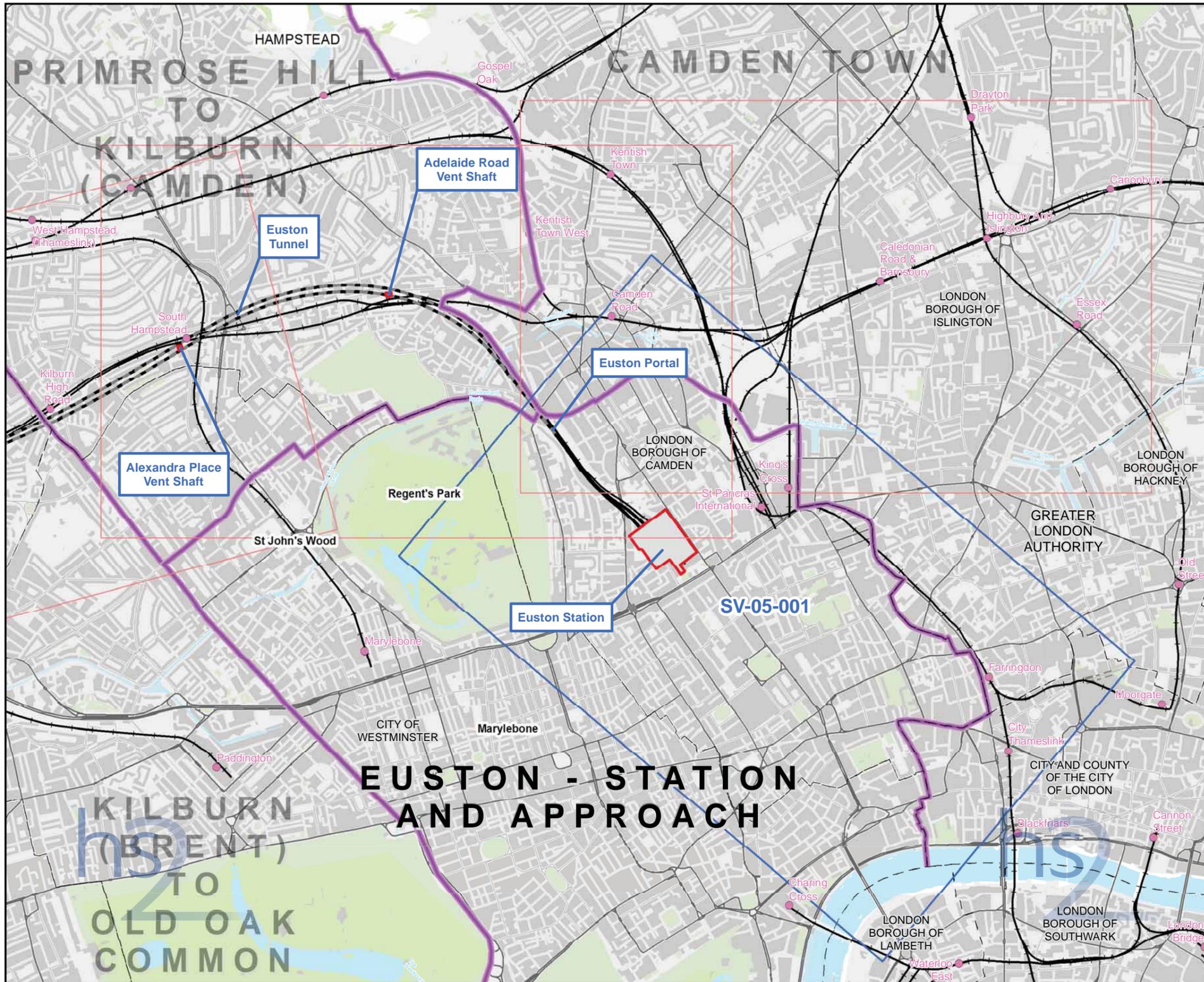
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# HIGH SPEED RAIL (LONDON - WEST MIDLANDS)

Supplementary Environmental Statement 2 and  
Additional Provision 3 Environmental Statement

Volume 2 | SV-05 - Operational Airborne Noise and Vibration Impacts and Likely Significant Effects

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### Map Series Information:

SV-05 presents the direct operational noise impacts and likely significant effects of the scheme.

