

HIGH SPEED RAIL (LONDON - WEST MIDLANDS)

Supplementary Environmental Statement 2 and
Additional Provision 3 Environmental Statement

Volume 2 | Community forum area report map book
CFA2 Camden Town

September 2015

SES2 and AP3 ES 3.2.2.2

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Department
for Transport

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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.
LV-01 – Photomontages	Photomontages illustrating the Proposed Scheme during construction and/or operation.
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
Additional Provision 3 Environmental Statement

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	
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	<p>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.</p> <p>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.</p>	High Speed Two (HS2) Ltd	
Committed developments	<p>This informs the assessment of the future baseline.</p> <p>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.</p> <p>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.</p>	High Speed Two (HS2) Ltd	© Crown copyright. Reproduced by permission of Ordnance Survey Licence Number 100049190. Year of Publication 2015.
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.
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.

Legend features	Definition	Source	Copyright
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 of the feature above rail level.</p>	High Speed Two (HS2) Ltd	
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	

Legend features	Definition	Source	Copyright
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 tunnelled sections or to air rights. It also encompasses associated highway, access, drainage and utility works.	High Speed Two (HS2) Ltd	
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	
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	
New, diverted or realigned PRoW	New, realigned or diverted Public Rights of Way (PRoW).	High Speed Two (HS2) Ltd	

Legend features	Definition	Source	Copyright
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	
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	

Legend features	Definition	Source	Copyright
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 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, lineside access paths and cable routes for electrification and communication systems.	High Speed Two (HS2) Ltd	
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	
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	
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 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 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	High Speed Two (HS2) Ltd	

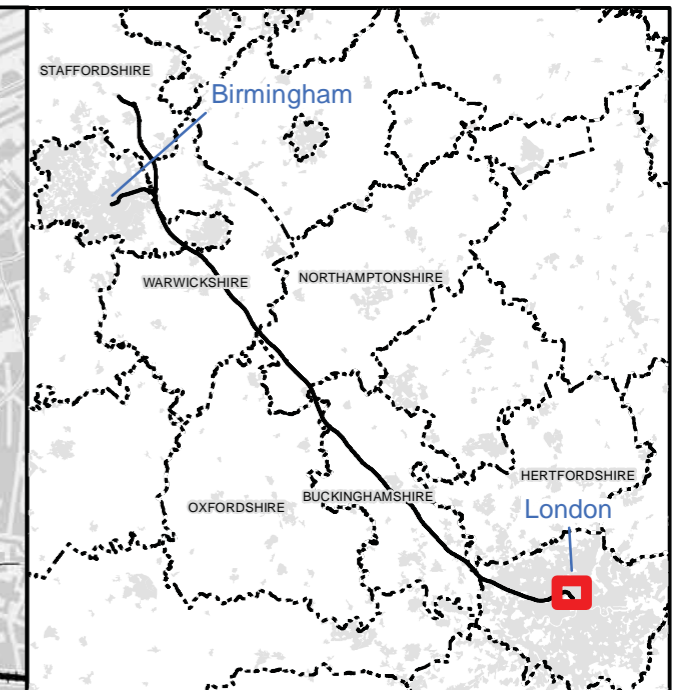
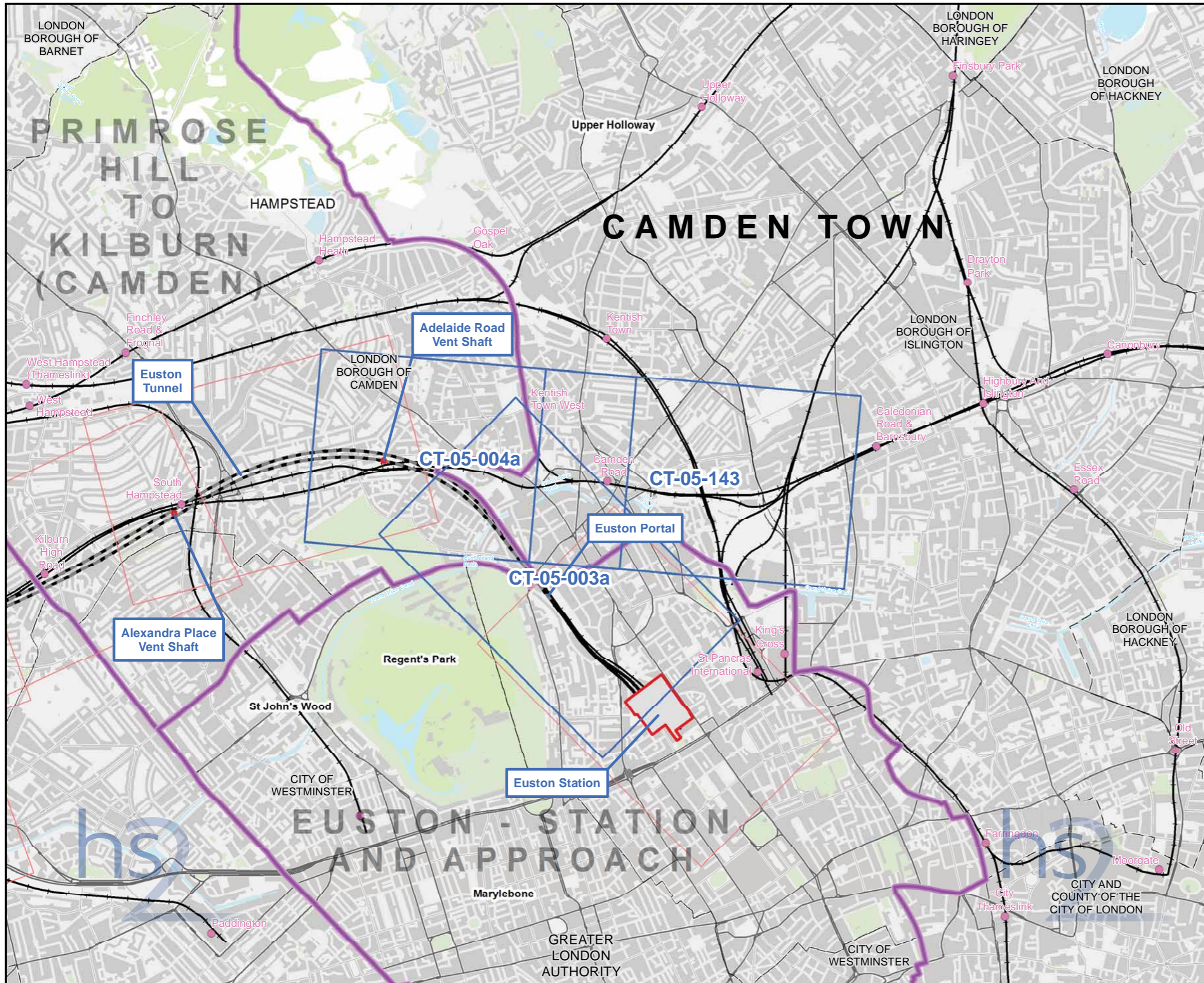
Legend features	Definition	Source	Copyright
	community facility, such as a playground, community centre or activity centre, whilst construction works are in progress.		
Tunnel portal	The footprint of a tunnel portal.	High Speed Two (HS2) Ltd	
Tunnels external extent	The external excavated extent of each 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 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-CFA2**


Map Name
**Index Map of:
 Construction Phase
 SES2 and AP3 ES**
 Community Forum Area CFA2:
 Camden Town



Registered in England. Registration number 06791686.
 Registered office: One Canada Square, London, E14 5AB.

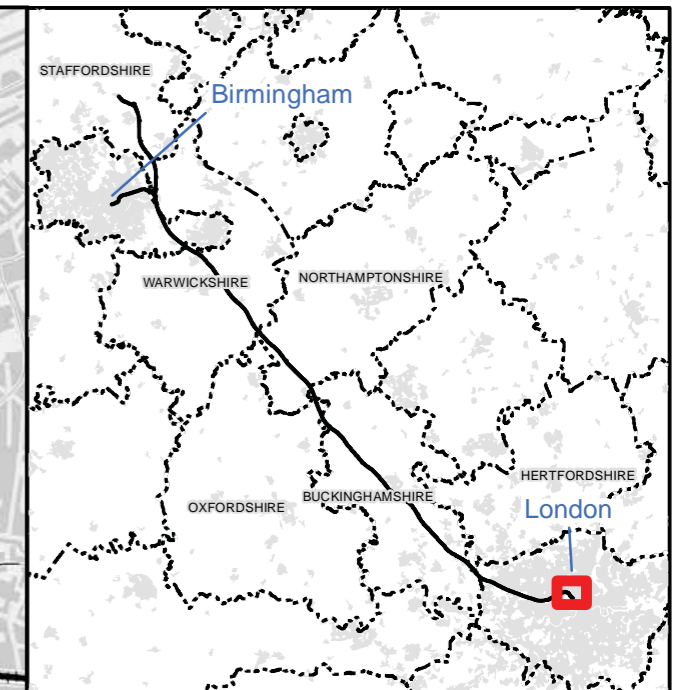
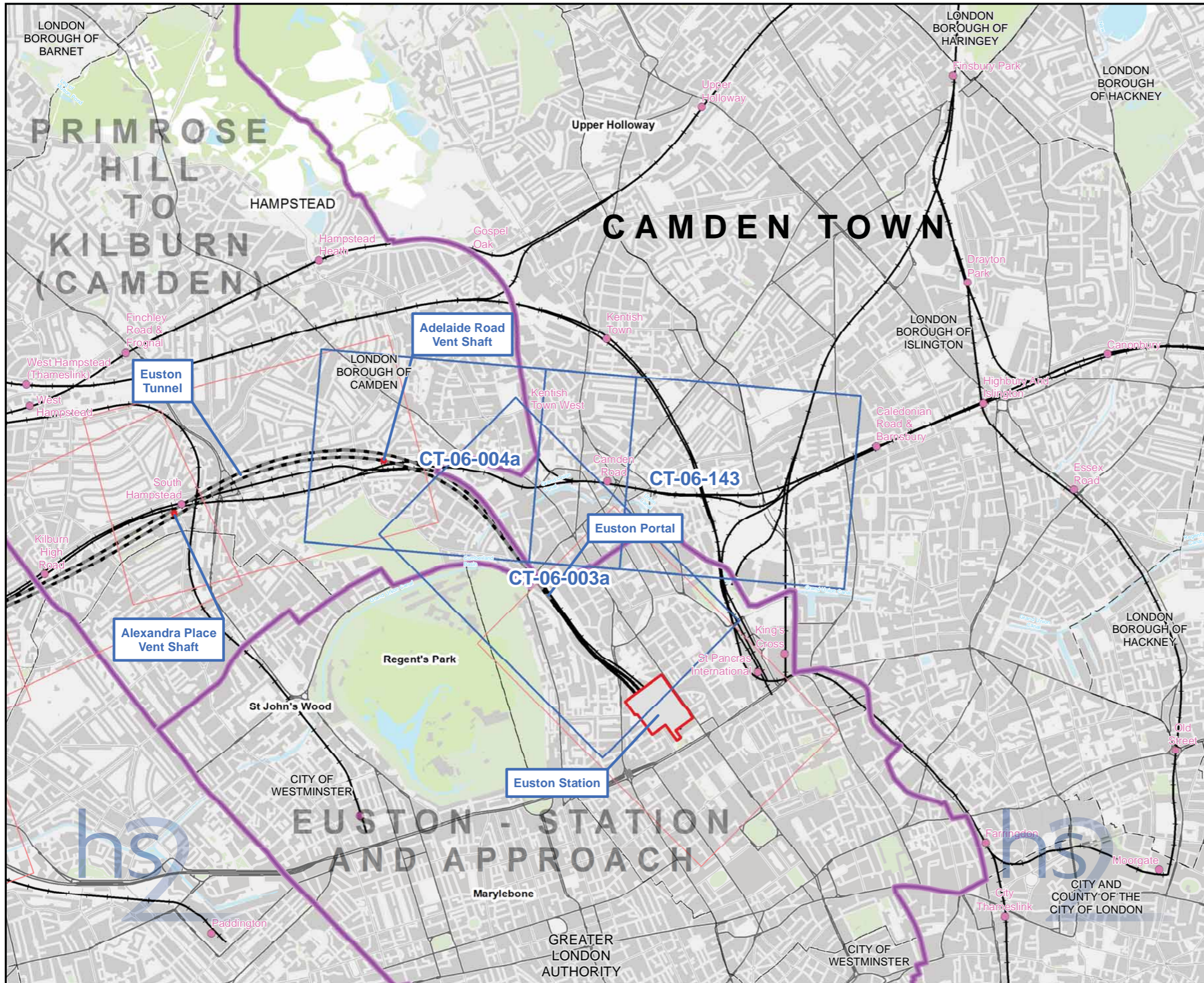


Scale at A3: 1:25,000



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Doc Number: C250-ARP-EV-MAP-000-030004-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-CFA2
Map Name	Index Map of: Proposed Scheme SES2 and AP3 ES Community Forum Area CFA2: Camden Town

