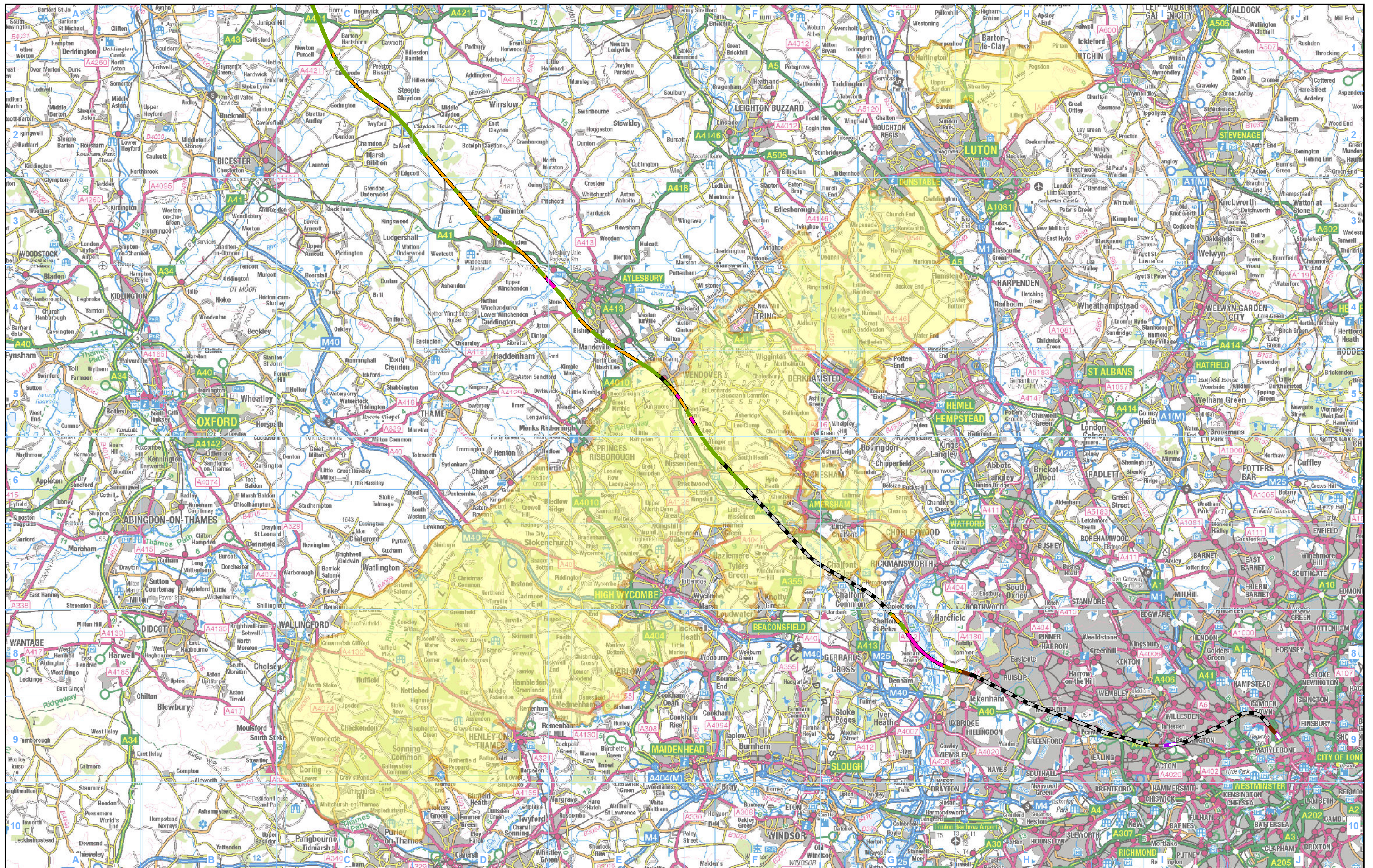


EXHIBIT LIST

Page 1 of 20

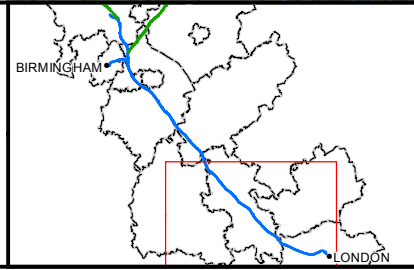
No	Exhibit Name	Page
1	P7537 Regional Map showing HS2 through the Chilterns AONB	2
2	P7538 Regional baseline map through the Chilterns AONB	3
3	P7539 HS2 and existing infrastructure in the Chilterns AONB	4
4	P7540 HS2 in the Chilterns AONB	5 - 10
5	P7541 Regional Map showing location of petitioners	11
6	P7542 Safeguarding and Property Compensation Zones (from M25 to Aylesbury)	12 - 20



Legend

Phase One hybrid Bill alignment November 2013

- Bored Tunnel
- Cutting
- Embankment
- Green Tunnel
- Retaining Wall
- Station
- Tunnel Portal
- Viaduct
- Chilterns Area of Outstanding Natural Beauty (AONB)



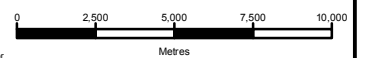
High Speed Two
Country South Petitioner Location Plan
Reference Drawing
Chilterns Tunnel Petitioners

