LONDON-WEST MIDLANDS ENVIRONMENTAL STATEMENT Volume 2 Map books

CFA8 The Chalfonts and Amersham

November 2013



ES 3.2.2.8



High Speed Two (HS₂) Limited has been tasked by the Department for Transport (DfT) with managing the delivery of a new national high speed rail network. It is a non-departmental public body wholly owned by the DfT.

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Printed in Great Britain on paper containing at least 75% recycled fibre.

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Map series name	Map series description
	These maps show the land potentially required
	construction features, access requirements an
CT-05 – Construction Phase	construction of the Proposed Scheme. The ma
	phase arrangements for public access using Pu
	The base mapping is reflective of 2013 Ordnan
	These maps show permanent features, infrast
CT of Proposed Schame	for landscaping, screening and ecological mitig
CT-o6 – Proposed Scheme	Proposed Scheme.
	The base mapping is reflective of 2013 Ordnan
CT-10 – Environmental Baseline	The Environmental Baseline maps display a ra
	layers.
LV-01 – Photomontages	Photomontages illustrating the Proposed Sche
	operation.
LV-03 – Construction Phase Significantly Affected Viewpoints	Maps showing the viewpoint locations from w
Ev-03 – Construction i hase Significantly Affected Viewpoints	been assessed to give rise to significant effects
LV-04 – Operational Phase Significantly Affected Viewpoints	Maps showing the viewpoint locations from w
Ev-04 – Operational i hase Significantly Affected viewpoints	been assessed to give rise to significant effects
	SV-05 presents the direct operational noise im
	effects of the scheme.
SV-05 – Operational Airborne Noise and Vibration Impacts and Likely	The SV-05 figure series contains a large amour
Significant Effects	operational noise and vibration assessment. It
	visually the assessment process from the pred
	determination of likely residual significant effe
	included in Vol2.

ed during construction, the and infrastructure associated with haps also show the construction Public Rights of Way. ance Survey (OS) data. structure, restored land, and areas tigation associated with the

ance Survey (OS) data. range of environmental data

heme during construction and

which the Proposed Scheme has cts during the construction phase. which the Proposed Scheme has cts during the operational phase. mpacts and likely significant

unt of information relating to the It is designed to communicate ediction of impacts to the fects. The corresponding text is

Mapping explanatory notes

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 London-West Midlands Environmental Statement (ES) contain Ordnance Survey (OS) data. HS₂ Ltd uses the most up-to-date mapping available, where possible, supplied by the OS. 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 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, for example: 77+000.

Chainage (known as reference chainage) is referenced from Euston station, which is 0+000, and the value presented is in metres. For example, 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 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 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 exceptions to this are map series LV-02, LV-03, LV-04, LV-07 and LV-08, which present the alignment running from the bottom to the 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

There are a total of 76 map books in the ES, spread across Volumes 2, 4 and 5. A list of the titles is provided in the table below for reference.

Name	Name
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Volume 2 Map Book s Community Forum Area: 02 Camden Town and HS1 Link	Volume 5 Map Books: Ecology – Community Forum Area: o6 South Ruisli
Volume 2 Map Books Community Forum Area: 03 Primrose Hill to Kilburn (Camden)	Volume 5 Map Books: Ecology – Community Forum Area: 07 Colne Valley
Volume 2 Map Books Community Forum Area: 04 Kilburn (Brent) to Old Oak Common	Volume 5 Map Books: Ecology – Community Forum Area: o8 The Chalfon
Volume 2 Map Books Community Forum Area: 05 Northolt Corridor	Volume 5 Map Books: Ecology – Community Forum Area: 09 Central Chil
Volume 2 Map Books Community Forum Area: o6 South Ruislip to Ickenham	Volume 5 Map Books: Ecology – Community Forum Area: 10 Dunsmore, V
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Volume 2 Map Books Community Forum Area: 10 Dunsmore, Wendover and Halton	Volume 5 Map Books: Ecology – Community Forum Area: 14 Newton Pur
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Volume 2 Map Books Community Forum Area: 12 Waddesdon and Quainton	Volume 5 Map Books: Ecology – Community Forum Area: 16 Ladbroke ar
Volume 2 Map Books Community Forum Area: 13 Calvert, Steeple Claydon, Twyford and Chetwode	Volume 5 Map Books: Ecology — Community Forum Area: 17 Offchurch ar
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Volume 5 Map Books: Agriculture, Forestry and Soils	Volume 5 Map Books: Socio-Economic
Volume 5 Map Books: Air Quality	Volume 5 Map Books: Sound, Noise and Vibration – Euston and London N
Volume 5 Map Books: Community	Volume 5 Map Books: Sound, Noise and Vibration – Country South
Volume 5 Map Books: Cultural Heritage – Euston and London Metropolitan	Volume 5 Map Books: Sound, Noise and Vibration – Country North
Volume 5 Map Books: Cultural Heritage – Country South	Volume 5 Map Books: Sound, Noise and Vibration – West Midlands Metro
Volume 5 Map Books: Cultural Heritage – Country North	Volume 5 Map Books: Traffic and Transport
Volume 5 Map Books: Cultural Heritage – West Midlands Metropolitan	Volume 5 Map Books: Water Resources – Euston and London Metropolita
Volume 5 Map Books: Ecology — Community Forum Area: 01 Euston - Station and Approach	Volume 5 Map Books: Water Resources – Country South
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Volume 5 Map Books: Ecology – Community Forum Area: 03 Primrose Hill to Kilburn (Camden)	Volume 5 Map Books: Water Resources – West Midlands Metropolitan
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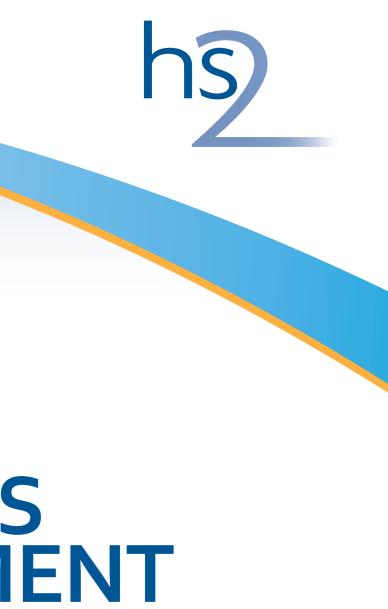
Corridor
vislip to Ickenham
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ndeville and Aylesbury
lon and Quainton
Steeple Claydon, Twyford and Chetwode
Purcell to Brackley
th to Lower Boddington
e and Southam
n and Cubbington
gh, Kenilworth and Burton Green
Junction
th to Middleton
Bassett, Hints and Weeford
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LONDON-WEST MIDLANDS ENVIRONMENTAL STATEMENT

Data dictionary and definitions



Data dictionary and definitions

Legend features	Definition	Source	Copyrigh
5m contours	A contour line showing points of equal elevation (height) above a reference level, such as mean sea level, and therefore giving an 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 AD1600.	Natural England	© Natura Survey da 2013. All r number 1 http://ww governme
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 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 Survey Li

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Legend features	Definition	Source	Copyrig
Community Forum boundary	The Environmental Statement has been split into 26 sections called Community Forum Areas.	High Speed Two (HS2) Ltd	© Crowr Survey L
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	© Crowr Survey L
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	© Crowr Survey L
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 Survey L
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	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. 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	High Speed Two (HS2) Ltd	
Envisaged mitigation further reducing noise effects	 effects. Examples include engineering cuttings near to sensitive receptors. These features are labelled with the height of the top of the feature above rail level. Other environmental features e.g. landscaping: These lines represent environmental mitigation features provided for reasons 	High Speed Two (HS2) Ltd	

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Legend features	Definition	Source	Copyrigh
	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).		
	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.		
Existing public right of way (PRoW)	See Public Rights of Way.	See Public Rights of Way.	See Publi
Existing watercourse	See Watercourse.	See Watercourse.	See Wate
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 HS ₂ 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 HS ₂ railway boundaries; for example, where existing land drainage systems are altered by the HS ₂ works, where the existing landform is reshaped by landscape earthworks or where surface water from third party land is intercepted by the HS ₂ 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 HS ₂ 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 tunnelled sections or to air rights. It also encompasses associated highway, access, drainage and utility works.	High Speed Two (HS2) Ltd	

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Legend features	Definition	Source	Copyrigh
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.	English Heritage	Contains, Heritage
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.	English Heritage	Contains, Heritage
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.	English Heritage	Contains Heritage
Local Nature Reserve (LNR)	An 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 information for all purposes that require the most up to date and complete dataset.	Natural England	© Natura Survey da 2013. All number 1 http://ww governm

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e List for England data © English Heritage.	

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Legend features	Definition	Source	Copyright
			Data supp Birmingha rights 201 100049190
		Supplied by Ecorecord, Warwickshire County Council, Birmingham Council Greenspace Information for Greater London (GiGL)	Map derive informatic incorporat Northamp Wildlife Tr Northamp copyright
		Northamptonshire County Council	This map i the permis Controller
	Local Wildlife Sites (LWS) 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.	Buckinghamshire County Council	Copyright Copyright proceedin No. 10002
Local Wildlife Site (LWS) - county/metropolitan value	Local Wildlife Sites (LWS) are local non-statutory nature conservation sites. They were formerly referred to as County Wildlife Sites.		Valley Env data are co
	In some cases Local Wildlife data is not shown as this is still being verified.		Incorporat Two (HS2) and is cop
		Thames Valley Ecological Records Centre c/o Oxfordshire County Council (TVERC)	Hertfordsl partners.
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		Staffordshire Ecological Record (SER)	permission within the and provid SER is to t time of pro of SER dat informatio
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Legend features	Definition	Source	Copyright
			access.
Legend features	Definition Local Wildlife Sites (LWS) are identified and selected for their local nature conservation value. They protect threatened species and habitats acting as buffers, stepping stones and corridors	Source Source Supplied by Ecorecord, Warwickshire County Council, Birmingham Council. Greenspace Information for Greater London (GiGL) Northamptonshire County Council Buckinghamshire County Council	Copyright access. Data suppl Birmingha rights 2013 100049190 Map derive informatio This data in by Northar The Wildlif Northamp copyright t This map is the permis Controller Copyright. Copyright No. 10002
Local Wildlife Site (LWS) - less than county/metropolitan value	between nationally-designated wildlife sites. Local Wildlife Sites (LWS) are local non-statutory nature conservation sites. They were formerly referred to as County Wildlife Sites. In some cases Local Wildlife data is not shown as this is still being verified.	Thames Valley Ecological Records Centre c/o Oxfordshire County Council (TVERC) Hertfordshire Biological Record Centre	Incorporat Valley Envi data are co Incorporat Two (HS2) and is copy Hertfordsh partners.
		Staffordshire Ecological Record (SER)	Copyright Partnershi or based u Ecological permission within the and provid SER is to th time of pro of SER dat informatio strives to e SER canno

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Legend features	Definition	Source	Copyrigh
			omission SER infor access.
Main construction compound	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	© Natura Survey da 2013. All number 1 http://ww governm
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 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.	High Speed Two (HS2) Ltd	
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	
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	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.	High Speed Two (HS2) Ltd	
Public Rights of Way	Public rights of way are highways which can be used for the following purposes:	Buckinghamshire County Council Birmingham City Council	© Crown Survey Li

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Legend features	Definition	Source	Copyright
	 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). 	Coventry City Council City of Westminster Hertfordshire County Council London Borough of Brent London Borough of Camden London Borough of Ealing London Borough of Hammersmith & Fulham London Borough of Hillingdon Northamptonshire County Council Oxfordshire County Council Royal Borough of Kensington & Chelsea Solihull Metropolitan Borough Council Staffordshire County Council Warwickshire County Council	This map the permi Controller Copyright Copyright proceedin No. 10002 County Co © Copyrig
Rail alignment	Longitudinal geometry of the tracks consisting of a series of straights and curves.	High Speed Two (HS2) Ltd	
Rail alignment formation	The space required to accommodate the railway infrastructure which typically includes the tracks, overhead line equipment, drainage, line-side 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 English Heritage. 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).	High Speed Two (HS2) Ltd	Contains, Heritage l
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.	English Heritage	Contains, Heritage l
Significantly affected viewpoint	This dataset shows the locations of the visual receptors from which the scheme's visual impact has been assessed and shows	High Speed Two (HS2) Ltd	

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Legend features	Definition	Source	Copyrigh
	whether or not the impact is significant or non-significant during construction and operation.		
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	© Natura Survey da 2013. All n number 1 http://ww governme
Stopped-up PRoW	Public right of way that will be closed due to construction of the scheme.	High Speed Two (HS2) Ltd	
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 Scheme and 'off-site' means external land (or landfill site) which is not specifically required for the purposes of the Proposed Scheme.	High Speed Two (HS2) Ltd	
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 diversions/ realignments	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	
Tunnel portal	The footprint of a tunnel portal.	High Speed Two (HS2) Ltd	
Tunnel's 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 Survey Li
Watercourse	The Detailed River Network (DRN) is the only large-scale, accurate and fully attributed digital river centreline covering England and Wales.	Environment Agency	Contains Environm
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 Survey Li
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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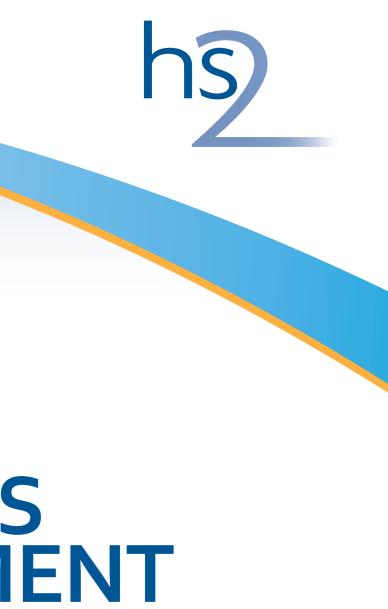
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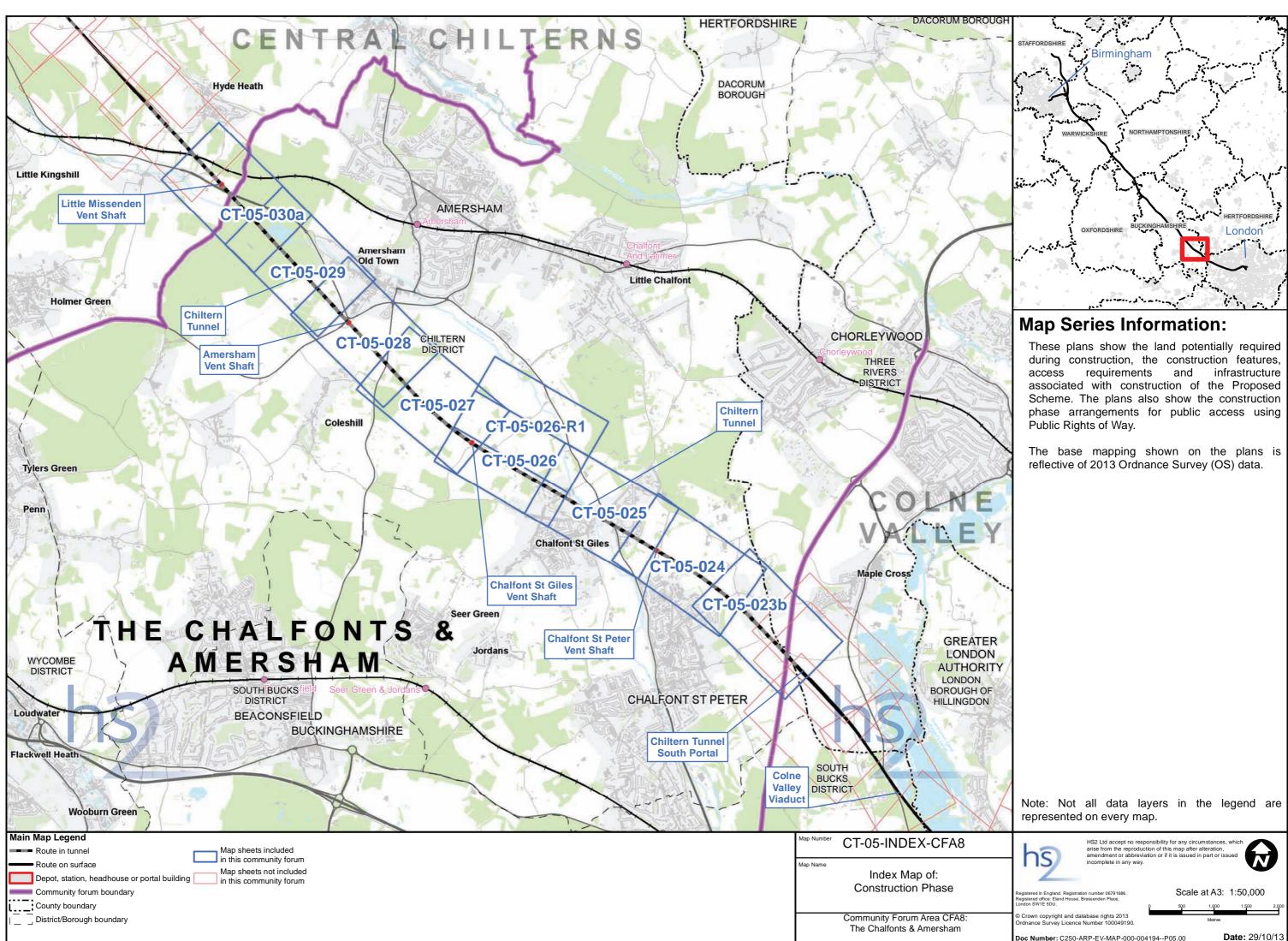
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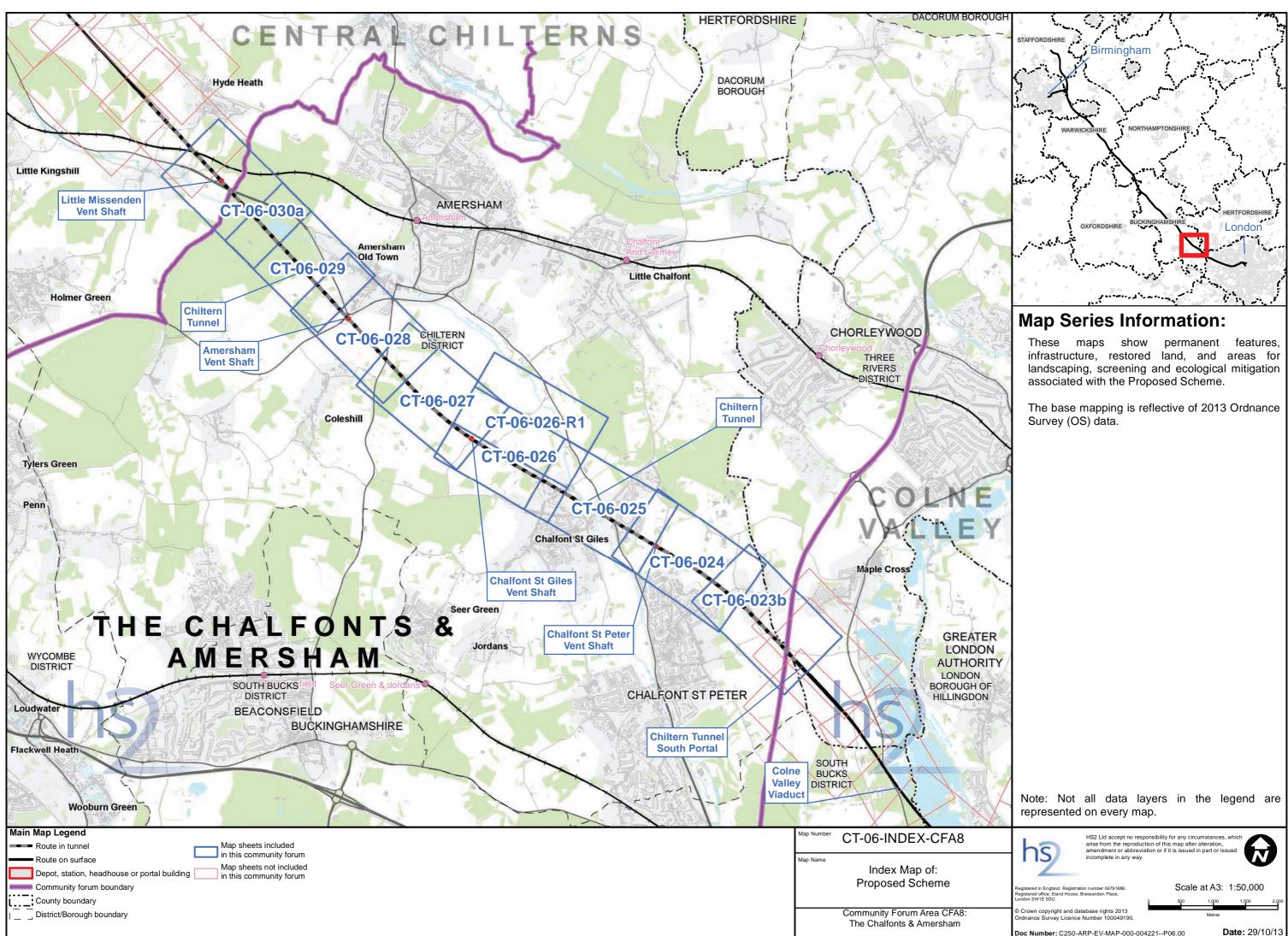
LONDON-WEST MIDLANDS ENVIRONMENTAL STATEMENT