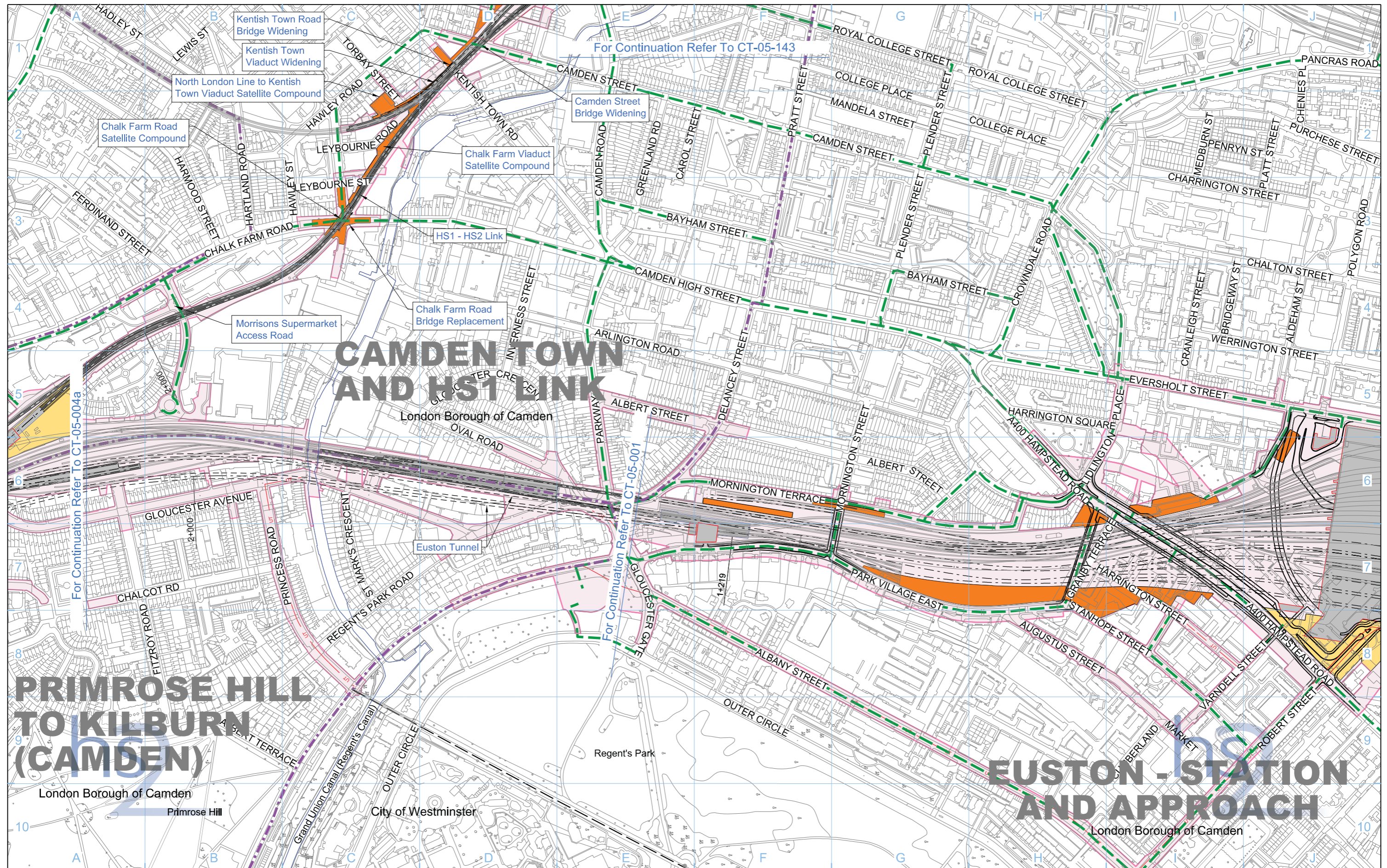
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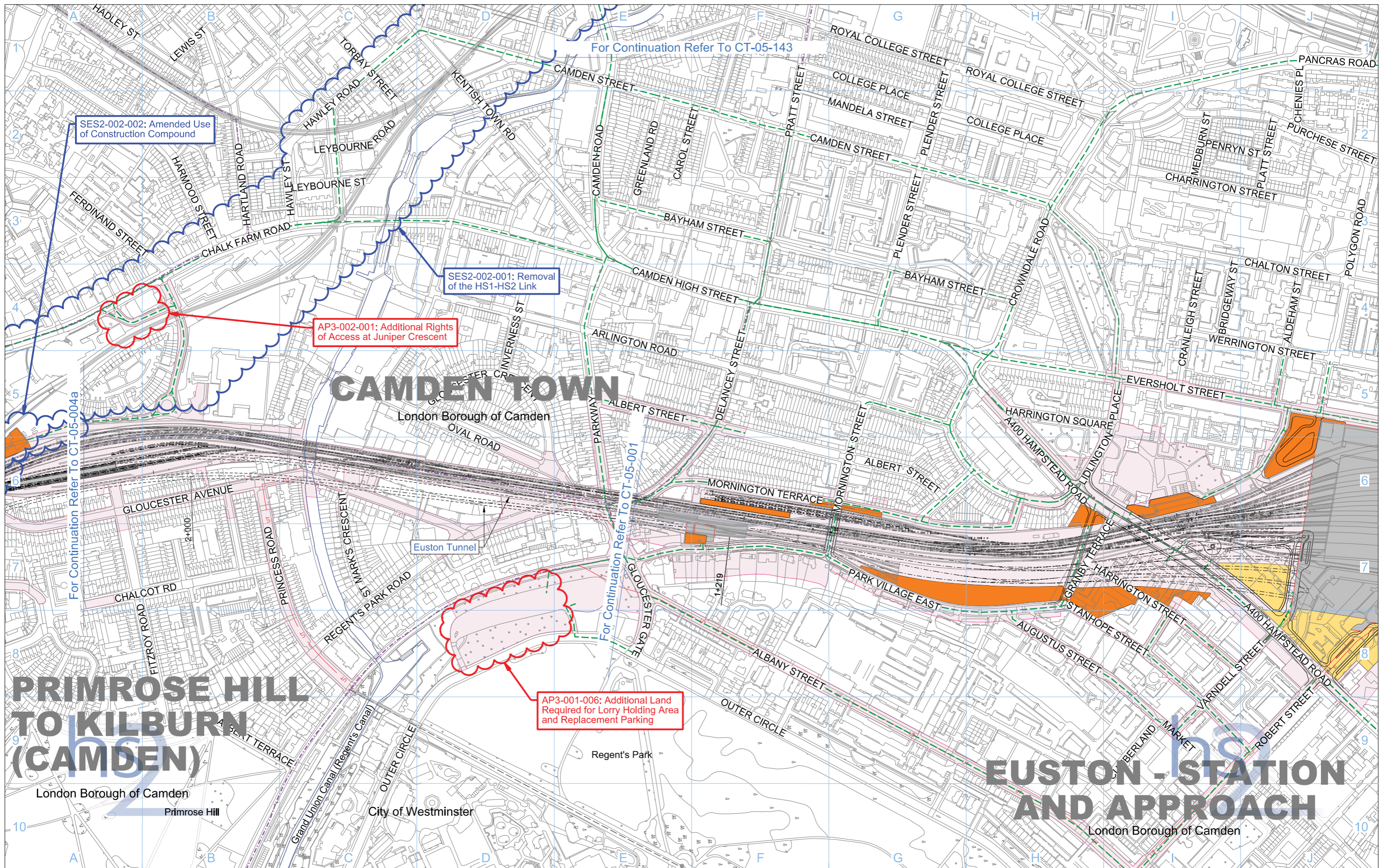
Scale at A3: 1:25,000

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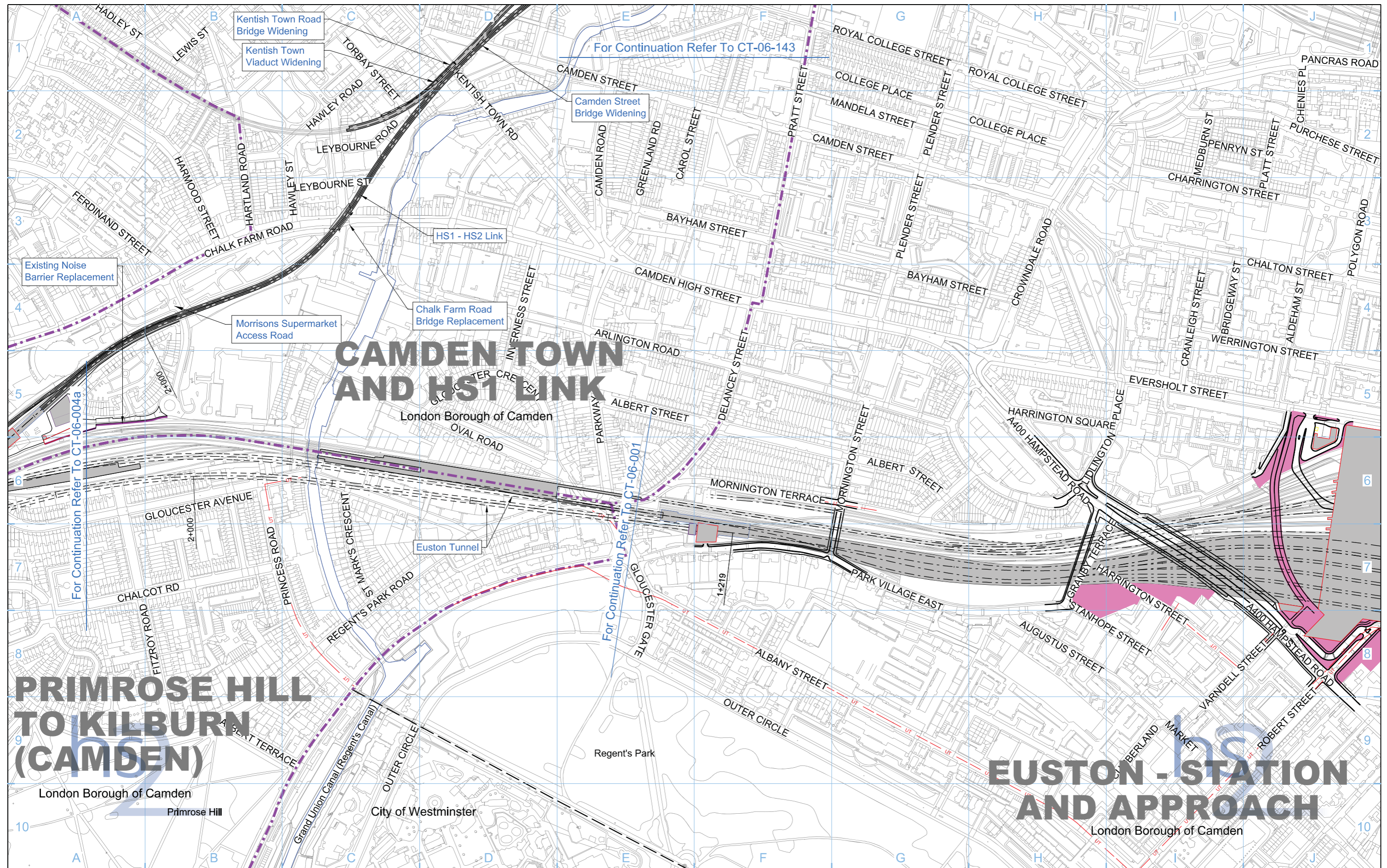
Doc Number: C250-ARP-EV-MAP-000-030001-AP03 -P01 Date: 13/08/15



Legend <ul style="list-style-type: none"> Depot, station, headhouse or portal building Tunnel portal Main construction compound Satellite construction compound Temporary material stockpile 		<ul style="list-style-type: none"> Rail alignment formation Landscape earthworks Engineering earthworks County boundary Borough / District boundary Land potentially required during construction 		<ul style="list-style-type: none"> Community forum boundary Existing watercourse Tunnels external extent Construction traffic route Existing public right of way (PRoW) New, diverted or realigned PRoW 		<ul style="list-style-type: none"> Stopped-up PRoW Temporary PRoW diversion / realignment Temporary highway diversion / realignment Main utility works 		<ul style="list-style-type: none"> Chainage (e.g. 10+000) Rail alignment 		<p>Map Number: CT-05-003a</p> <p>Map Name: Construction Phase</p> <p>Community Forum Area: CFA02 Camden Town and HS1 link</p>		<p>hs2</p> <p>Registered in England, Registration number 06791686 Registered office: Eland House, Bressenden Place, London SW1E 5DU</p> <p>Scale at A3: 1:5,000</p> <p>© Crown copyright and database rights 2013. Ordnance Survey Licence Number 100049190.</p> <p>Doc Number: C221-MMD-EV-DPL-010-510030 P07 Date: 31/10/13</p>	
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Legend 		Map Number CT-05-003a	 <small>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.</small> <small>Registered in England, Registration number 06791686 Registered offices One Canada Square, London, E14 5AB</small> <small>Scale at A3: 1:5,000</small> <small>© Crown copyright and database rights 2015, Ordnance Survey Licence Number 100049190.</small>
Map Name Construction Phase SES2 and AP3 ES		Community Forum Area CFA02 Camden Town	
Doc Number: C221-MMD-EV-DPL-010-510030-AP03 P02		Date: 21/08/15	

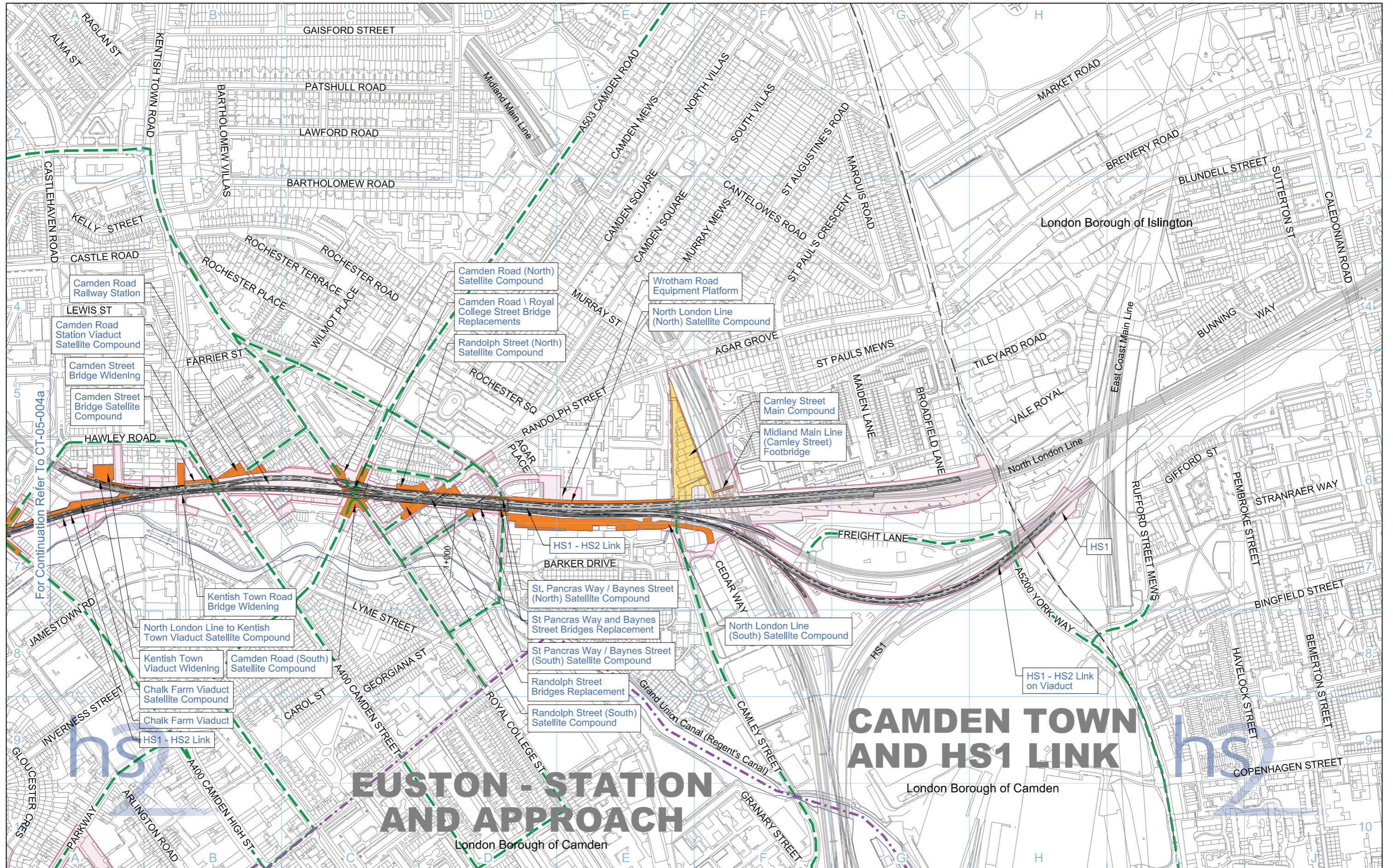


CAMDEN TOWN AND HS1 LINK

PRIMROSE HILL TO KILBURN (CAMDEN)