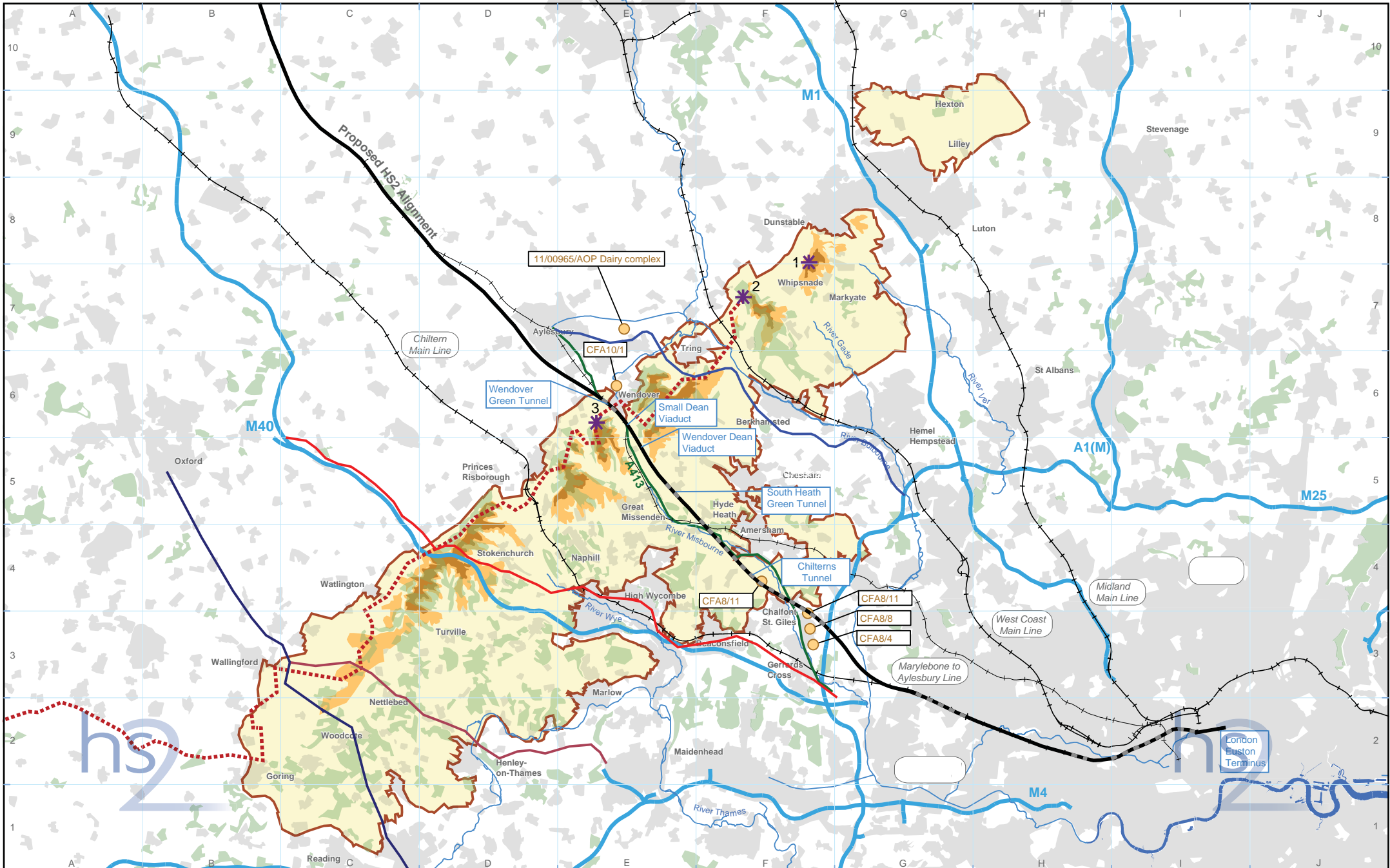


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Legend

- Chilterns Area of Outstanding Natural Beauty boundary
- The Ridgeway National Trail
- Indicative topography, above 200m
- Indicative topography, above 225m
- Urban area
- Motorway
- A41
- A40
- A413
- A4070
- A4130
- Existing main line railway
- Marylebone to Aylesbury Line
- Proposed Scheme route
- Proposed Scheme in tunnel
- Rivers
- * Long distance views
- 1 Bison Hill
- 2 Ivinghoe Beacon
- 3 Coombe Hill
- Future baseline

Future baseline consists of unimplemented but committed development of potential environmental significance which is either considered to be largely built out prior to commencement of the proposed scheme.

Figure Number: **LV-13**

Figure Name: **Area of Outstanding Natural Beauty Landscape Baseline**

Route-Wide

hs2

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Scale bar: 0, 2,500, 5,000, 7,500, 10,000, 12,500

North arrow

HOC/10518/0003

P7538



HS2 in the Chilterns AONB

AONB Designation

- AONB designated in 1965 for its natural beauty, namely its distinctive landscapes of steep chalk scarp slopes and clay vales, and for containing the country's most extensive areas of beech woodland
- Public authorities should have regard to the purpose of conserving and enhancing the natural beauty of the AONB
- National planning policy seeks to restrict major development in the AONB unless there are exceptional circumstances and there is a demonstrable need in the public interest. The cost and scope for developing elsewhere is a relevant consideration
- The special qualities of the AONB are described in the statutory management plan

The Need for HS2 in the AONB

- A direct route between London and Birmingham would need to cross the AONB and all alternatives before the Committee would require some degree of development in the AONB
- Strategic alternatives to a route through the AONB were considered and rejected
- The impact of the scheme on the special qualities of the AONB has been assessed in Volume 3 of the ES
- Existing transport development in the AONB includes Chiltern mainline, Metropolitan line, several major roads and overhead power lines.

Impact of the Proposed Scheme on AONB Special Qualities

Steep chalk escarpment: the surface section of the Scheme lies in an arterial valley transecting the escarpment between Coombe Hill and Boddington Hill. Impacts on the escarpment are limited to impact on its setting which will be mitigated through landscaping

Flower-rich downland: no loss of flower-rich downland. Effects limited to a temporary effect on the setting of such downland during construction

Woodlands: 21% of the AONB is wooded. The Scheme will result in the loss of existing ancient woodland, amounting to 0.09% of the ancient woodland in the AONB. New woodland will be planted as part of environmental mitigation.

Commons, heaths and greens: no loss of commons, heaths or greens from the scheme. Settings of these features largely unaffected.

Impact of the Proposed Scheme on AONB Special Qualities

Historic settlement and environment: Some effect on historic features through loss of part of Grim's Ditch, removal of parts of sunken lanes at Leather Lane and Bowood Lane and demolition of properties. The setting of Amersham Old Town and Shardeloes registered park/garden will be temporarily affected during construction, and the setting of settlements at South Heath, Hyde Heath and Wendover will be permanently affected.