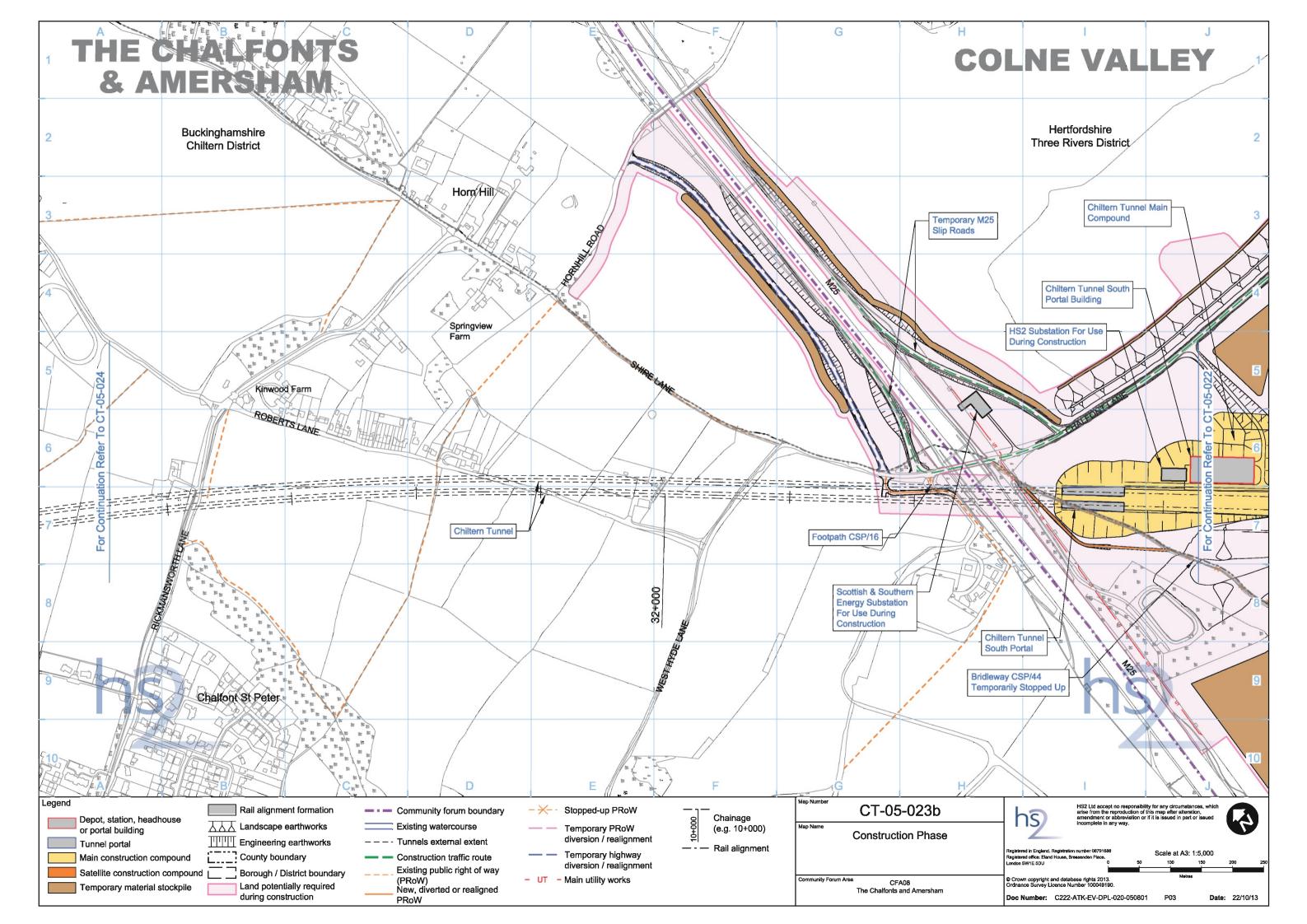
CT-05 – Construction Phase

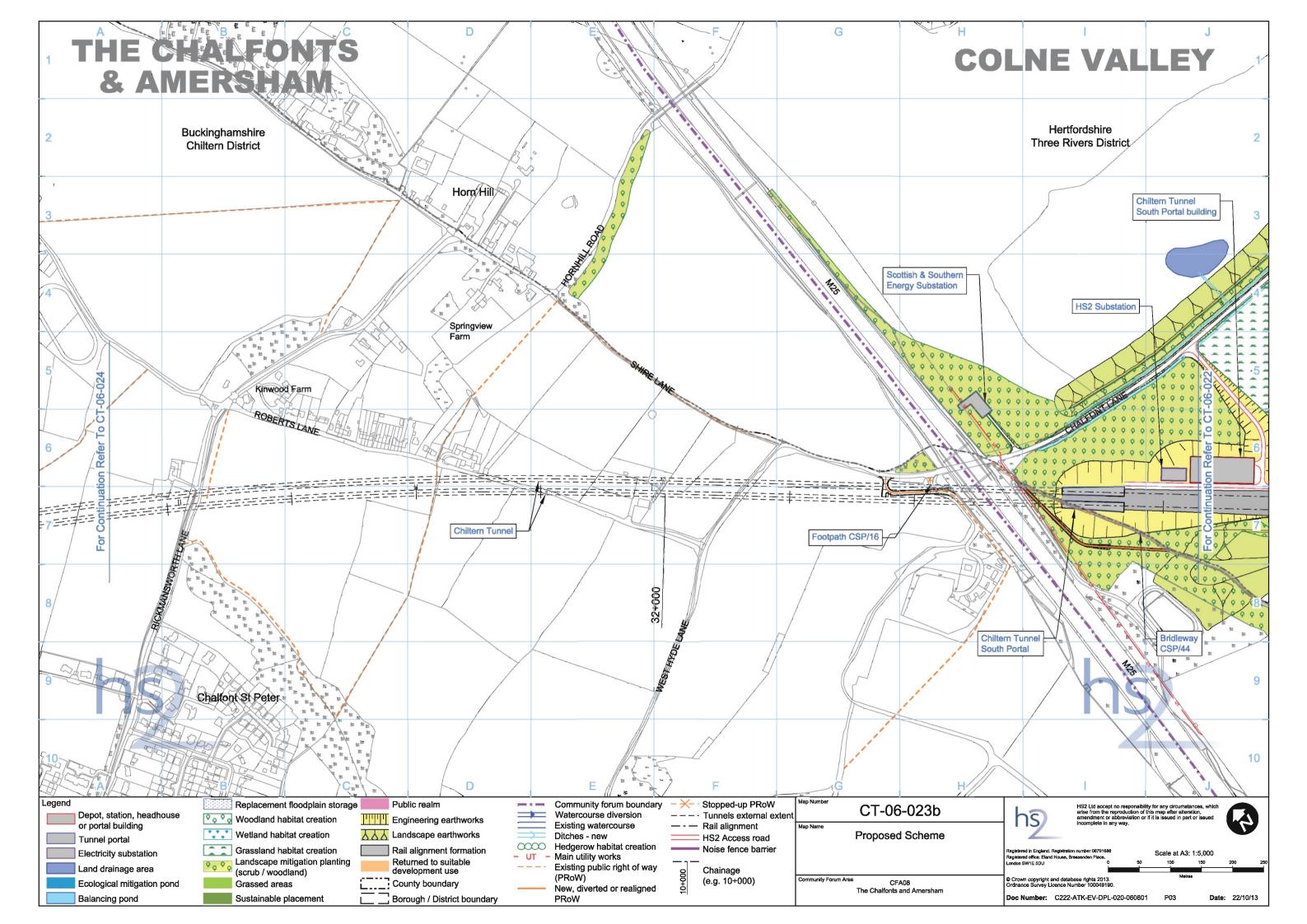
CT-06 – Proposed Scheme

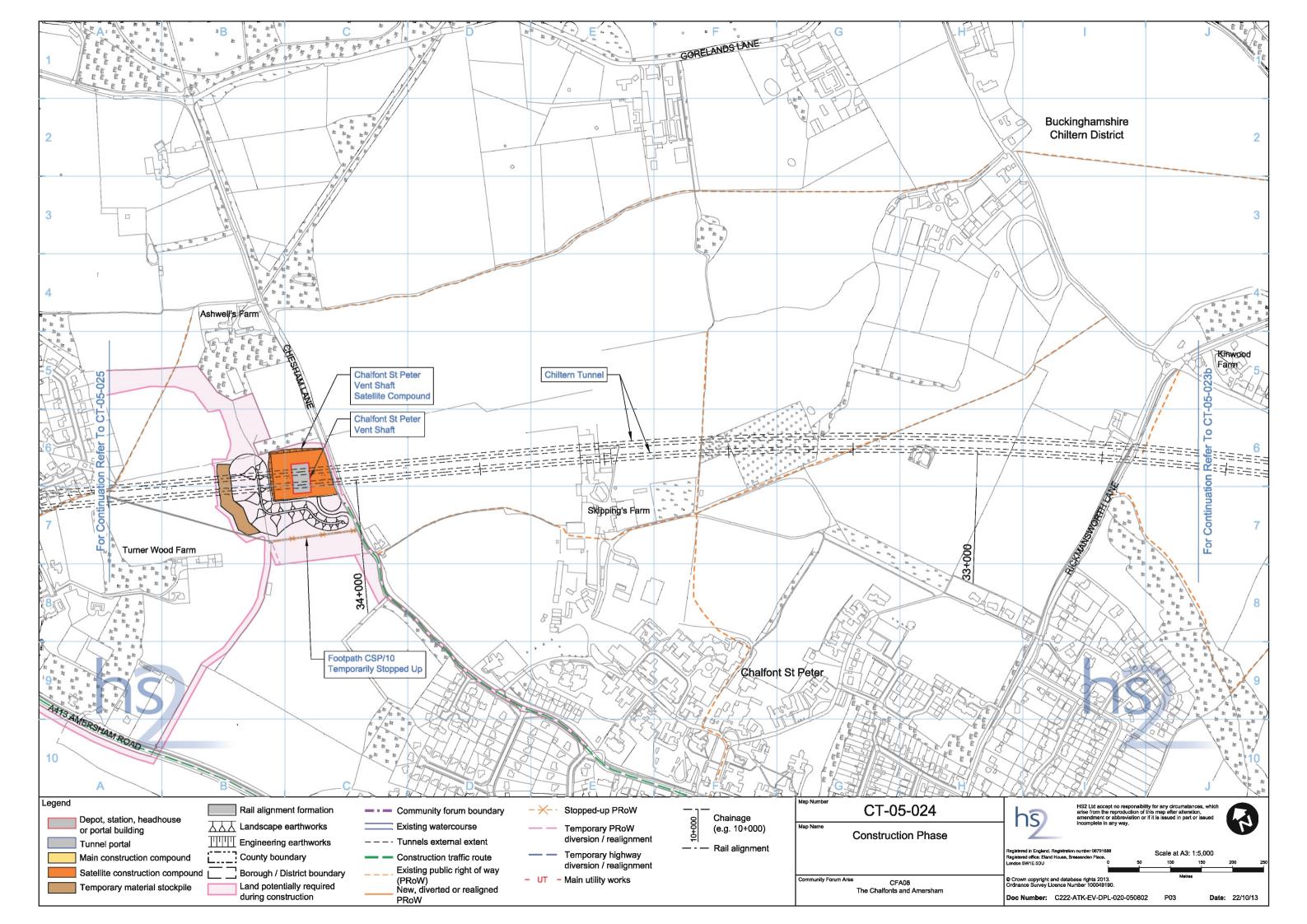


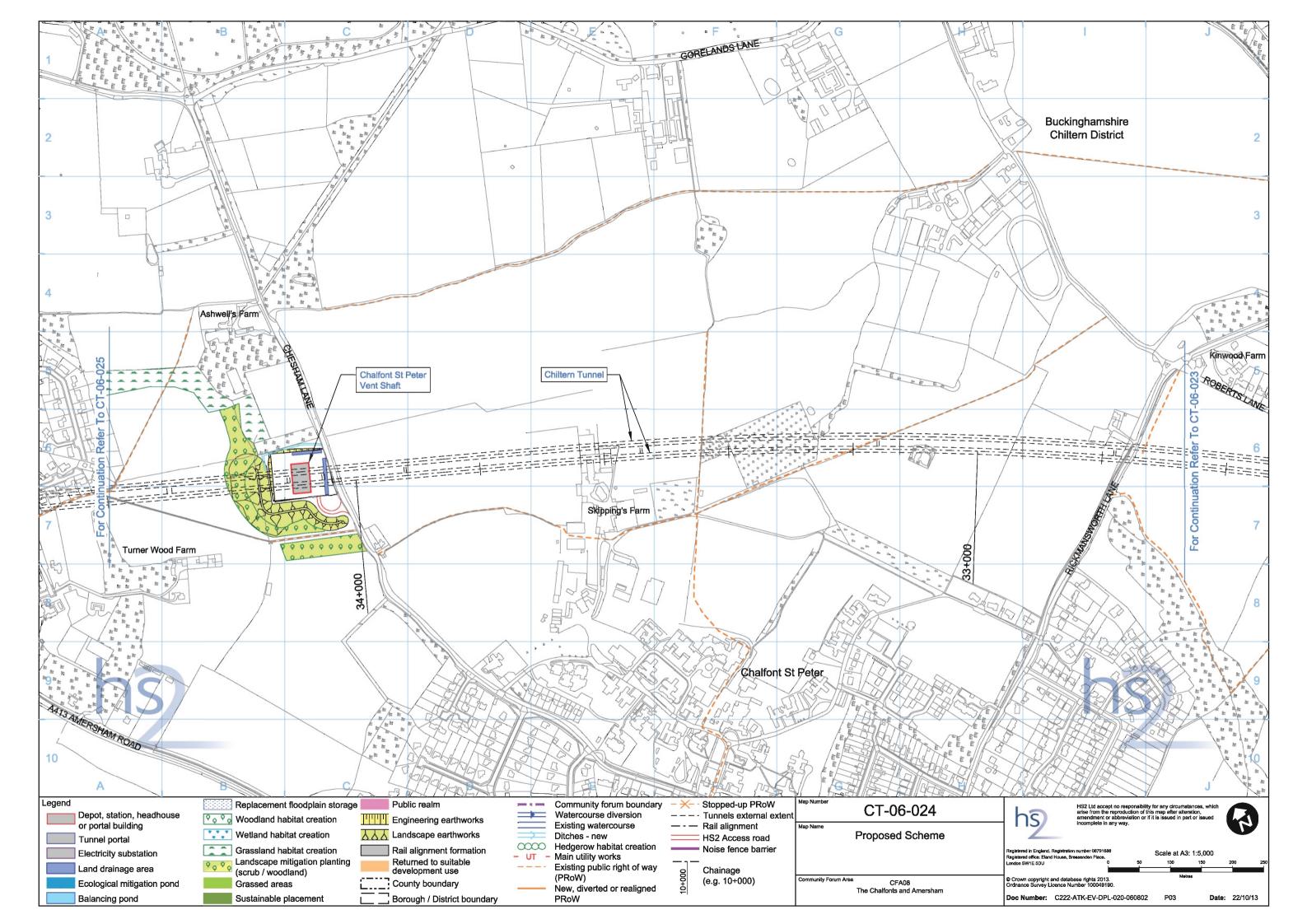


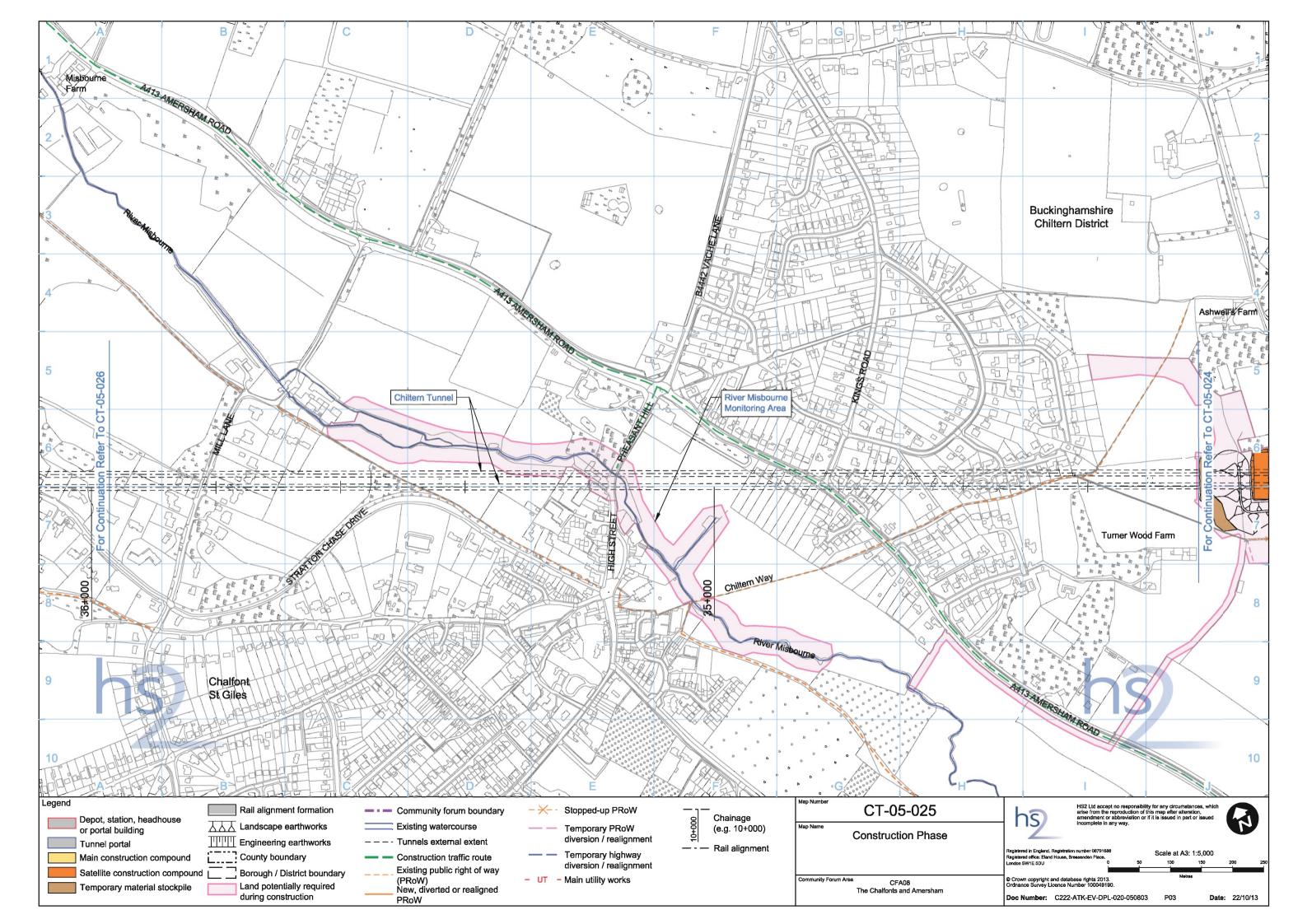