EUSTON - STATION AND APPROACH

Legend <ul style="list-style-type: none"> Depot, station, headhouse or portal building Tunnel portal Electricity substation Land drainage area Ecological mitigation pond Balancing pond 		<ul style="list-style-type: none"> Replacement floodplain storage Woodland habitat creation Wetland habitat creation Grassland habitat creation Landscape mitigation planting (scrub / woodland) Grassed areas Sustainable placement 		<ul style="list-style-type: none"> Public realm Engineering earthworks Landscape earthworks Rail alignment formation Returned to suitable development use County boundary Borough / District boundary 		<ul style="list-style-type: none"> Community forum boundary Watercourse diversion Existing watercourse Ditches - new Hedgerow habitat creation Main utility works (PRoW) New, diverted or realigned PRoW 		<ul style="list-style-type: none"> Stopped-up PRoW Tunnels external extent Rail alignment HS2 Access road Noise fence barrier Chainage (e.g. 10+000) 		Map Number CT-06-003a Proposed Scheme Community Forum Area CFA02 Camden Town and HS1 link		<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: Eland House, Bressenden Place, London SW1E 5DU</p> <p>Scale at A3: 1:5,000</p> <p>© Crown copyright and database rights 2013, Ordnance Survey Licence Number 100049190.</p> <p>Doc Number: C221-MMD-EV-DPL-010-550030 P06 Date: 30/10/13</p>	
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EUSTON - STATION AND APPROACH

CAMDEN TOWN AND HS1 LINK

Legend	
	Rail alignment formation
	Depot, station, headhouse or portal building
	Tunnel portal
	Main construction compound
	Satellite construction compound
	Temporary material stockpile
	Landscape earthworks
	Engineering earthworks
	County boundary
	Borough / District boundary
	Land potentially required during construction
	Community forum boundary
	Existing watercourse
	Tunnels external extent
	Construction traffic route
	Existing public right of way (PRoW)
	New, diverted or realigned PRoW
	Stopped-up PRoW
	Temporary PRoW diversion / realignment
	Temporary highway diversion / realignment
	UT - Main utility works
	Chainage (e.g. 10+000)
	Rail alignment

Map Number	CT-05-143
Map Name	Construction Phase
Community Forum Area	CFA02 Camden Town and HS1 link

hs2

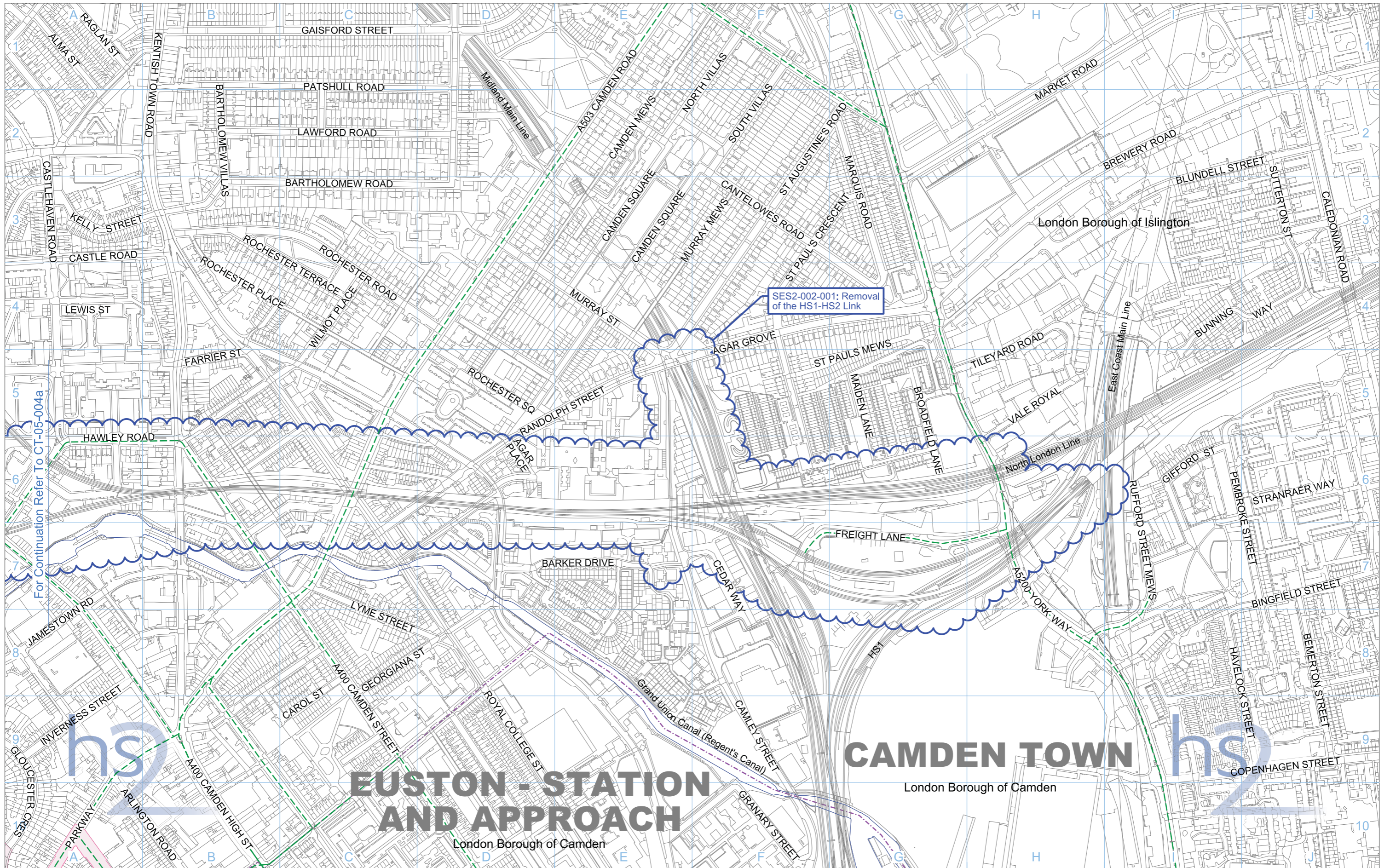
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Doc Number: C221-MMD-EV-DPL-010-511430 P06 Date: 30/10/13



EUSTON - STATION AND APPROACH

CAMDEN TOWN

London Borough of Camden

Legend	
	Rail alignment formation
	Depot, station, headhouse or portal building
	Landscape earthworks
	Tunnel portal
	Engineering earthworks
	Main construction compound
	Satellite construction compound
	Temporary material stockpile
	Land potentially required during construction
	County boundary
	Borough / District boundary
	Existing watercourse
	Tunnels external extent
	Construction traffic route
	Existing public right of way (PRoW)
	New, diverted or realigned PRoW
	Stopped-up PRoW
	Temporary PRoW diversion / realignment
	Temporary highway diversion / realignment
	UT - Main utility works
	Chainage (e.g. 10+000)
	Rail alignment

Map Number	CT-05-143
Map Name	Construction Phase SES2 and AP3 ES
Community Forum Area	CFA02 Camden Town

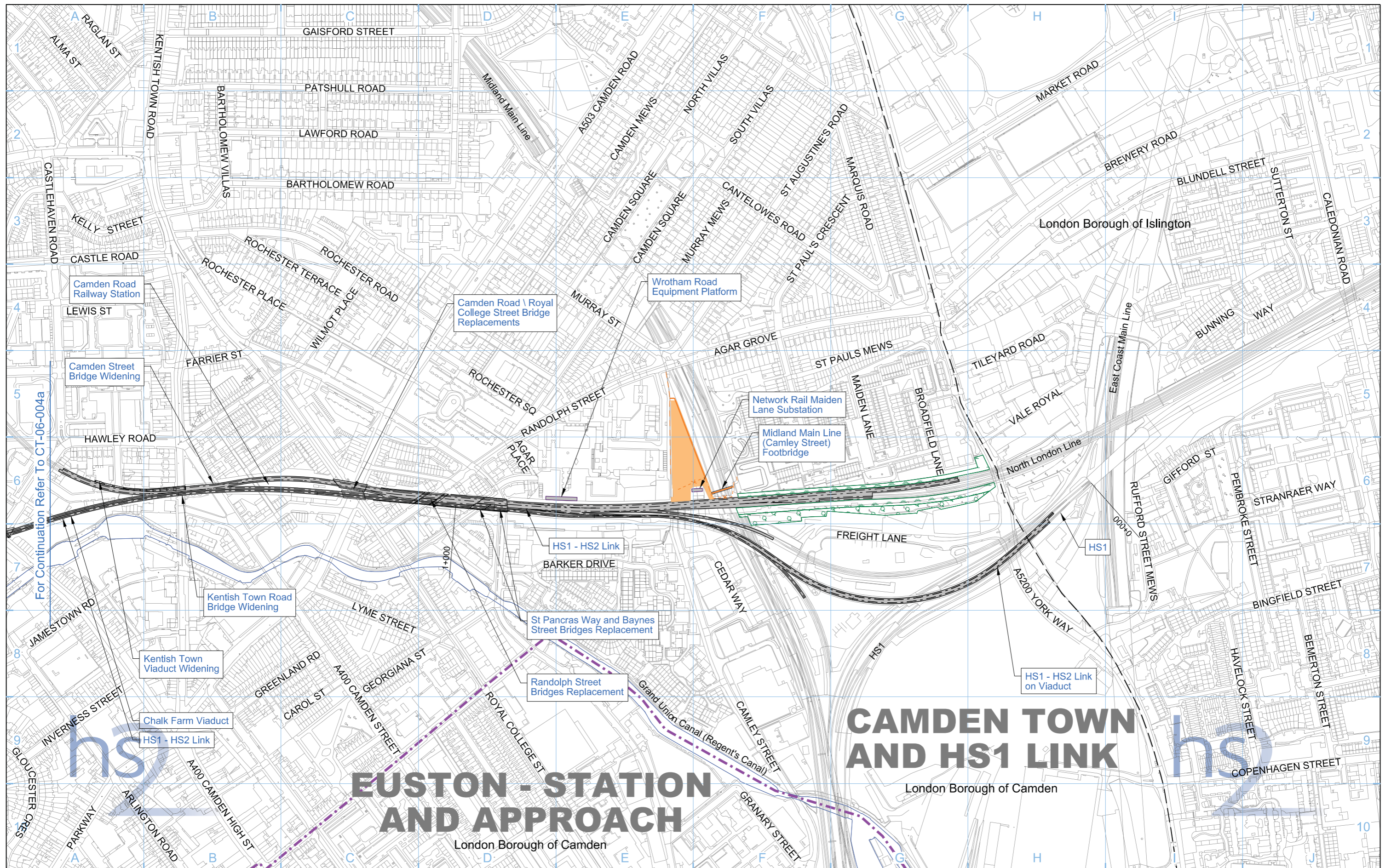
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Scale at A3: 1:5,000

0 50 100 150 200 250 Metres

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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-06-143
Map Name	Proposed Scheme
Community Forum Area	CFA02 Camden Town and HS1 link

hs2

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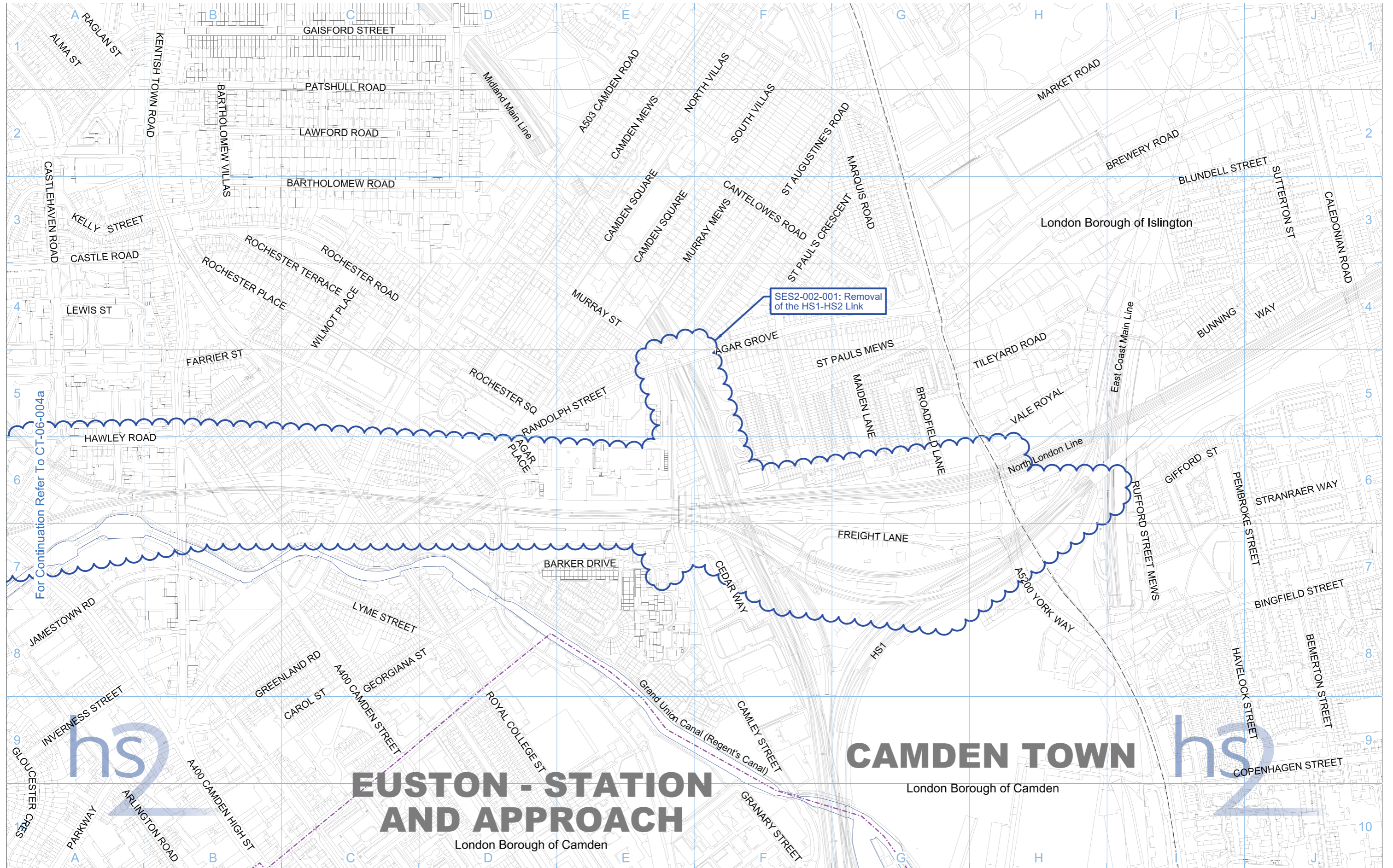
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Scale at A3: 1:5,000

0 50 100 150 200 250
Metres

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Doc Number: C221-MMD-EV-DPL-010-551430 P06 Date: 30/10/13