The SV-05 figure series necessarily contains a large amount of information relating to the operational noise and vibration assessment. It is designed to communicate visually the assessment process from the prediction of impacts to the determination of likely residual significant effects. The corresponding text is included in Vol2.

Key items on the figure series include:

- the Proposed Scheme (the proposed railway alignments and surrounding associated earthworks/roads);
- blue and green lines representing the wayside airborne noise mitigation measures included in the Proposed Scheme;
- the study areas, which indicate the areas within which direct operational sound and vibration impacts of the scheme have been quantitatively assessed;
- the calculated scheme direct impacts, displayed as colour-coded buildings, and symbols representing buildings that would potentially qualify for noise insulation;
- sound contours representing sound produced by the new railway (displayed in a simpler manner than on SV-01 in order not to obscure other features on the figure series); and
- labels indicating where the likely residual direct noise and/or vibration significant effects have been identified.

A more detailed explanation of each legend item included on the figures can be found in the data dictionary.

Note: Not all data layers in the legend are represented on every map.

Main Map Legend	
	Route in tunnel
	Route on surface
	Depot, station, headhouse or portal building
	Community forum boundary
	Existing railway station
	County boundary
	District/Borough boundary
	Map sheets included in this community forum with amendment
	Map sheets included in this community forum with no amendment
	Map sheets not included in this community forum

Map Number	SV-05-INDEX-CFA1
Map Name	Index Map of: Operational Airborne Noise and Vibration Impacts and Likely Significant Effects SES2 and AP3 ES Community Forum Area CFA1: Euston - Station and Approach

