

Supplementary Environmental Statement 3 and Additional Provision 4 Environmental Statement

Volume 2 Community forum area map book
CFA16 Ladbroke and Southam

October 2015

SES3 and AP4 ES 3.2.2.16

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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.

A report prepared for High Speed Two (HS2) Limited:

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

Contents

Mapping explanatory notes

Data dictionary and definitions

| Map series name | Map series description | |
|--|---|--|
| (1-0) = (0 | These maps show the land potentially required during construction, the construction features, access requirements and infrastructure associated with construction of the Proposed Scheme. The maps also show the construction phase arrangements for public access using Public Rights of Way. The base mapping shown on the maps is reflective of 2015 Ordnance Survey (OS) data. | |
| CT-o6 – 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. | |

Mapping explanatory notes

Structure of the HS2 Supplementary Environmental Statement 3 and Additional Provision 4 Environmental Statement

The Supplementary Environmental Statement 3 (SES3) and Additional Provision 4 Environmental Statement (AP4 ES) comprises:

- Non-technical summary (NTS). This provides a summary in non-technical language of the SES₃ (Part 1) and AP₄ ES (Part 2) and of any likely significant environmental effects, both beneficial and adverse, 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') as updated by subsequent SES and AP ES documents;
- Volume 1: Introduction to the SES3 and AP4 ES. This introduces the supplementary environmental information and design changes included within the SES3 and amendments, which have resulted in the need to amend the Bill, within the AP4 ES. It also explains any changes to the scope, methodology, assumptions and limitations required for the environmental assessment;
- Volume 2: CFA reports and Map Books. These describe the supplementary environmental information and design changes included within the SES3 (Part 1) and amendments within the AP4 ES (Part 2). Any new or different likely significant environmental effects arising from these changes and amendments in each CFA, compared to those reported in the main ES, as updated by SES and SES2 documents (and SES3 for the AP4 amendments) are reported. The AP1, AP2 and AP3 amendments are also taken into account where relevant. In addition, the main local alternatives that have been considered are described, where relevant;
- Volume 3: Route-wide effects. This reports new or different likely significant route-wide effects arising from the supplementary environmental information and design changes included within the SES3 (Part 1) and amendments within the AP4 ES (Part 2) compared to those reported in the main ES as updated by SES and SES2 (and SES3 for the AP4 amendments). The AP1, AP2 and AP3 amendments are also taken into account where relevant;
- Volume 4: Off-route effects. This reports new or different likely significant off-route effects arising from the supplementary environmental information included within the SES₃ and an amendment within the AP4 ES compared to those reported in the main ES as updated by SES and SES₂ (and SES₃ for the AP4 amendment). The AP1, AP2 and AP3 amendments are also taken into account where relevant;
- Volume 5: Appendices and Map Books. This contains environmental information and associated maps in support of the other volumes of the SES3 and AP4 ES; and
- Glossary of terms and list of abbreviations. This contains any new or different terms and abbreviations used throughout the SES and AP ES reports, compared to those included in the main ES.

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 SES₃ and AP₄ 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 SES3 and AP4 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 dependent 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 1km 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 different amounts of alignment on the map.

Map sheet layout

Each map in Volume 2 is presented twice, with the main ES map (published November 2013) on the left hand page and the SES3 and AP4 ES map on the right. For the CT-05 and CT-06 map series, the SES3 and AP4 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 and amendment, and gives the SES3 and AP4 ES reference number. Only maps which have been amended as a result of the SES3 and AP4 ES are included within the map books. Other design changes which are within the existing limits of the Bill and do not result in new or different likely significant effects are also shown on the maps, but are not indicated by a cloud. The below table highlights the coloured clouds used, and their description.

| Cloud / text box colour | Description |
|-------------------------|---|
| Blue | Design changes relating to the SES3 (Part 1 of each Volume 2 CFA report). |
| Red | Proposed amendments relating to AP4 (Part 2 of each Volume 2 CFA report). |
| Grey | Proposed amendments and design changes relating to previous APs and SESs, provided for reference. |

Each Volume 5 map is annotated to describe the change to a receptor or significant effect, and to give the SES3 and AP4 ES reference number. For more detailed information about the SES3 and AP4 ES annotation, refer to the map series legend. Only maps which have been amended as a result of the SES3 and AP4 ES are included within the map book. Changes to receptors or significant effects relating to previous APs and SESs are also provided for reference.

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 and LV-04, 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 35 map books which make up the SES3 and AP4 ES, spread across volumes 2, 4 and 5. A list of the titles is provided below for reference.

| Name | Name |
|--|---|
| Volume 2 Community forum area map book: CFA4 Kilburn (Brent) to Old Oak Common | Volume 2 Community forum area map book: CFA23 Balsall Common and Hampton-in-Arden |
| Volume 2 Community forum area map book: CFA5 Northolt Corridor | Volume 2 Community forum area map book: CFA24 Birmingham Interchange and Chelmsley Wood |
| Volume 2 Community forum area map book: CFA6 South Ruislip to Ickenham | Volume 2 Community forum area map book: CFA25 Castle Bromwich and Bromford |
| Volume 2 Community forum area map book: CFA7 Colne Valley | Volume 2 Community forum area map book: CFA26 Washwood Heath to Curzon Street |
| Volume 2 Community forum area map book: CFA8 The Chalfonts and Amersham | Volume 4 Off-route effects map book |
| Volume 2 Community forum area map book: CFA9 Central Chilterns | Volume 5 Technical appendices map book: Agriculture, forestry and soils |
| Volume 2 Community forum area map book: CFA10 Dunsmore, Wendover and Halton | Volume 5 Technical appendices map book: Air quality |
| Volume 2 Community forum area map book: CFA11 Stoke Mandeville and Aylesbury | Volume 5 Technical appendices map book: Community |
| Volume 2 Community forum area map book: CFA12 Waddesdon and Quainton | Volume 5 Technical appendices map book: Cultural heritage |
| Volume 2 Community forum area map book: CFA13 Calvert, Steeple Claydon, Twyford and Chetwode | Volume 5 Technical appendices map book: Ecology |
| Volume 2 Community forum area map book: CFA14 Newton Purcell to Brackley | Volume 5 Technical appendices map book: Land quality |
| Volume 2 Community forum area map book: CFA15 Greatworth to Lower Boddington | Volume 5 Technical appendices map book: Landscape and visual |
| Volume 2 Community forum area map book: CFA16 Ladbroke and Southam | Volume 5 Technical appendices map book: Socio-economics |
| Volume 2 Community forum area map book: CFA17 Offchurch and Cubbington | Volume 5 Technical appendices map book: Sound, noise and vibration |
| Volume 2 Community forum area map book: CFA18 Stoneleigh, Kenilworth and Burton Green | Volume 5 Technical appendices map book: Traffic and transport |
| Volume 2 Community forum area map book: CFA19 Coleshill Junction | Volume 5 Technical appendices map book: Water resources |
| Volume 2 Community forum area map book: CFA20 Curdworth to Middleton | Volume 5 Technical appendices map book: Cross-topic appendix 1 - Committed developments |
| Volume 2 Community forum area map book: CFA22 Whittington to Handsacre | |



Supplementary Environmental Statement 3 and Additional Provision 4 Environmental Statement

