

PROPERTY CONSULTATION 2014 For the London-West Midlands HS2 route

Map books – Volume 3 | Northamptonshire

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Property Consultation 2014 Notes on mapping

The Property Consultation 2014 maps have been produced to accompany the consultation. To assist with navigation, the maps use the same numbering and follow the same order as the updated High Speed Two (HS2) Phase One safeguarding maps published on our website on 26 June 2014.

They are split into seven volumes:

- Volume 1: Greater London Boroughs
- Volume 2: Hertfordshire, Buckinghamshire and Oxfordshire
- Volume 3: Northamptonshire
- Volume 4: Warwickshire
- Volume 5: Solihull, Birmingham and Warwickshire
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The rural support zone (RSZ) is the area within which the Voluntary Purchase Scheme applies and within which this consultation proposes that Alternative Cash Offer would apply. This is shown in orange on the maps. The maps show a RSZ with a width of 120m either side of the centreline of the railway¹. The RSZ does not apply where land is already included within safeguarding, or in tunnelled areas. It also only applies in largely rural areas.

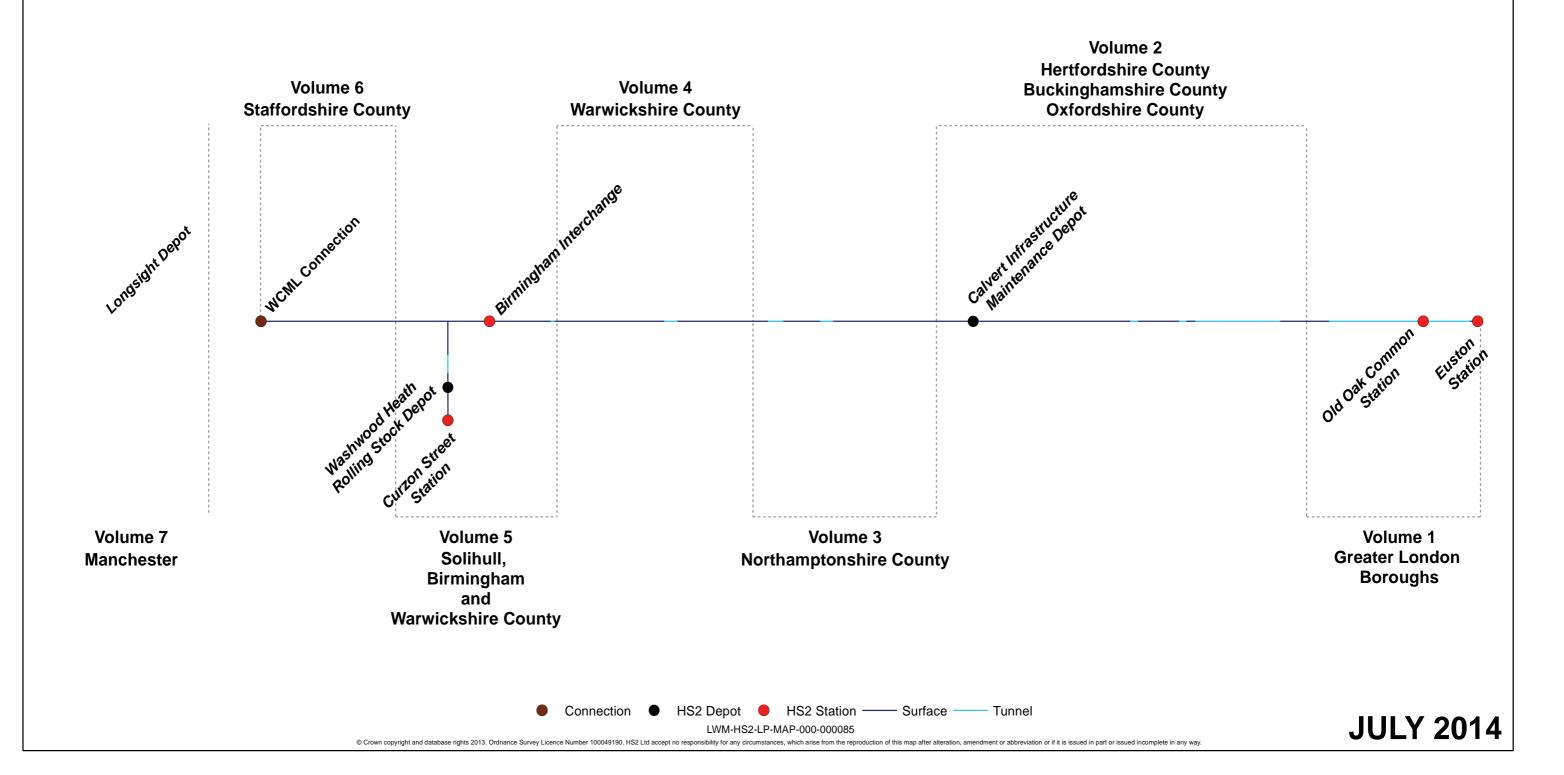
The Safeguarded area is shown as grey (surface) and sky-blue (sub-surface/tunnel), and is bounded by a red line. The Extended Homeowner Protection Zone is shown in purple hatching. This zone is land that was within the surface Safeguarded area until 26 June 2014, but no longer is. Owner-occupiers within this zone will retain the right to sell their property under express purchase until 25 June 2019.

The Homeowner Payment (HOP) zones are the areas within which this consultation proposes that Homeowner Payments would apply. This is shown in pink, dark green and yellow on the maps. The maps show Homeowner Payment zones stretching from 120 to 300m in rural areas, with bands at the 180m and 240m mark.

Maps relating to urban areas have been included in this set for completeness, even though the RSZ does not apply in these areas.

¹ This refers to the centreline of the rail corridor. It is actually calculated as 117.5m from the centreline of each of the up-line and the down-line, which are themselves typically 2.5m from the corridor centreline. Where the up-line and the down-line are closer or further apart than this, some minor variations may exist.

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JULY 2014 VOLUME 3 NORTHAMPTONSHIRE KEY PLAN