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-06-143
Map Name	Proposed Scheme SES2 and AP3 ES
Community Forum Area	CFA02 Camden Town

hs2

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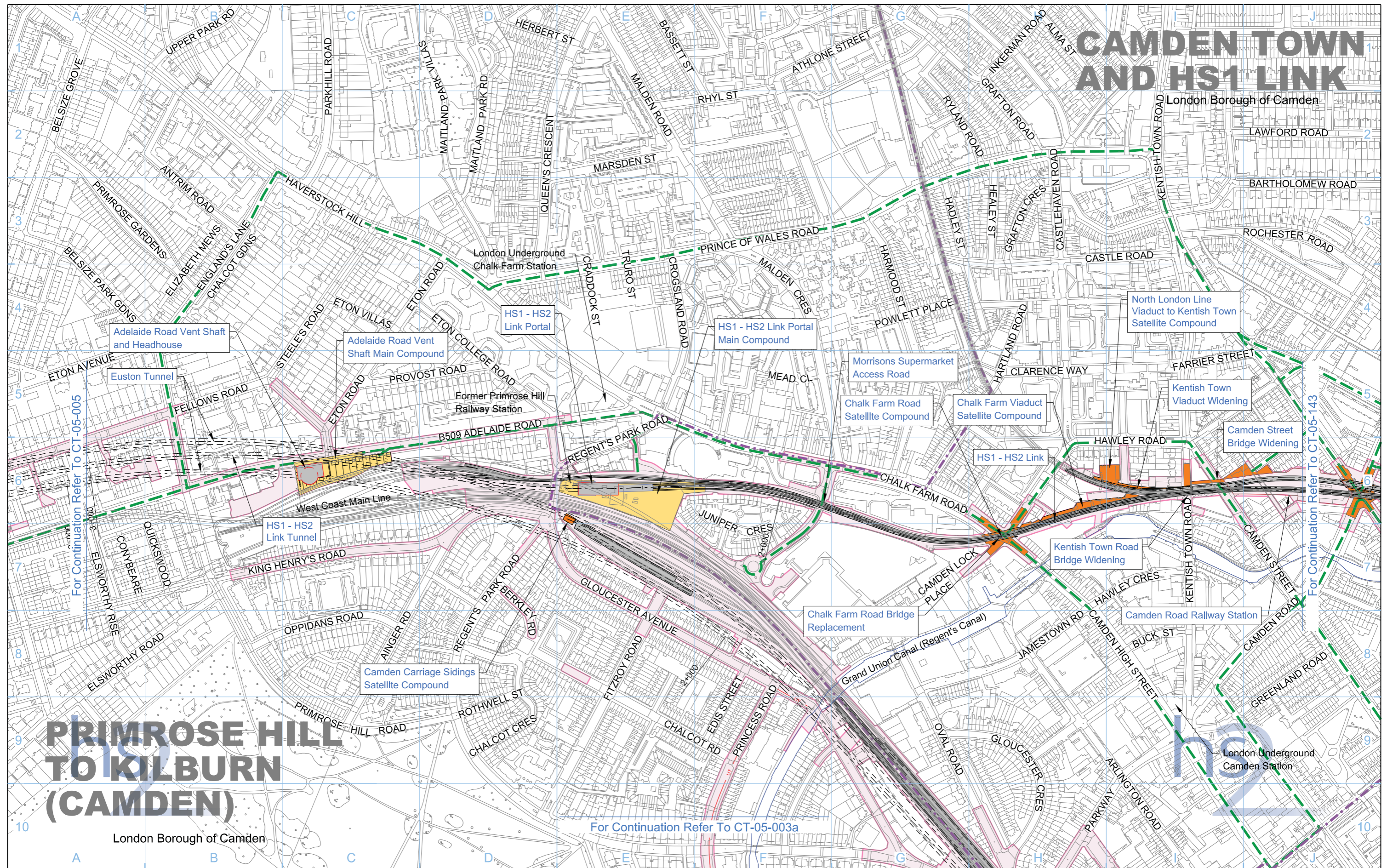
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CAMDEN TOWN AND HS1 LINK

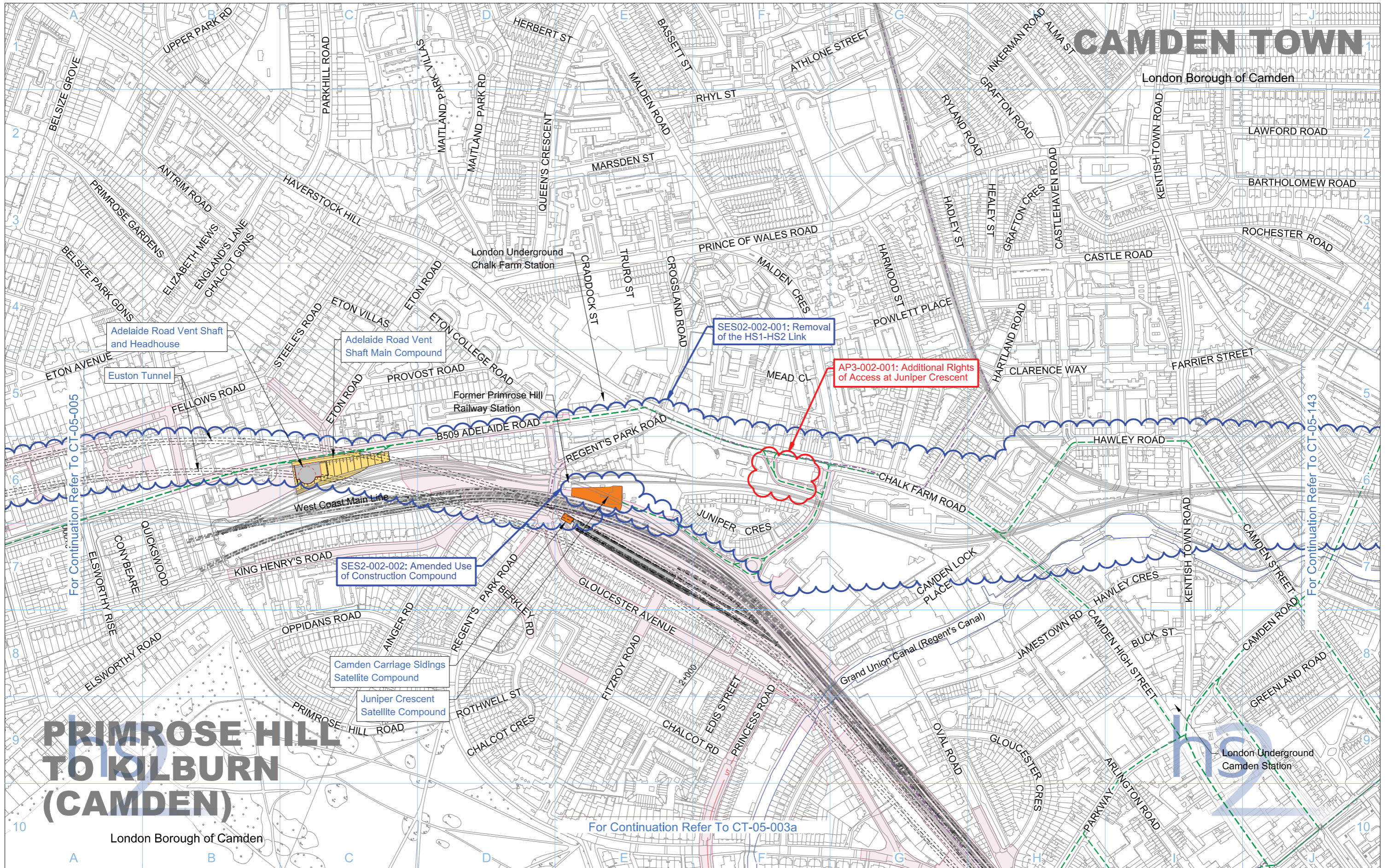


PRIMROSE HILL TO KILBURN (CAMDEN)

Legend <ul style="list-style-type: none"> Depot, station, headhouse or portal building Tunnel portal Main construction compound Satellite construction compound Temporary material stockpile Rail alignment formation Landscape earthworks Engineering earthworks County boundary Borough / District boundary Land potentially required during construction Community forum boundary Existing watercourse Tunnels external extent Construction traffic route Existing public right of way (PRoW) New, diverted or realigned PRoW Stopped-up PRoW Temporary PRoW diversion / realignment Temporary highway diversion / realignment UT - Main utility works Chainage (e.g. 10+000) Rail alignment 		Map Number CT-05-004a Map Name Construction Phase Community Forum Area CFA02 Camden Town and HS1 link	<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: Eland House, Bressenden Place, London SW1E 5DU</p> <p>Scale at A3: 1:5,000</p> <p>© Crown copyright and database rights 2013, Ordnance Survey Licence Number 100049190.</p> <p>Doc Number: C221-MMD-EV-DPL-010-510040 P07 Date: 31/10/13</p>
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CAMDEN TOWN

London Borough of Camden



PRIMROSE HILL TO KILBURN (CAMDEN)

London Borough of Camden

Legend	
	Depot, station, headhouse or portal building
	Tunnel portal
	Main construction compound
	Satellite construction compound
	Temporary material stockpile
	Rail alignment formation
	Landscape earthworks
	Engineering earthworks
	County boundary
	Borough / District boundary
	Land potentially required during construction
	Temporary replacement community facility
	Community forum boundary
	Existing watercourse
	Tunnels external extent
	Construction traffic route
	Existing public right of way (PRoW)
	New, diverted or realigned PRoW
	Stopped-up PRoW
	Temporary PRoW diversion / realignment
	Temporary highway diversion / realignment
	UT - Main utility works
	Chainage (e.g. 10+000)
	Rail alignment

Map Number	CT-05-004a
Map Name	Construction Phase SES2 and AP3 ES
Community Forum Area	CFA02 Camden Town

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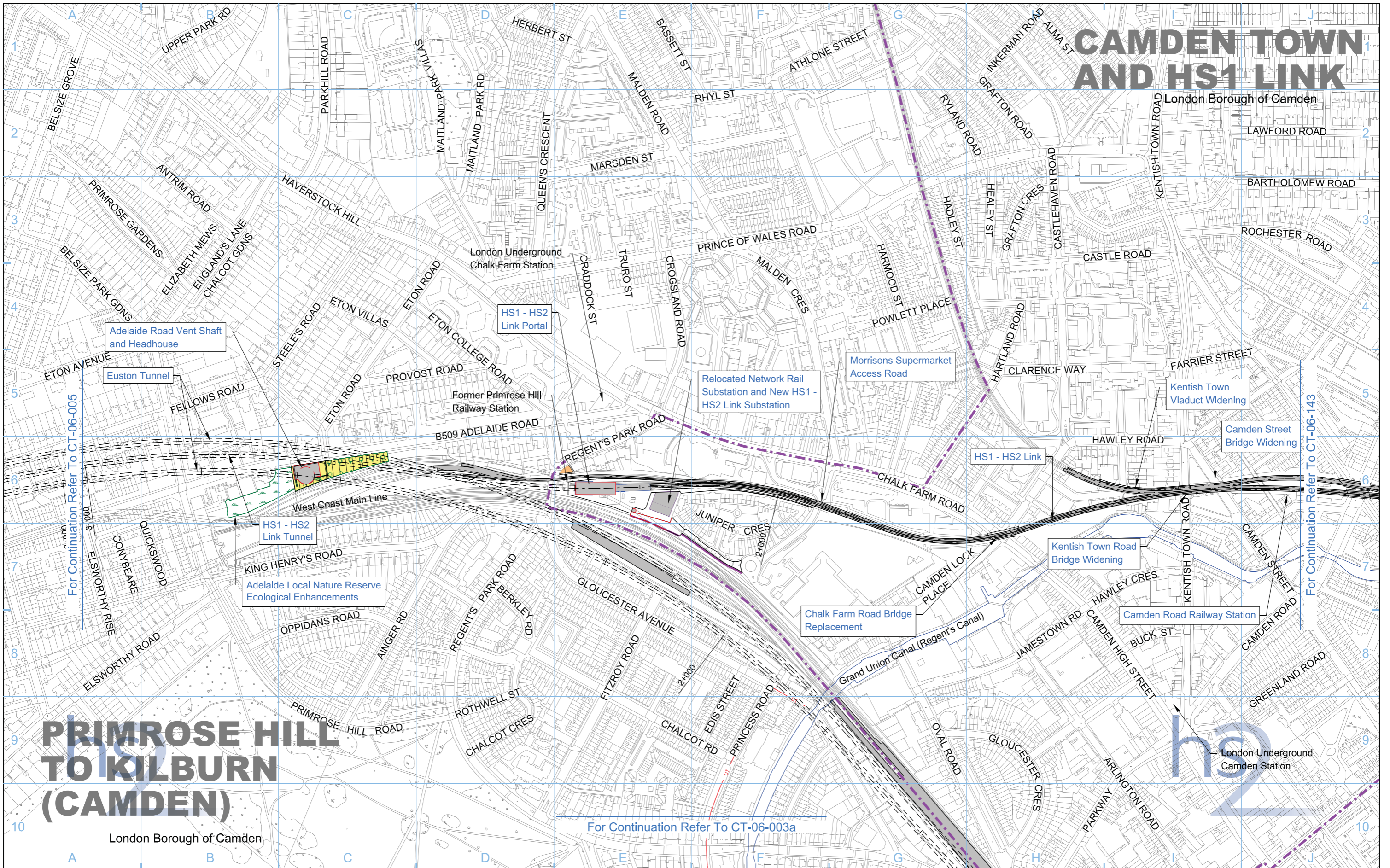
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Doc Number: C221-MMD-EV-DPL-010-510040-AP03 P02 Date: 21/08/15

CAMDEN TOWN AND HS1 LINK

London Borough of Camden



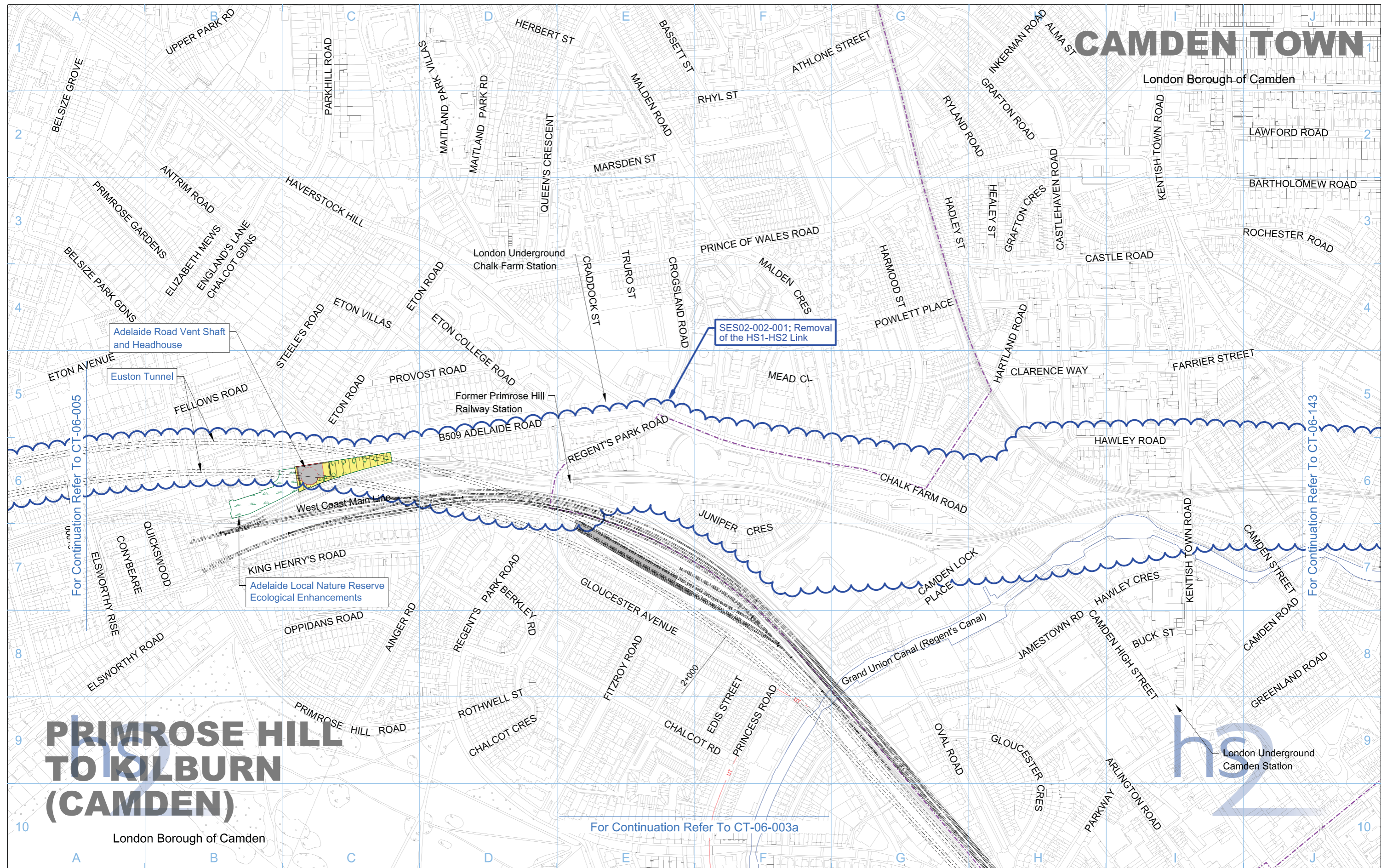
PRIMROSE HILL TO KILBURN (CAMDEN)