Volume 2 Data dictionary and definitions

October 2015

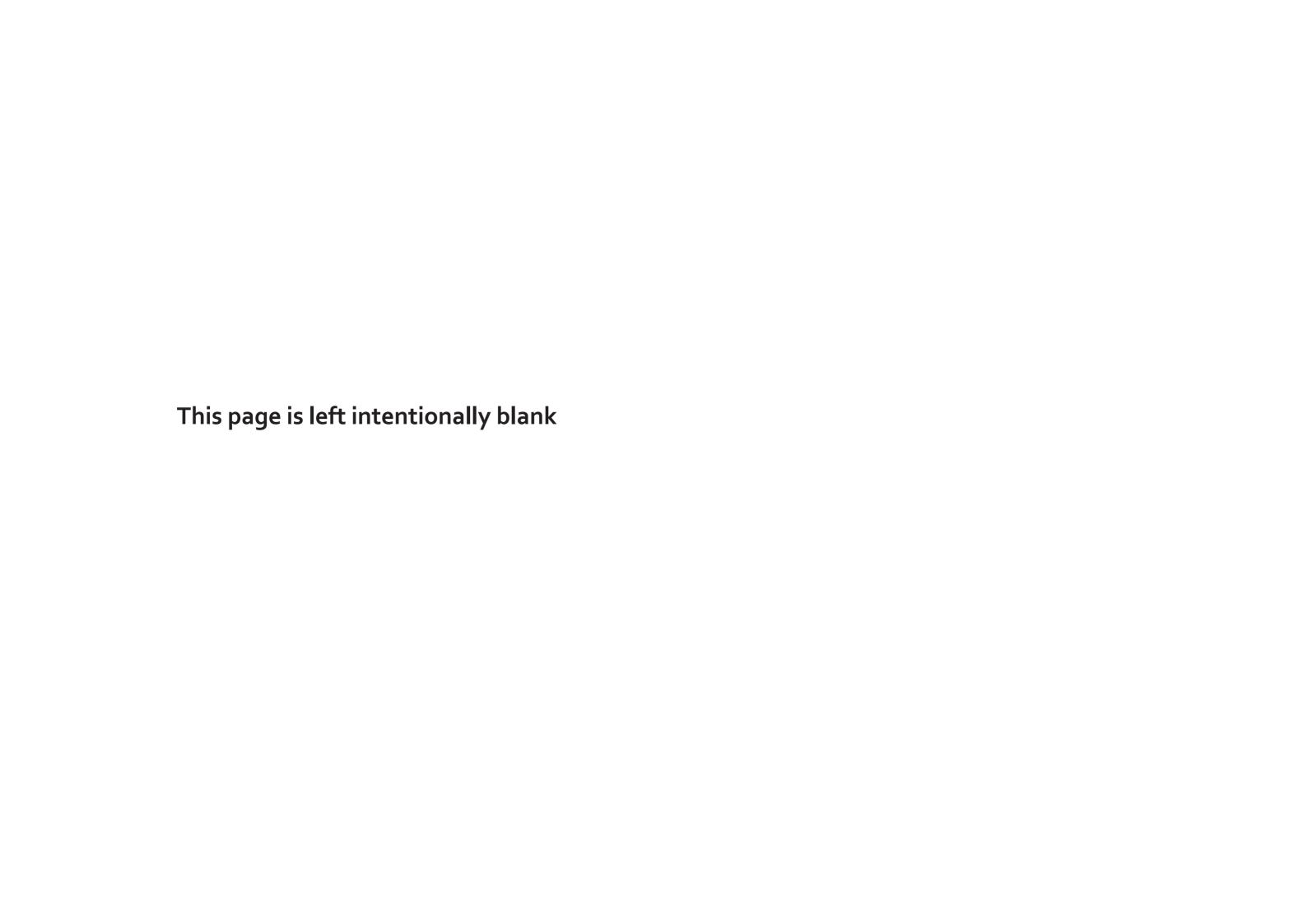
Data dictionary and definitions

| Legend features | Definition | Source | Copyright |
|--|---|---------------------------|--|
| 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. | High Speed Two (HS2) Ltd | |
| | 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. | | |
| 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 traffic route | Public highways which may be used for HGV construction traffic. | High Speed Two (HS2) Ltd | |
| County boundary | County boundaries from Ordnance Survey boundary mapping. | Ordnance Survey | © Crown copyright. Reproduced by permission of Ordnance Survey Licence Number 100049190. Year of Publication 2015. |
| Depot, station, headhouse or portal building | Extends to cover operational footprint of each depot and station and the footprint of each tunnel vent shaft and headhouse at surface level. Excludes any ancillary buildings associated with these structures. | High Speed Two (HS2) Ltd | |
| District/Borough boundary | Ordnance Survey local authority boundary mapping. | Ordnance Survey | © Crown copyright. Reproduced by permission of Ordnance Survey Licence Number 100049190. Year of Publication 2015. |
| Ditches – new | The proposed location and extent of drainage ditches. | High Speed Two (HS2) Ltd | |
| Ecological mitigation pond | Ponds whose primary function is to provide ecological mitigation. This could be a standalone pond or part of a wider wetland habitat creation plan. | High Speed Two (HS2) Ltd | |
| Electricity substation | Includes all auto-transformers and feeder stations. | High Speed Two (HS2) Ltd | |
| Engineering earthworks | Engineering (structural) earthworks which include railway slopes and crossings (roads etc.). | High Speed Two (HS2) Ltd | |
| 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. |
| 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 | |
| Hedgerow habitat creation | Ecological mitigation to provide new hedgerow planting, | High Speed Two (HS2) Ltd | |

| Legend features | Definition | Source | Copyright |
|--|---|--|---|
| | connectivity enhancements to existing areas and areas for ecological management. This level does not include screening planting for visual mitigation purposes. | | |
| 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 | |
| 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 | |
| Public realm/Replacement community facility | Public realm: Specifically provided to show areas to be used for public realm. This layer is mainly associated with station sites and is to be used to indicate general areas for designed soft and hard landscaping. Replacement community facility: Area of land for the provision of a permanent replacement community facility, such as a playground, community centre or activity centre. | High Speed Two (HS2) Ltd | |
| Public Rights of Way | Public rights of way are highways which can be used for the following purposes: - Footpaths - pedestrians only - Bridleways - pedestrians, cyclists and equestrians - Restricted byways - as bridleways plus non-motorised vehicles - Byways open to all traffic. Definitive Map data supplied by surveying authorities (i.e. county | Buckinghamshire County Council Birmingham City Council Coventry City Council City of Westminster Hertfordshire County Council London Borough of Brent London Borough of Camden | © Crown copyright. Reproduced by permission of Ordnance Survey Licence Number 100049190. Year of Publication 2015. This map is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office © Crown |

| Legend features | Definition | Source | Copyright |
|---|--|--|--|
| | councils, London Boroughs and metropolitan borough councils in the West Midlands). | 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 | Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Buckinghamshire County Council Licence No. 100021529, 2012. Copyright Buckinghamshire County Council. © Copyright Coventry City Council © Northamptonshire County Council |
| 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 | |
| Satellite construction compound | Represents satellite construction compounds which serve local works for major construction elements within a main contract. | 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 community facility, such as a playground, community centre or activity centre, whilst construction works are in progress. | High Speed Two (HS2) Ltd | |
| Tunnel portal | The footprint of a tunnel portal. | High Speed Two (HS2) Ltd | |
| Tunnels external extent | The external excavated extent of each tunnel bore. | High Speed Two (HS2) Ltd | |
| Watercourse | The Detailed River Network (DRN) is the only large-scale, accurate and fully attributed digital river centreline covering | Environment Agency | © Environment Agency copyright and/or database right 2015. All rights reserved. |

| Legend features | Definition | Source | Copyright |
|---------------------------|---|--------------------------------|-----------|
| | England and Wales. | | |
| Watercourse diversion | Includes rivers, streams, ditches and other open channels, | High Speed Two (HS2) Ltd | |
| watercoorse diversion | diversions to these, together with any new culverts required. | Trigit Speed Two (1132) Eta | |
| | Ecological mitigation area to provide new wetland habitat | | |
| Wetland habitat creation | creation, enhancements to existing areas and areas for ecological | High Speed Two (HS2) Ltd | |
| Wetland habitat creation | management. This level does not include screening planting for | High Speed Two (H32) Eta | |
| | visual mitigation purposes. | | |
| | Ecological mitigation area to provide new woodland planting, | | |
| Woodland habitat creation | connectivity enhancements to existing areas and areas for | High Speed Two (HS2) Ltd | |
| WOOdiand nabitat creation | ecological management. This level does not include screening | Thigh speed Two (1132) Ltd | |
| | planting for visual mitigation purposes. | | |