Network of PRow and ancient routes: Diverted PRow are either reinstated on existing alignments or with short diversions. A Scheme will be seen from a number of PRow including part of the Ridgeway National Trail and the Icknield Way.

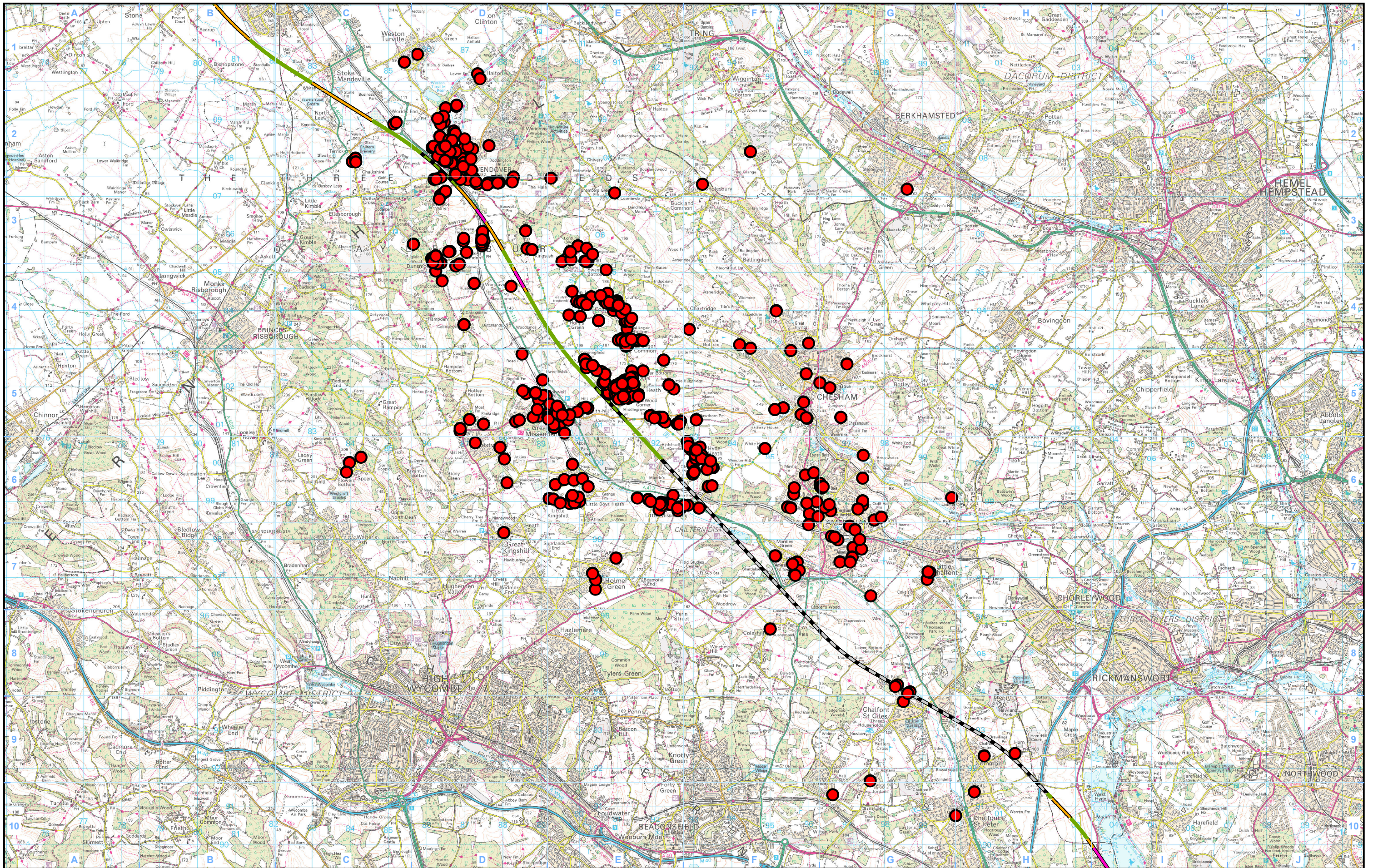
Chalk streams: temporary impact on enjoyment of chalk streams around Little Missenden vent shaft during construction, but no permanent effects on this landscape feature

Impact of the Proposed Scheme on AONB Special Qualities

Tranquil valleys: the surface section of the Scheme is largely within a valley with existing development which is less tranquil than elsewhere in the AONB, as recognised by CPRE. However, the construction and operation of the Scheme will affect smaller secluded valleys at Mantle's Wood, Wendover Dean and Upper Bottom House Farm. Construction of the Chalfont St Giles vent shaft will also affect the setting of a small tranquil valley.

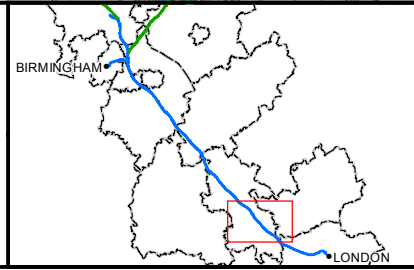
Farmland: farmland covers 48,000 ha of the AONB. Approximately 425 ha of agricultural land would be required during construction. 235 ha will be restored to agricultural use after construction. There will be a significant impacts on a number of agricultural holdings.