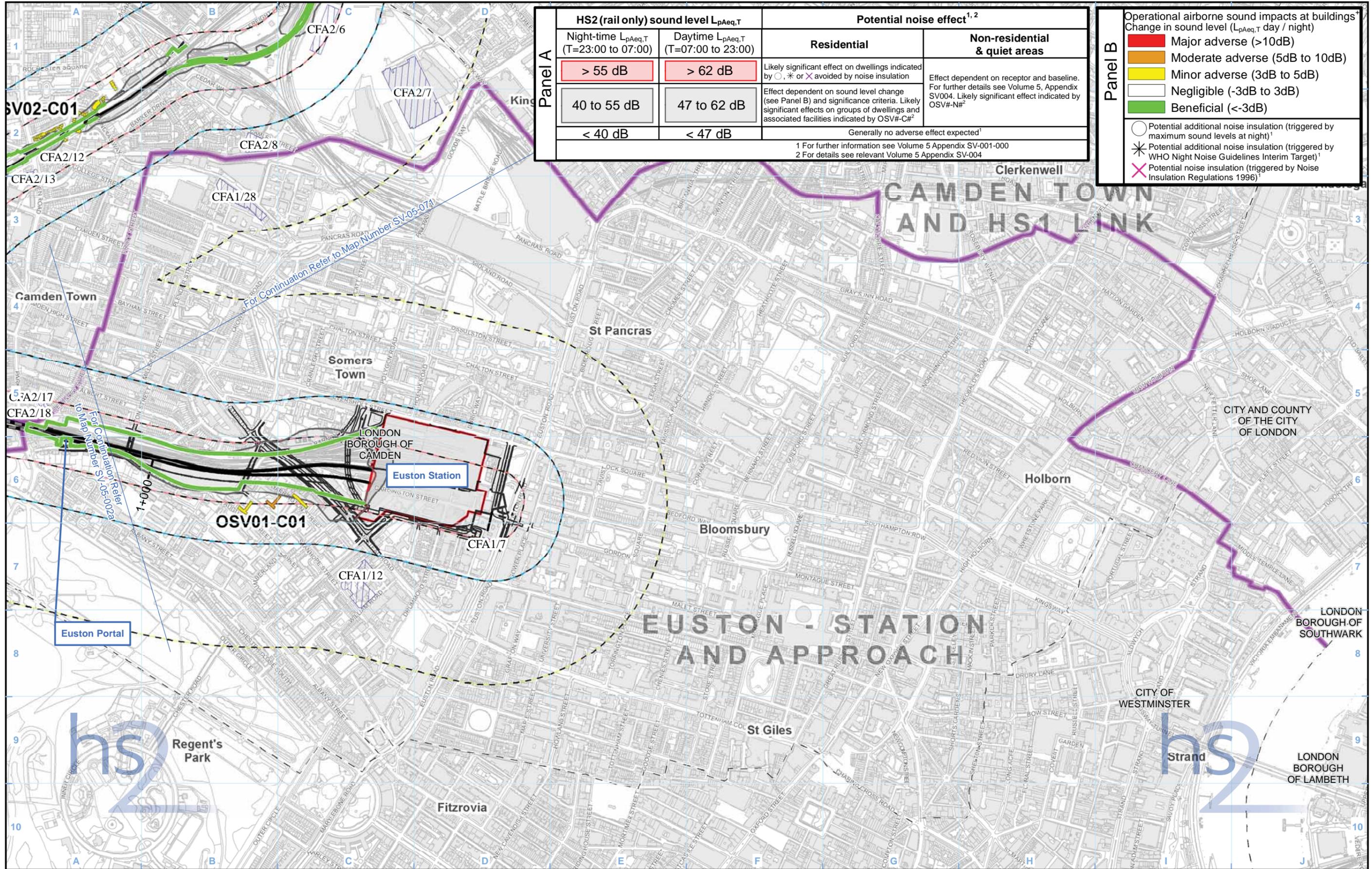
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Panel A	HS2 (rail only) sound level L <sub>pAeq,T</sub>		Potential noise effect <sup>1,2</sup>	
	Night-time L <sub>pAeq,T</sub> (T=23:00 to 07:00)	Daytime L <sub>pAeq,T</sub> (T=07:00 to 23:00)	Residential	Non-residential & quiet areas
	> 55 dB	> 62 dB	Likely significant effect on dwellings indicated by ○, * or ✕ avoided by noise insulation	Effect dependent on receptor and baseline. For further details see Volume 5, Appendix SV004. Likely significant effect indicated by OSV#-N# <sup>2</sup>
	40 to 55 dB	47 to 62 dB	Effect dependent on sound level change (see Panel B) and significance criteria. Likely significant effects on groups of dwellings and associated facilities indicated by OSV#-C# <sup>2</sup>	Generally no adverse effect expected <sup>1</sup>
< 40 dB	< 47 dB	Generally no adverse effect expected <sup>1</sup>		

1 For further information see Volume 5 Appendix SV-001-000  
2 For details see relevant Volume 5 Appendix SV-004

Panel B	Operational airborne sound impacts at buildings* Change in sound level (L <sub>pAeq,T</sub> day / night)	
	<span style="color:red">■</span>	Major adverse (>10dB)
	<span style="color:orange">■</span>	Moderate adverse (5dB to 10dB)
	<span style="color:yellow">■</span>	Minor adverse (3dB to 5dB)
<span style="color:lightgrey">■</span>	Negligible (-3dB to 3dB)	
<span style="color:green">■</span>	Beneficial (<-3dB)	
○	Potential additional noise insulation (triggered by maximum sound levels at night) <sup>1</sup>	
*	Potential additional noise insulation (triggered by WHO Night Noise Guidelines Interim Target) <sup>1</sup>	
✕	Potential noise insulation (triggered by Noise Insulation Regulations 1996) <sup>1</sup>	

- Legend - General features**
- Route in bored tunnel
  - Route in green tunnel
  - Route on surface
  - Depot, station, headhouse or portal building
  - Community forum boundary
  - District/Borough boundary
  - County boundary