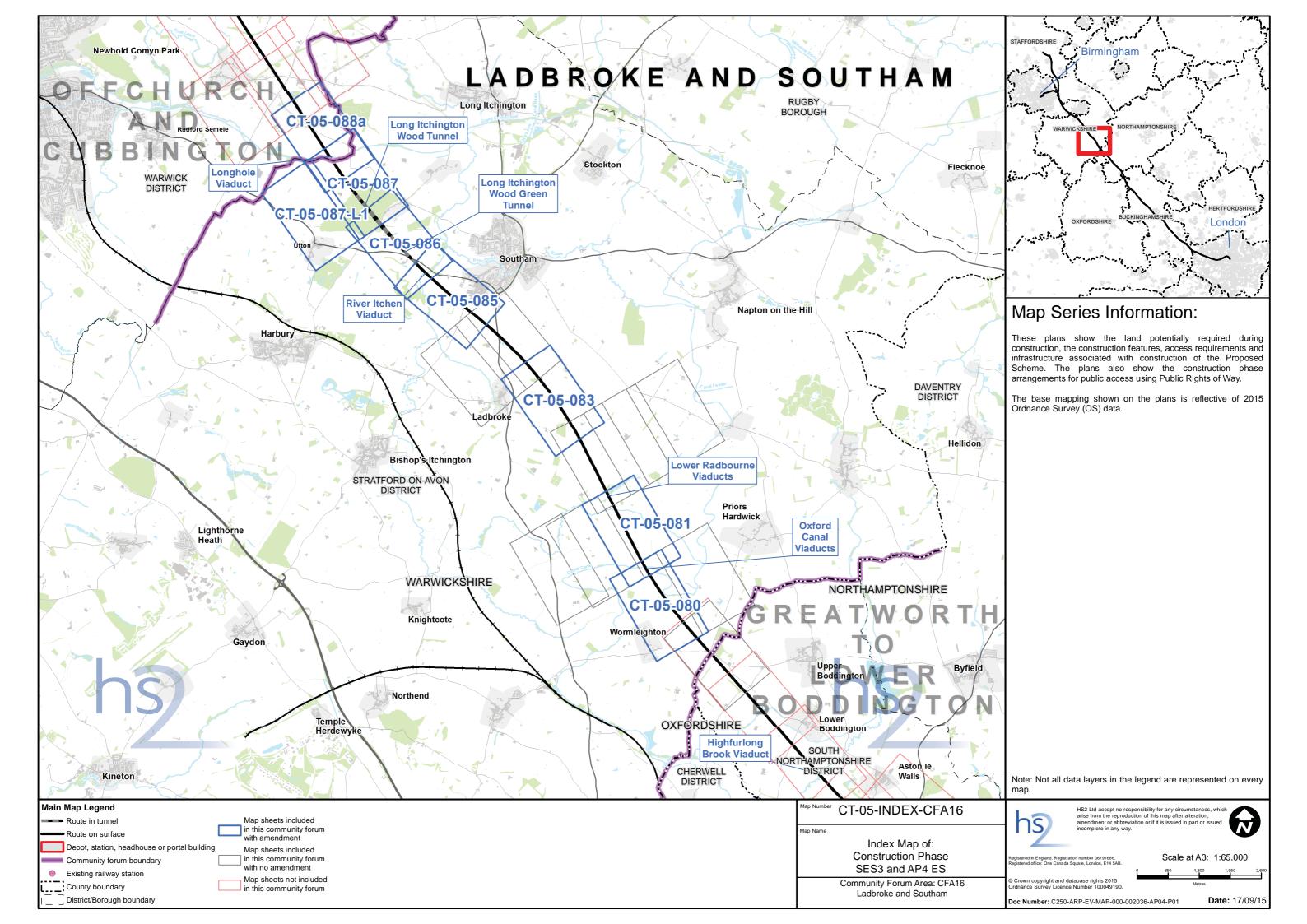


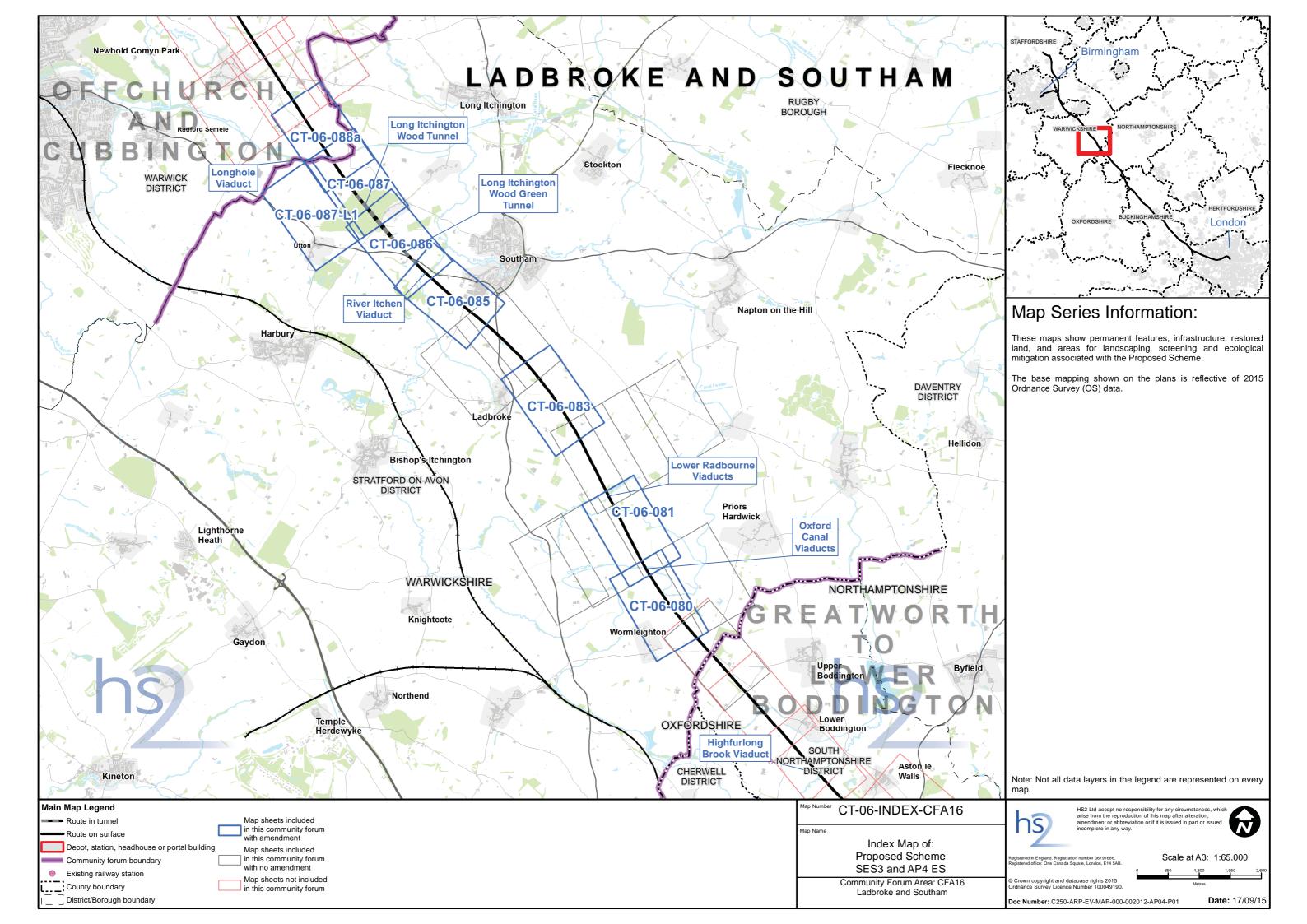


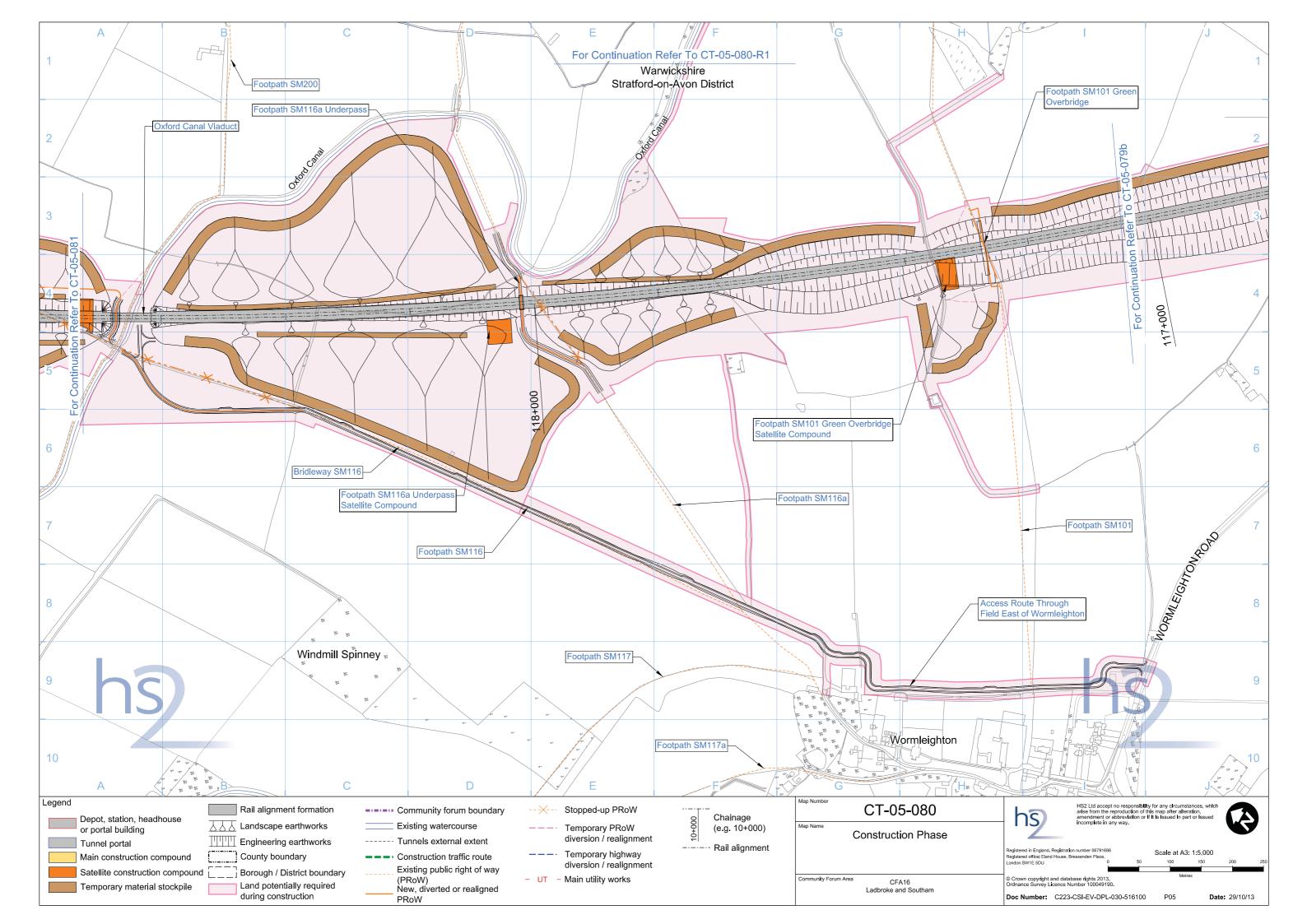
Supplementary Environmental Statement 3 and Additional Provision 4 Environmental Statement