London Borough of Camden

Legend 		Map Number CT-06-004a Map Name Proposed Scheme Community Forum Area CFA02 Camden Town and HS1 link	 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: C221-MMD-EV-DPL-010-550040 P06 Date: 30/10/13
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CAMDEN TOWN

London Borough of Camden



PRIMROSE HILL TO KILBURN (CAMDEN)

London Borough of Camden

Legend <ul style="list-style-type: none"> Depot, station, headhouse or portal building Tunnel portal Electricity substation Land drainage area Ecological mitigation pond Balancing pond 		<ul style="list-style-type: none"> Replacement floodplain storage Woodland habitat creation Wetland habitat creation Grassland habitat creation Landscape mitigation planting (scrub / woodland) Grassed areas Sustainable placement 		<ul style="list-style-type: none"> Public realm/Replacement community facility Engineering earthworks Landscape earthworks Rail alignment formation Returned to suitable development use County boundary Borough / District boundary 		<ul style="list-style-type: none"> 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 		<ul style="list-style-type: none"> Stopped-up PRoW Tunnels external extent Rail alignment HS2 Access road Noise fence barrier Chainage (e.g. 10+000) 		<p>Map Number: CT-06-004a</p> <p>Map Name: Proposed Scheme SES2 and AP3 ES</p> <p>Community Forum Area: CFA02 Camden Town</p>		<p>hs2 London Underground Camden Station</p> <p>Registered in England, Registration number 06791686 Registered office: One Canada Square, London, E14 5AB</p> <p>Scale at A3: 1:5,000</p> <p>0 50 100 150 200 250 Metres</p> <p>© Crown copyright and database rights 2015, Ordnance Survey Licence Number 100049190.</p> <p>Doc Number: C221-MMD-EV-DPL-010-550040-AP03 P02 Date: 21/08/15</p>	
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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

Current baseline (2013)



Operation Year 1 (2026) - Winter verifiable photomontage



Technical Information

Location: Viewpoint LVMF 2A.1: Parliament Hill: the summit - looking towards St Paul's Cathedral.

Date taken: 01/04/13
Time taken: 09:37
Focal length: 57.296mm

Viewpoint location shown on Map LV-05-02.

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.

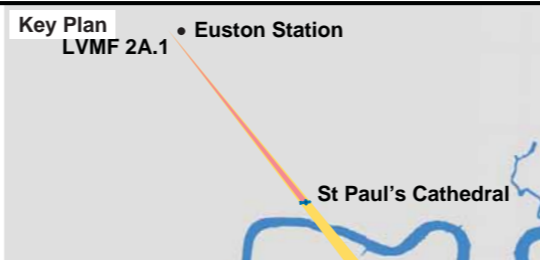



Figure Number	LV-01-014
Figure Name	Verifiable Photomontage Operation Year 1 (2026) - Winter Viewpoint LVMF 2A.1
	Community Forum Area CFA2: Camden Town and HS1 Link



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Date: 10/10/13

Current baseline (2015)



Operation (2026) - Summer verifiable photomontage



Technical Information

Location: Viewpoint LVMF 2A.1: Parliament Hill: the summit - looking towards St Paul's Cathedral.

Date taken: 29/06/15

Time taken: 13:15

Focal length: 57.296mm

AP Reference: SES2 and AP3

Status: Updated

Viewpoint location shown on Map LV-05-002.

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.

Key Plan

LVMF 2A.1



Figure Number

LV-01-014

Figure Name

Verifiable Photomontage
Operation (2026) - Summer
Viewpoint LVMF 2A.1
SES2 and AP3 ES

Community Forum Area CFA2:
Camden Town



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Date: 14/08/15

Current baseline (2013)



Operation Year 1 (2026) - Winter verifiable photomontage



Technical Information

Location: Viewpoint LVMF 2A.2: Parliament Hill: the summit - looking towards the Palace of Westminster.

Date taken: 01/04/13
Time taken: 09:37
Focal length: 57.296mm

Viewpoint location shown on Map LV-05-02.

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Key Plan

LVMF 2A.2

• Euston Station

Palace of Westminster

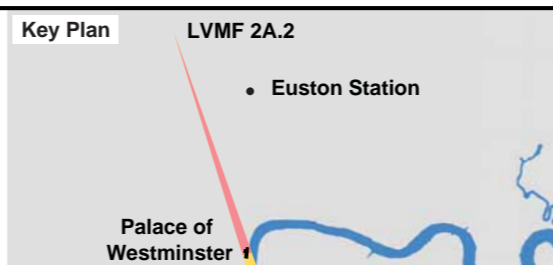


Figure Number

LV-01-015

Figure Name

Verifiable Photomontage
Operation Year 1 (2026) - Winter
Viewpoint LVMF 2A.2

Community Forum Area CFA2:
Camden Town and HS1 Link



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Date: 10/10/13

Current baseline (2015)



Operation (2026) - Summer verifiable photomontage



Technical Information

Location: Viewpoint LVMF 2A.2: Parliament Hill: the summit - looking towards the Palace of Westminster.
 Date taken: 29/06/15
 Time taken: 13:15
 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.

Key Plan

LVMF 2A.2

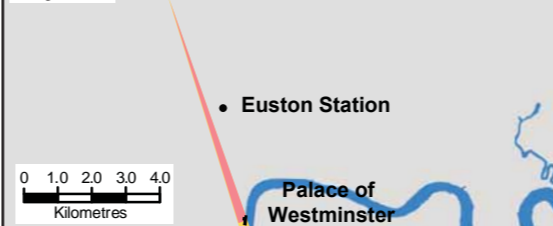


Figure Number

LV-01-015

Figure Name

Verifiable Photomontage
 Operation (2026) - Summer
 Viewpoint LVMF 2A.2
 SES2 and AP3 ES

Community Forum Area CFA2:
 Camden Town



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Doc Number: C250-ARP-EV-PHO-000-001014-AP3-P01

Date: 14/08/15

Viewpoint location shown on Map LV-05-002.

Current baseline (2013)



Operation Year 1 (2026) - Winter verifiable photomontage



Technical Information

Location: Viewpoint LVMF 2B.1: Parliament Hill: east of the summit - at the prominent oak tree looking towards the Palace of Westminster.

Date taken: 01/04/13
Time taken: 09.56
Focal length: 57.296mm

Viewpoint location shown on Map LV-05-02

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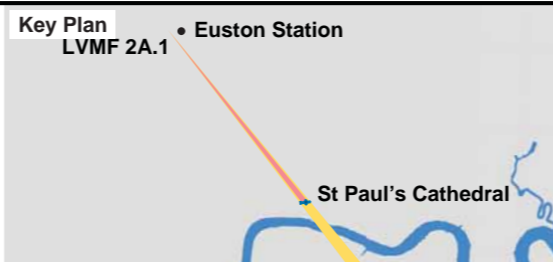


Figure Number	LV-01-016
Figure Name	Verifiable Photomontage Operation Year 1 (2026) - Winter Viewpoint LVMF 2B.1
	Community Forum Area CFA2: Camden Town and HS1 Link

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Date: 10/10/13

Current baseline (2015)



Operation (2026) - Summer verifiable photomontage




Technical Information

Location: Viewpoint LVMF 2B.1: Parliament Hill: east of the summit - at the prominent oak tree looking towards the Palace of Westminster.
 Date taken: 29/06/15
 Time taken: 13:26
 Focal length: 57.296mm
 AP Reference: SES2 and AP3
 Status: Updated
 Viewpoint location shown on Map LV-05-002.

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-01-016
Figure Name	Verifiable Photomontage Operation (2026) - Summer Viewpoint LVMF 2B.1 SES2 and AP3 ES
Community Forum Area CFA2: Camden Town	



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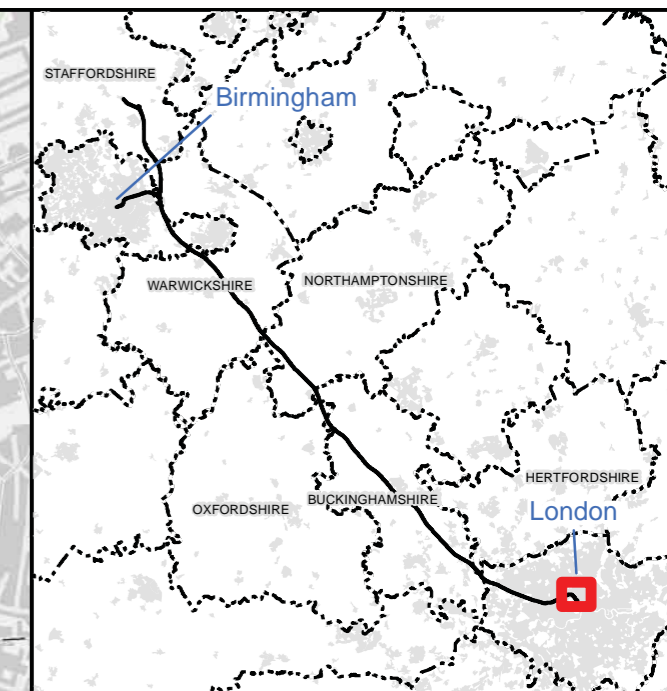
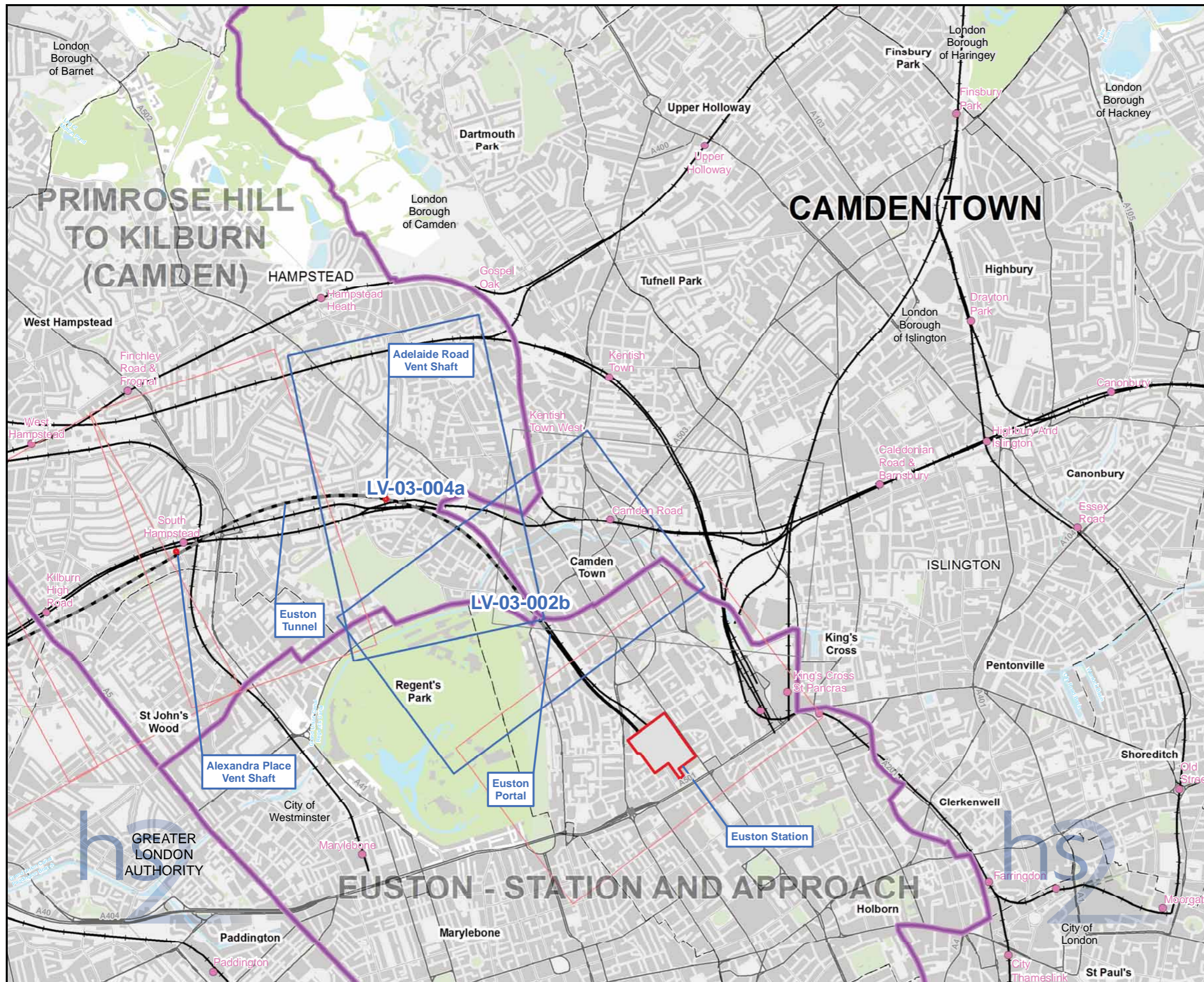
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HIGH SPEED RAIL (LONDON - WEST MIDLANDS)

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.