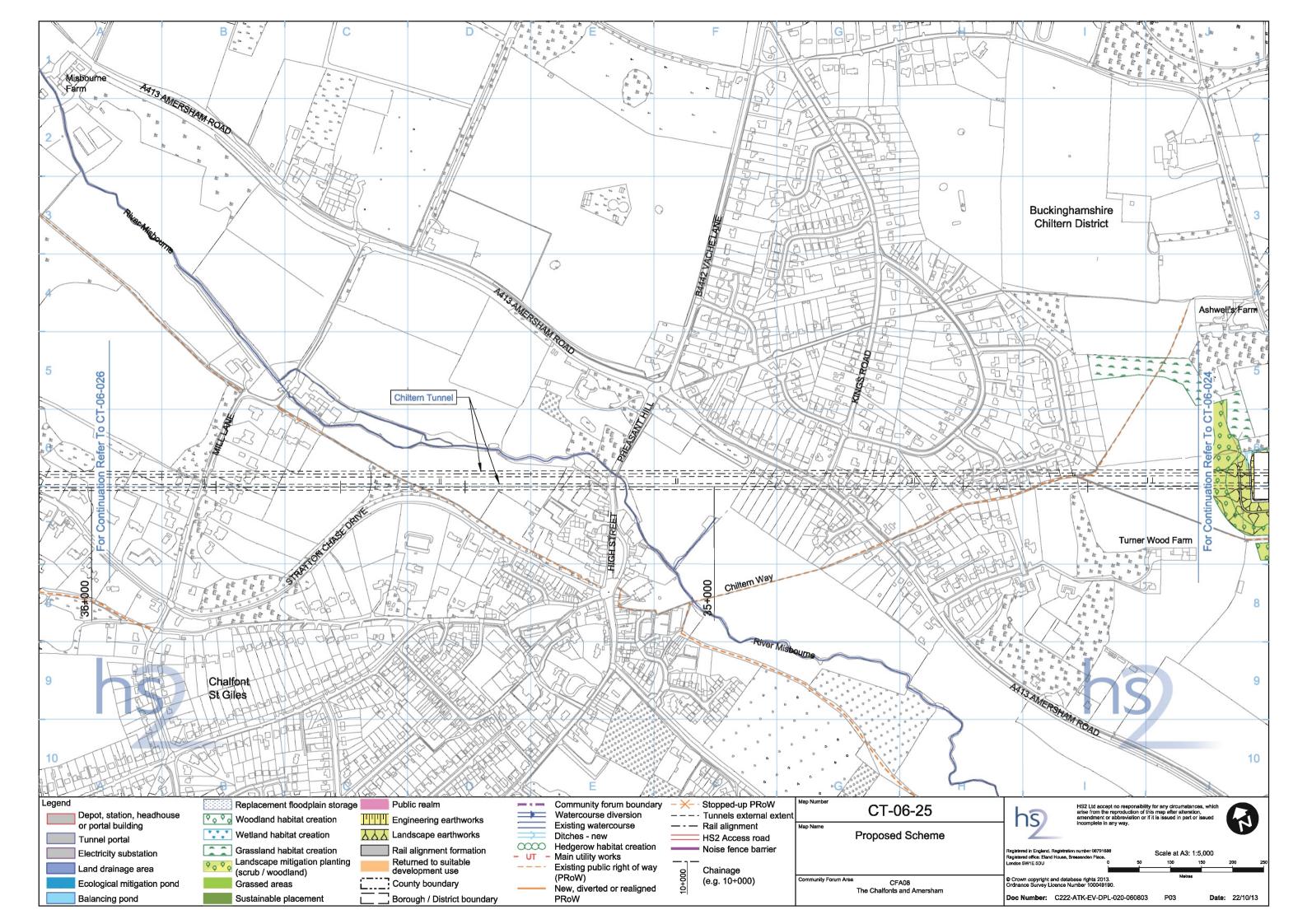


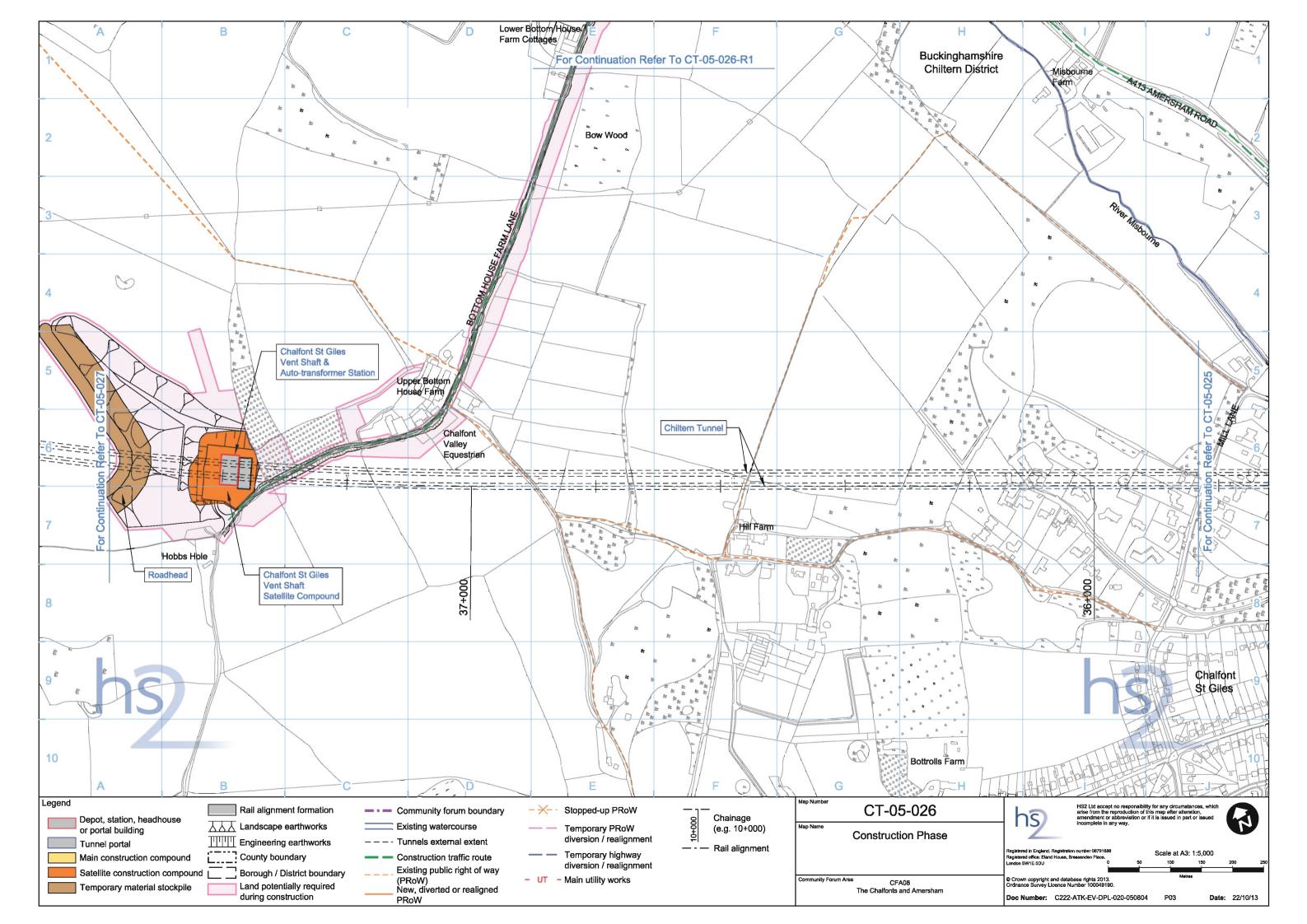


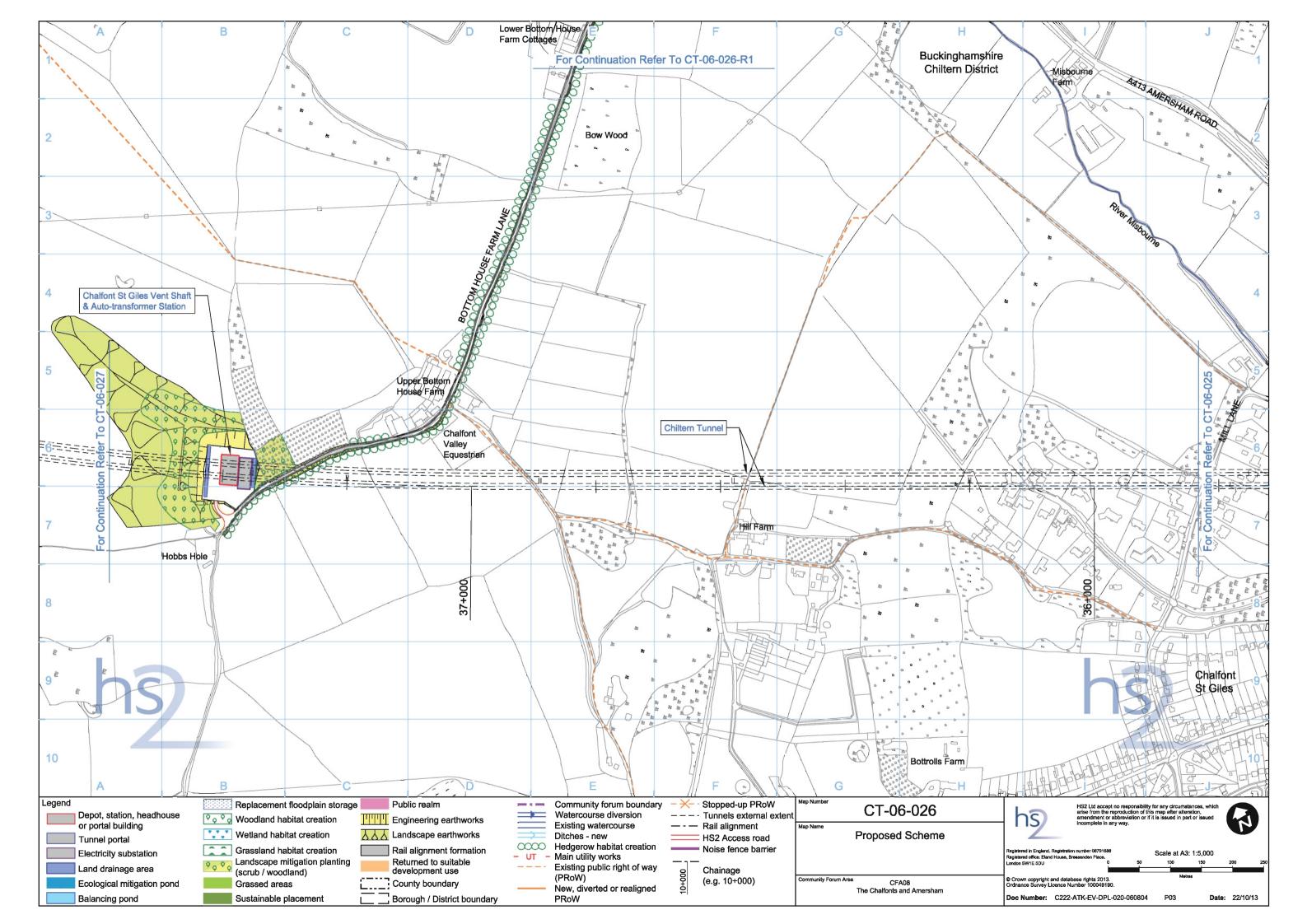


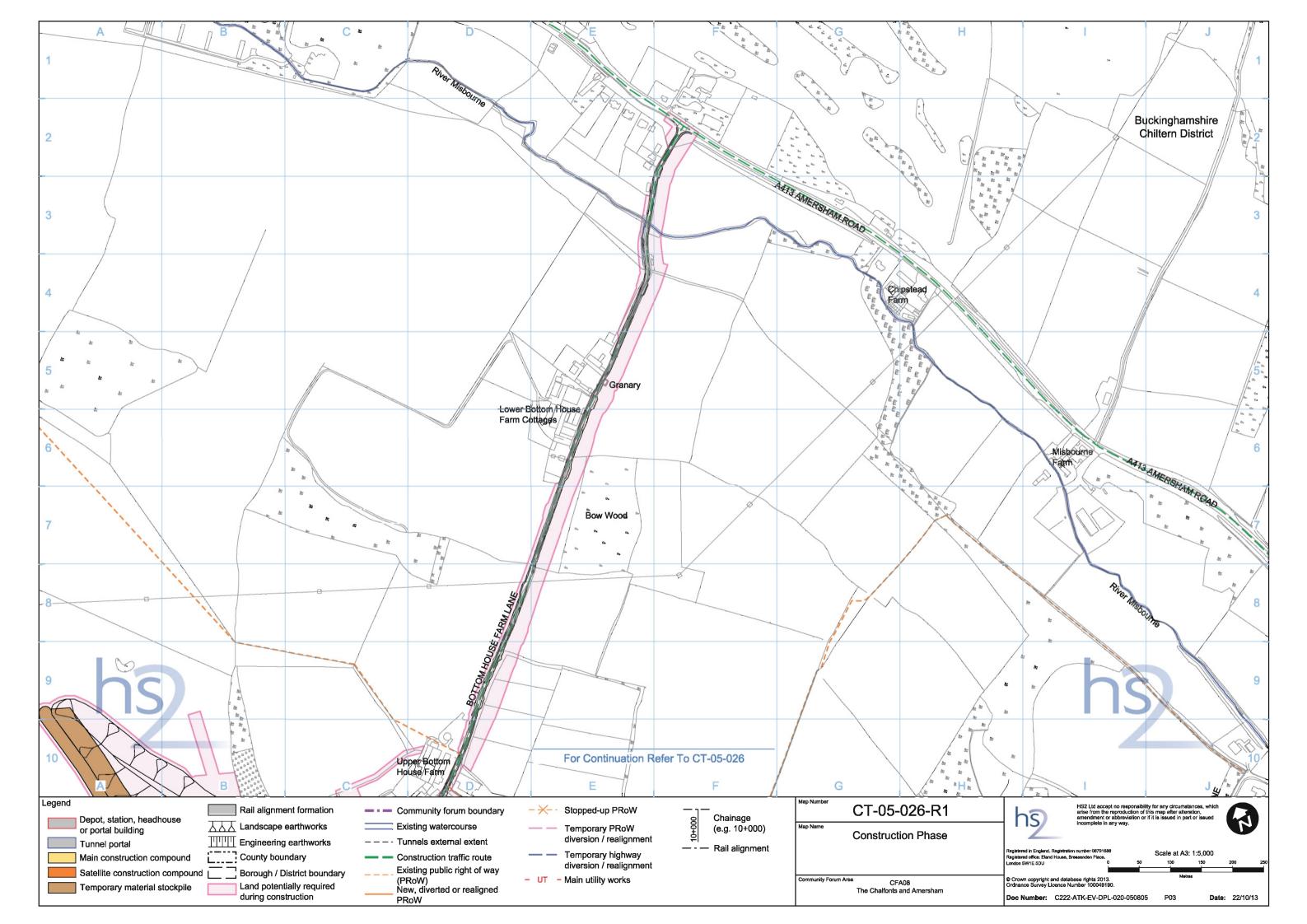


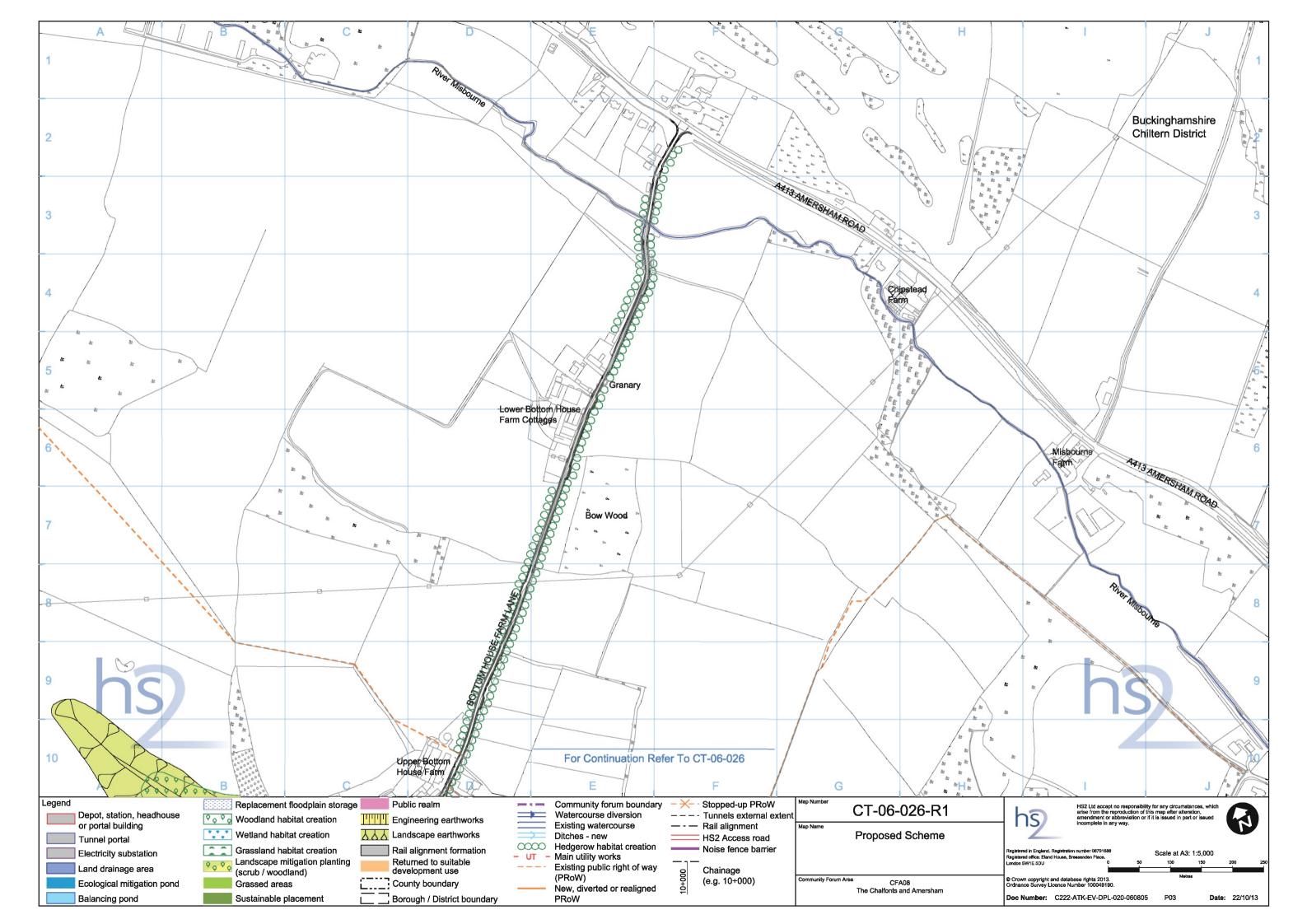


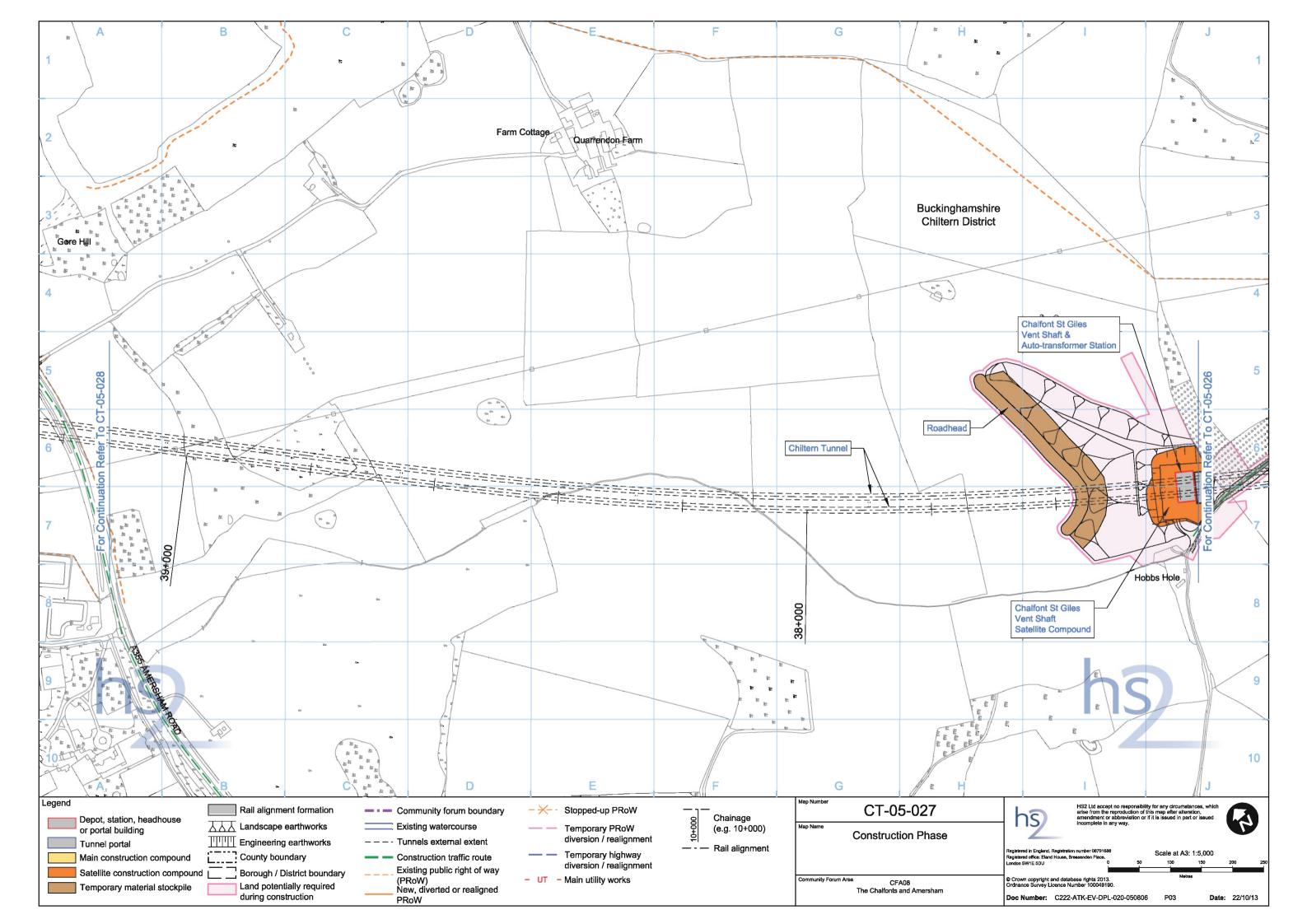