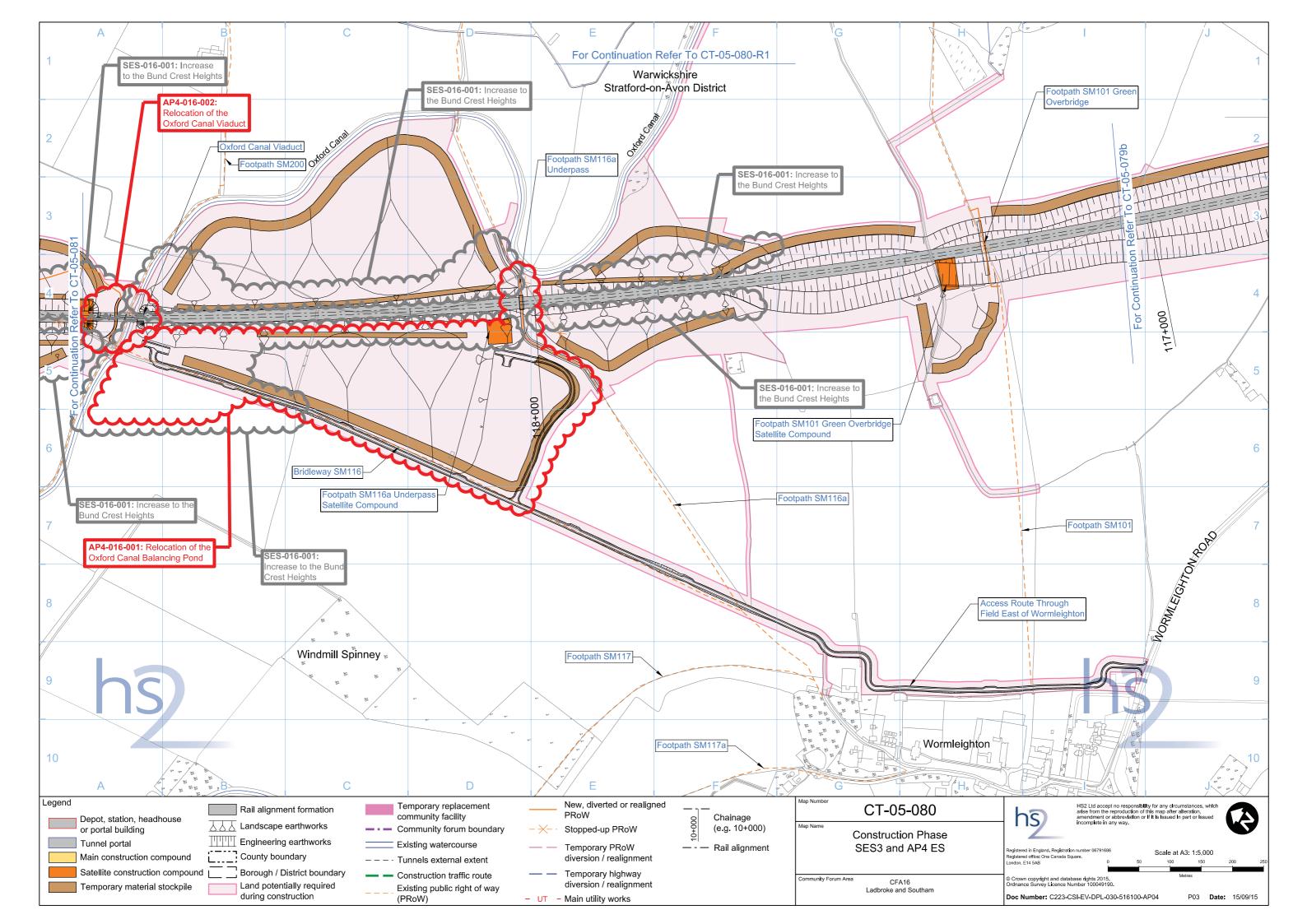
Volume 2 | CT-05 - Construction Phase CT-06 - Proposed Scheme

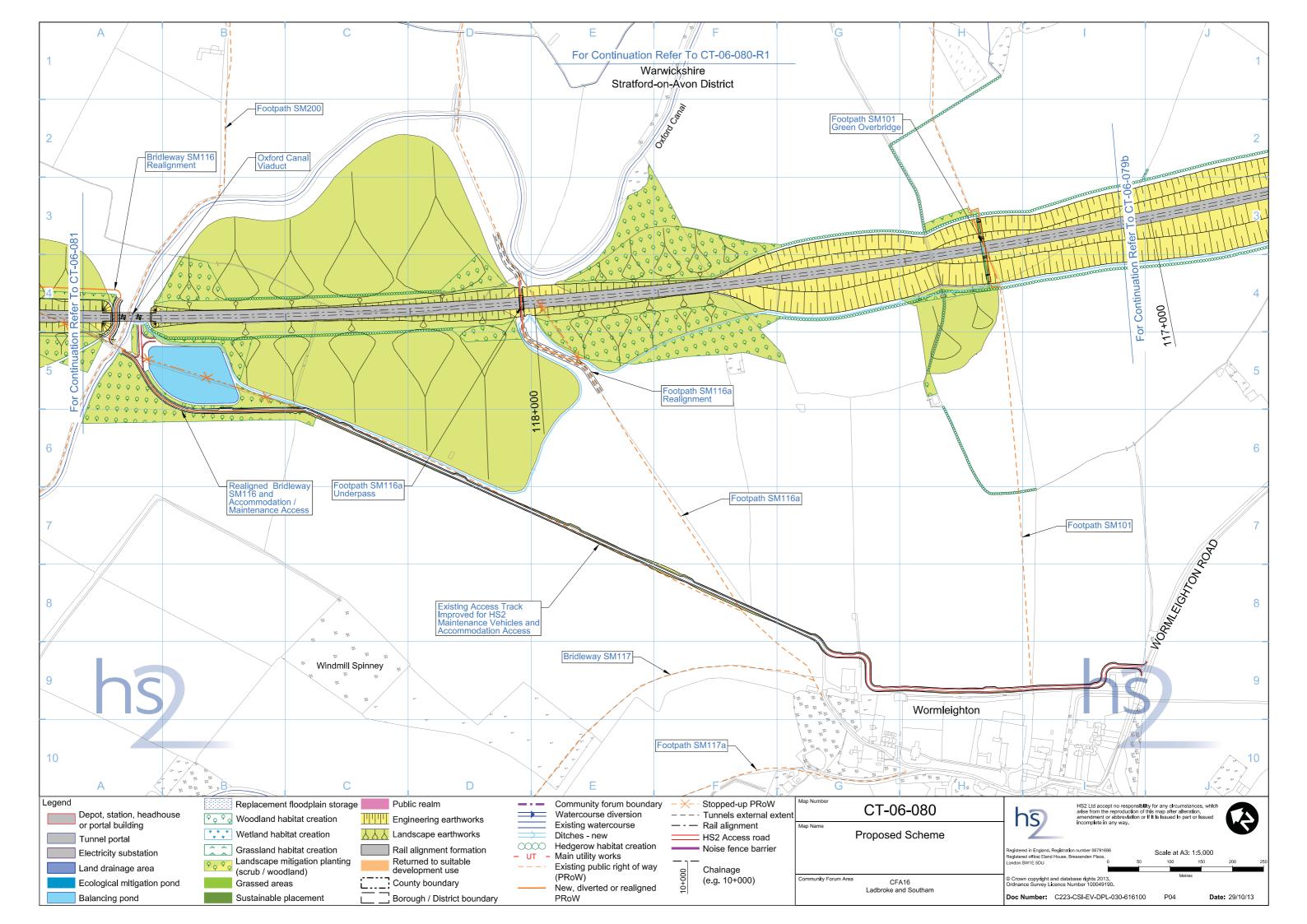
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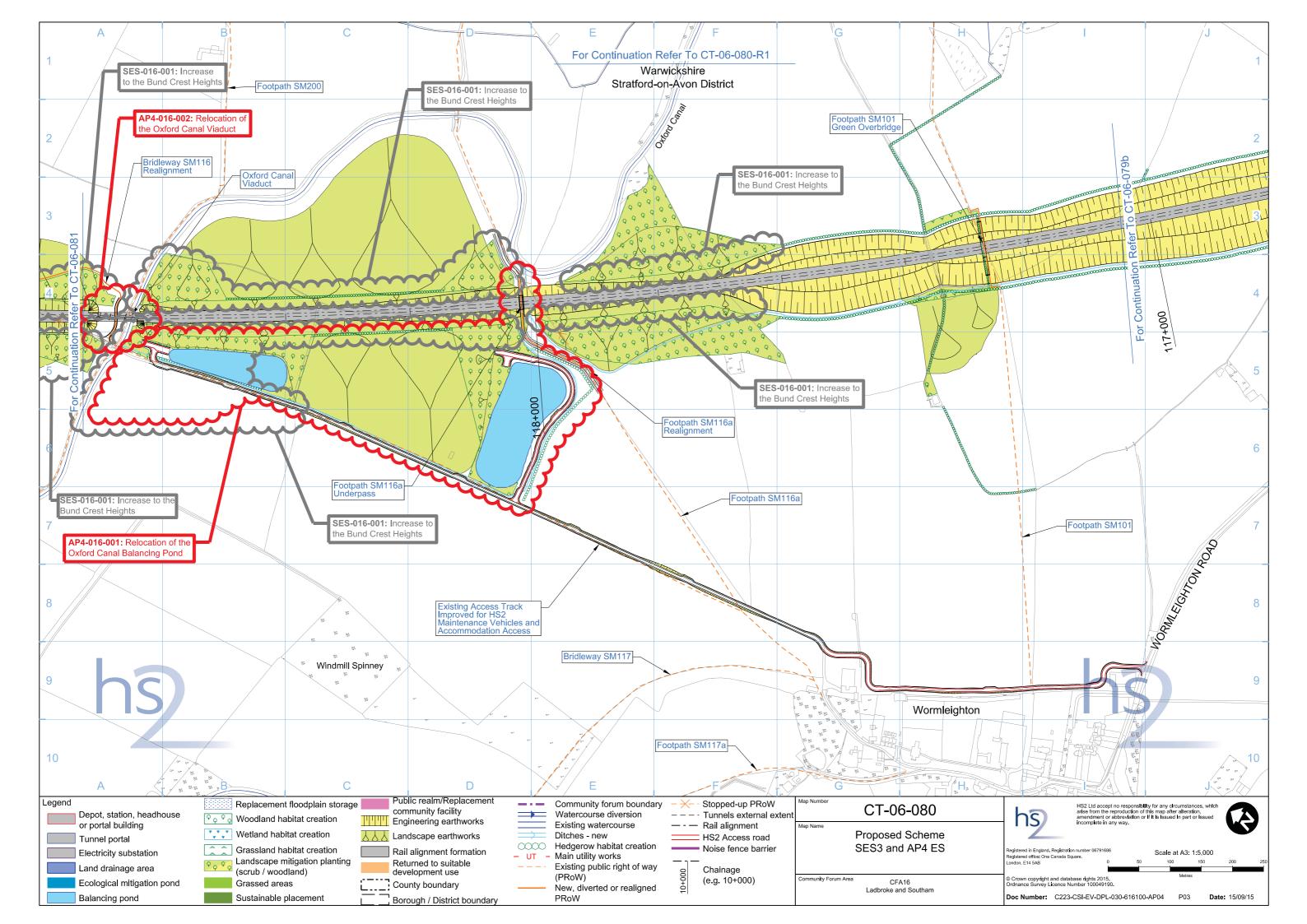