- Legend - Sound related features**
- Engineering earthworks:
- Embankment
  - Cutting
- Non engineering earthworks:
- Embankment
  - Cutting
- \* Residential buildings only  
\* Labelled with total barrier height above rail level

- Legend - Sound related features**
- Committed developments (labelled as CFA#/#)
  - Envisaged mitigation to avoid / reduce significant noise effects:
    - Landscaping and/or fence barriers\*
    - Engineering e.g. cuttings (green tunnels separately marked)
    - Envisaged measures further reducing noise effects:
      - Other environmental e.g. landscaping
      - Engineering e.g. cuttings

- Airborne sound study area
- Ground-borne sound & vibration study area (residential and non-residential)
- Ground-borne sound & vibration study area (highly sensitive non-residential)
- Minor ground-borne noise or vibration impact\*

Map Number: SV-05-001

Map Name: Operational Noise and Vibration Impacts and Likely Significant Effects

Community Forum Area CFA01: Euston - Station and Approach

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0 100 200 300 400 Metres

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Date: 29/10/13

See text for full description and extent of significant effects. (\*) Where SES/AP is reason for significant effect.

Receptor/significant effect removed/added (as a result of amendment\*: AP3-XXX-YYY). — SES/AP change ref.

— Significant effect descriptor

Reduced effect Increased effect

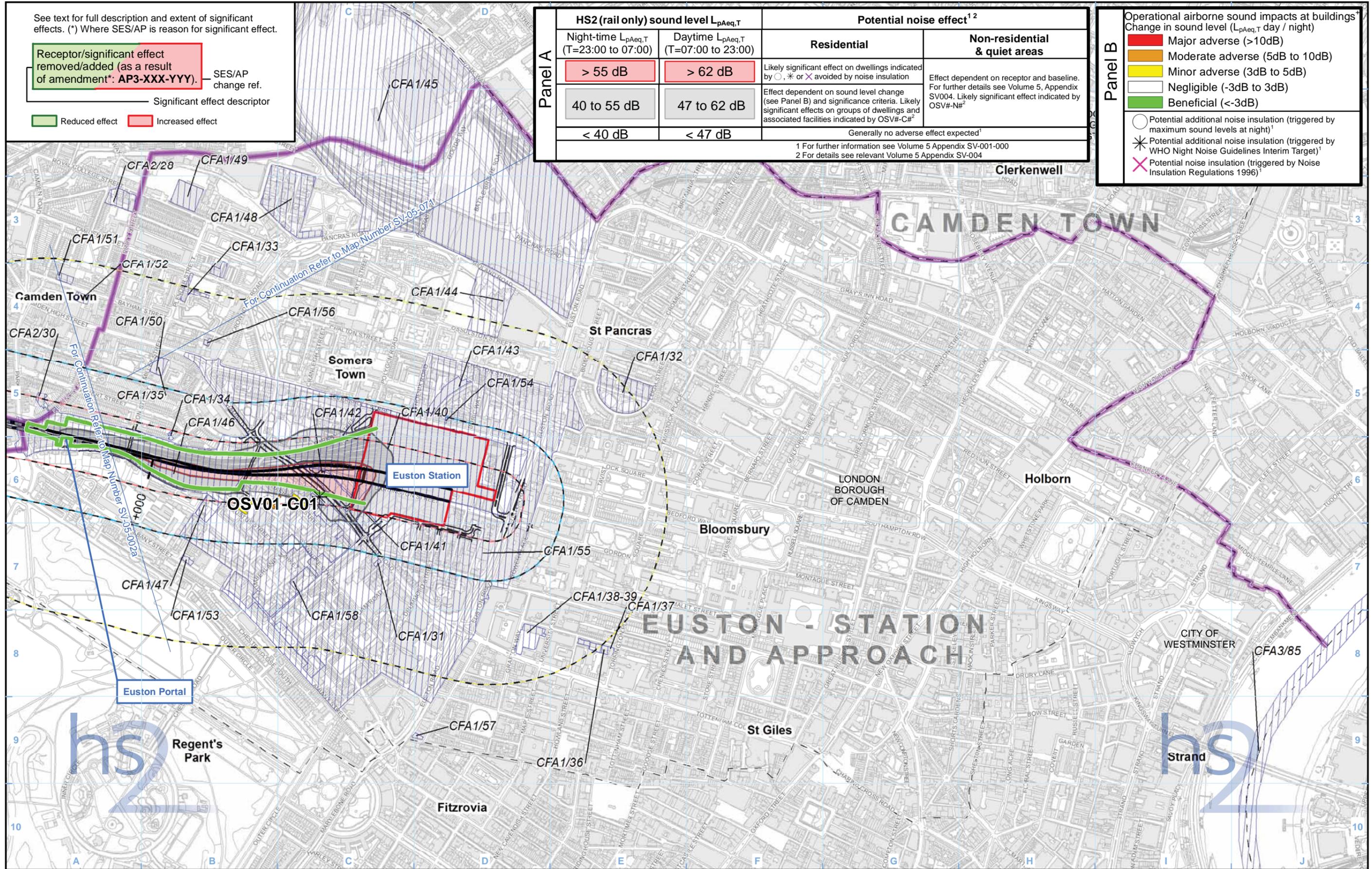
Panel A	HS2 (rail only) sound level $L_{pAeq,T}$		Potential noise effect <sup>1,2</sup>	
	Night-time $L_{pAeq,T}$ (T=23:00 to 07:00)	Daytime $L_{pAeq,T}$ (T=07:00 to 23:00)	Residential	Non-residential & quiet areas
	> 55 dB	> 62 dB	Likely significant effect on dwellings indicated by ○, * or ✕ avoided by noise insulation	Effect dependent on receptor and baseline. For further details see Volume 5, Appendix SV004. Likely significant effect indicated by OSV#-N# <sup>2</sup>
	40 to 55 dB	47 to 62 dB	Effect dependent on sound level change (see Panel B) and significance criteria. Likely significant effects on groups of dwellings and associated facilities indicated by OSV#-C# <sup>2</sup>	Generally no adverse effect expected <sup>1</sup>
< 40 dB	< 47 dB			