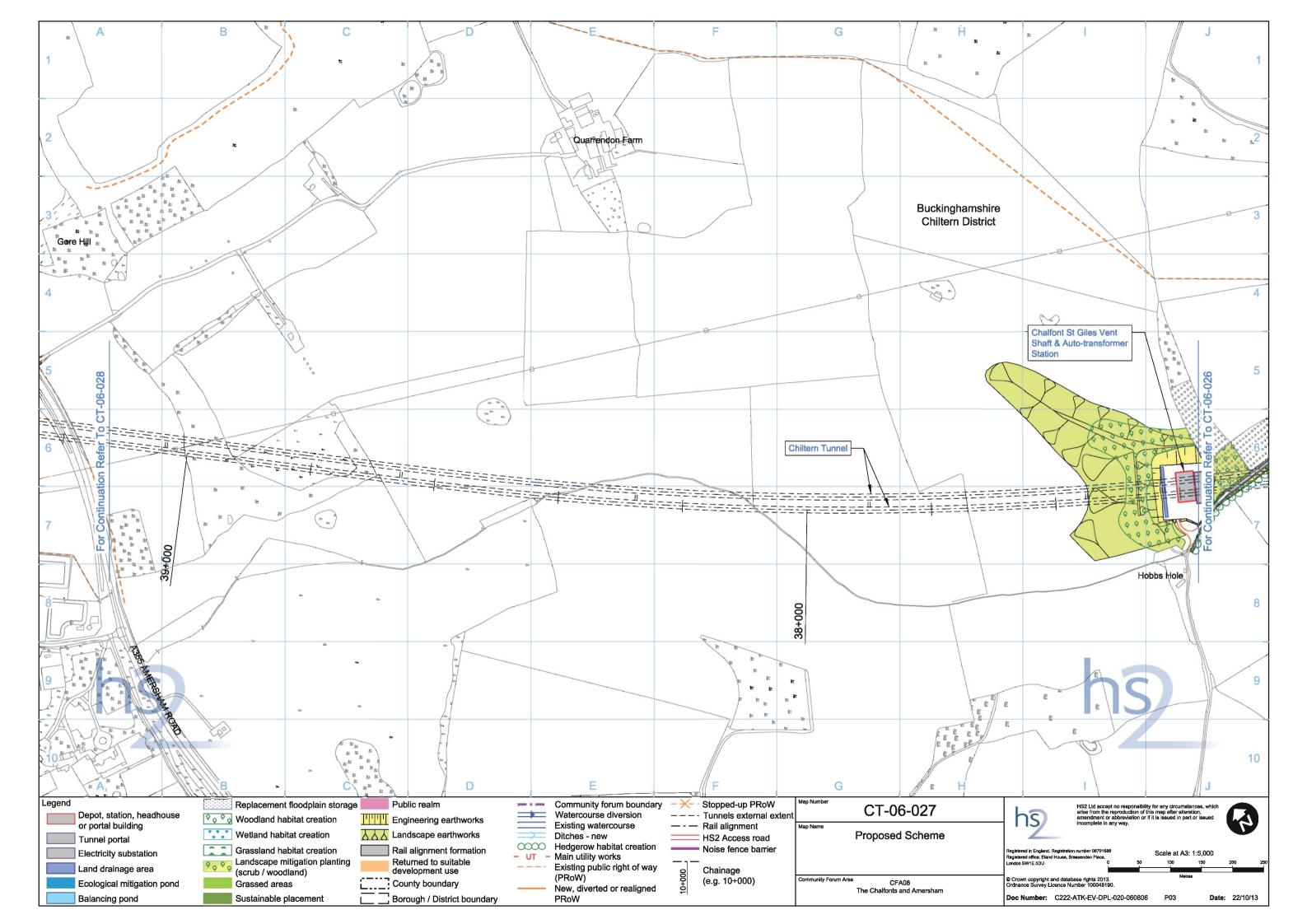


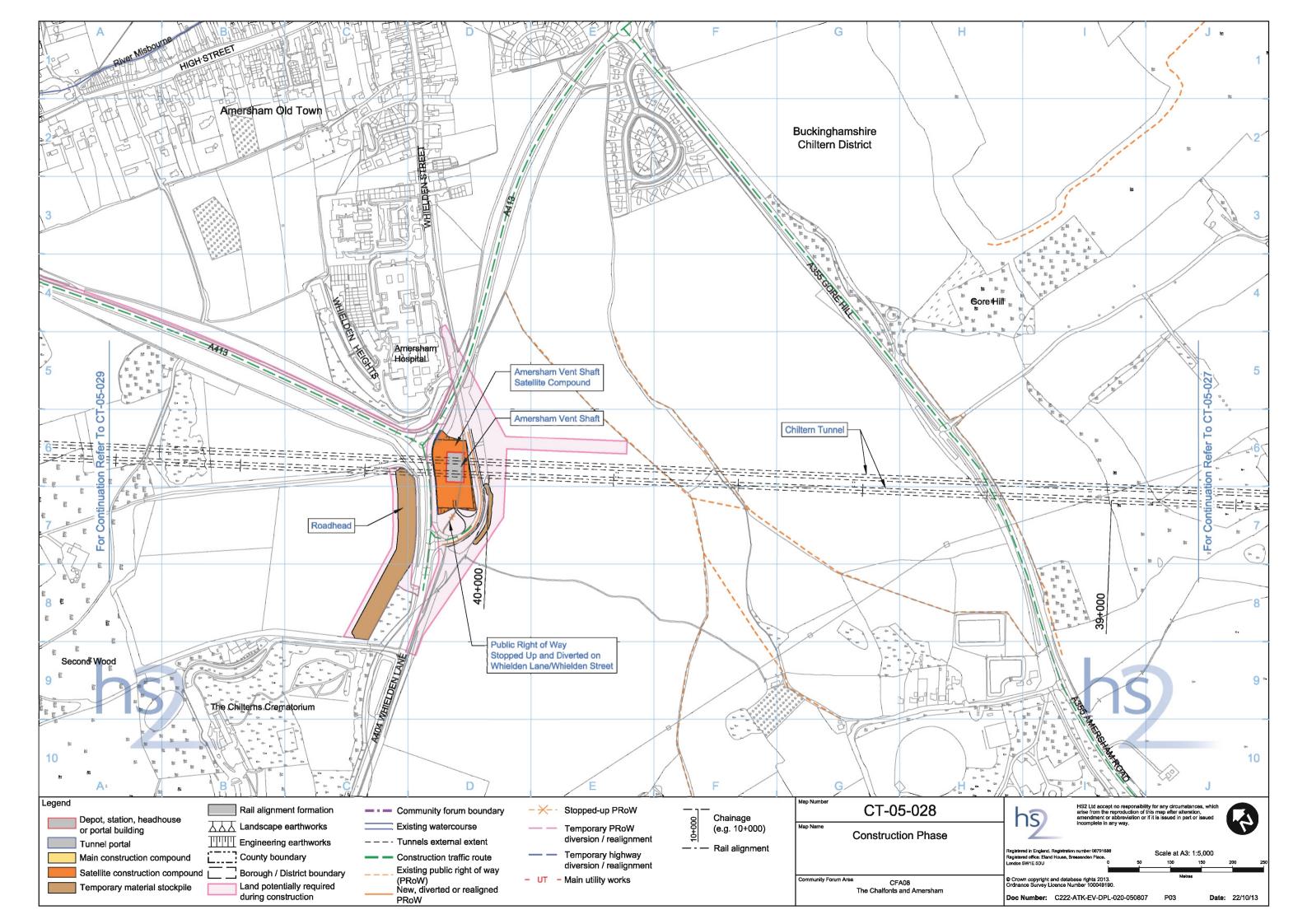


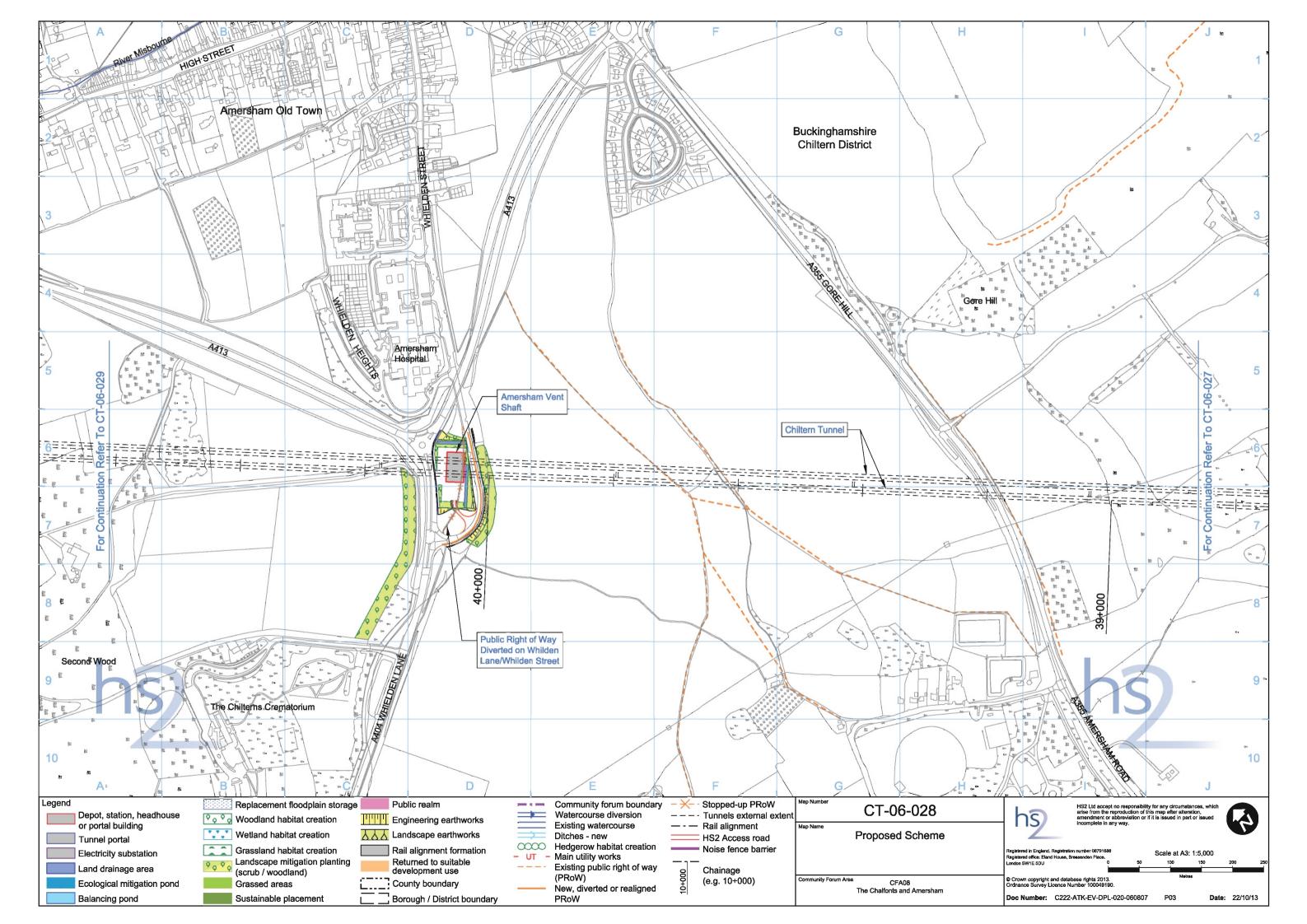


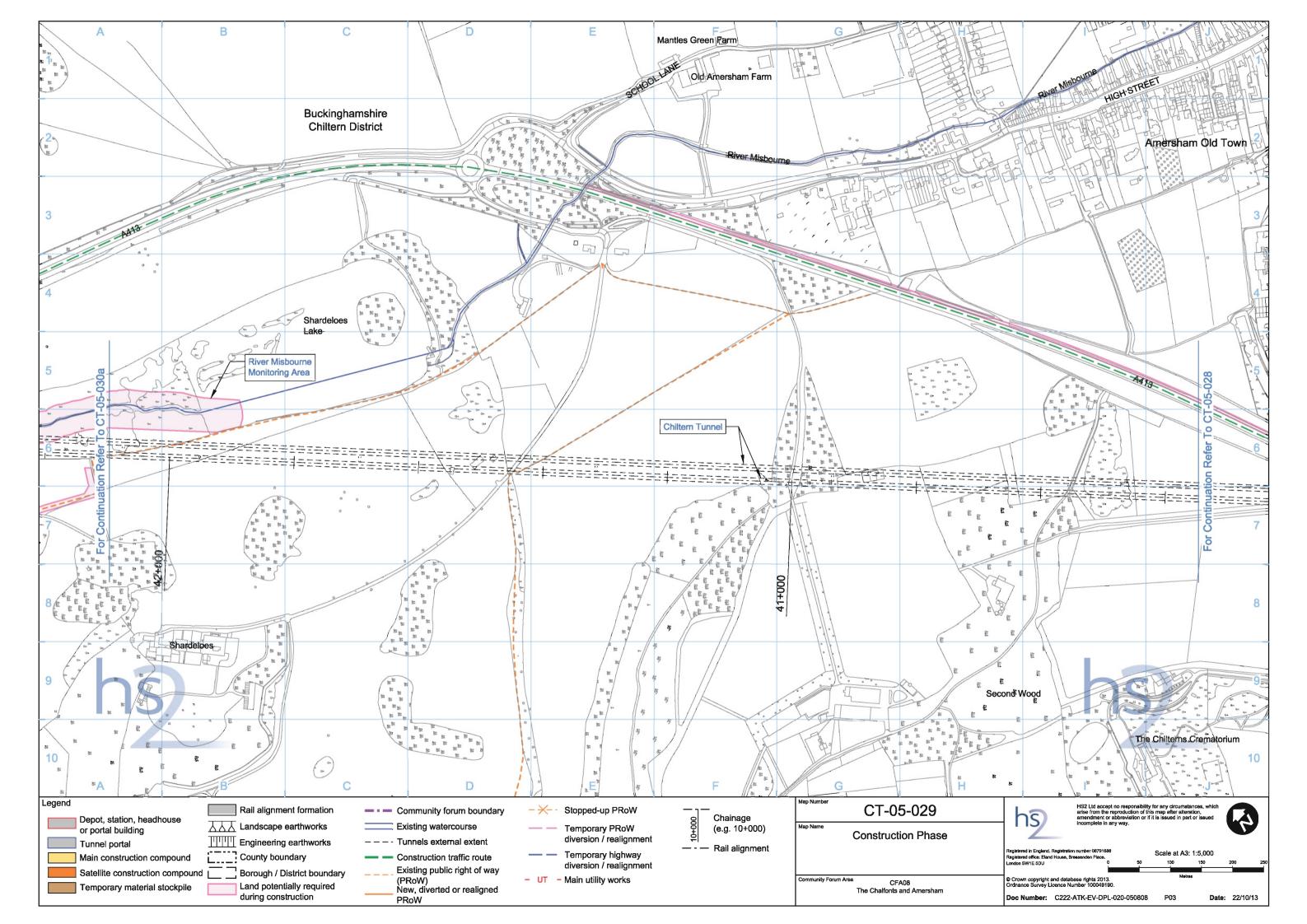


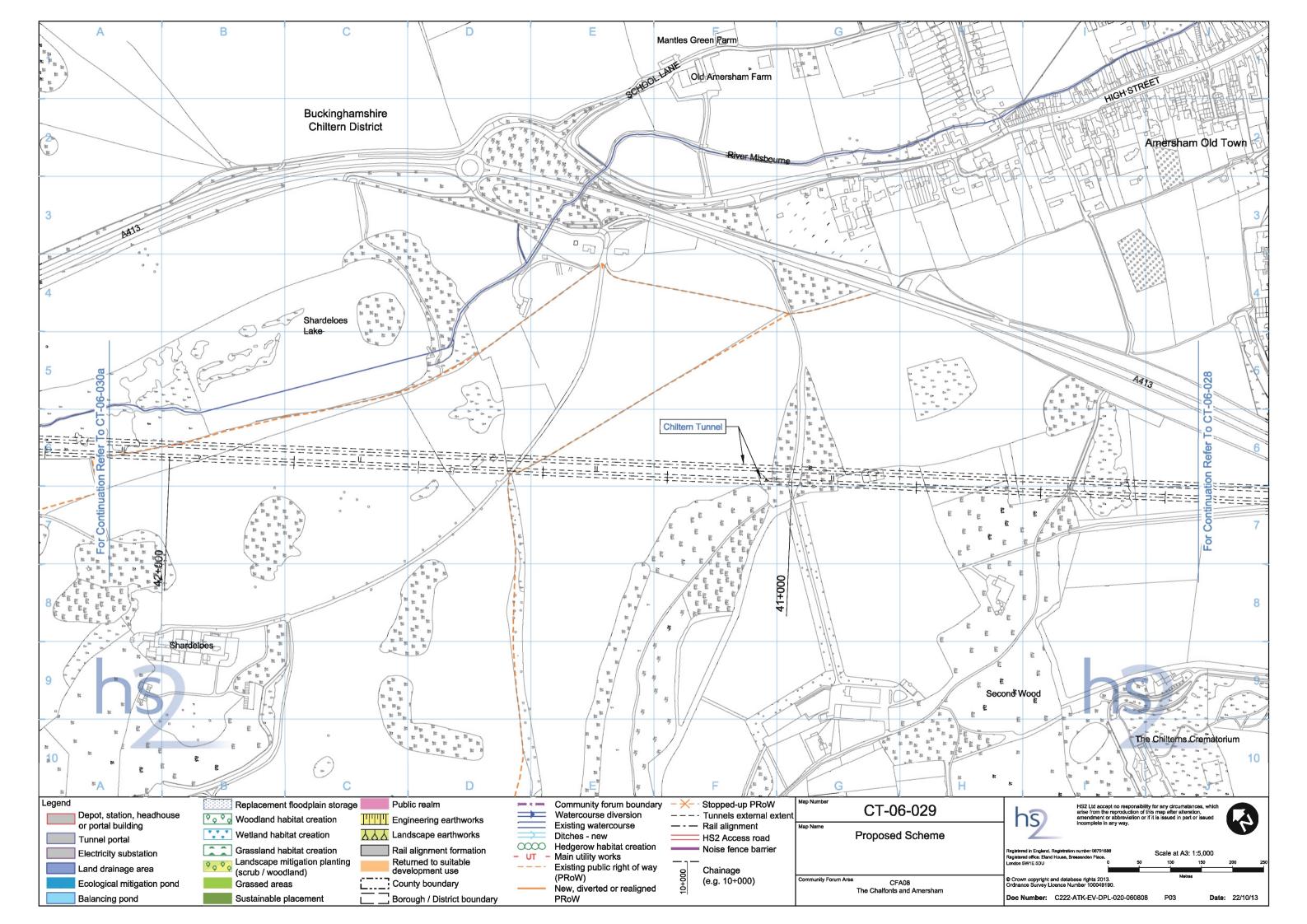


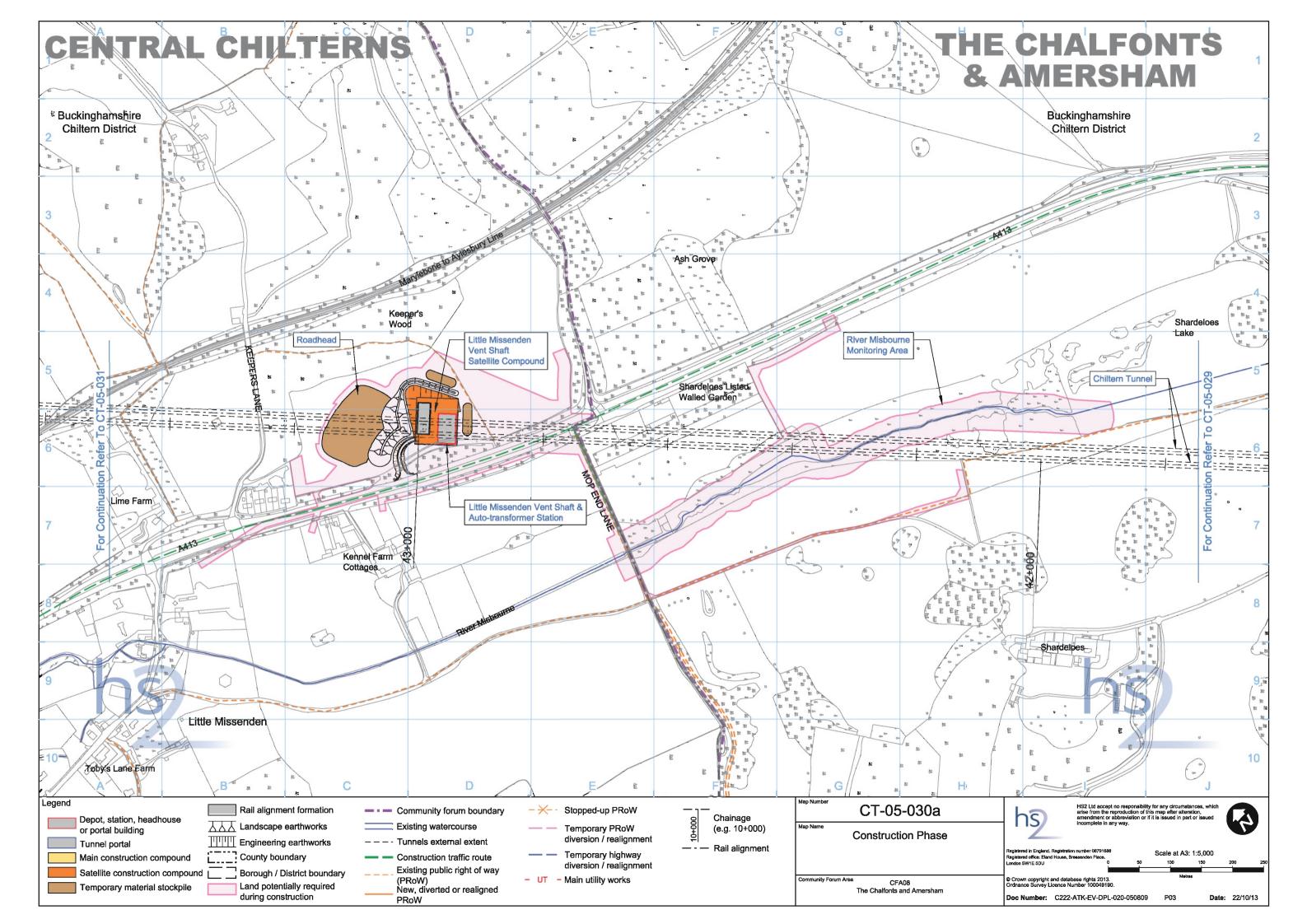