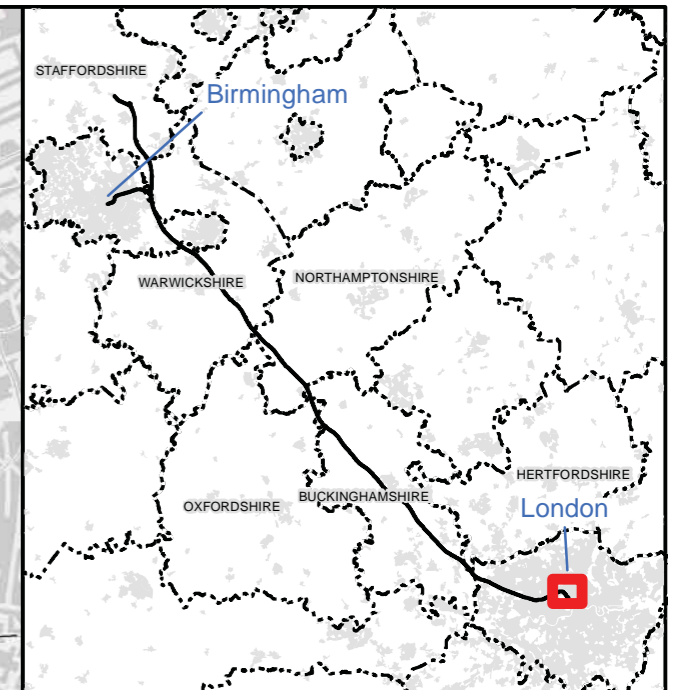
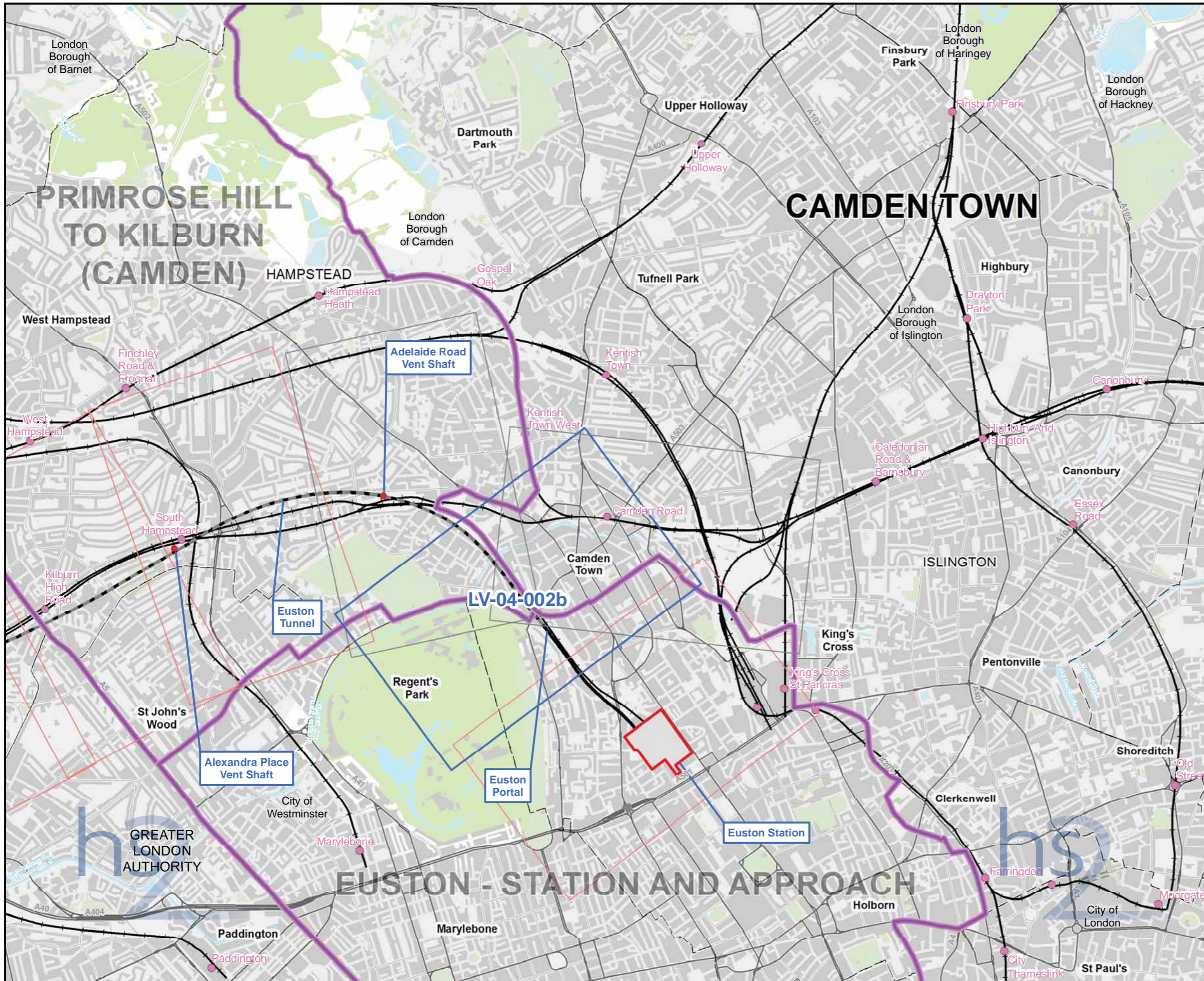
- Main Map Legend**
- Route in tunnel
 - Route on surface
 - Depot, station, headhouse or portal building
 - Community forum boundary
 - Existing railway station
 - County boundary
 - District/Borough boundary
 - Map sheets included in this community forum with amendment
 - Map sheets included in this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

Map Number: LV-03-INDEX-CFA2
 Map Name: Index Map of: Construction Phase Significantly Affected Viewpoints SES2 and AP3 ES
 Community Forum Area CFA2: Camden Town

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 Doc Number: C251-ETM-EV-MAP-010-001693-AP03-P01
 Date: 24/08/15

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Scale at A3: 1:25,000



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.

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

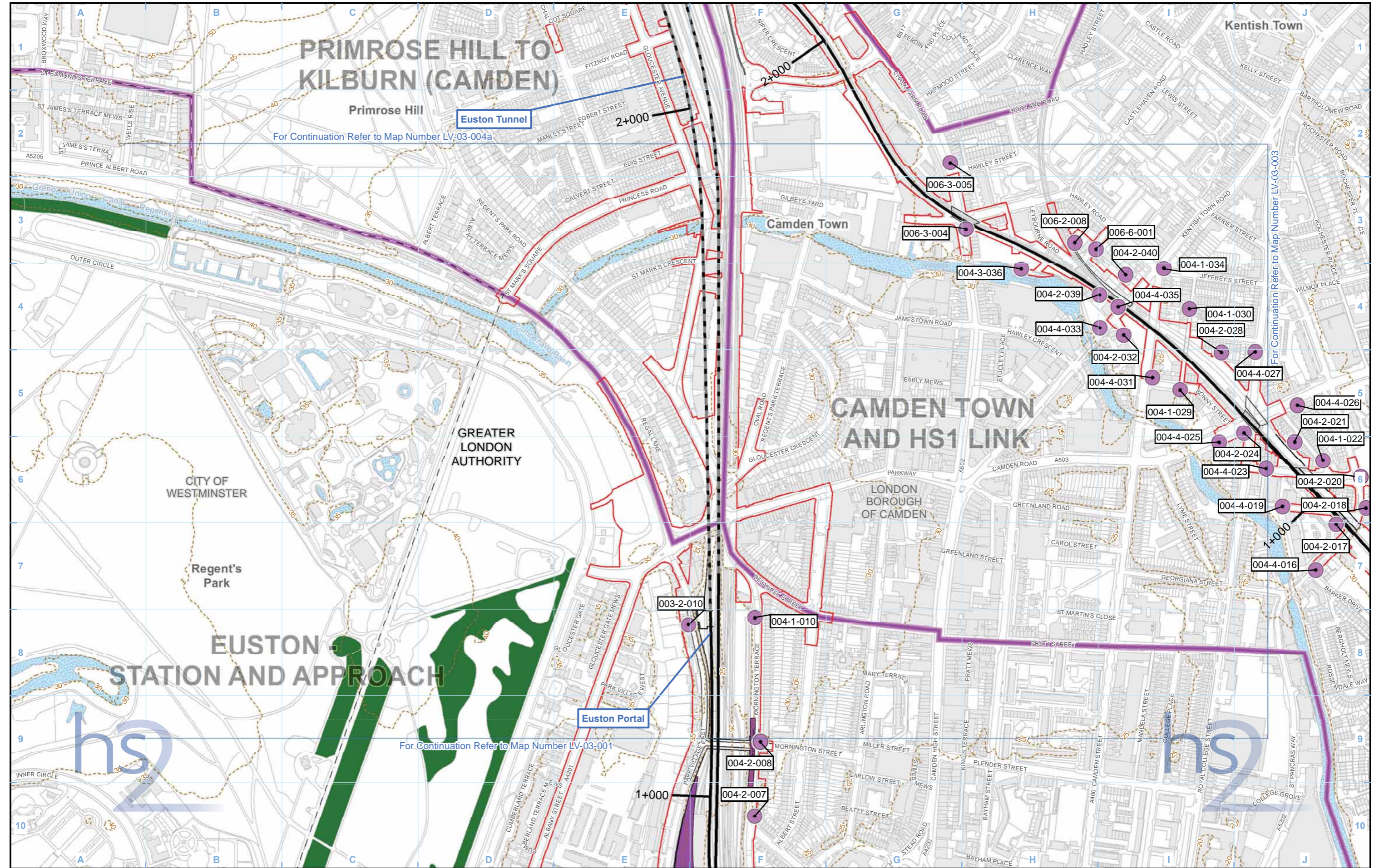
Map Number	LV-04-INDEX-CFA2
Map Name	Index Map of: Operational Phase Significantly Affected Viewpoints SES2 and AP3 ES
Community Forum Area CFA2: Camden Town	

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Doc Number: C251-ETM-EV-MAP-010-001695-AP03-P01 Date: 18/08/15

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



Legend

Map Number	LV-03-002b
Map Name	Construction Phase Significantly Affected Viewpoints
	Community Forum Area CFA2: Camden Town and HS1 Link

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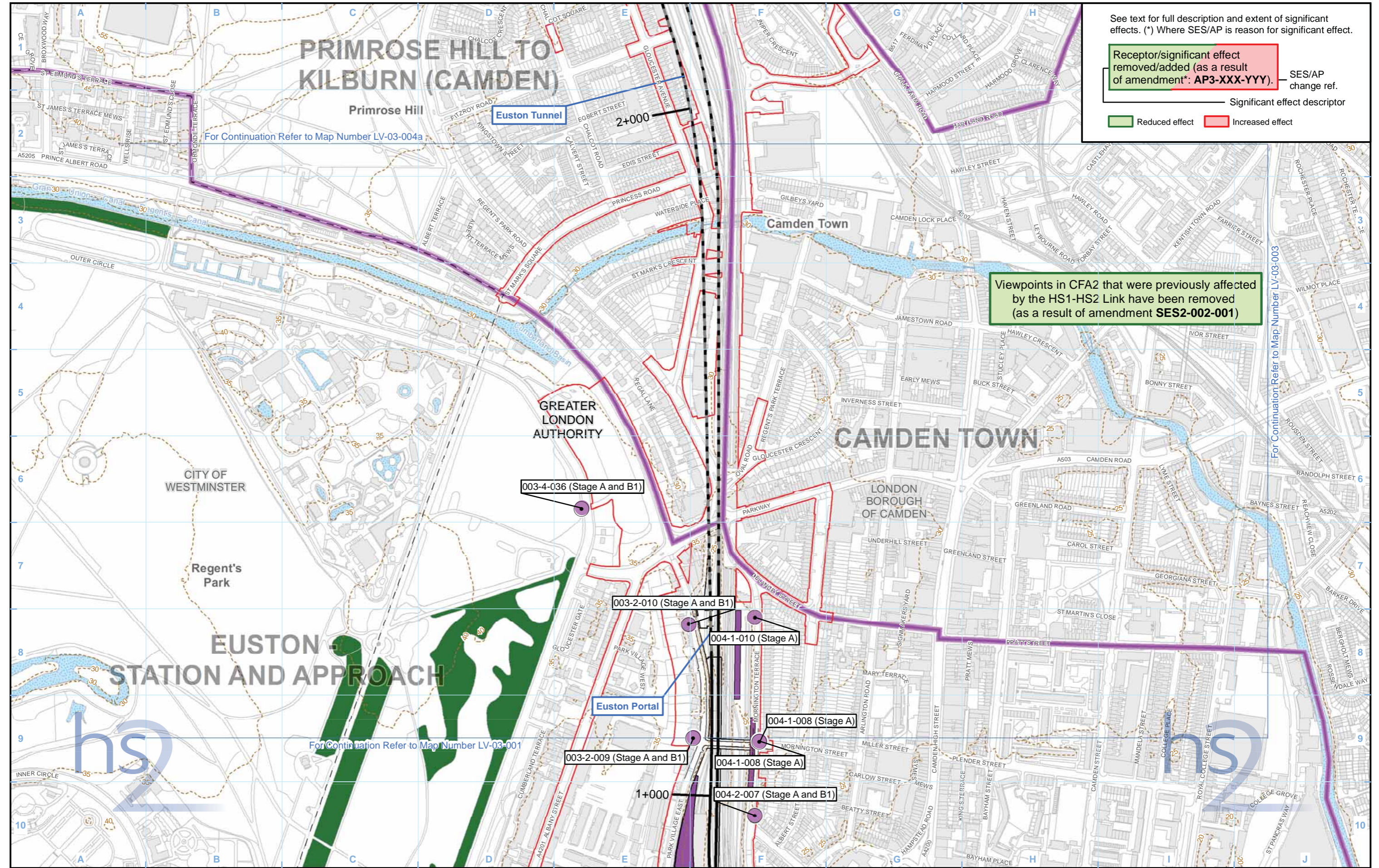
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Doc Number: C251-ETM-EV-MAP-010-000644-P07.00

Date: 30/10/13

Scale at A3: 1:5,000

0 50 100 150 200 Metres



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

Viewpoints in CFA2 that were previously affected by the HS1-HS2 Link have been removed (as a result of amendment SES2-002-001)

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 indicate the construction stage(s) during which the viewpoint is significantly affected.

Engineering earthworks:

- Embankment
- Cutting

Non engineering earthworks:

- Embankment
- Cutting

Map Number: LV-03-002b

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

Community Forum Area CFA2: Camden Town

hs2

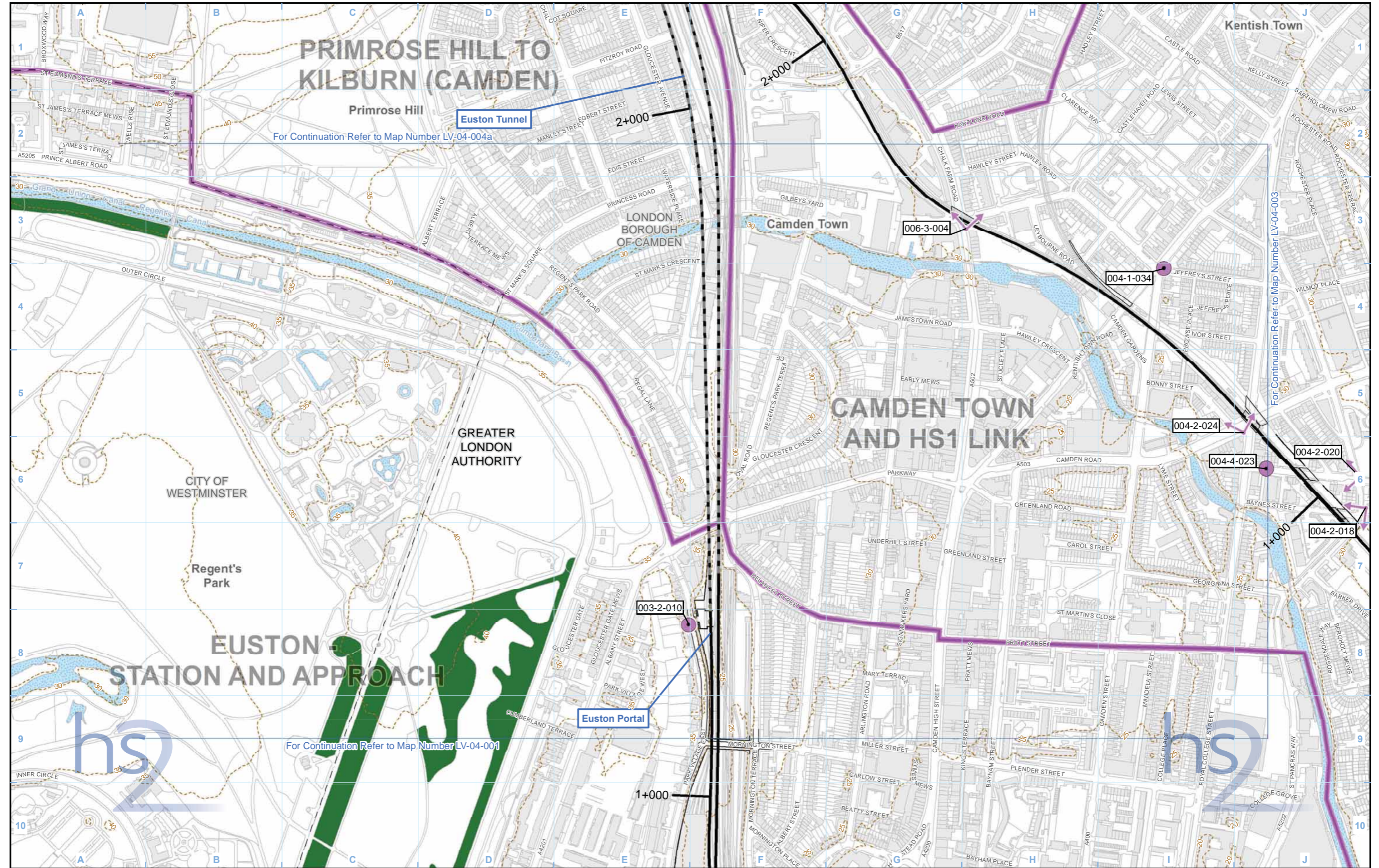
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Doc Number: C251-ETM-EV-MAP-010-001694-AP03-P01