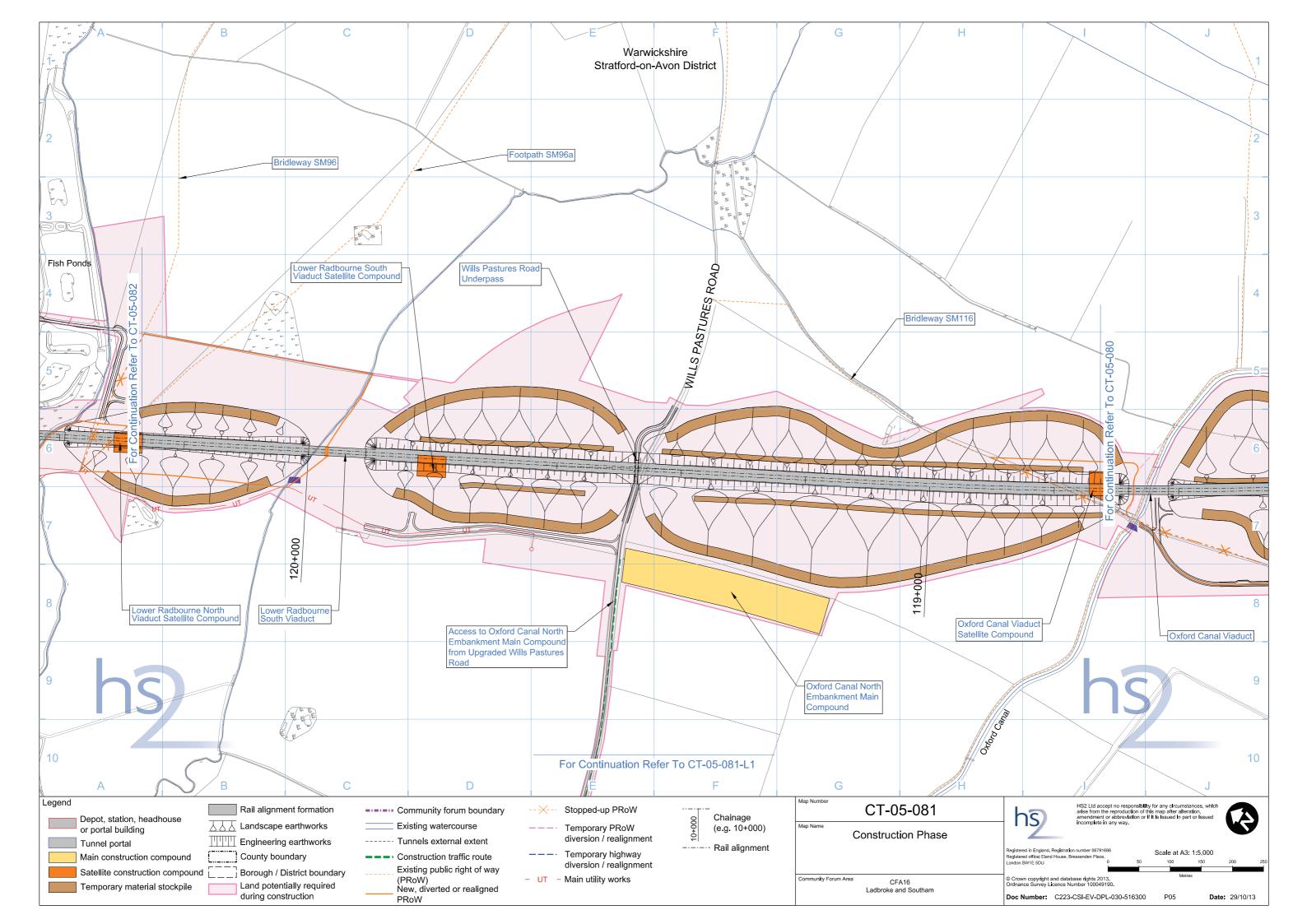


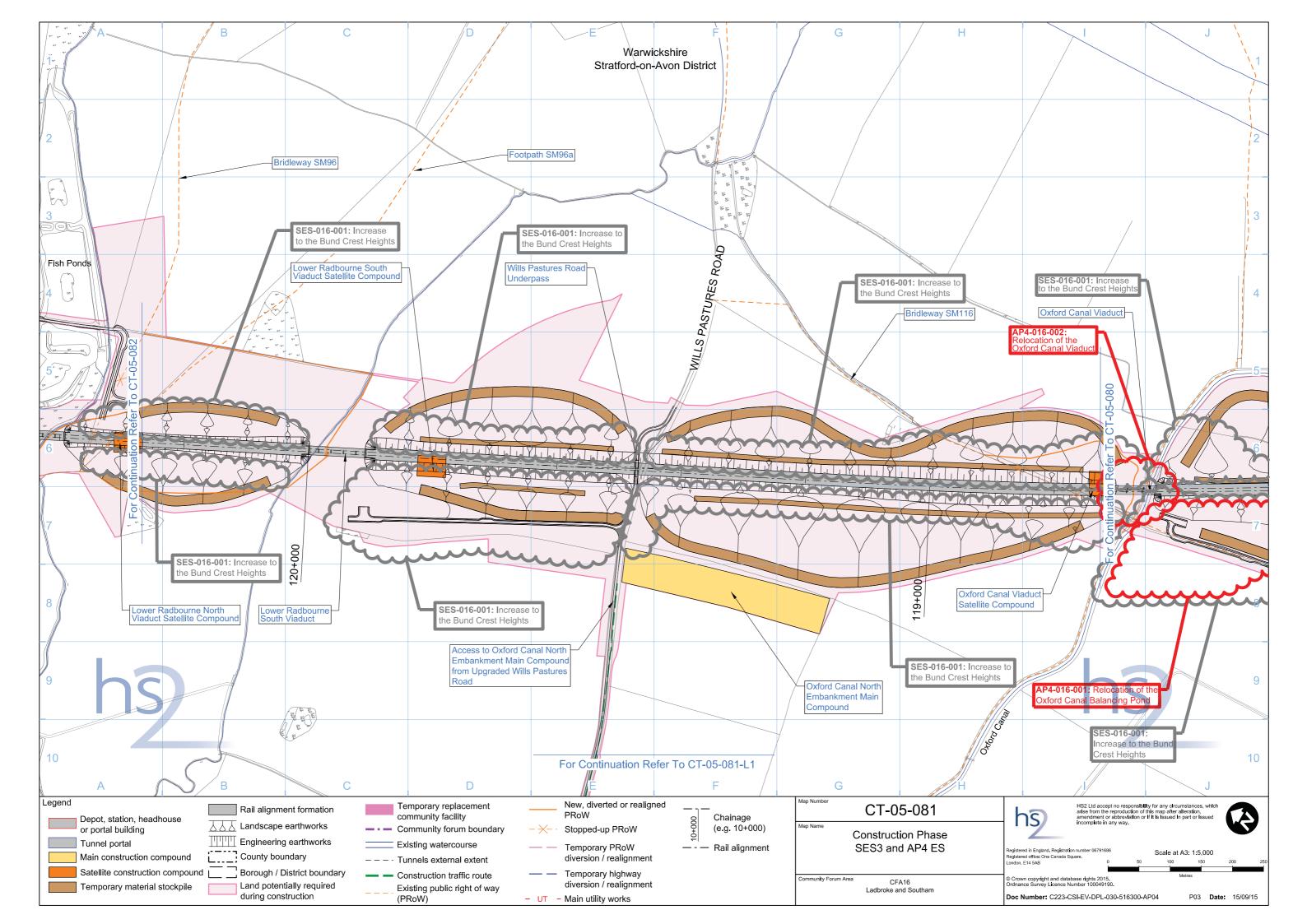


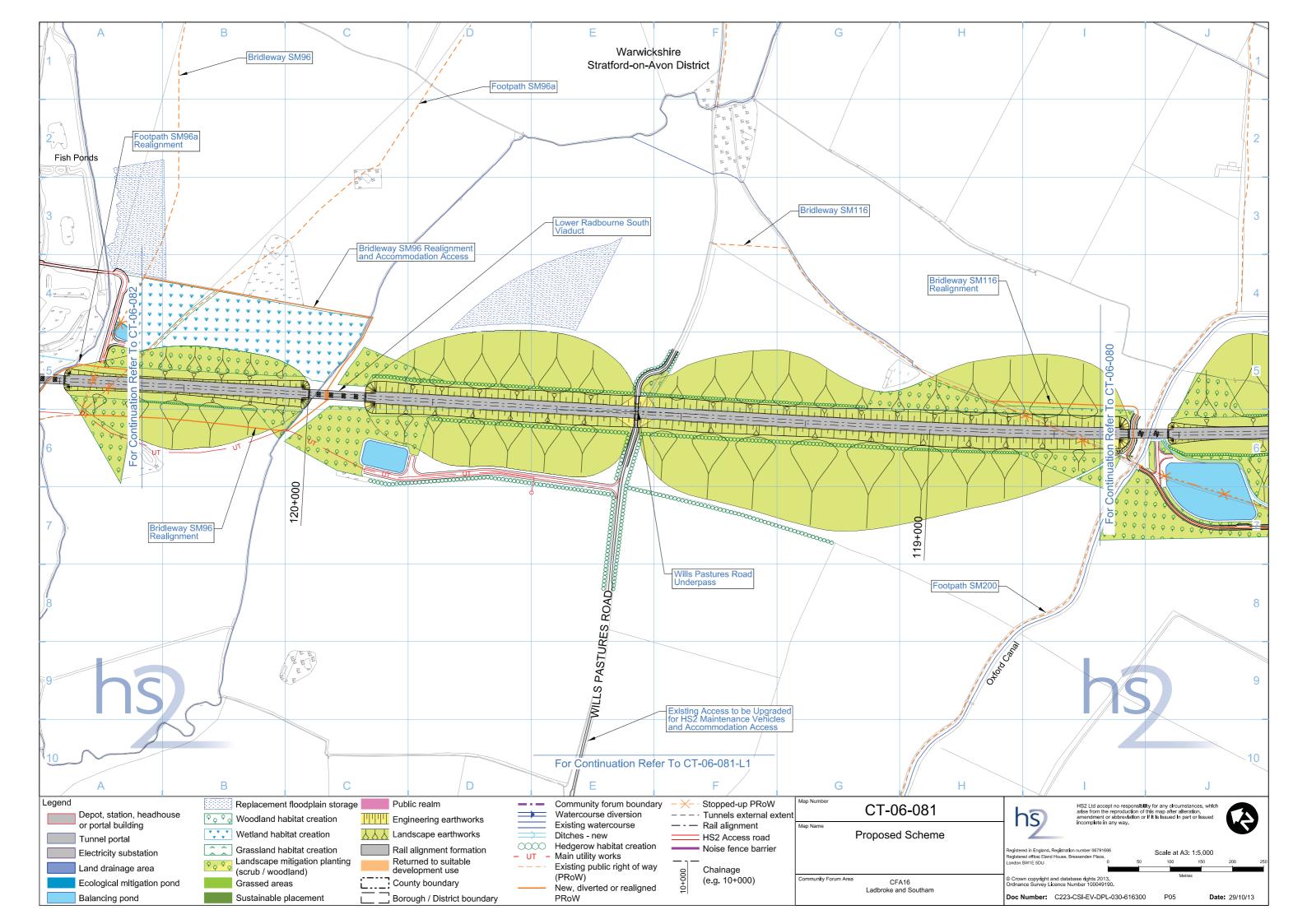