Tranquillity. The AONB overall has a medium sense of tranquillity, and the surface section of the route is predominantly in a less tranquil part of the AONB. There will be localised impacts on areas of high tranquillity in secluded valleys. Noise mitigation measures and landscaping will mitigate impacts during the operational phase



Legend

- Phase One hybrid Bill alignment November 2013
- Green Tunnel
- Bored Tunnel
- Tunnel Portal
- Cutting
- Viaduct
- Embankment
- Chilterns Petitioners



High Speed Two
Country South Petitioner Location Plan
Reference Drawing
Chilterns Petitioner Locations

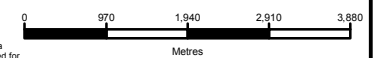


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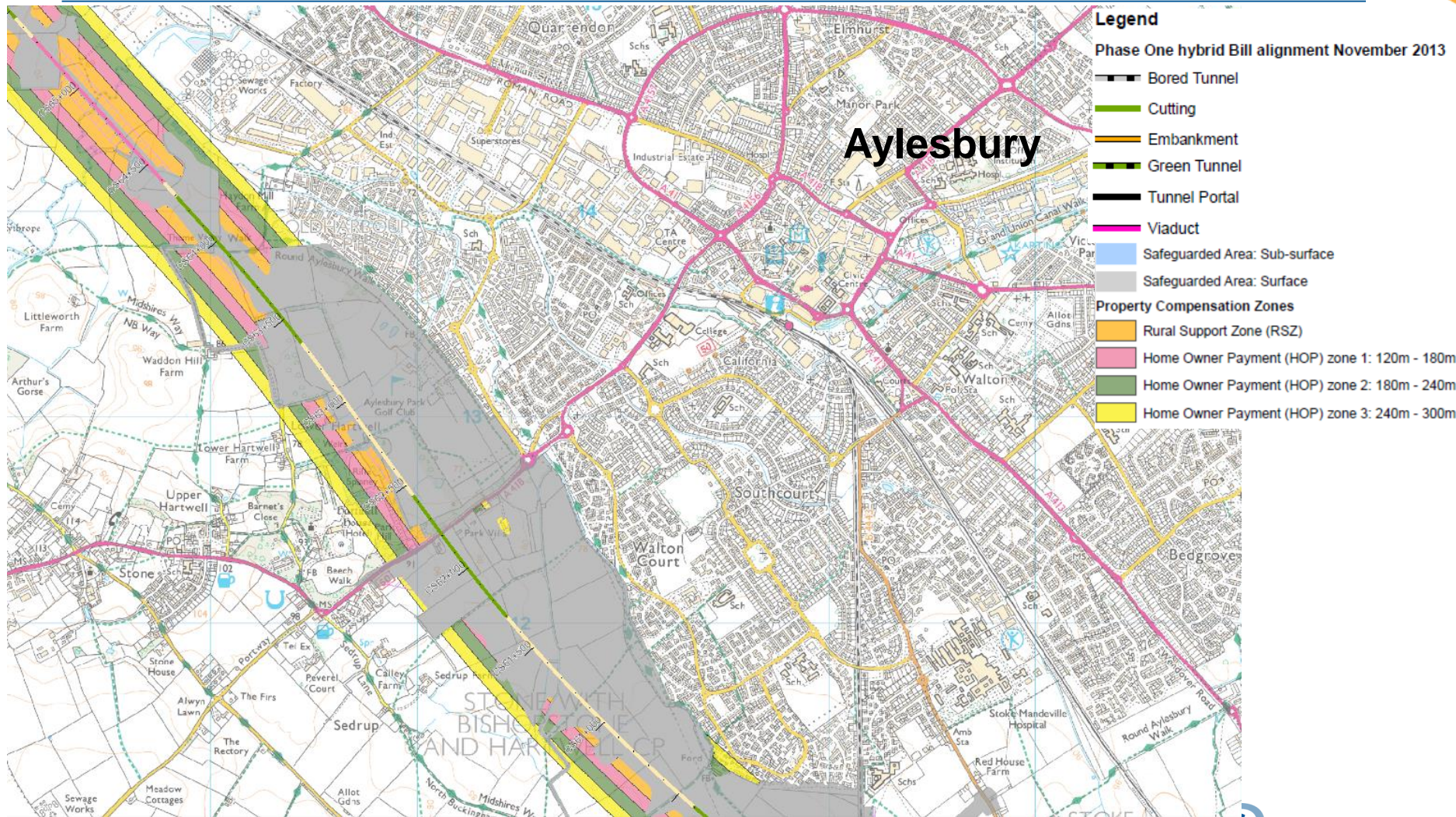