Date: 24/08/15



PRIMROSE HILL TO KILBURN (CAMDEN)

Primrose Hill

Euston Tunnel

For Continuation Refer to Map Number LV-04-004a

CAMDEN TOWN AND HS1 LINK

EUSTON STATION AND APPROACH

For Continuation Refer to Map Number LV-04-001

- 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-04-002b**

Map Name **Operational Phase Significantly Affected Viewpoints**

Community Forum Area CFA2: Camden Town and HS1 Link

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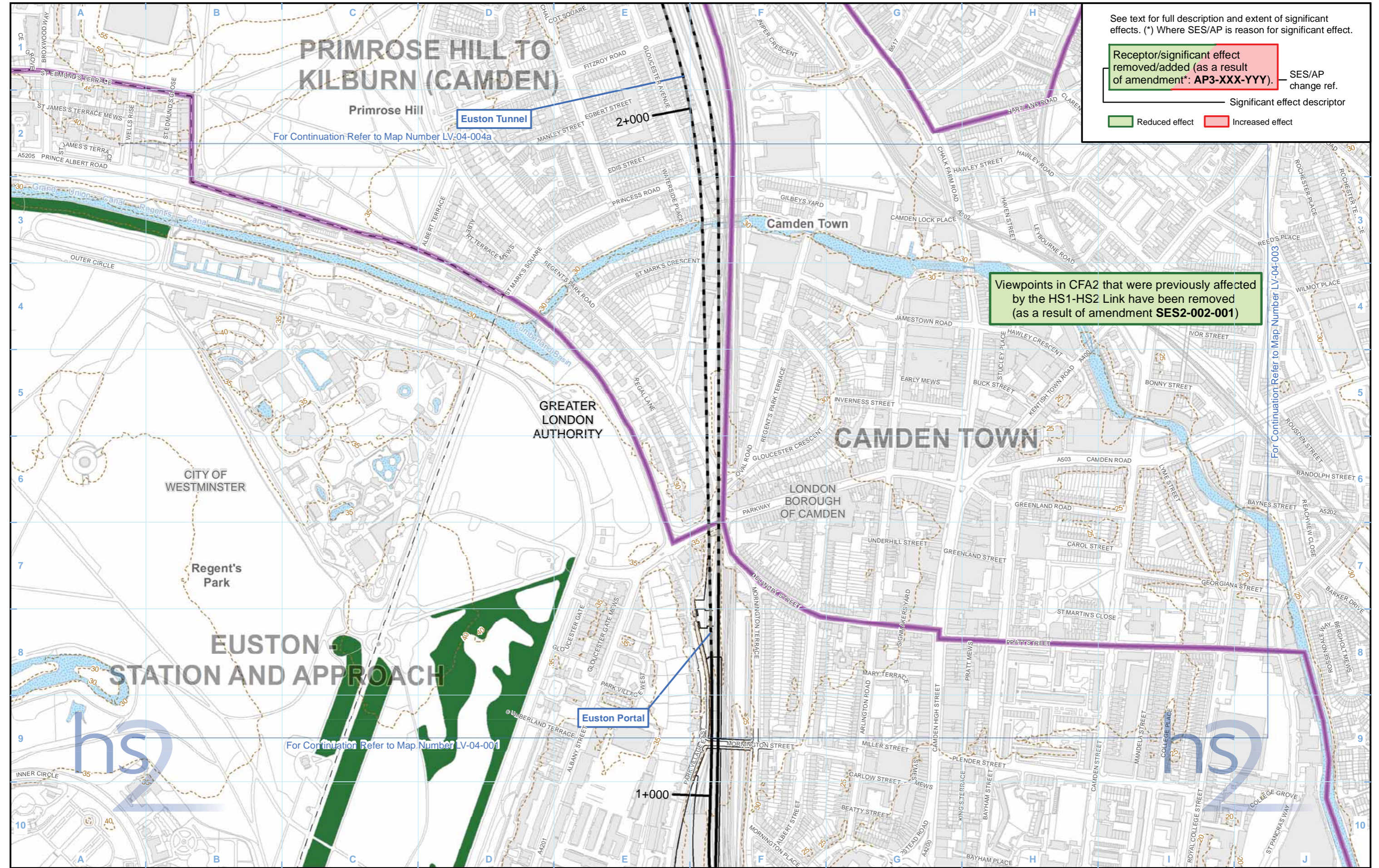
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Doc Number: C251-ETM-EV-MAP-010-000672-P07.00

Date: 30/10/13



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

Viewpoints in CFA2 that were previously affected by the HS1-HS2 Link have been removed (as a result of amendment SES2-002-001)

PRIMROSE HILL TO KILBURN (CAMDEN)

Primrose Hill

Euston Tunnel

2+000

For Continuation Refer to Map Number LV-04-004a

Camden Town

GREATER LONDON AUTHORITY

CAMDEN TOWN

LONDON BOROUGH OF CAMDEN

CITY OF WESTMINSTER

Regent's Park

EUSTON STATION AND APPROACH

Euston Portal

1+000

For Continuation Refer to Map Number LV-04-001

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-04-002b

Map Name Operational Phase Significantly Affected Viewpoints SES2 and AP3 ES

Community Forum Area CFA2: Camden Town

hs2

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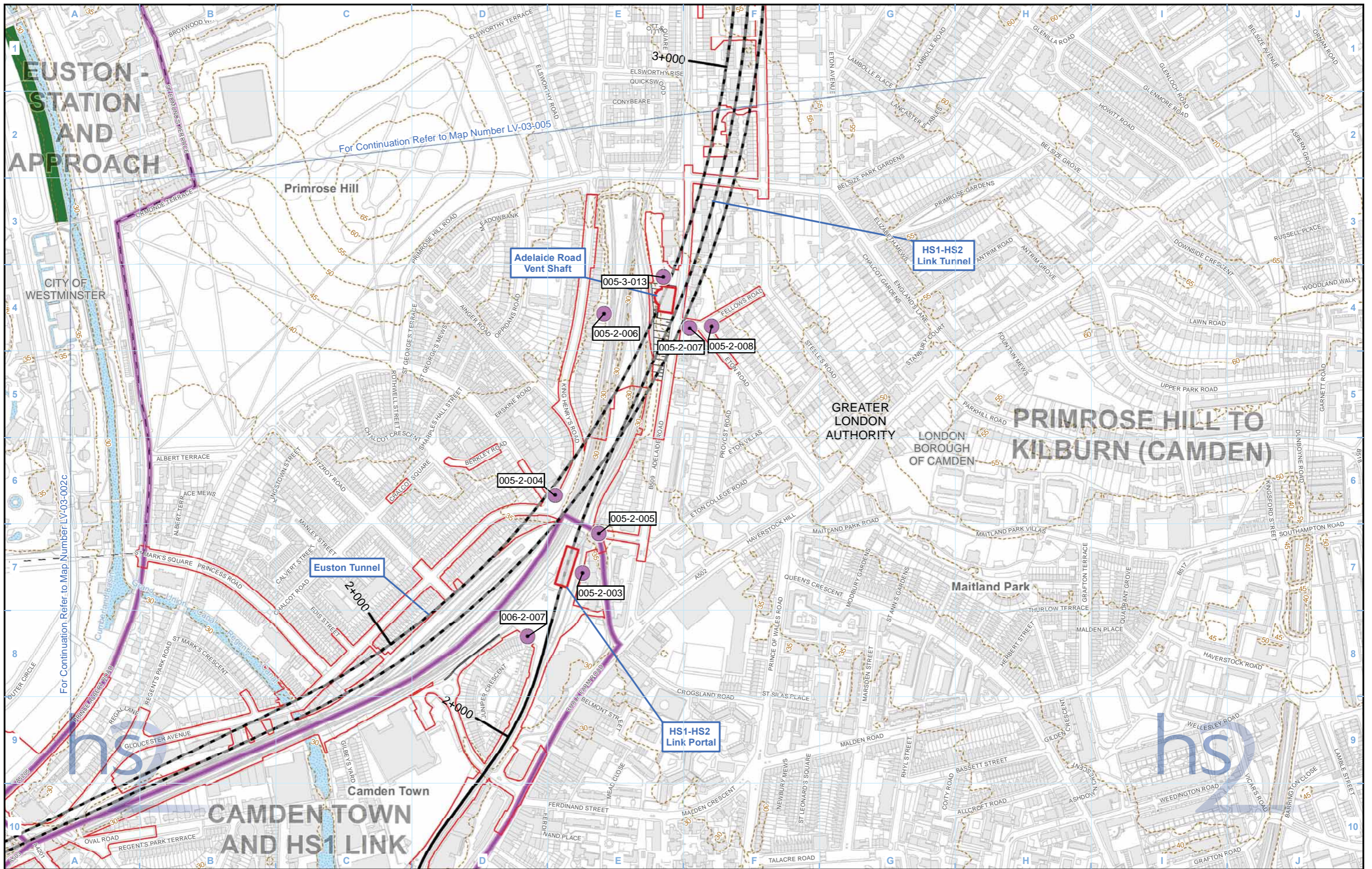
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Doc Number: C251-ETM-EV-MAP-010-001696-AP3-P01

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
	Cutting
Non engineering earthworks:	
	Embankment
	Cutting

Map Number	LV-03-004a
Map Name	Construction Phase Significantly Affected Viewpoints
Community Forum Area CFA2: Camden Town and HS1 Link	

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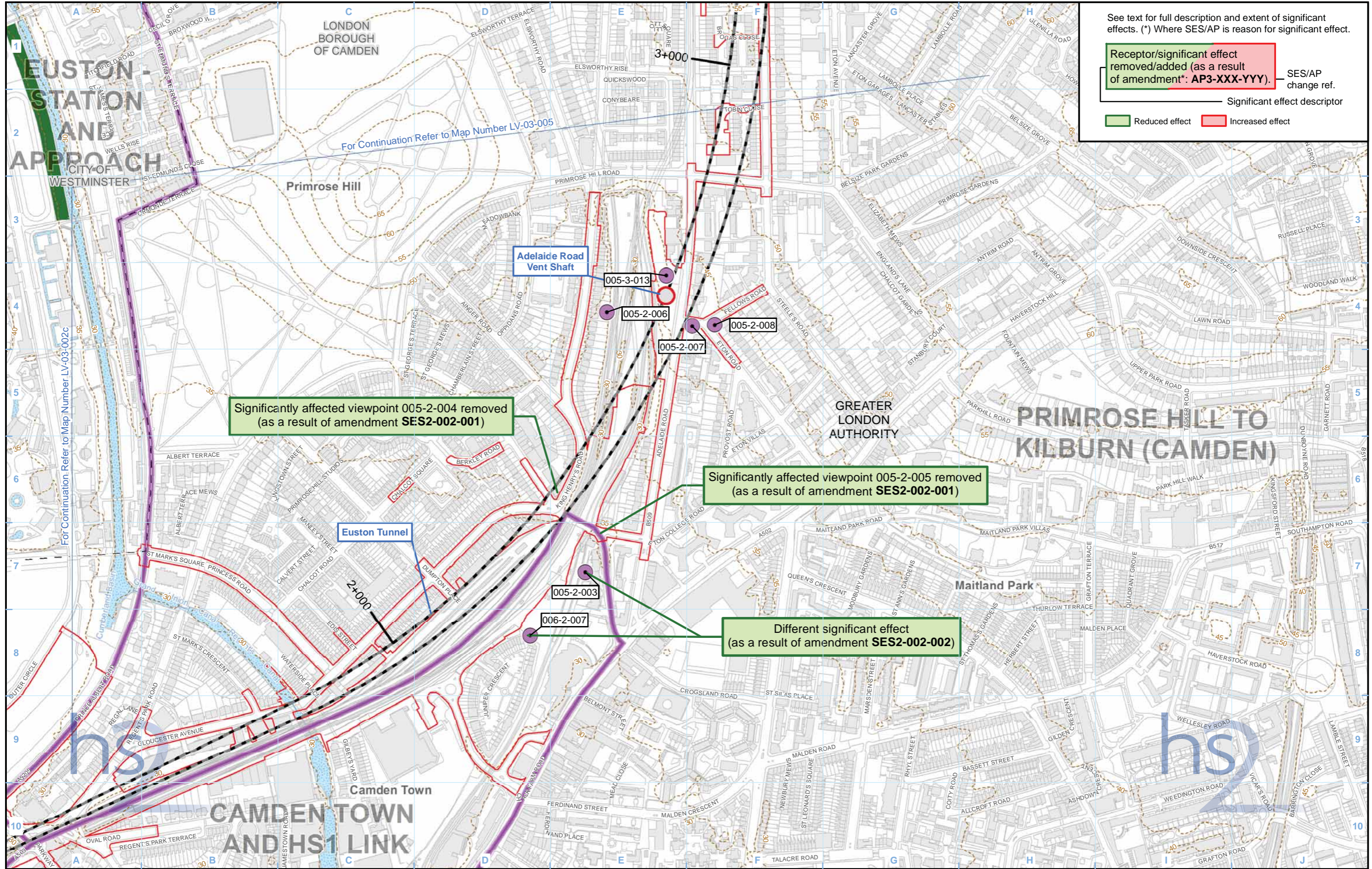
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Doc Number: C251-ETM-EV-MAP-010-000647-P07.00

Date: 30/10/13



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

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 indicate the construction stage(s) during which the viewpoint is significantly affected.