1 For further information see Volume 5 Appendix SV-001-000  
2 For details see relevant Volume 5 Appendix SV-004

Operational airborne sound impacts at buildings\*  
Change in sound level ( $L_{pAeq,T}$  day / night)

Major adverse (>10dB)  
Moderate adverse (5dB to 10dB)  
Minor adverse (3dB to 5dB)  
Negligible (-3dB to 3dB)  
Beneficial (<-3dB)

Potential additional noise insulation (triggered by maximum sound levels at night)<sup>1</sup>  
Potential additional noise insulation (triggered by WHO Night Noise Guidelines Interim Target)<sup>1</sup>  
Potential noise insulation (triggered by Noise Insulation Regulations 1996)<sup>1</sup>



Legend - General features

- Route in bored tunnel
- Route in green tunnel
- Route on surface
- Depot, station, headhouse or portal building
- Community forum boundary
- District/Borough boundary
- County boundary

Legend - Sound related features

Engineering earthworks: Non engineering earthworks:

- Embankment
- Cutting
- Embankment
- Cutting

\* Residential buildings only  
\* Labelled with total barrier height above rail level

Legend - Sound related features

- Committed developments (label as CFA##) - SV Only
- Envisaged mitigation to avoid / reduce significant noise effects:
  - Landscaping and/or fence barriers\*
  - Engineering e.g. cuttings (green tunnels separately marked)
  - Other environmental e.g. landscaping
  - Engineering e.g. cuttings

Legend - Sound related features

- Airborne sound study area
- Ground-borne sound & vibration study area (residential and non-residential)
- Ground-borne sound & vibration study area (highly sensitive non-residential)
- Minor ground-borne noise or vibration impact\*

Map Number: SV-05-001

Map Name: Operational Airborne Noise and Vibration Impacts and Likely Significant Effects SES2 and AP3 ES

Community Forum Area CFA1: Euston - Station and Approach

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Date: 18/08/15

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