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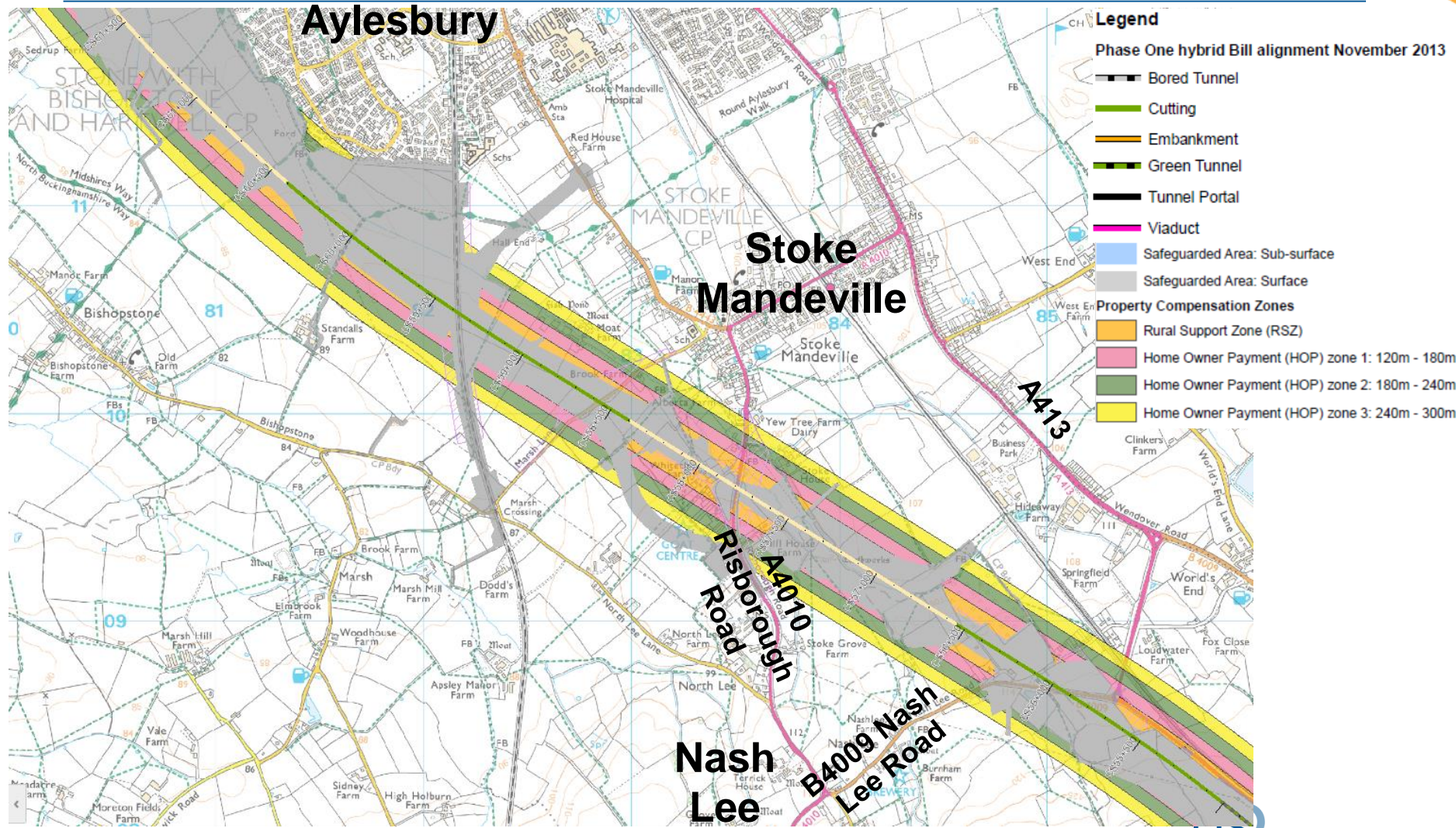
*Source: Petitioner correspondence address.
A further three petitioners are located to the north of Aylesbury.

Safeguarding & Property Compensation Zones (1 of 9) Aylesbury

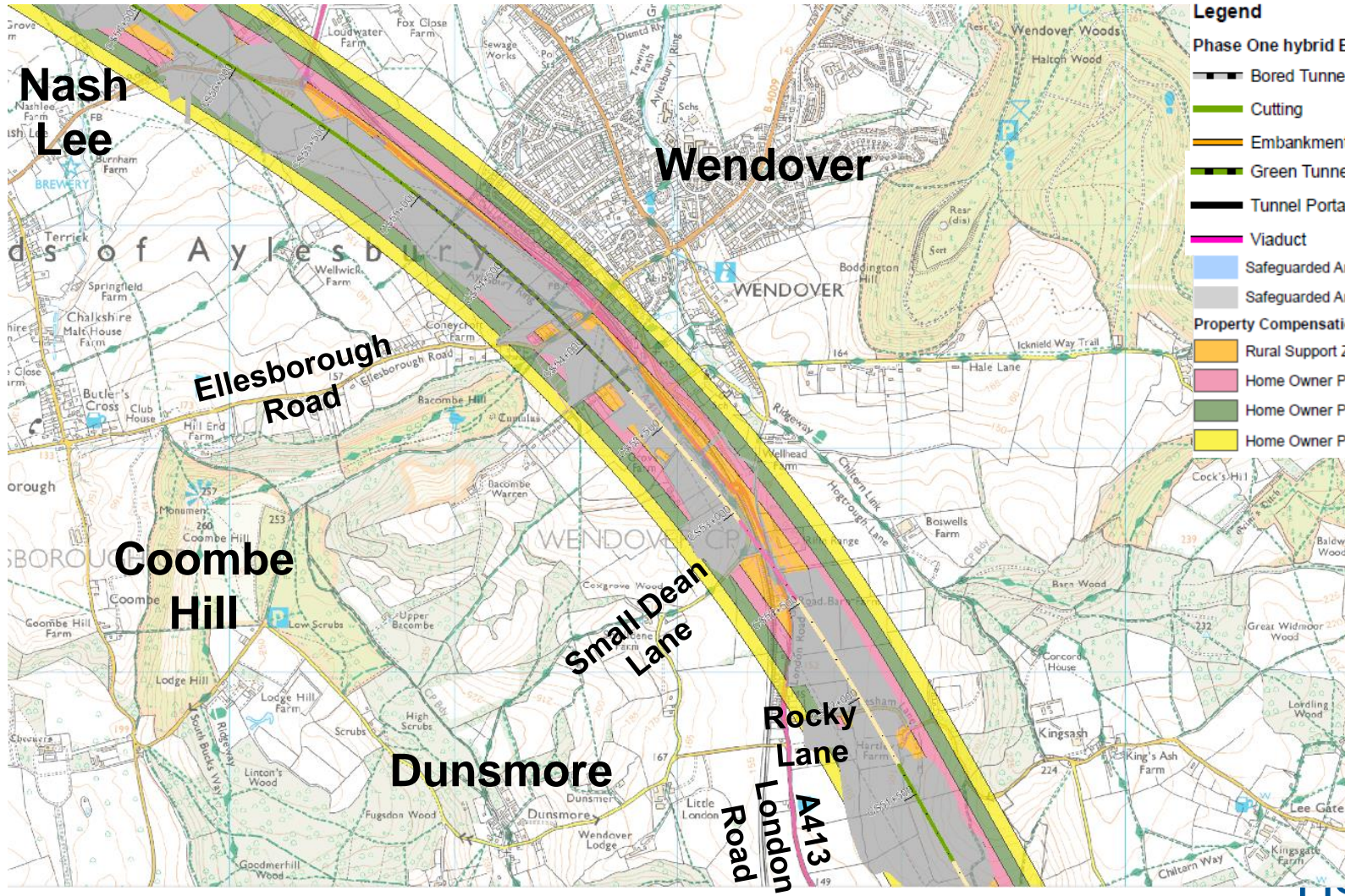


- Legend**
- Phase One hybrid Bill alignment November 2013**
- Bored Tunnel
 - Cutting
 - Embankment
 - Green Tunnel
 - Tunnel Portal
 - Viaduct
- Safeguarded Area:**
- Sub-surface
 - Surface
- Property Compensation Zones**
- Rural Support Zone (RSZ)
 - Home Owner Payment (HOP) zone 1: 120m - 180m
 - Home Owner Payment (HOP) zone 2: 180m - 240m
 - Home Owner Payment (HOP) zone 3: 240m - 300m