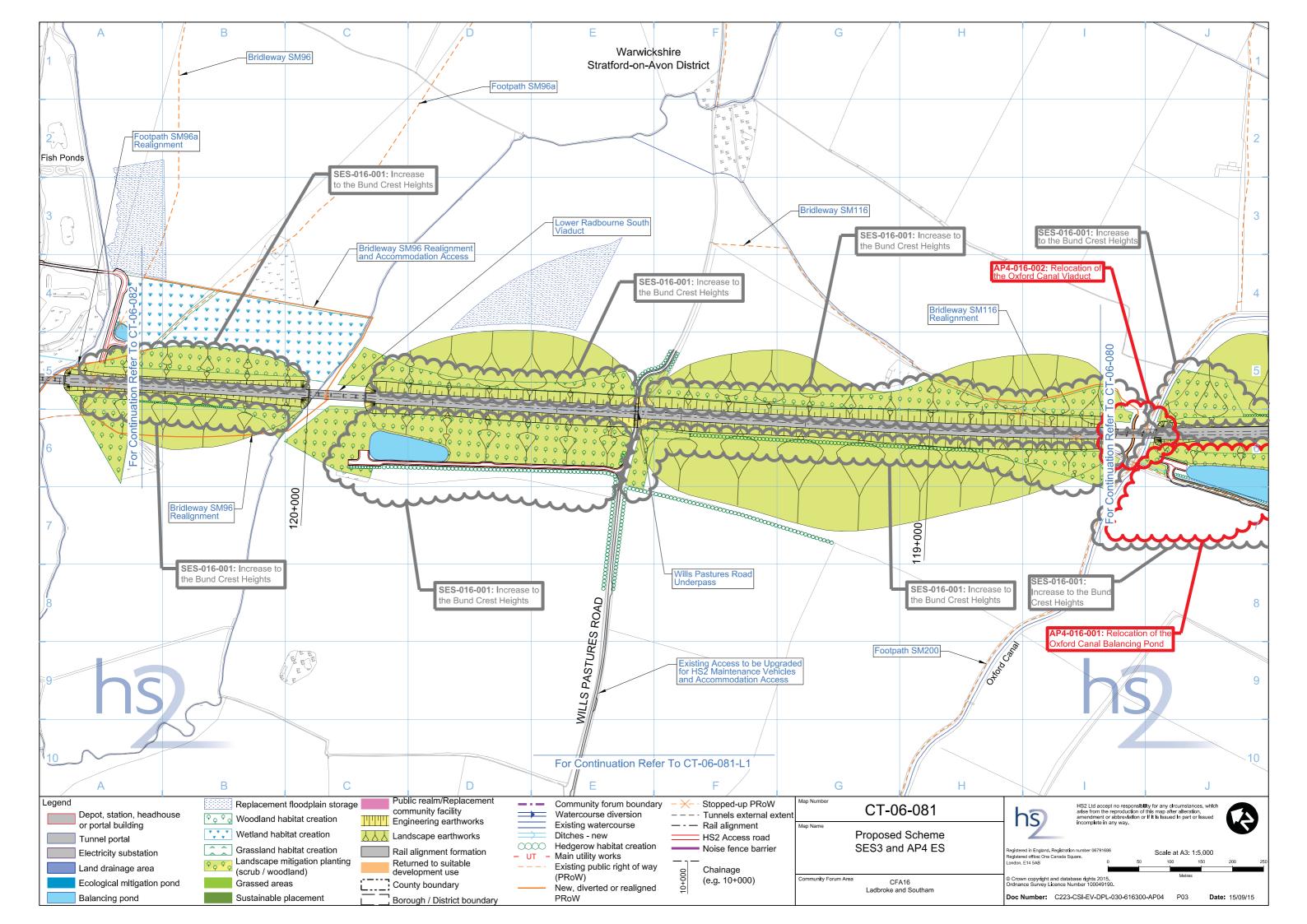


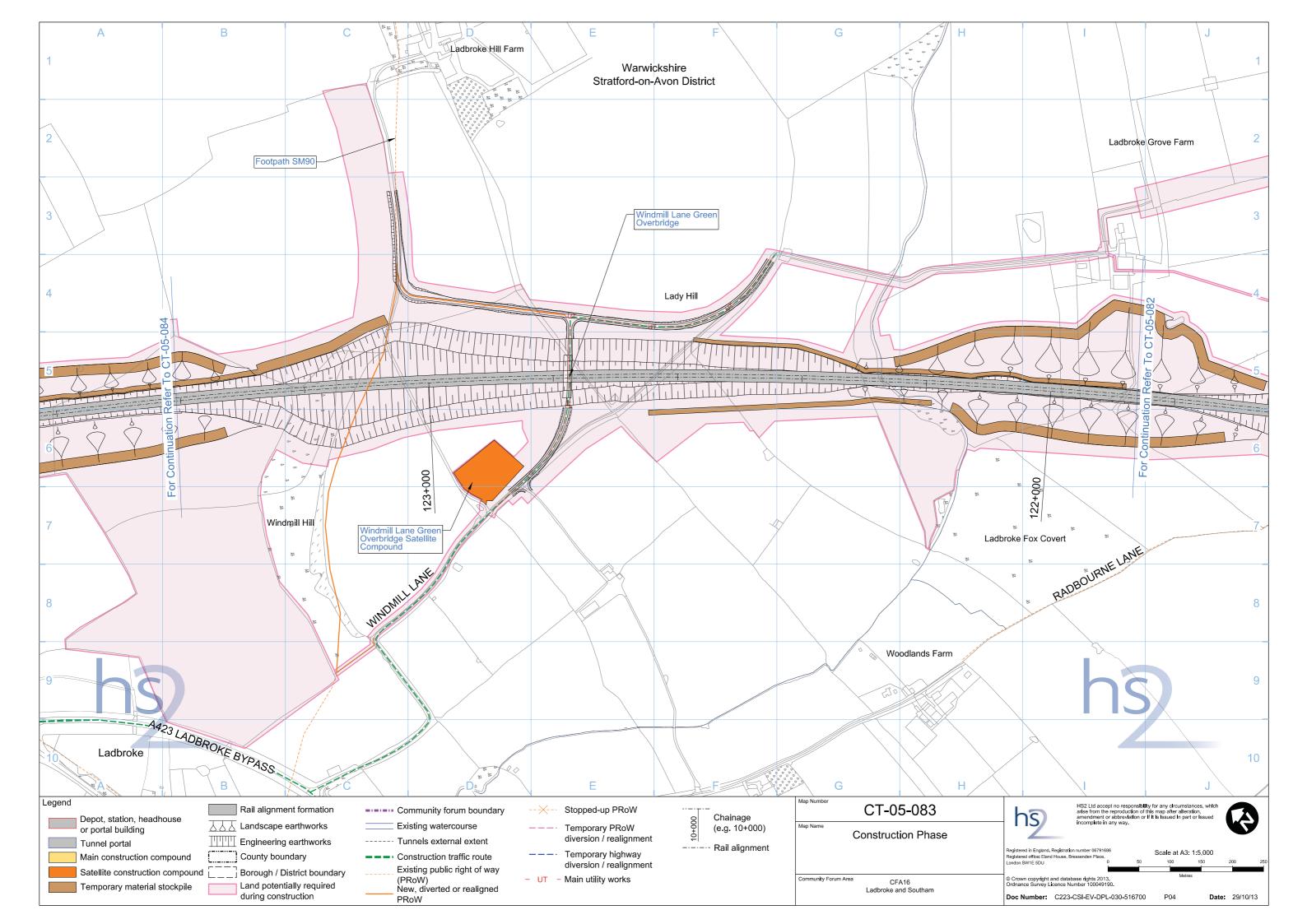