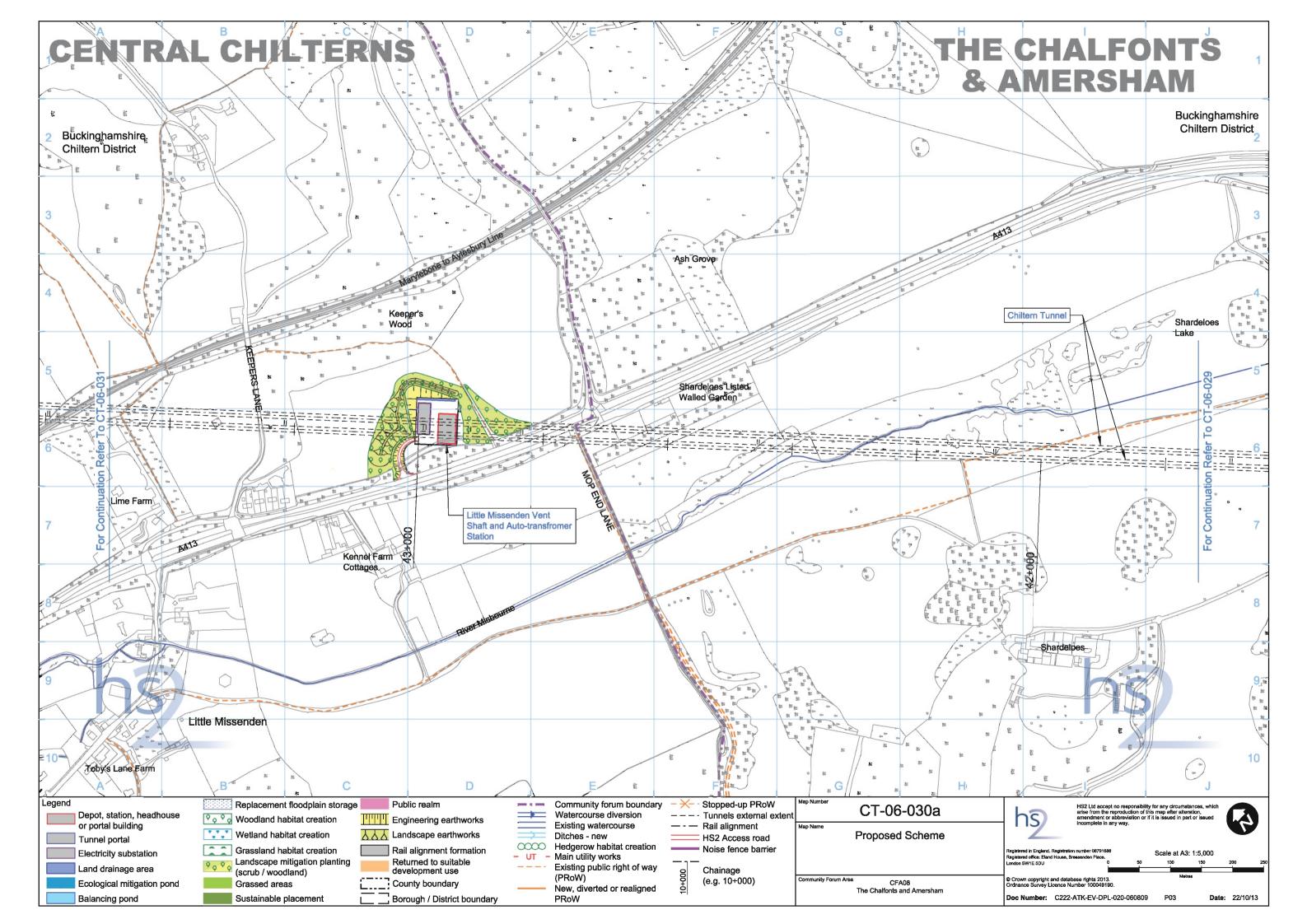








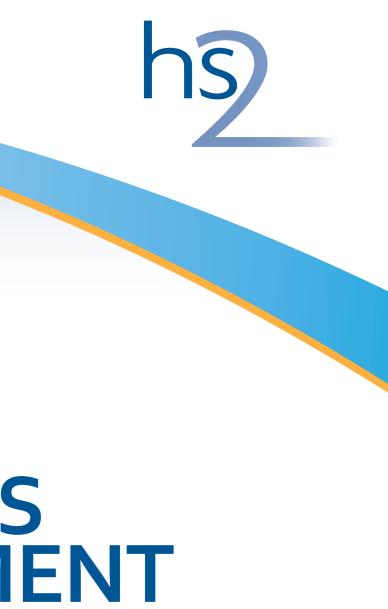


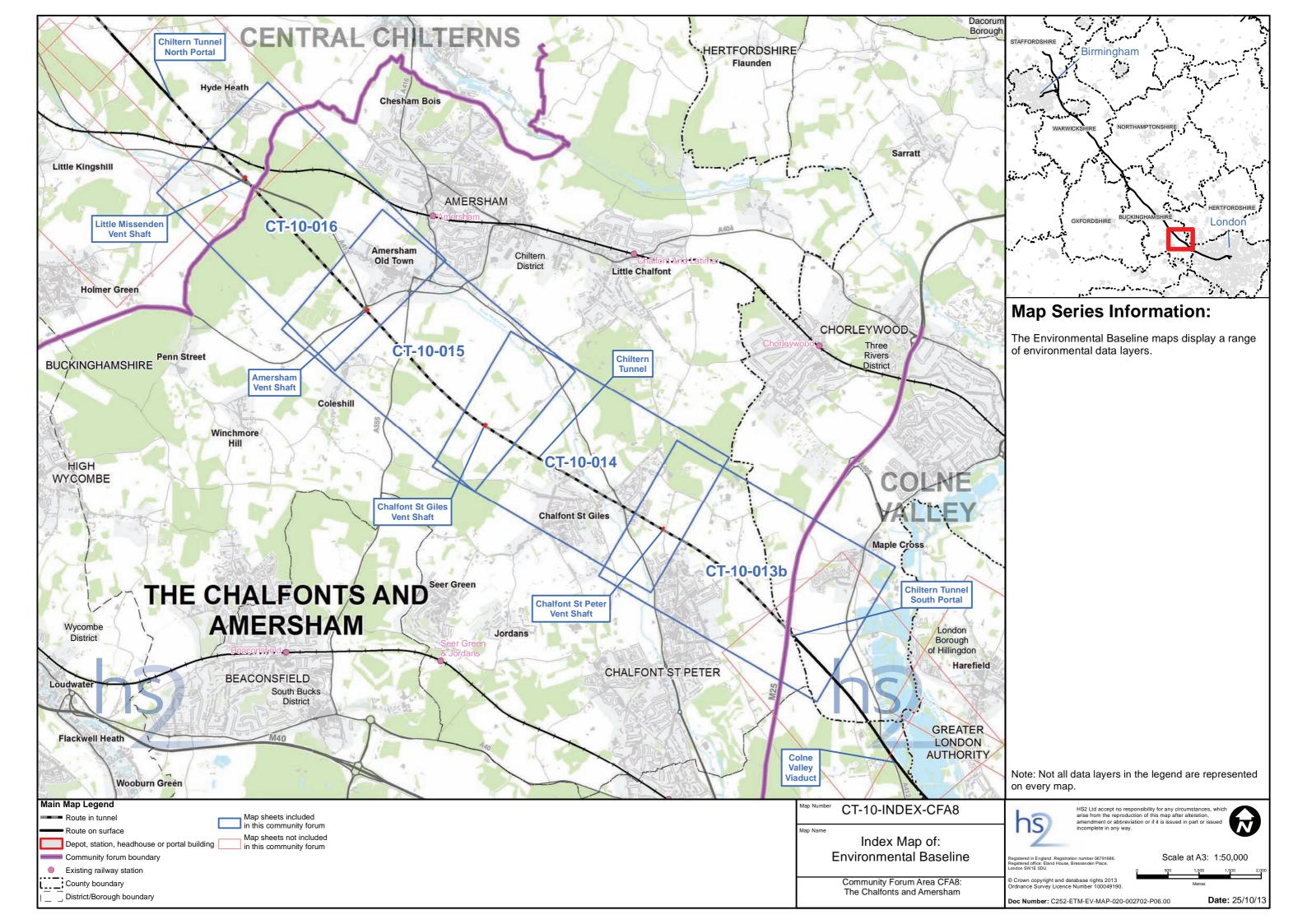


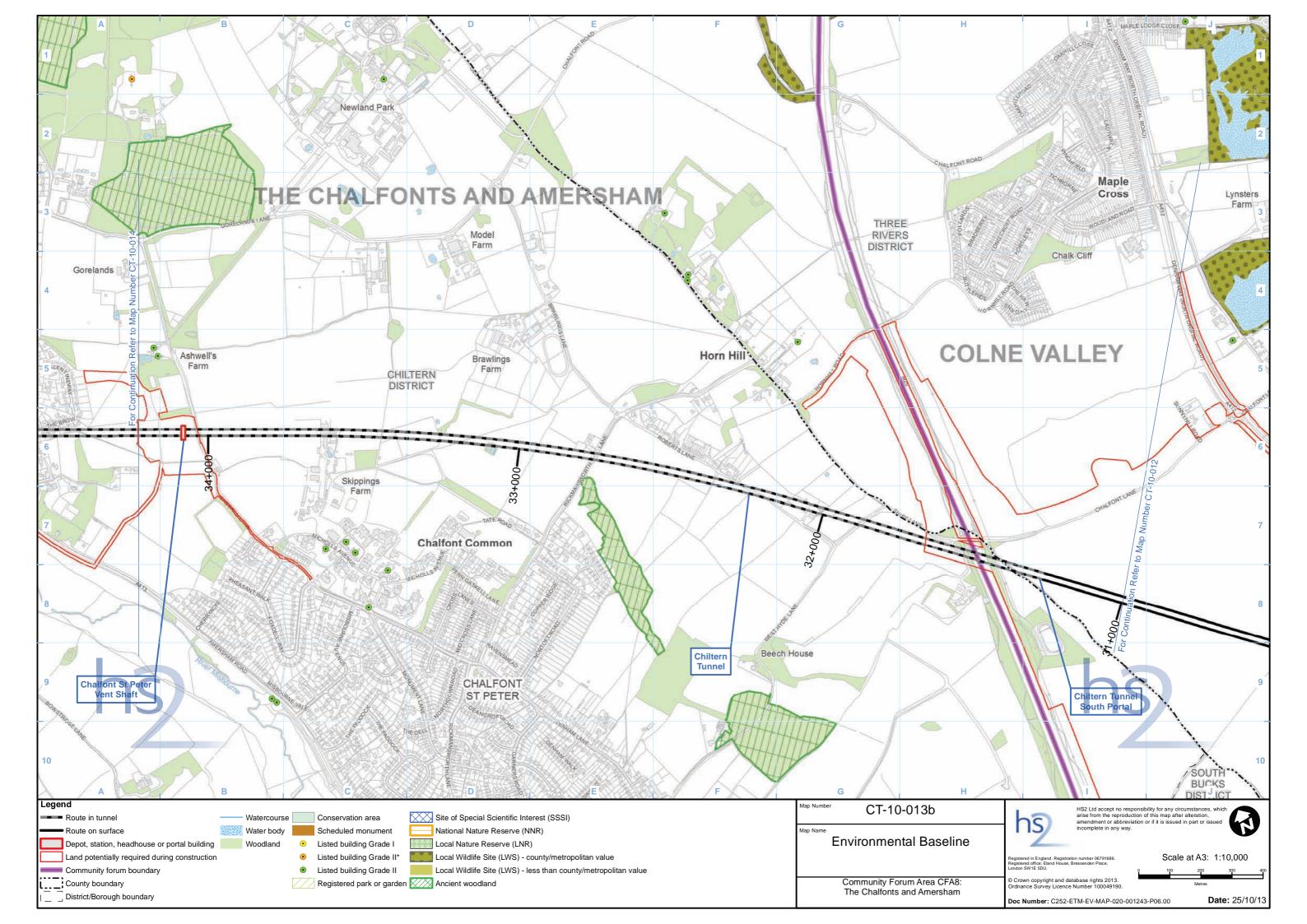
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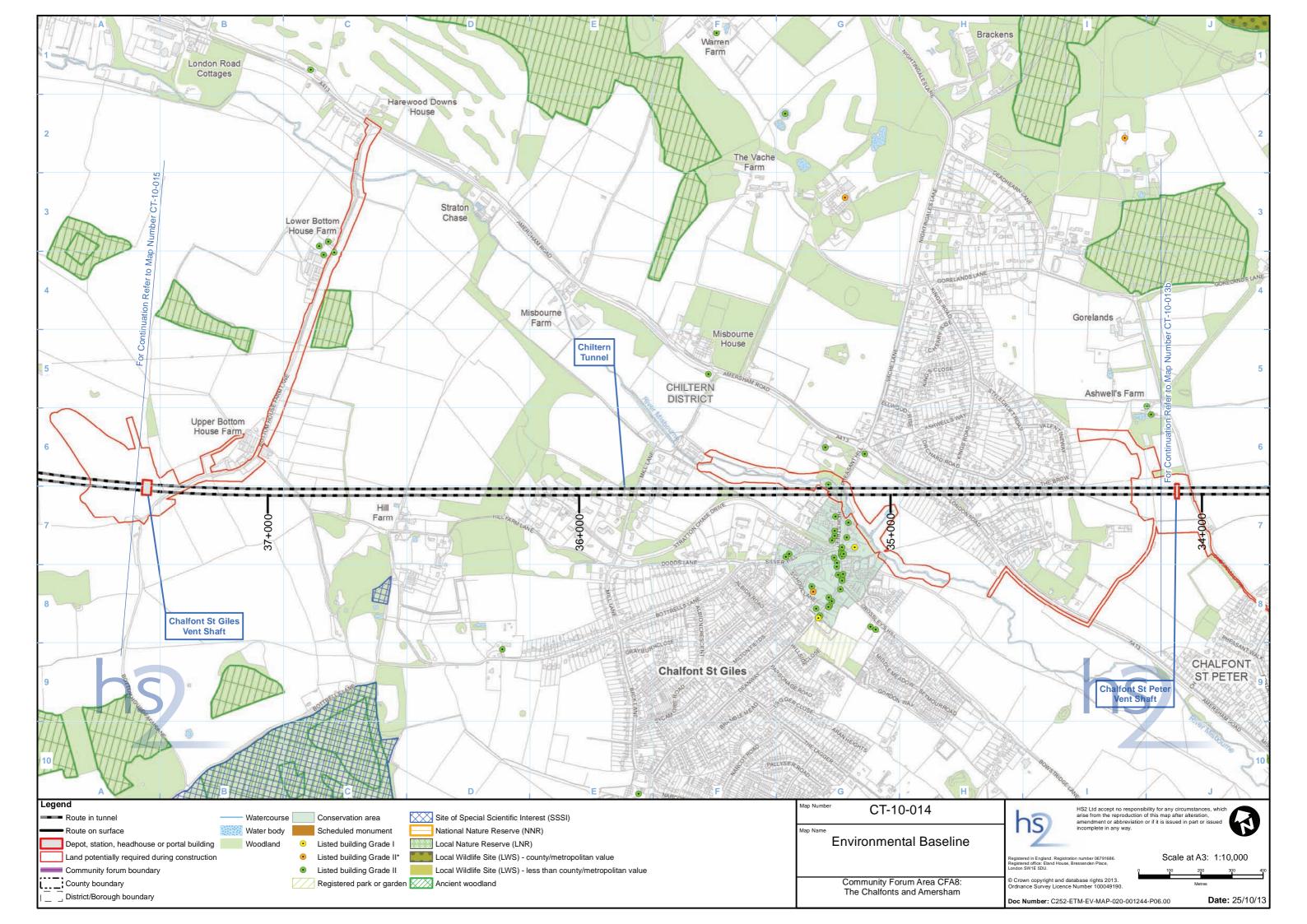