Safeguarding & Property Compensation Zones (2 of 9) Stoke Mandeville, Nash Lee



Safeguarding & Property Compensation Zones (3 of 9) Wendover, Dunsmore



Legend

Phase One hybrid Bill alignment November 2013

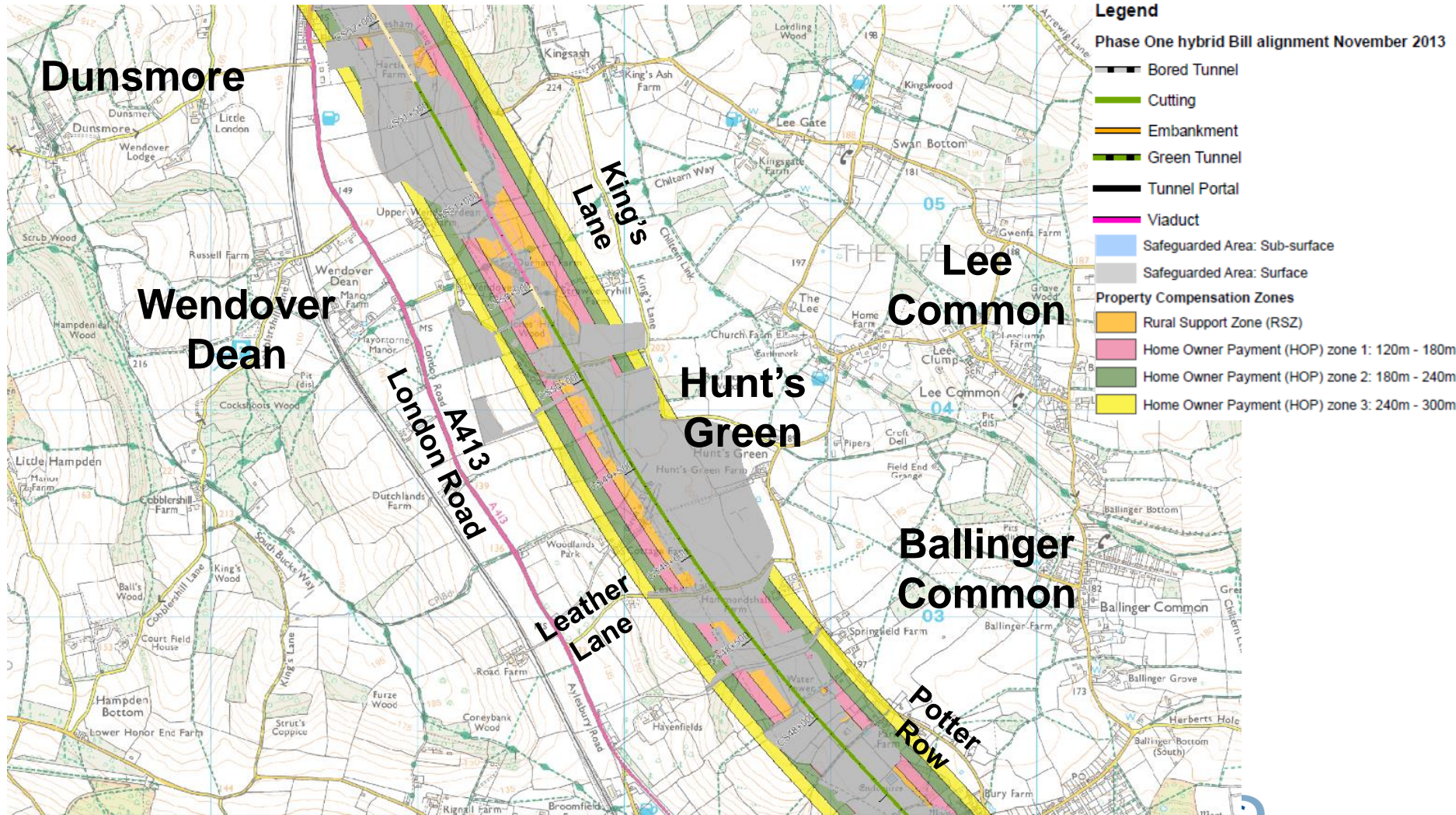
- Bored Tunnel
- Cutting
- Embankment
- Green Tunnel
- Tunnel Portal
- Viaduct