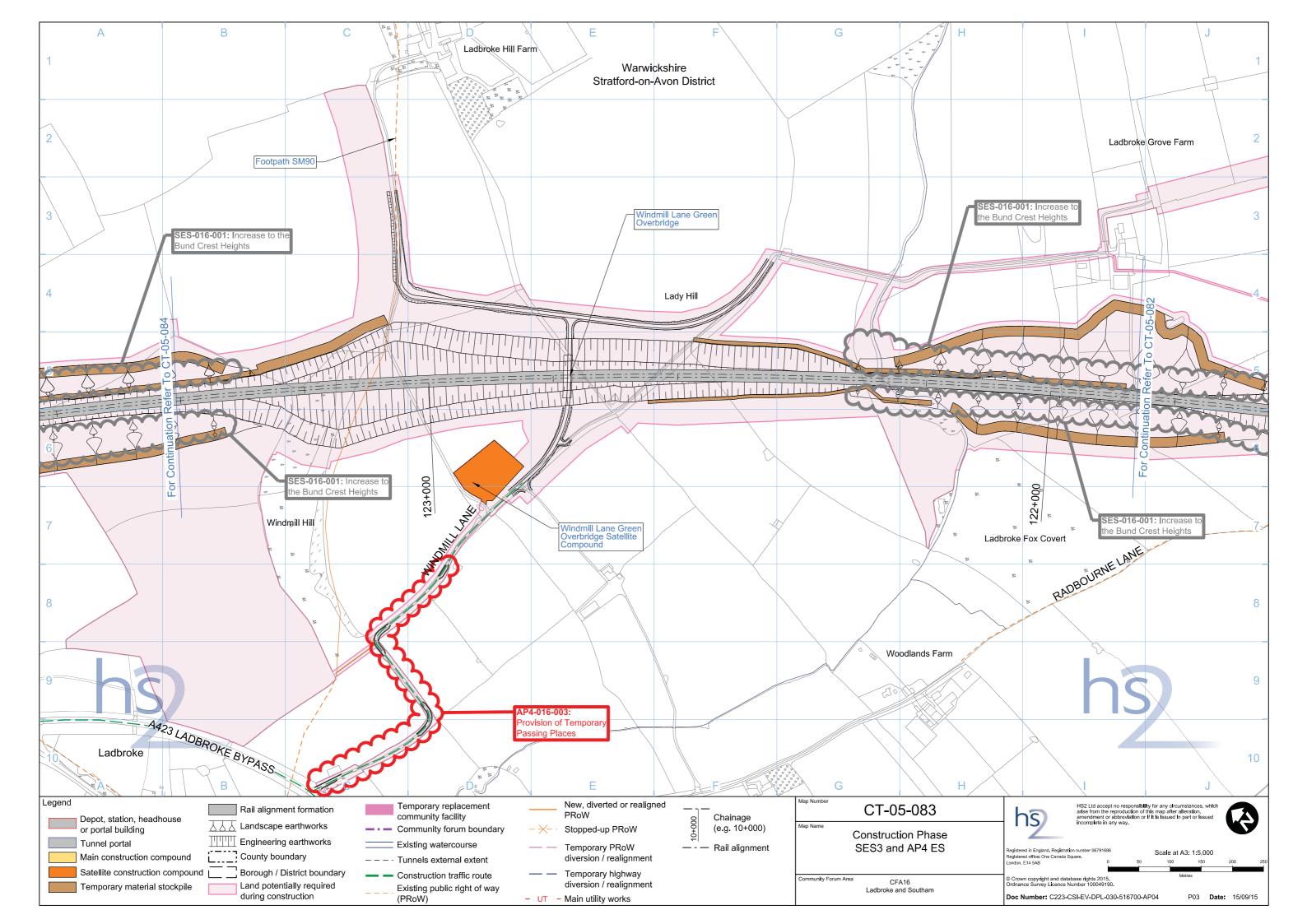


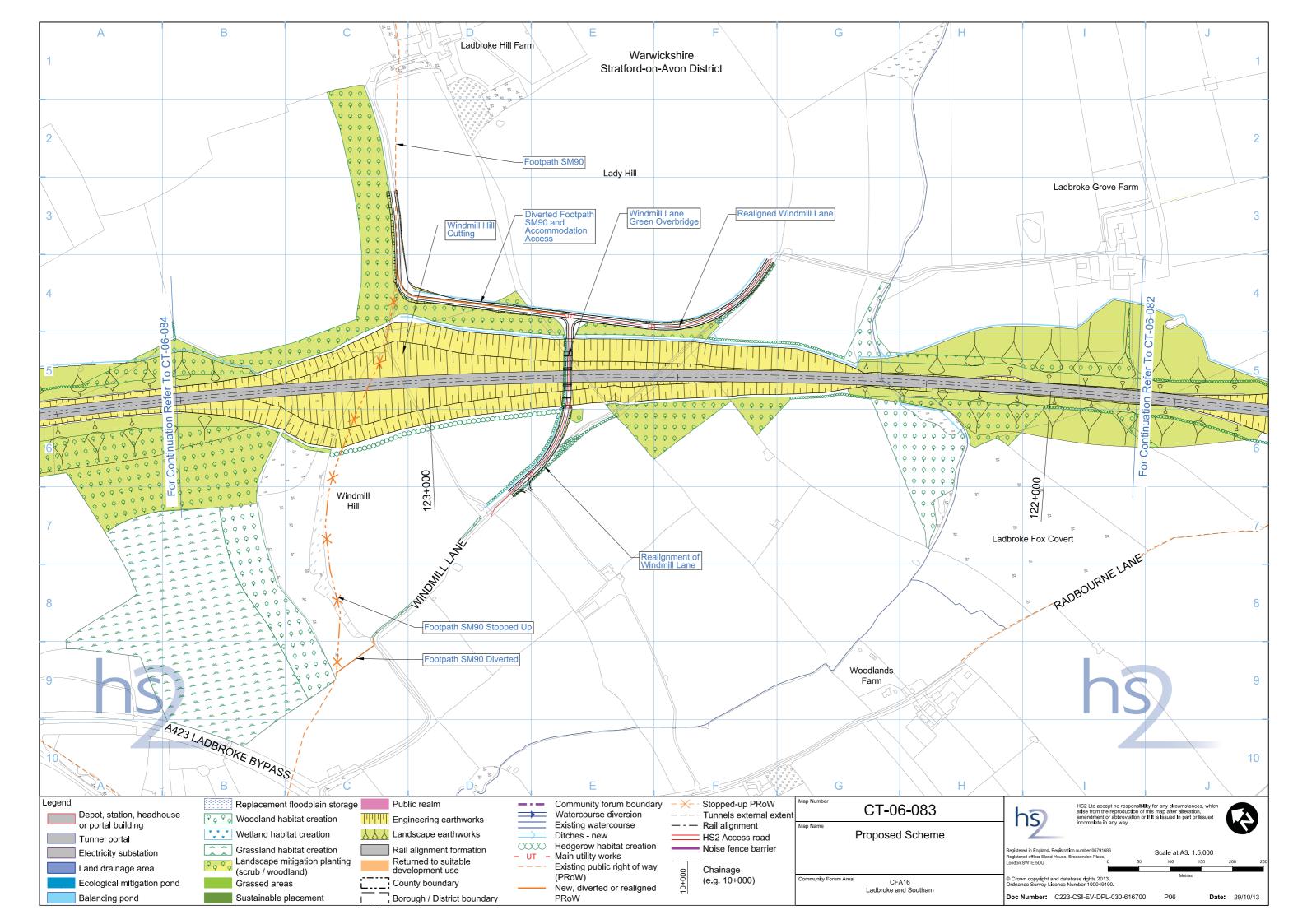


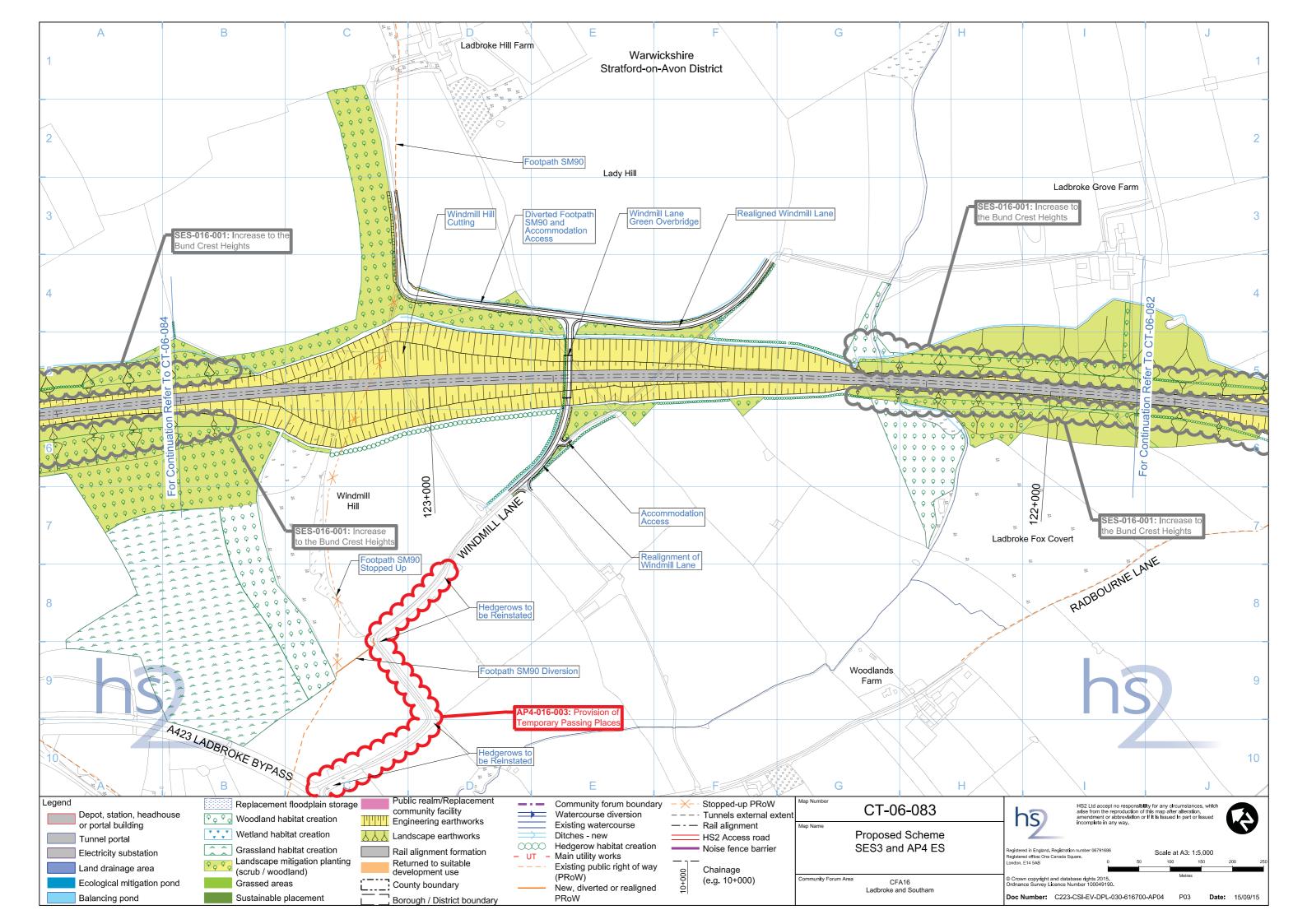