Engineering earthworks:

- Embankment
- Cutting

Non engineering earthworks:

- Embankment
- Cutting

Map Number: LV-03-004a

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

Community Forum Area CFA2: Camden Town

hs2

Scale at A3: 1:5,000

Doc Number: C251-ETM-EV-MAP-010-001701-AP03-P01

Date: 01/09/15

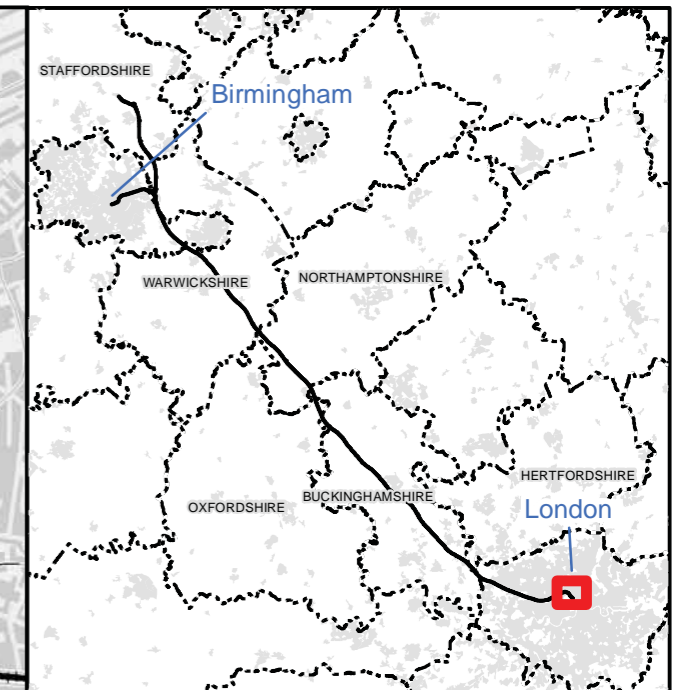
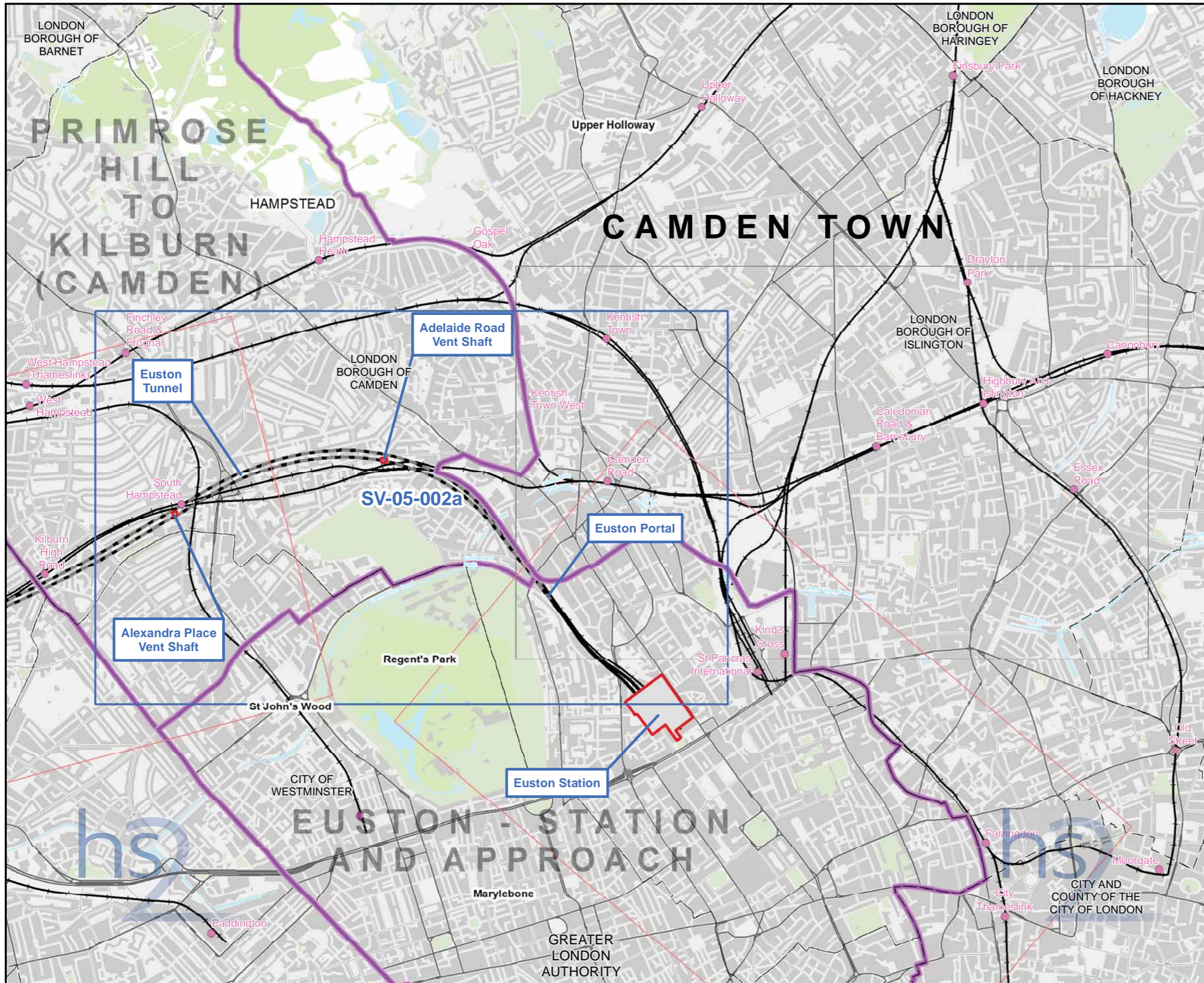
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HIGH SPEED RAIL (LONDON - WEST MIDLANDS)

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-CFA2
Map Name	Index Map of: Operational Airborne Noise and Vibration Impacts and Likely Significant Effects SES2 and AP3 ES Community Forum Area CFA2: Camden Town

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0 250 500 750 1,000 Metres

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Doc Number: C250-ARP-EV-MAP-000-030023-AP3 -P01 Date: 17/08/15

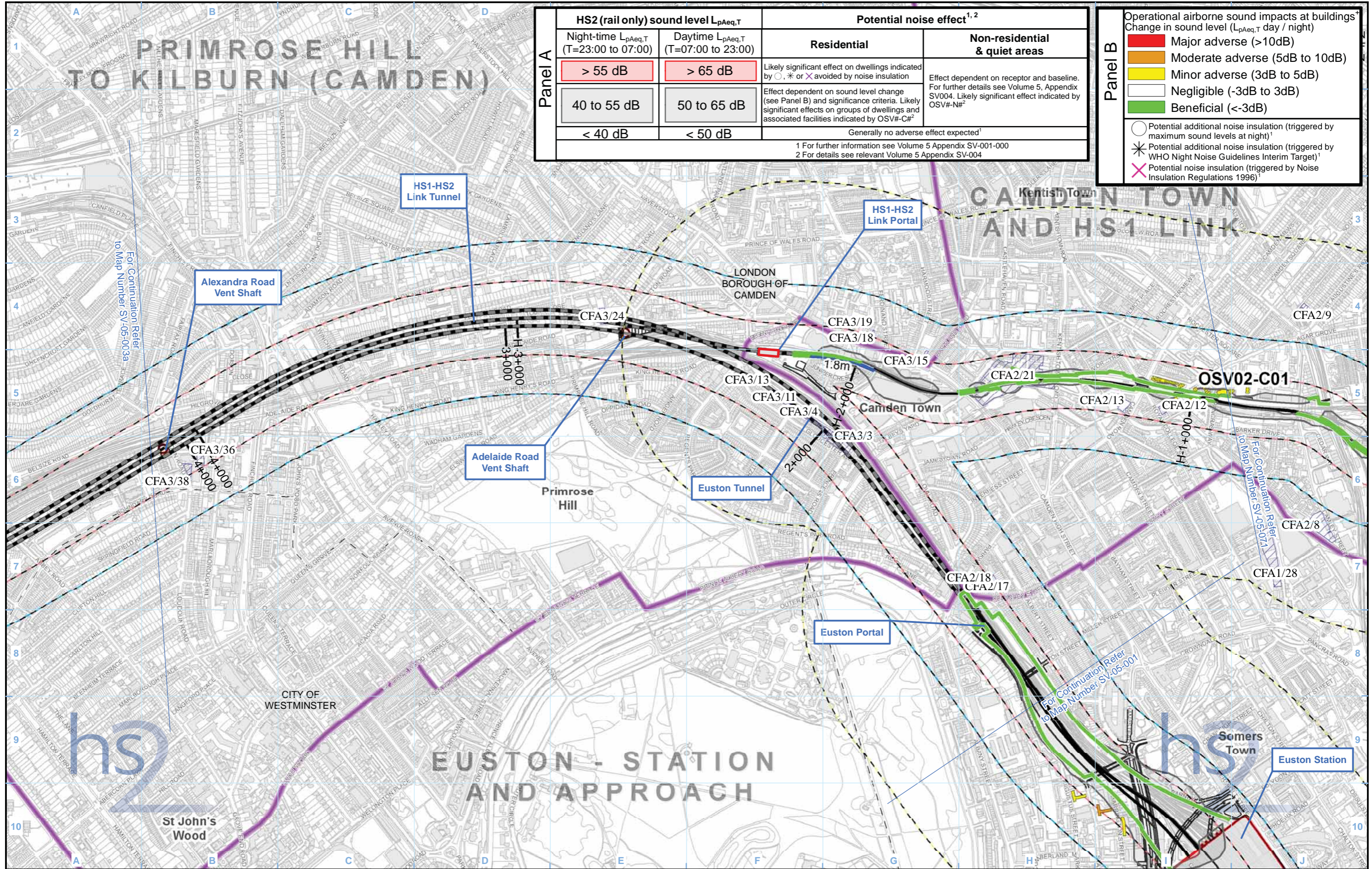
PRIMROSE HILL TO KILBURN (CAMDEN)

Panel A	HS2 (rail only) sound level L _{pAeq,T}		Potential noise effect ^{1,2}	
	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	> 65 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# ²
	40 to 55 dB	50 to 65 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# ²	Generally no adverse effect expected ¹
< 40 dB	< 50 dB			

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 _{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)¹
* Potential additional noise insulation (triggered by WHO Night Noise Guidelines Interim Target)¹
✕ Potential noise insulation (triggered by Noise Insulation Regulations 1996)¹



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

<p>Engineering earthworks:</p> <ul style="list-style-type: none"> Embankment Cutting 	<p>Non engineering earthworks:</p> <ul style="list-style-type: none"> 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)
 - 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-05-002a

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

Community Forum Area CFA02: Camden Town & HS1 Link

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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

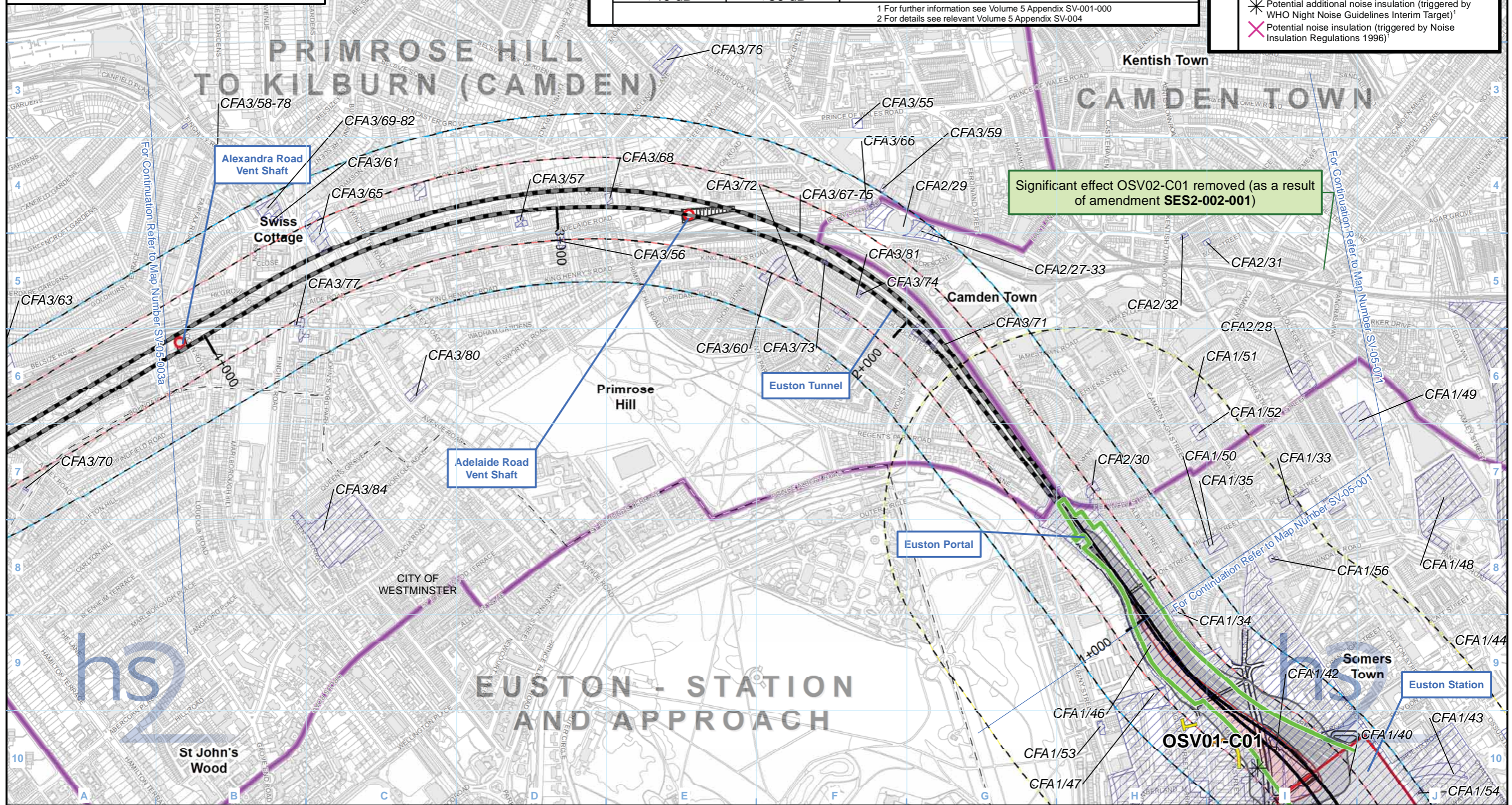
Panel A	HS2 (rail only) sound level L _{pAeq,T}		Potential noise effect ^{1,2}	
	Night-time L _{pAeq,T} (T=23:00 to 07:00)	Daytime L _{pAeq,T} (T=07:00 to 23:00)	Residential	Non-residential & quiet areas
	> 55 dB	> 65 dB	Likely significant effect on dwellings indicated by ○, * or ✕ avoided by noise insulation	Effect dependent on receptor and baseline. For further details see Volume 5, Appendix SV004. Likely significant effect indicated by OSV#-N#*
	40 to 55 dB	50 to 65 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#*	Generally no adverse effect expected ¹
< 40 dB	< 50 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)¹
 Potential additional noise insulation (triggered by WHO Night Noise Guidelines Interim Target)¹
 Potential noise insulation (triggered by Noise Insulation Regulations 1996)¹



Significant effect OSV02-C01 removed (as a result of amendment SES2-002-001)

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

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 (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)
 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-05-002a
 Map Name: Operational Airborne Noise and Vibration Impacts and Likely Significant Effects SES2 and AP3 ES
 Community Forum Area CFA2: Camden Town

Scale at A3: 1:10,000
 Date: 18/08/15
 Doc Number: C250-ARP-EV-MAP-000-030051-AP3-P01

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