- Safeguarded Area: Sub-surface
- Safeguarded Area: Surface

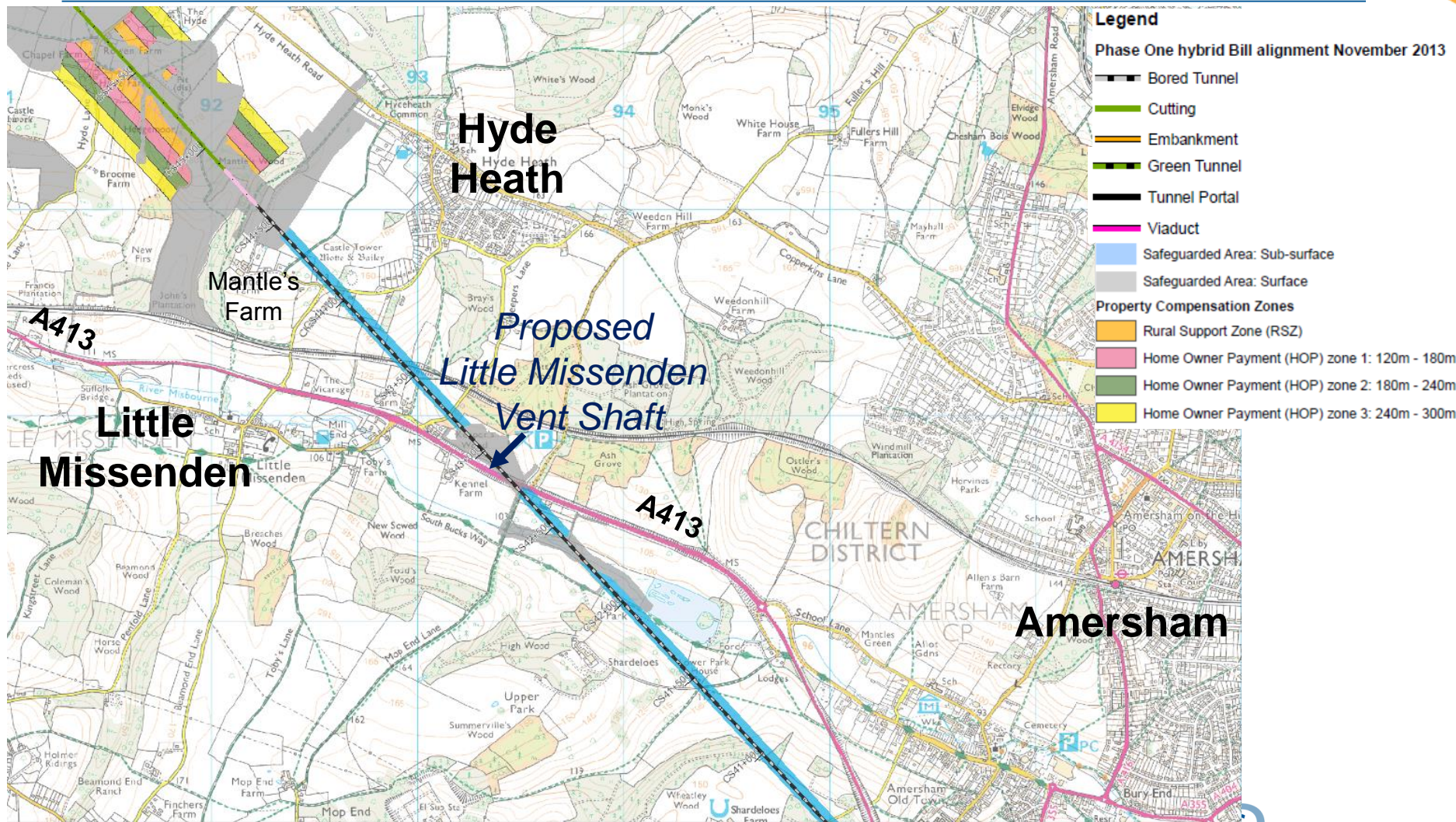
Property Compensation Zones

- Rural Support Zone (RSZ)
- Home Owner Payment (HOP) zone 1: 120m - 180m
- Home Owner Payment (HOP) zone 2: 180m - 240m
- Home Owner Payment (HOP) zone 3: 240m - 300m

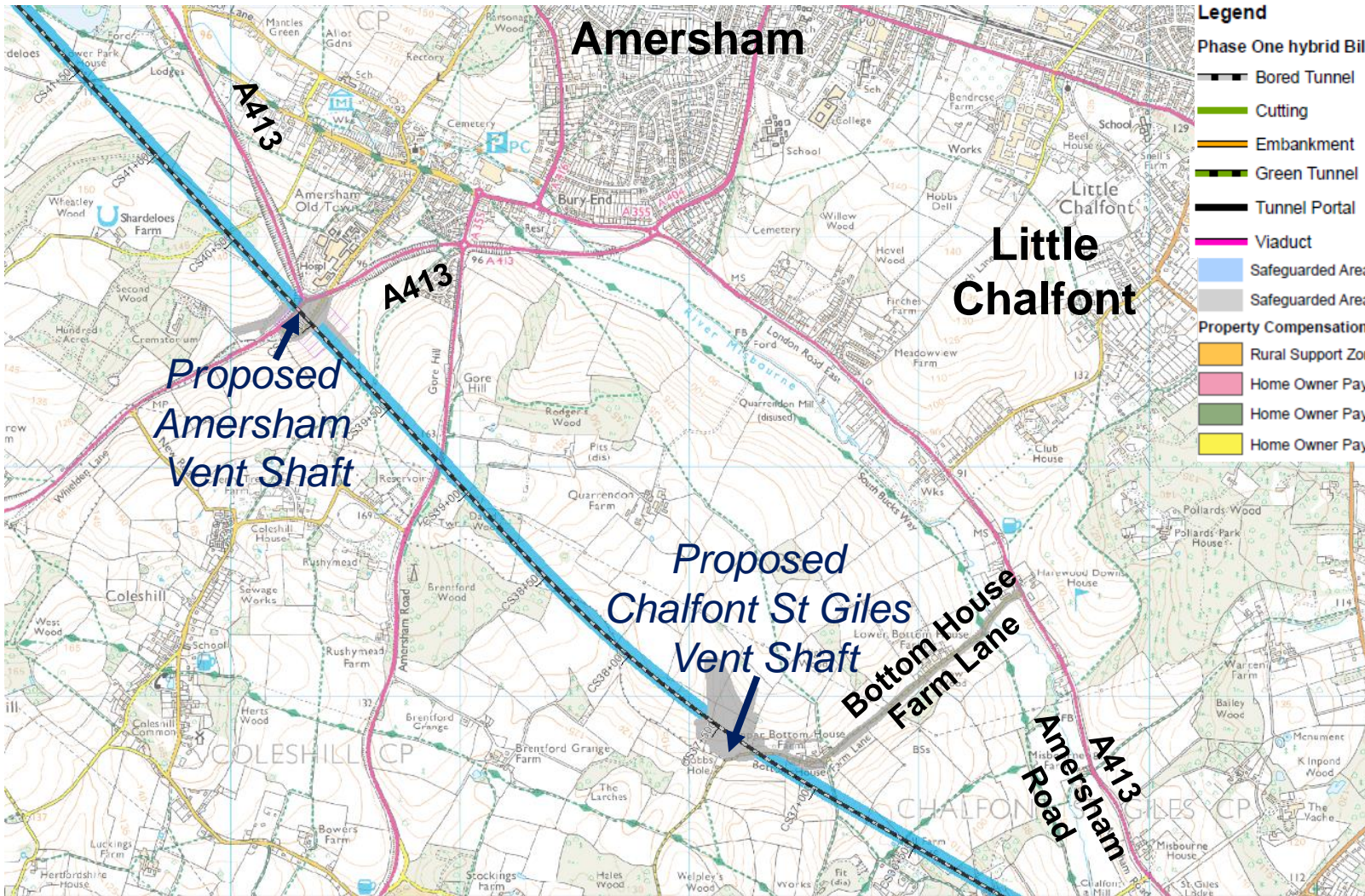
Safeguarding & Property Compensation Zones (4 of 9) Wendover Green, Lee Common, Ballinger