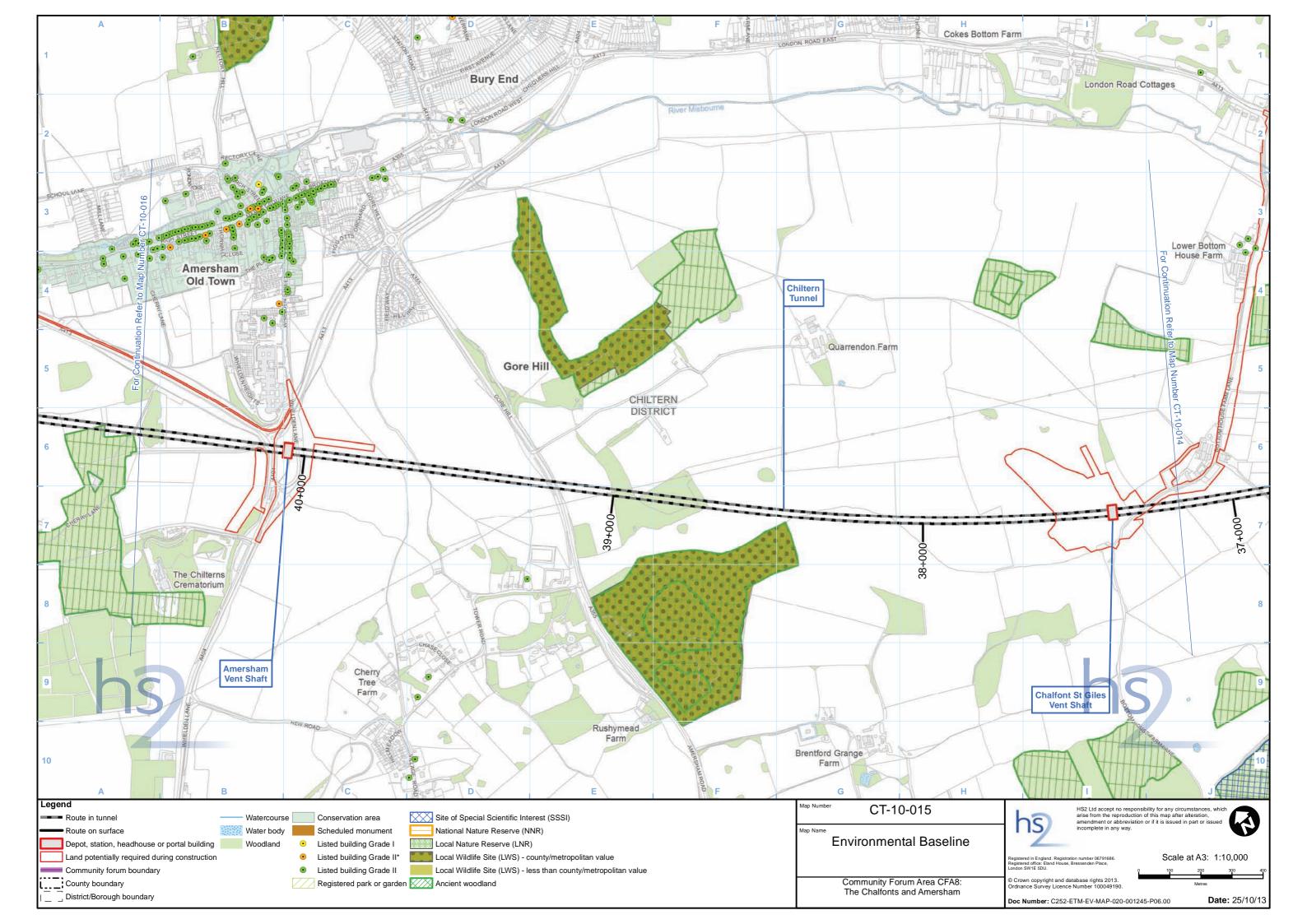
CT-10 – Environmental Baseline

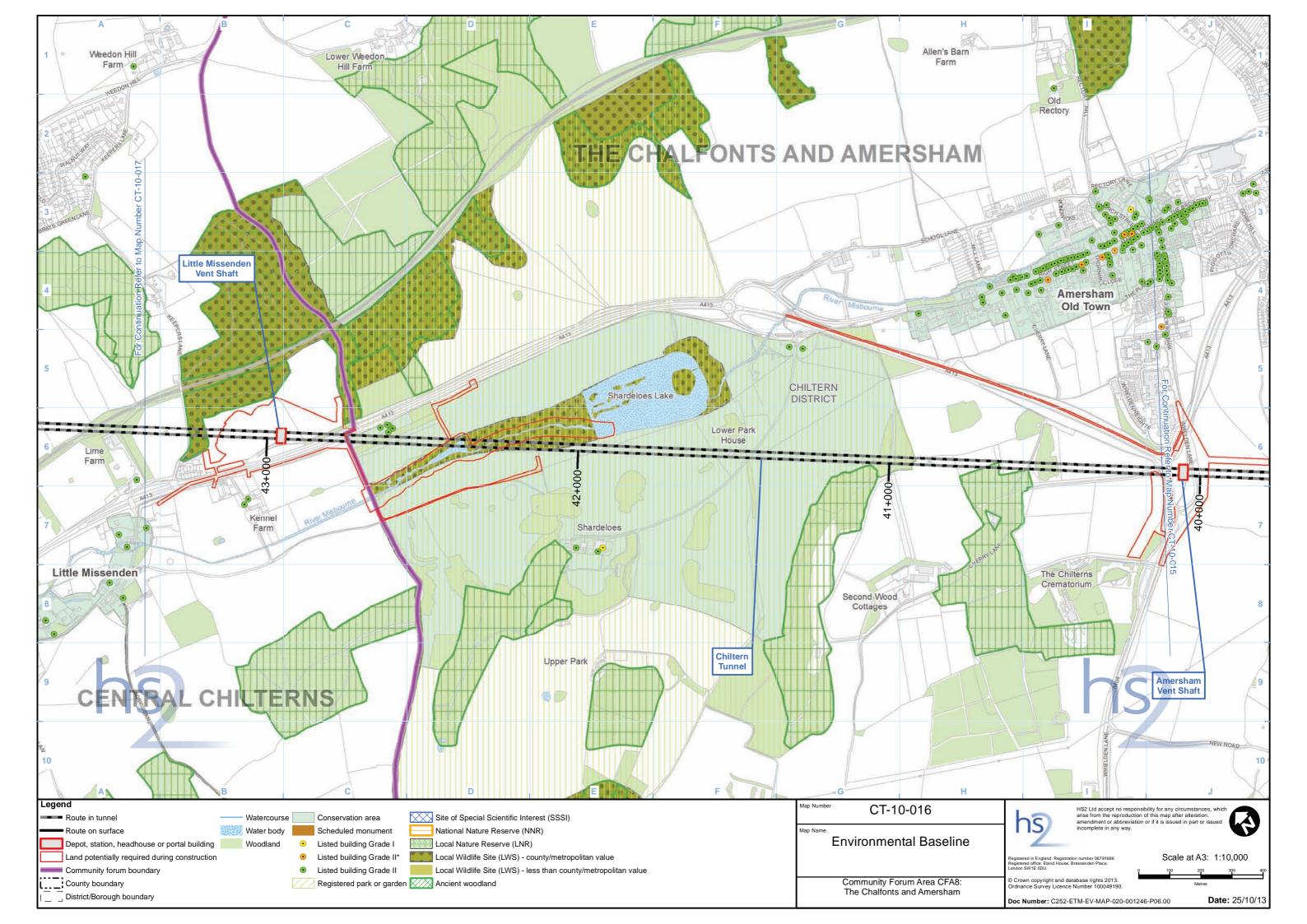




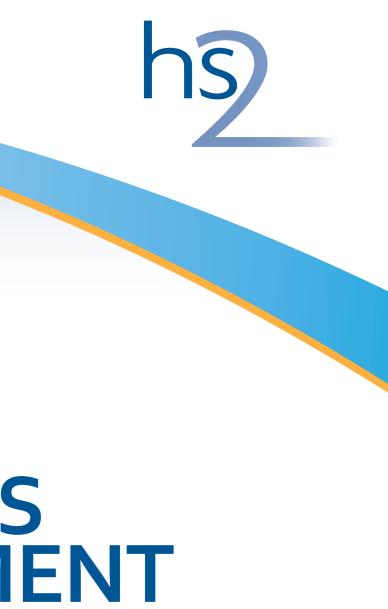








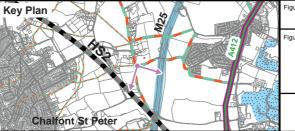
LV-01 - Photomontages





Date taken: 27/02/13 Time taken: 11:00 Focal length: 51.681mm

Viewpoint location shown on Map LV-04-027a. 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.



Verifiable Photomontage Operation Year 1 (2026) - Winter Viewpoint 064-2-001

> Community Forum Area CFA8: The Chalfonts and Amersham

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Date: 17/10/13





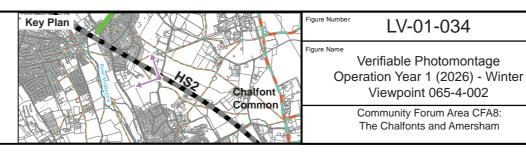
Operation Year 1 (2026) - Winter verifiable photomontage



Technical Information Location: Viewpoint 065-4-002: View west from Chesham Lane.

Date taken: 27/02/13 Time taken: 12:04 Focal length: 57.296mm

Viewpoint location shown on Map LV-04-028. 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.







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Date: 24/10/13



Operation Year 1 (2026) - Winter verifiable photomontage



Technical Information Location: Viewpoint 078-3-002: View west from footpath AMS/21/3 to the south of Amersham Old Town.

Date taken: 27/02/13 Time taken: 12:37 Focal length: 51.681mm

Viewpoint location shown on Map LV-04-031. 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.



LV-01-035

Verifiable Photomontage Operation Year 1 (2026) - Winter Viewpoint 078-3-002

> Community Forum Area CFA8: The Chalfonts and Amersham

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Date: 10/10/13



Operation Year 1 (2026) - Winter verifiable photomontage

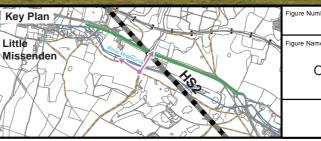


Technical Information Location: Viewpoint 081-3-001: View north-west from PRoW AMS/26/3 South Bucks Way within the grounds of Shardeloes.

Date taken: 21/03/13 Time taken: 11:36 Focal length: 57.296mm

Viewpoint location shown on Map LV-04-031. 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.



LV-01-036

Verifiable Photomontage Operation Year 1 (2026) - Winter Viewpoint 081-3-001

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Date: 24/10/13



Peak construction phase - Winter verifiable photomontage



Technical Information Location: Viewpoint 078-3-002: View west from footpath AMS/21/3 to the South of Amersham Old Town.

Date taken: 27/02/13 Time taken: 12:37 Focal length: 51.681mm

Viewpoint location shown on Map LV-03-031. 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.



LV-01-186

Verifiable Photomontage Peak construction phase - Winter Viewpoint 078-3-002

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Date: 28/10/13



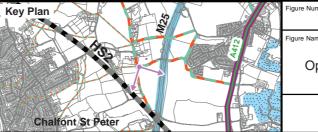
Operation Year 15 (2041) - Summer verifiable photomontage



Technical Information Location: Viewpoint 064-2-001: Views south-east from Horn Hill Road at the southern edge of Horn Hill.

Date taken: 16/09/13 Time taken: 15:08 Focal length: 51.681mm

Viewpoint location shown on Map LV-04-027a. For key plan legend refer to map series LV-04. This verifiable photomontage provides an illustration of how the Proposed Scheme may look in 2041 (15 years after opening). 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 semi-mature trees which have put on 15 years of growth to illustrate how the Proposed Scheme will further integrate into the landscape over time.



LV-01-228

Verifiable Photomontage Operation Year 15 (2041) - Summer Viewpoint 064-2-001

> Community Forum Area CFA8: The Chalfonts and Amersham



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Date: 17/10/13



Operation Year 15 (2041) - Summer verifiable photomontage



Technical Information Location: Viewpoint 078-3-002: View west from footpath AMS/21/3 to the south of Amersham Old Town.

Date taken: 23/08/13 Time taken: 11:56 Focal length: 51.681mm

Viewpoint location shown on Map LV-04-031. For key plan legend refer to map series LV-04.

This verifiable photomontage provides an illustration of how the Proposed Scheme may look in 2041 (15 years after opening). 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 semi-mature trees which have put on 15 years of growth to illustrate how the Proposed Scheme will further integrate into the landscape over time.



LV-01-229

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Verifiable Photomontage Operation Year 15 (2041) - Summer Viewpoint 078-3-002

> Community Forum Area CFA8: The Chalfonts and Amersham



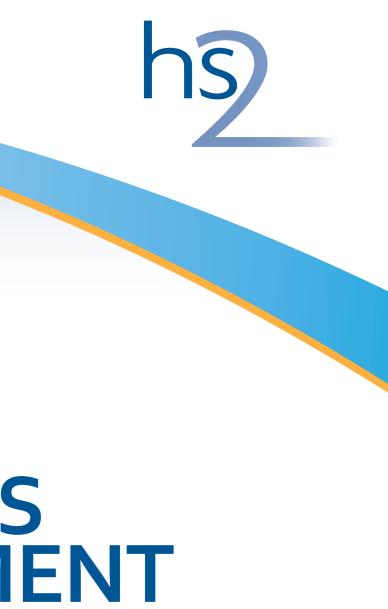
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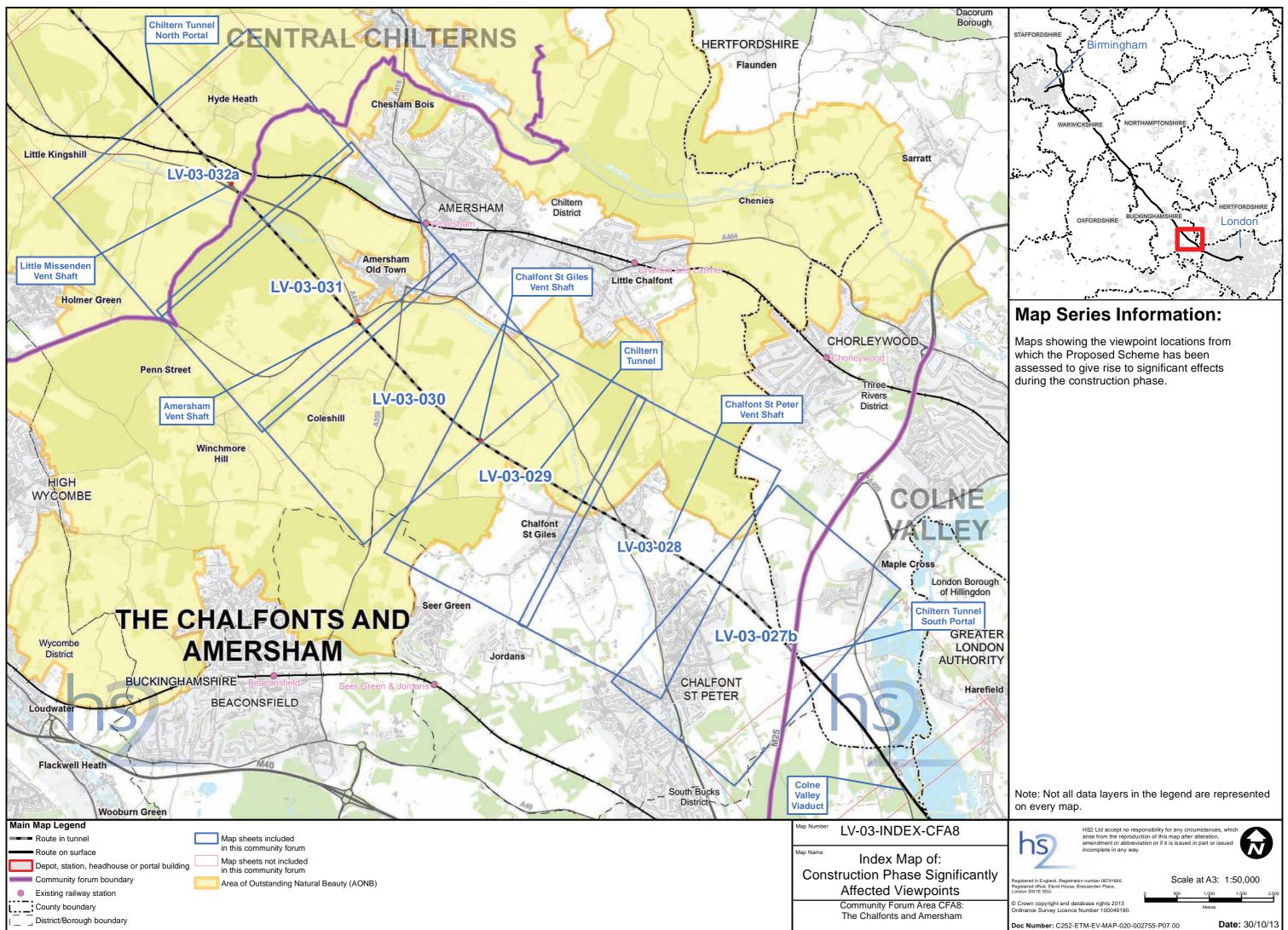
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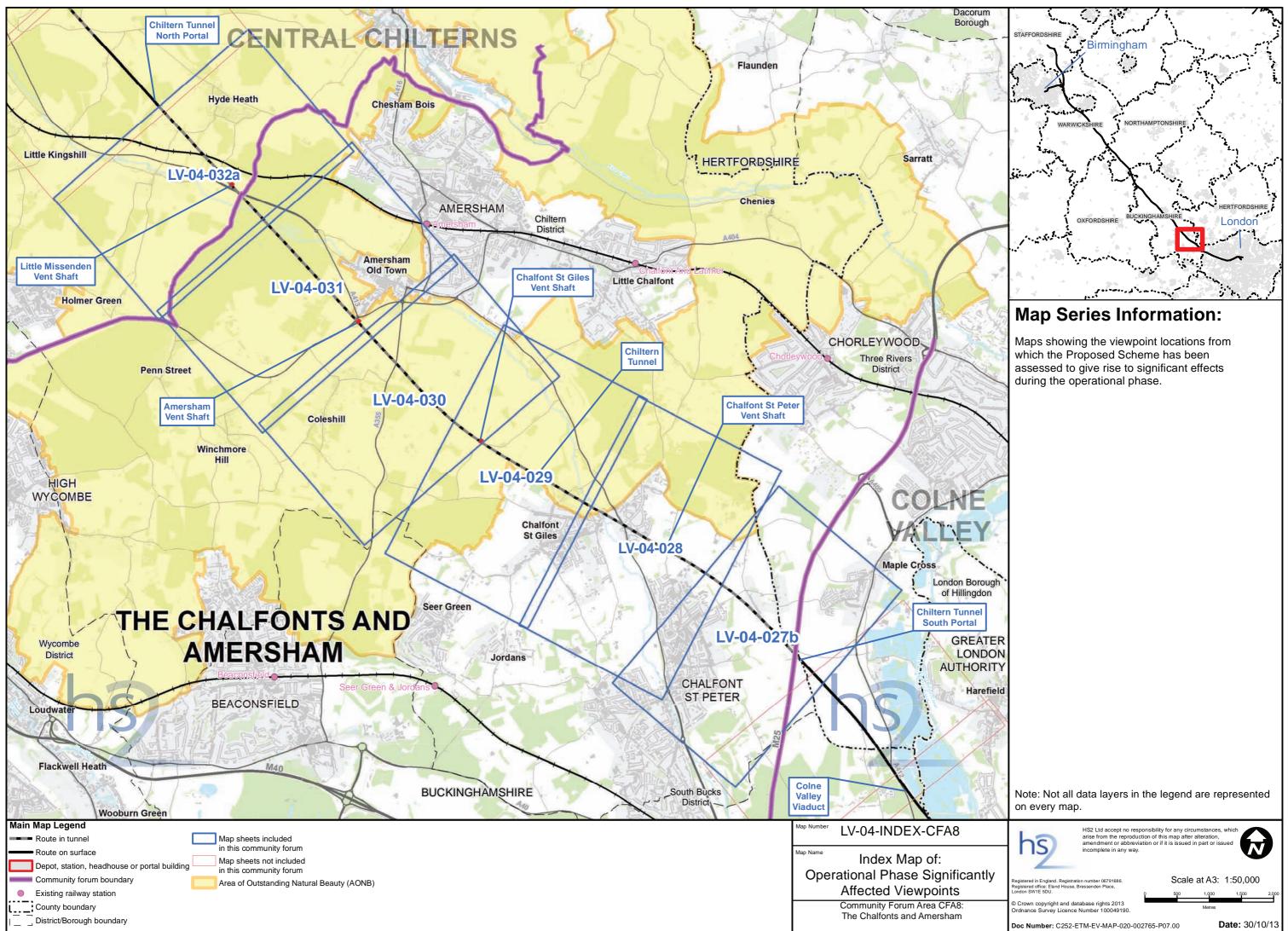
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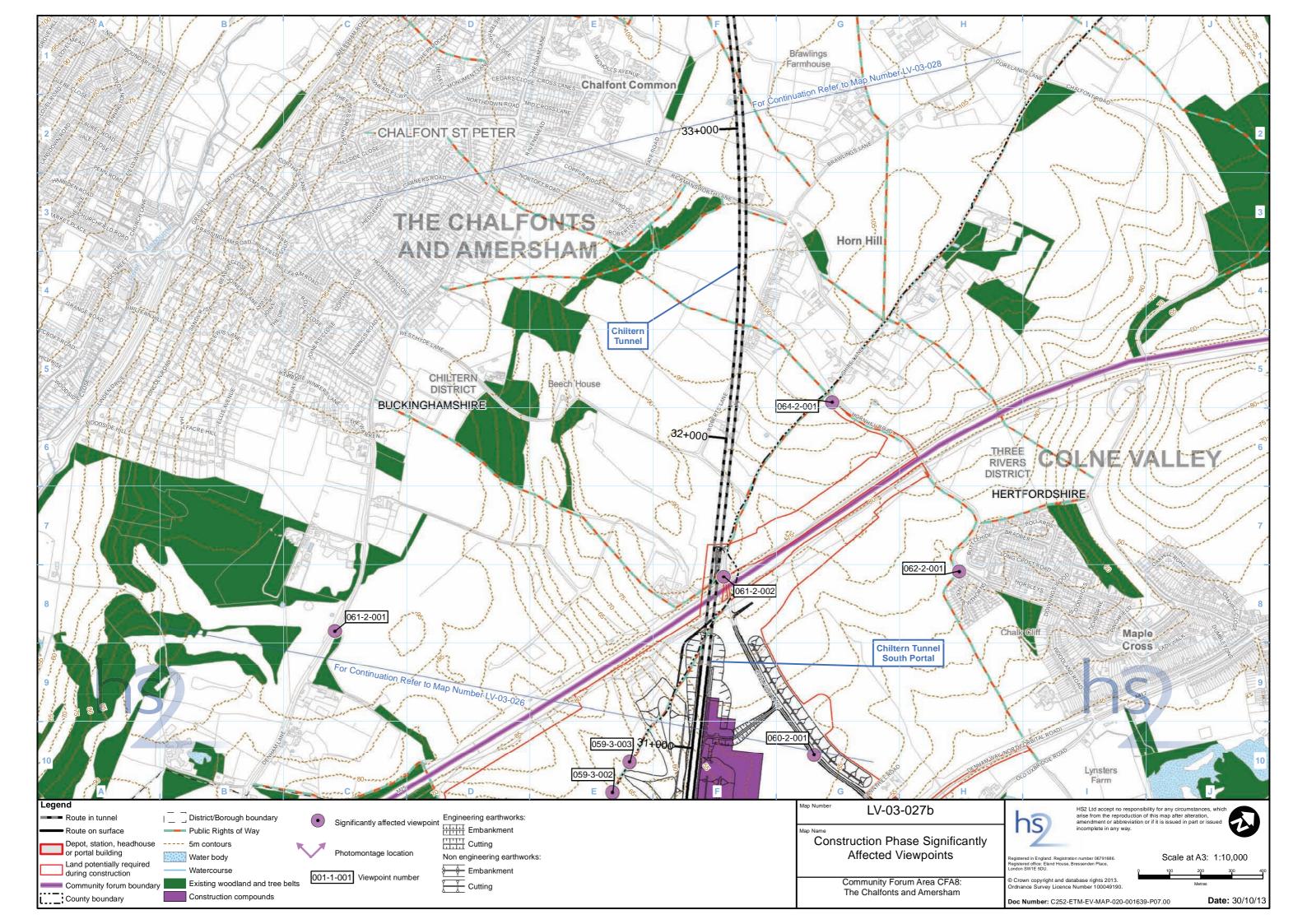
LV-03 - Construction Phase Significantly Affected Viewpoints