Safeguarding & Property Compensation Zones (6 of 9) Hyde Heath, Little Missenden, Amersham



Safeguarding & Property Compensation Zones (7 of 9) Amersham, Little Chalfont



Legend

Phase One hybrid Bill alignment November 2013

— Bored Tunnel

— Cutting

— Embankment

— Green Tunnel

— Tunnel Portal

— Viaduct

— Safeguarded Area: Sub-surface

— Safeguarded Area: Surface

Property Compensation Zones

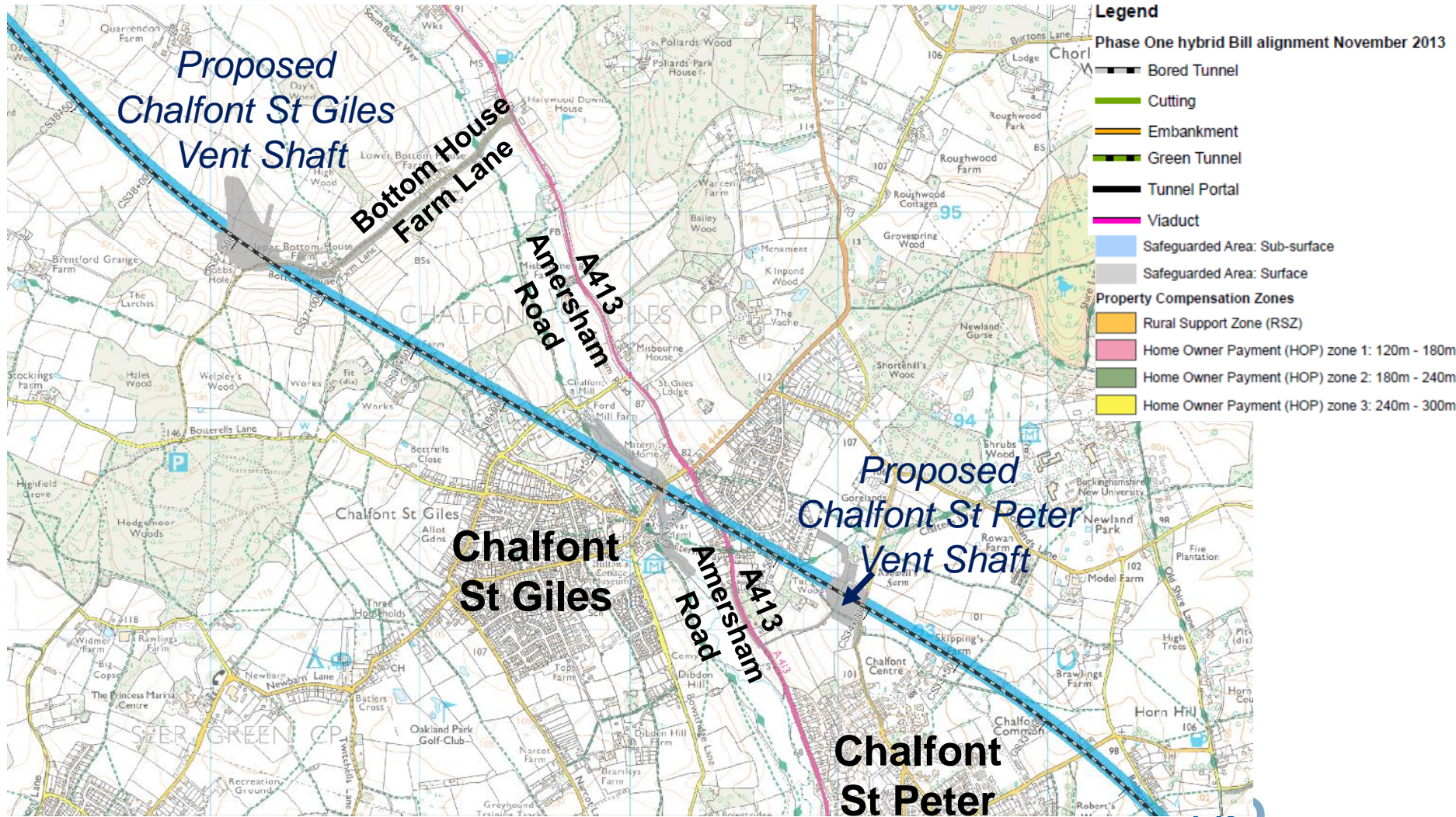
— Rural Support Zone (RSZ)

— Home Owner Payment (HOP) zone 1: 120m - 180m

— Home Owner Payment (HOP) zone 2: 180m - 240m

— Home Owner Payment (HOP) zone 3: 240m - 300m

Safeguarding & Property Compensation Zones (8 of 9) Chalfont St Giles



Safeguarding & Property Compensation Zones (9 of 9) Chalfont St Giles, Chalfont St Peter, M25