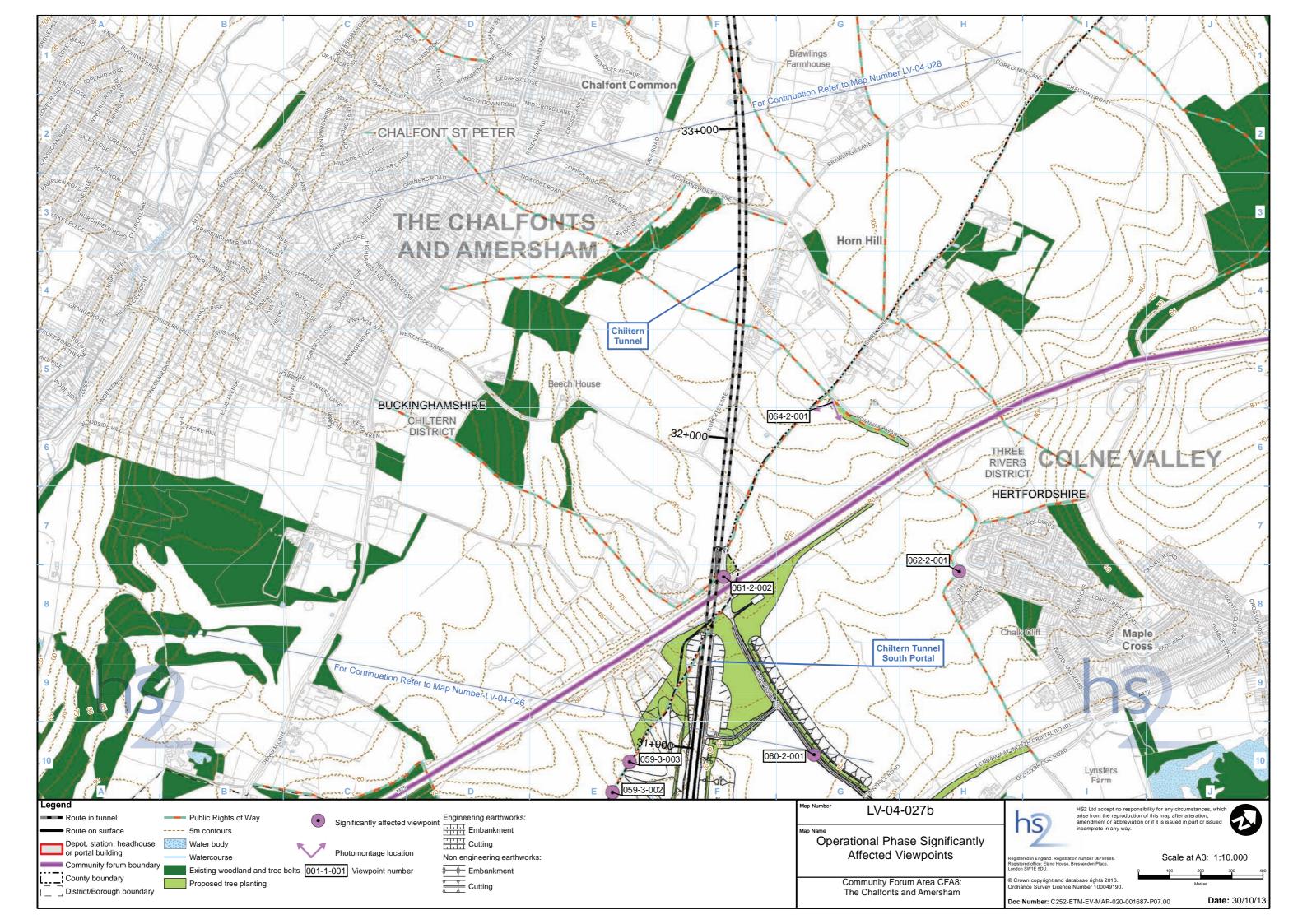
LV-04 - Operational Phase Significantly Affected Viewpoints

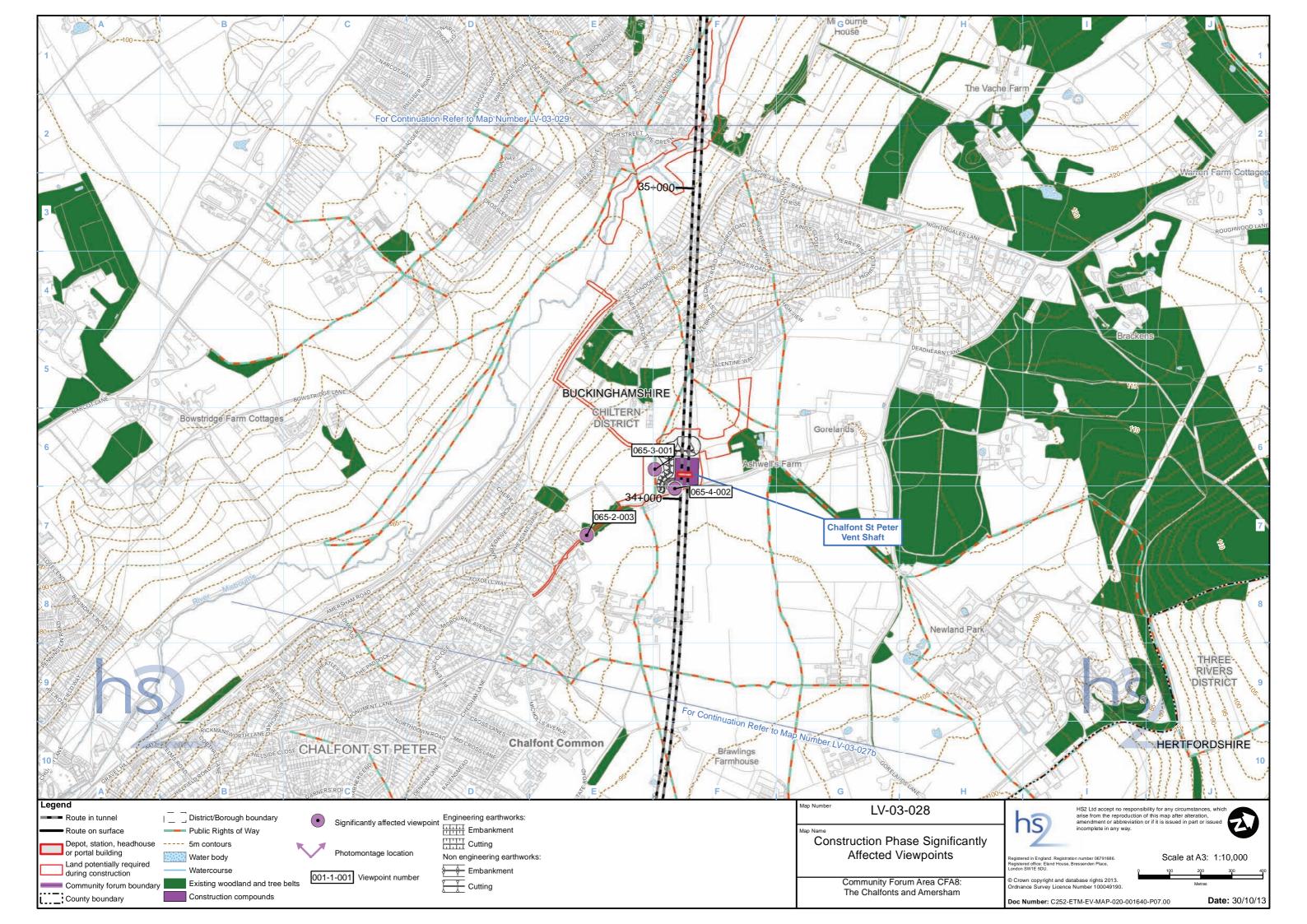


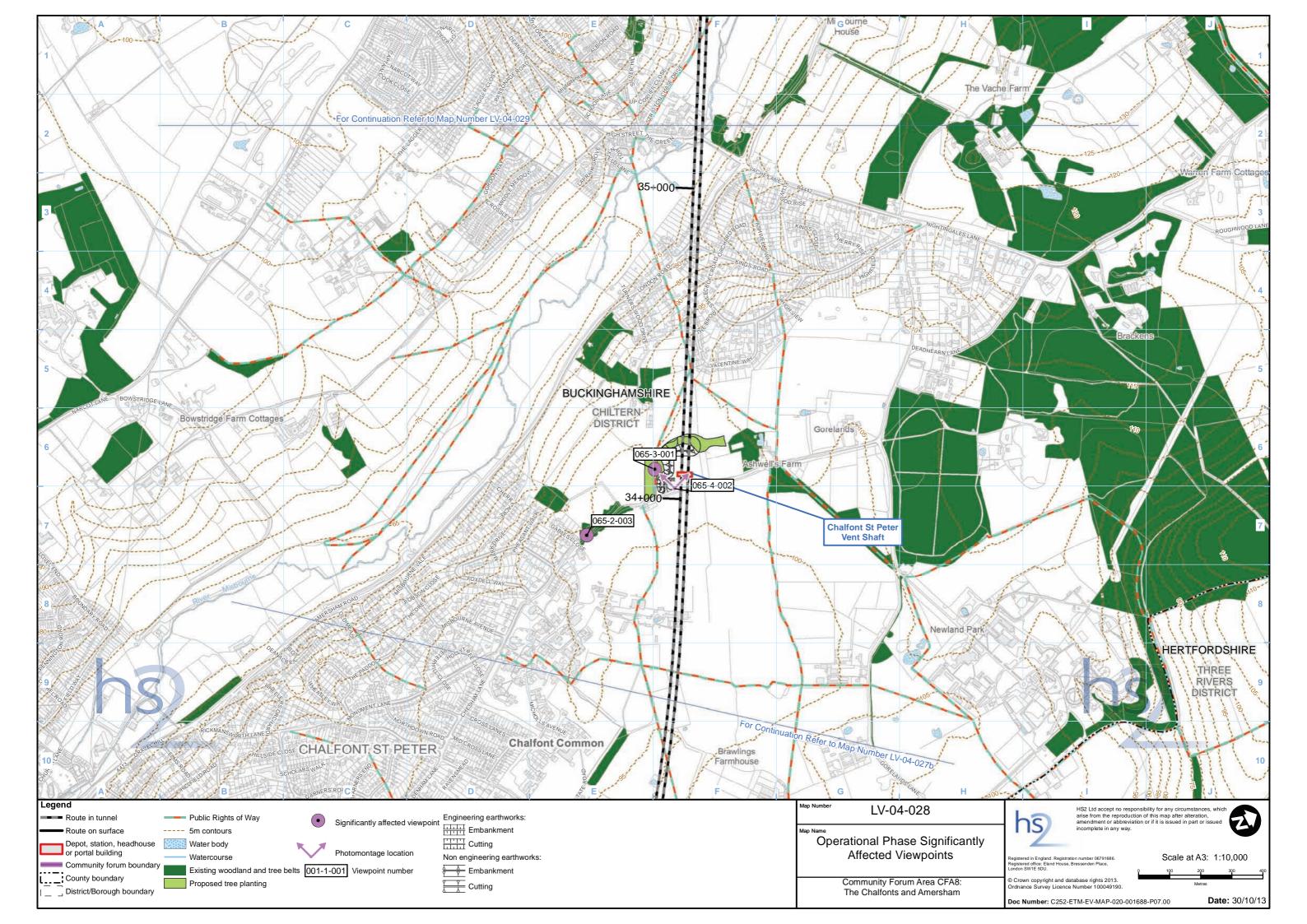


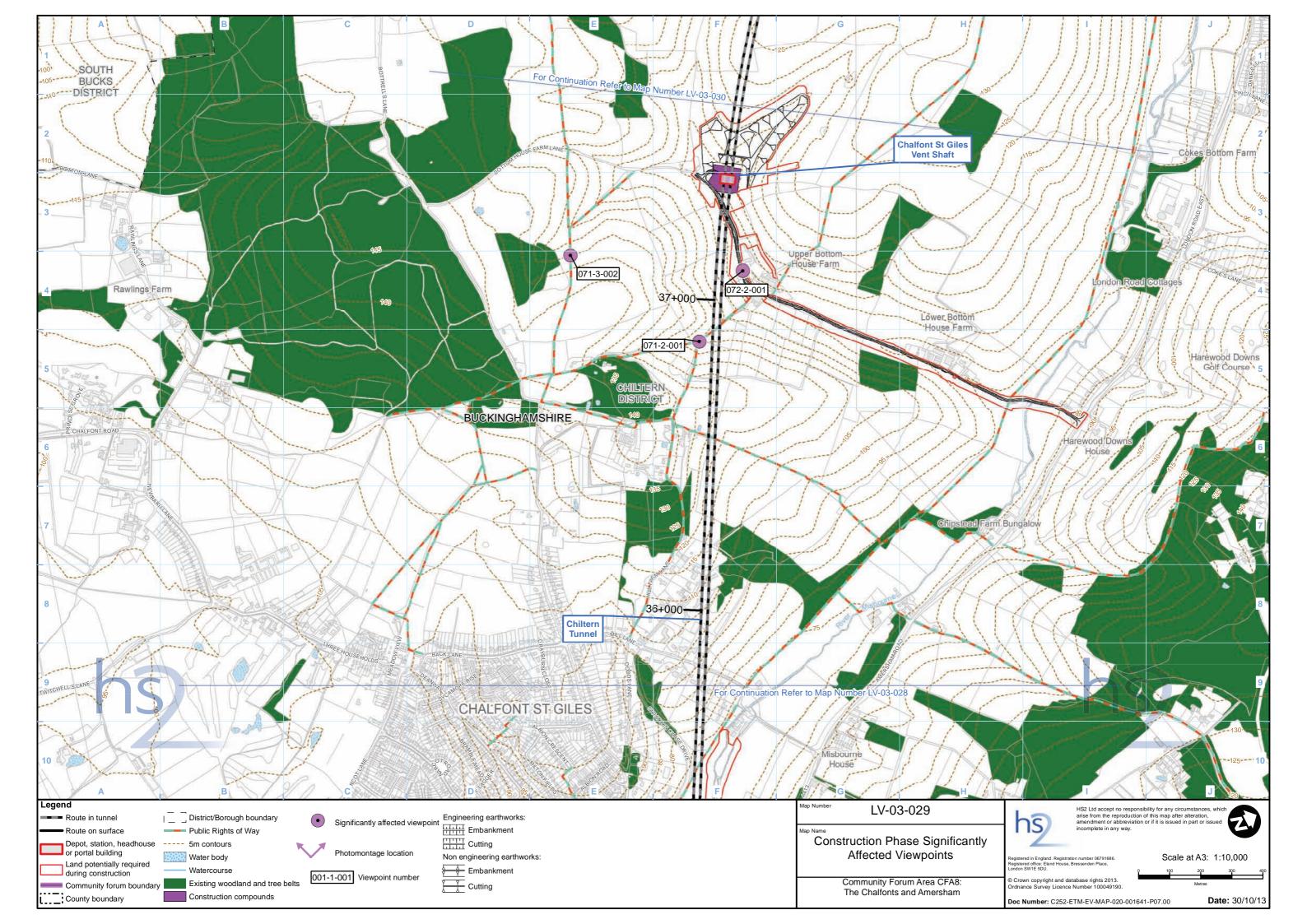


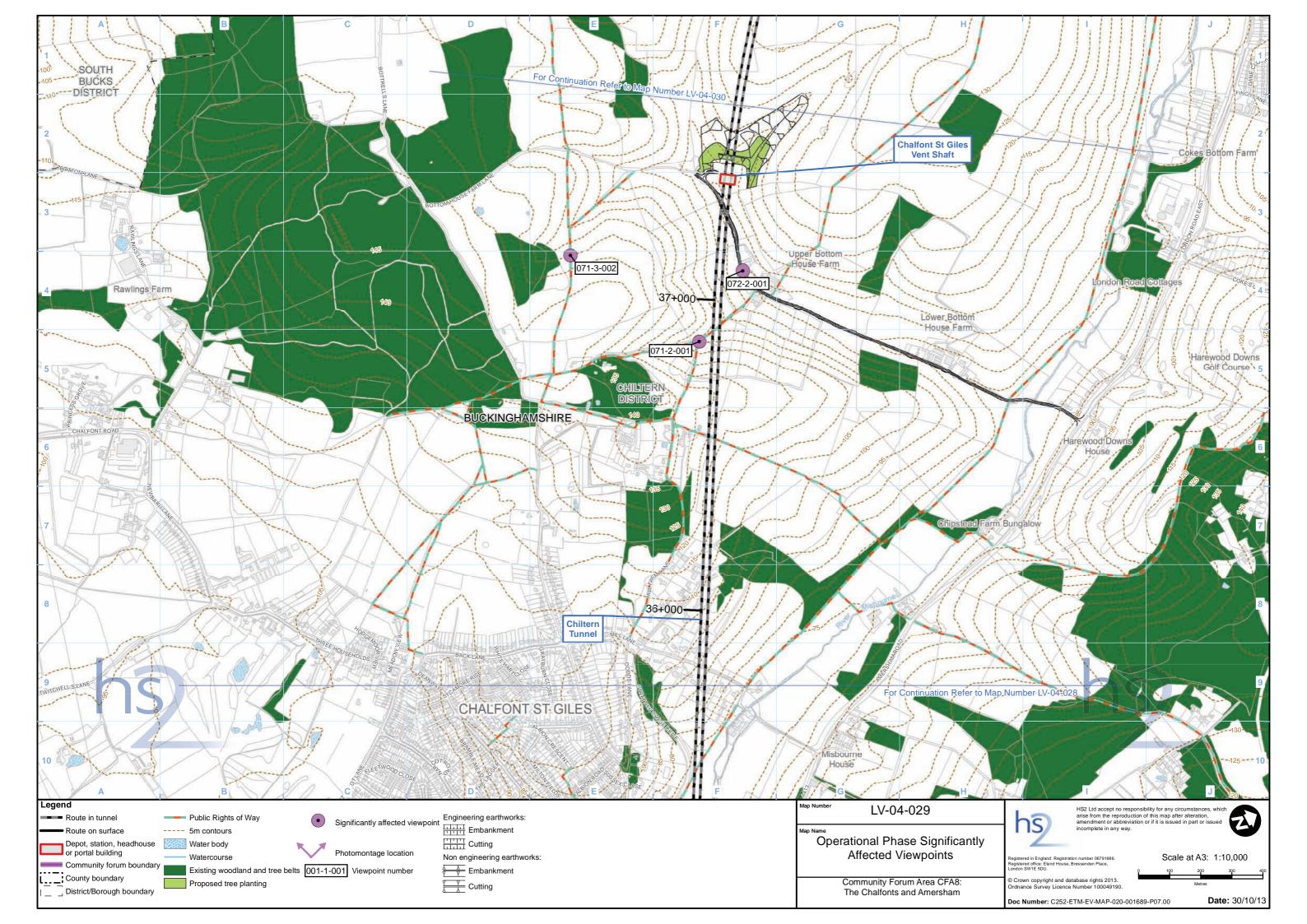


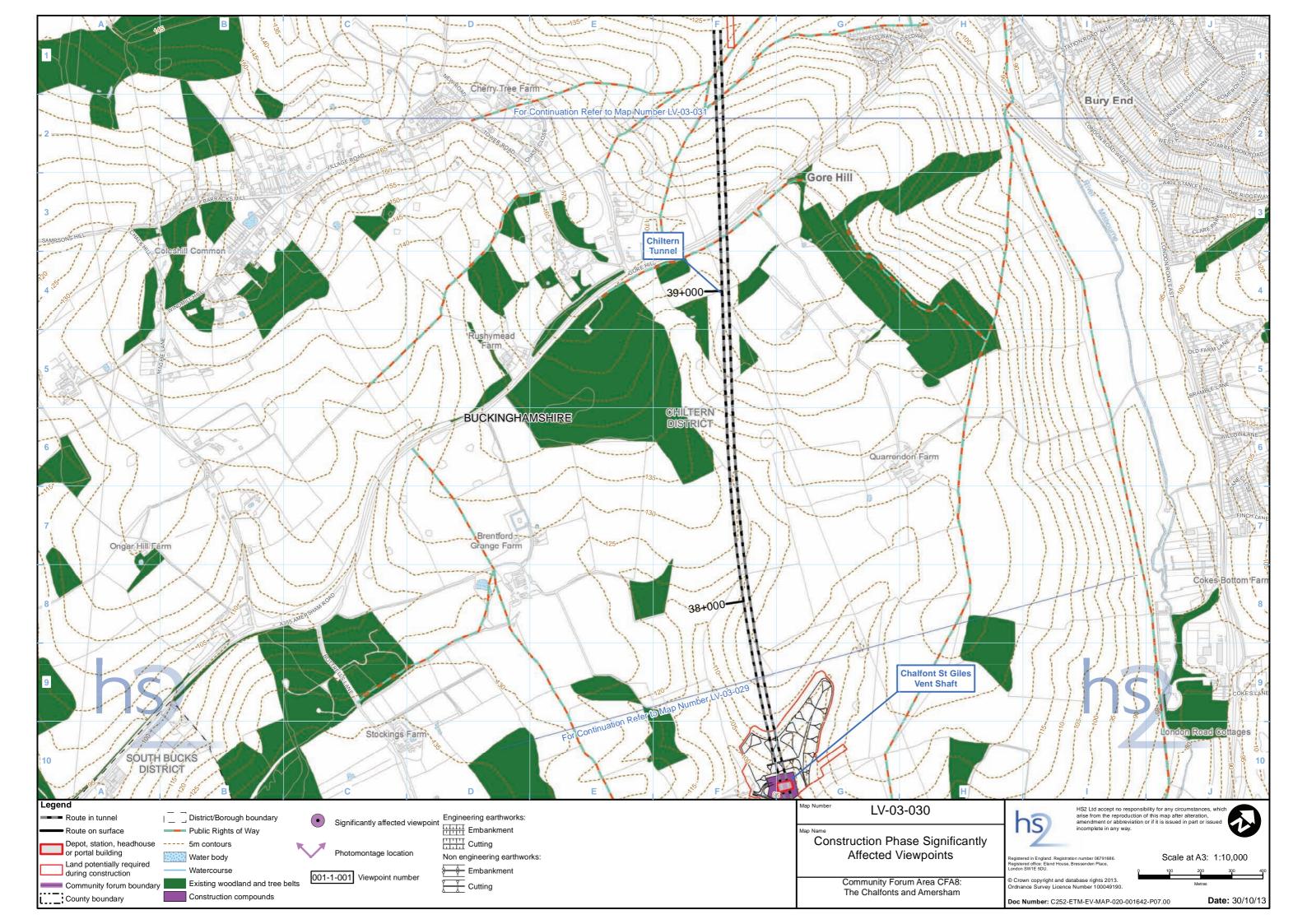


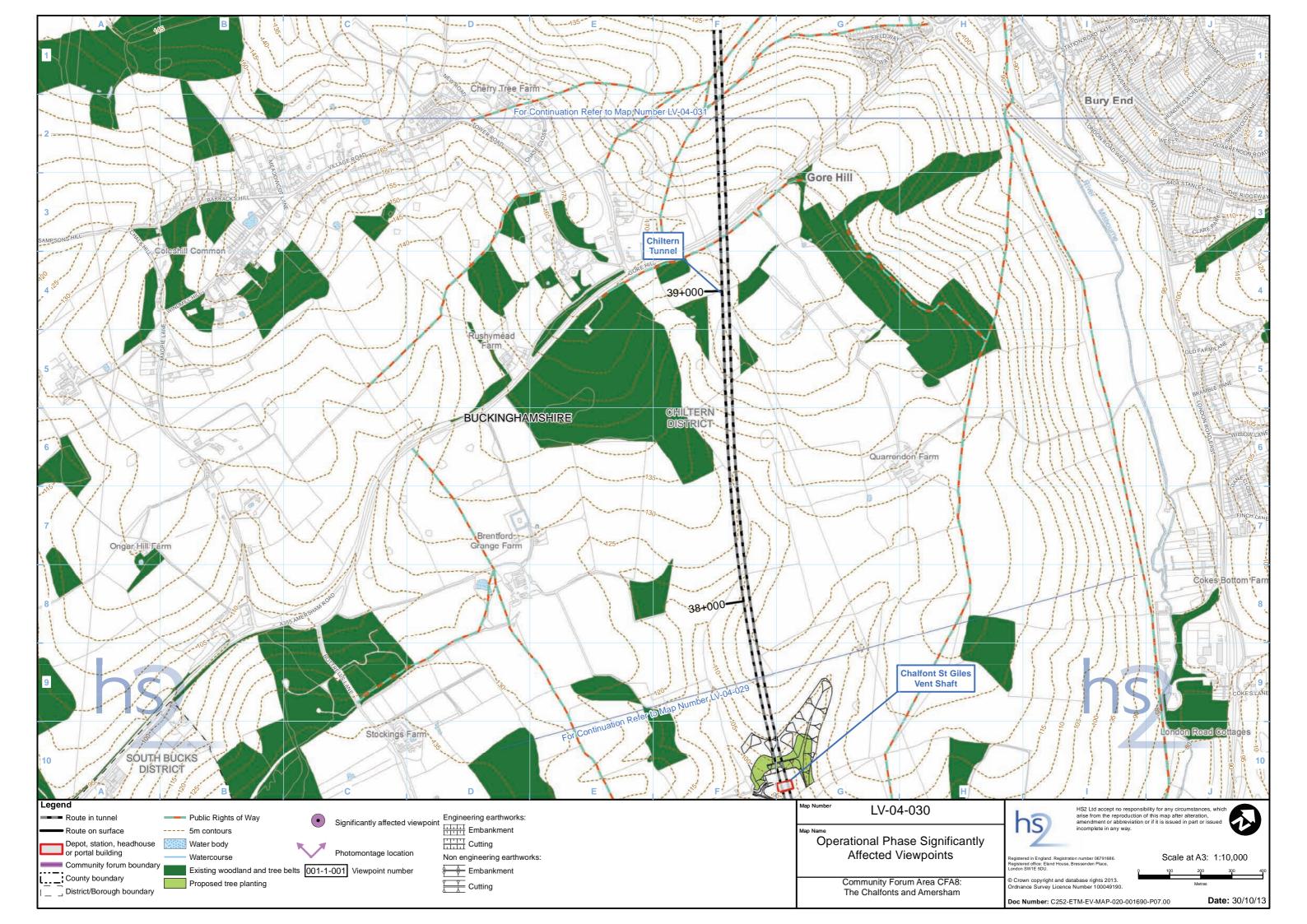


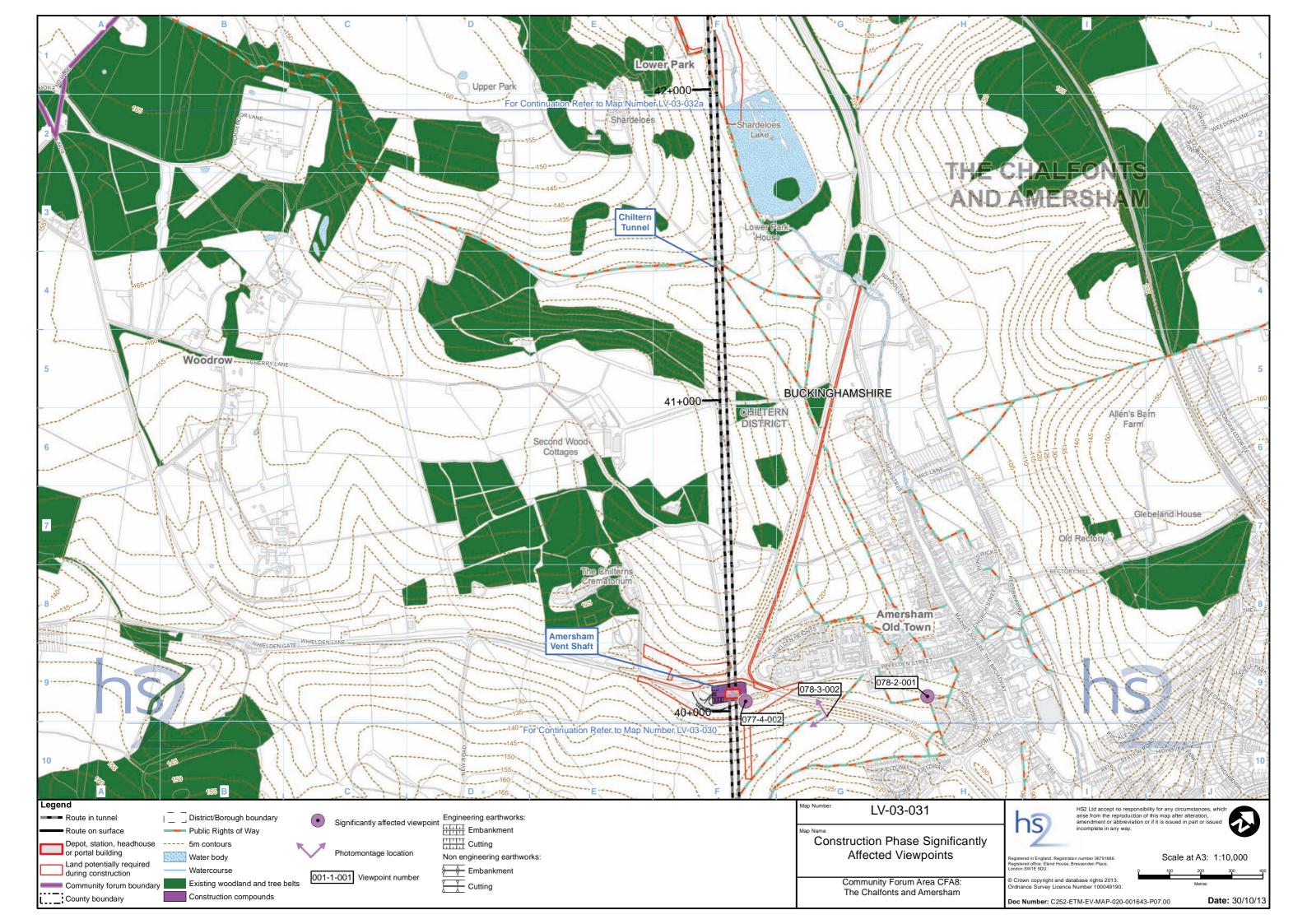


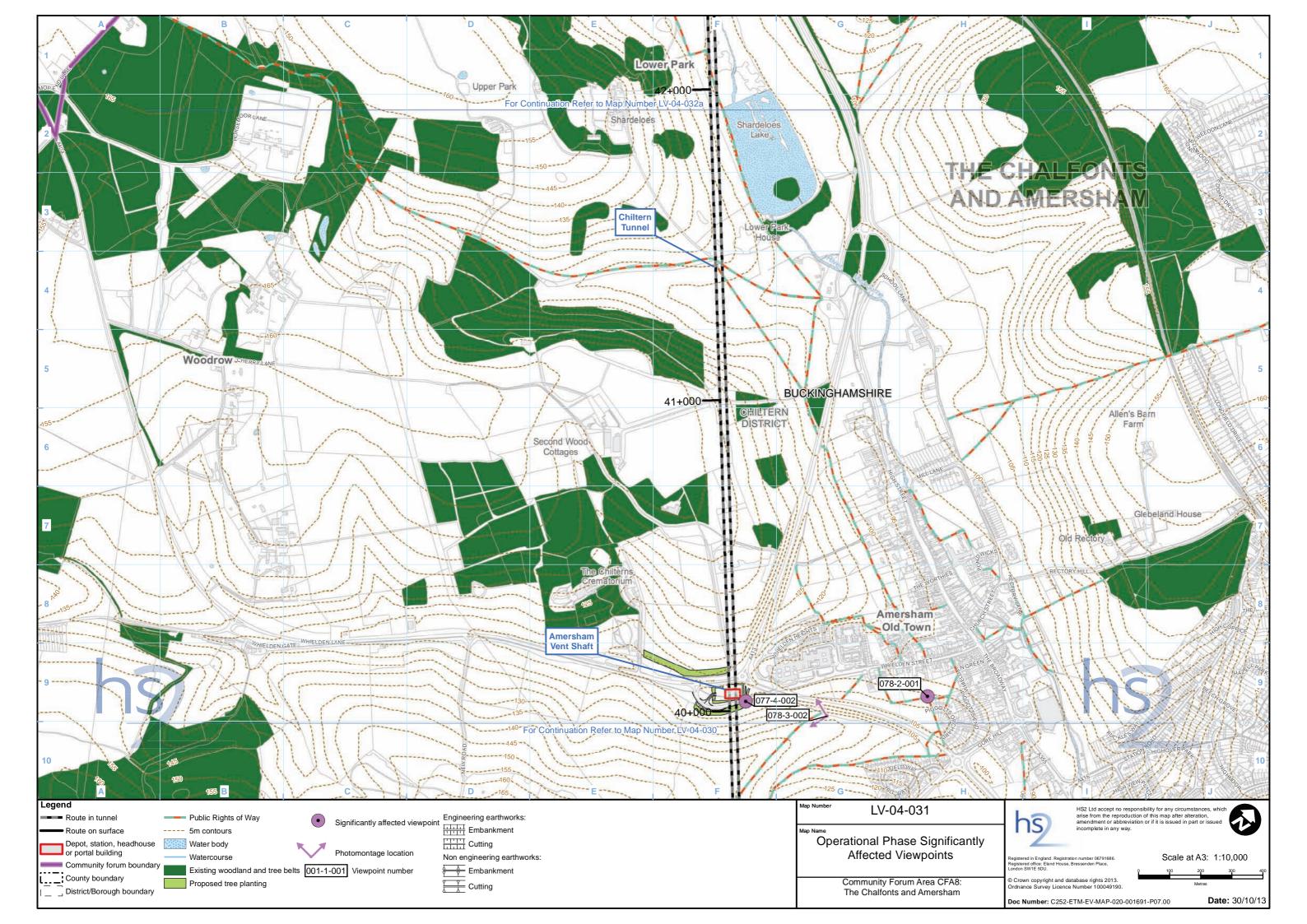


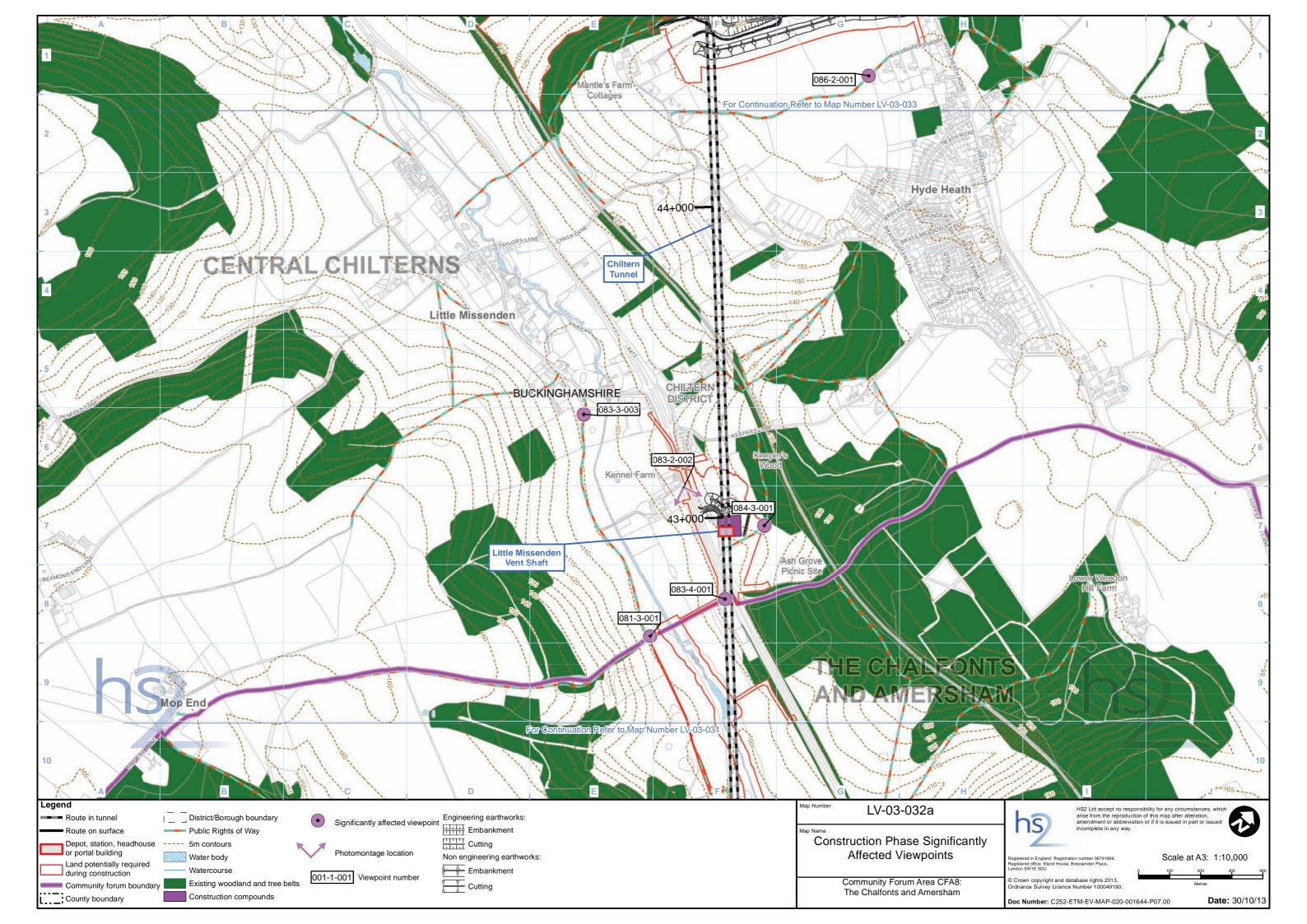


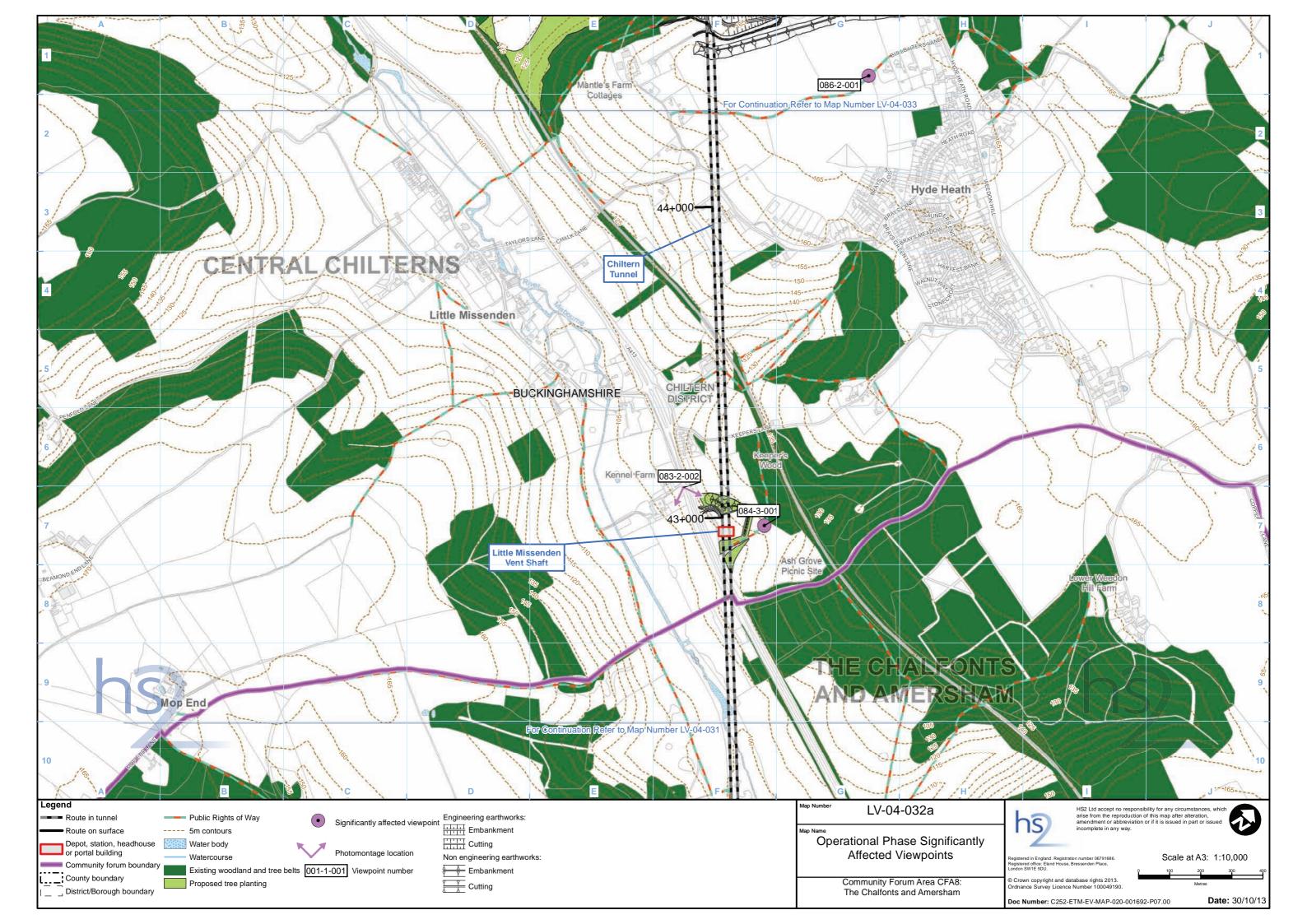












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SV-05 - Operational Sound and Vibration Impacts and Likely Significant Effects