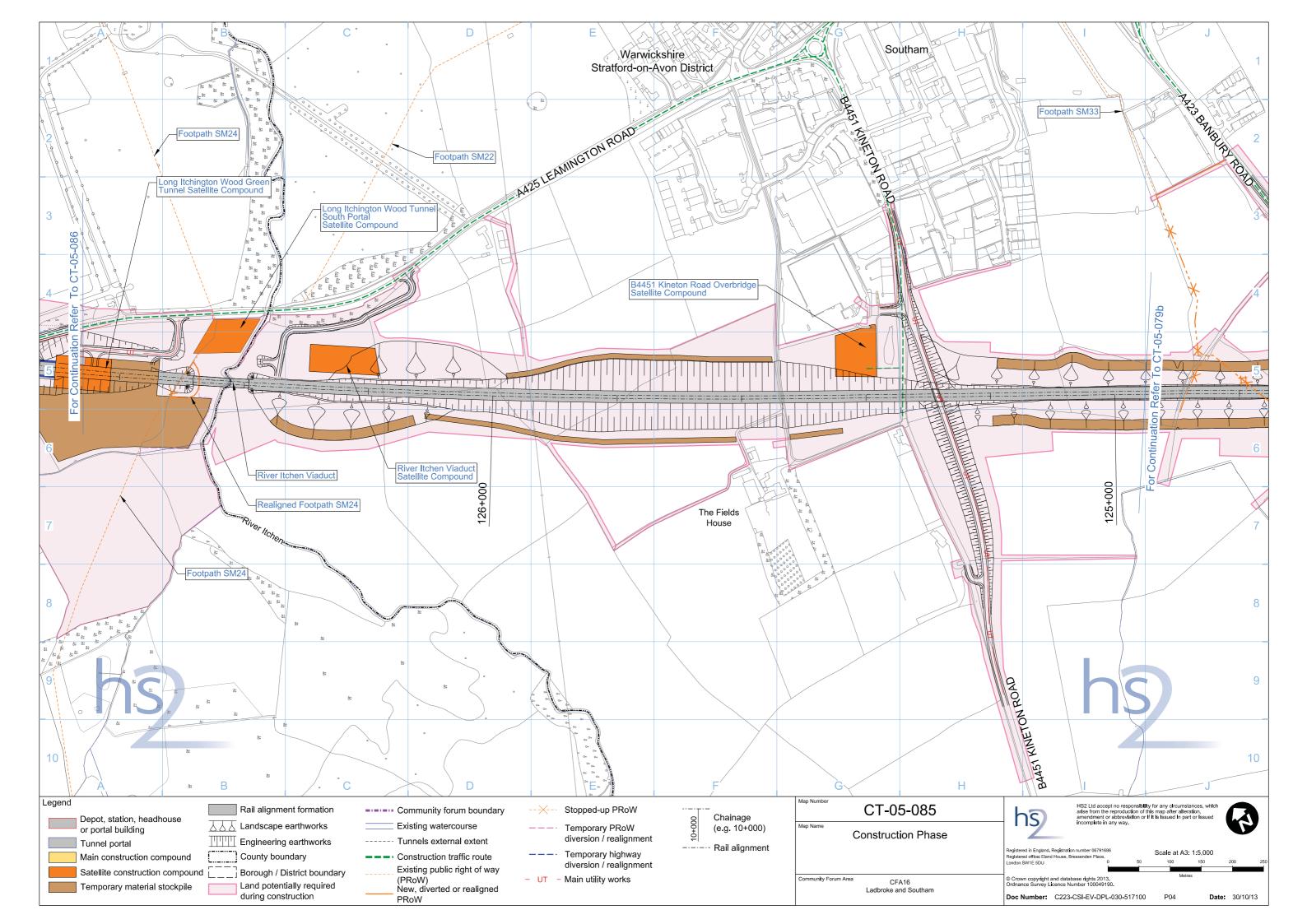


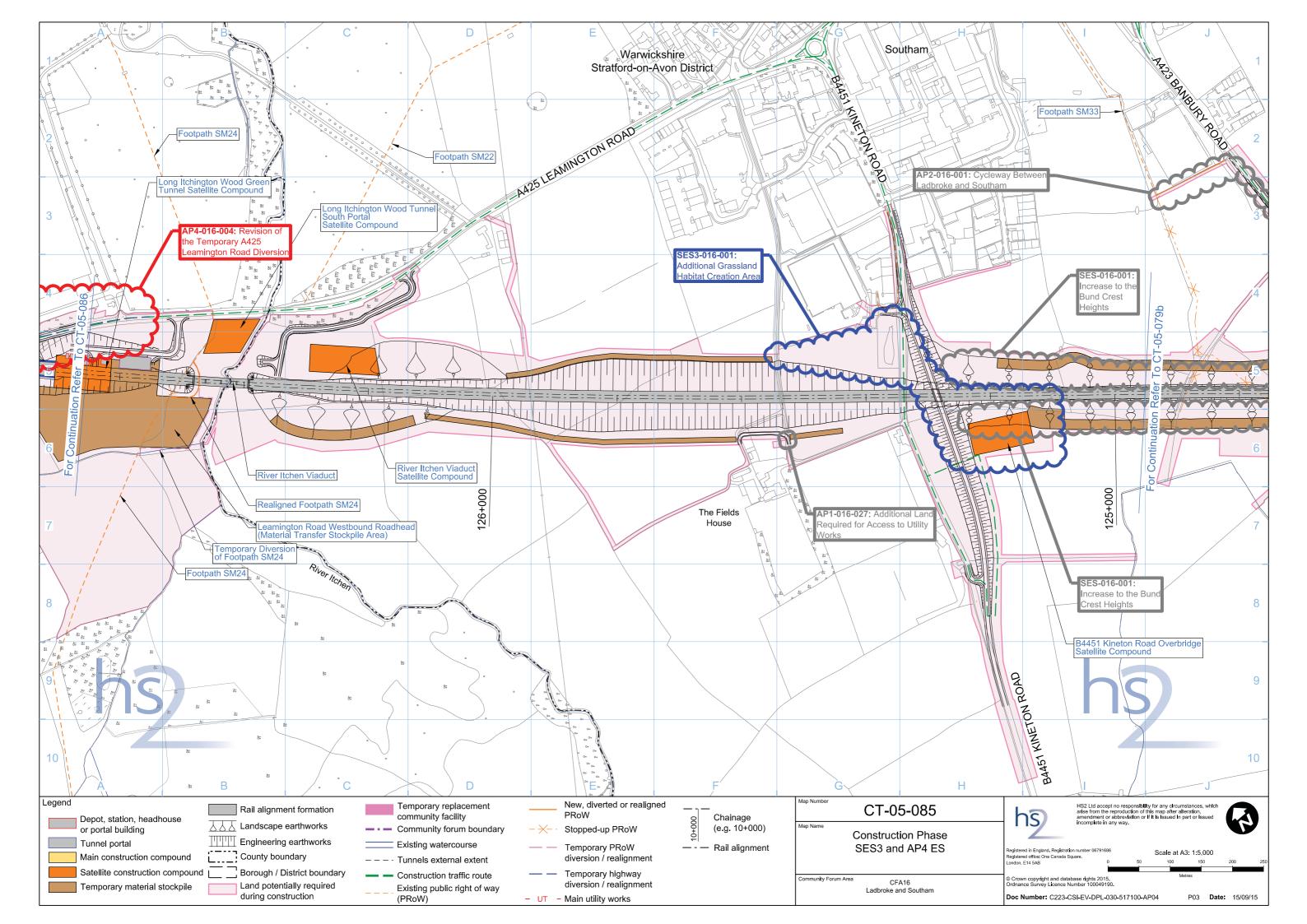


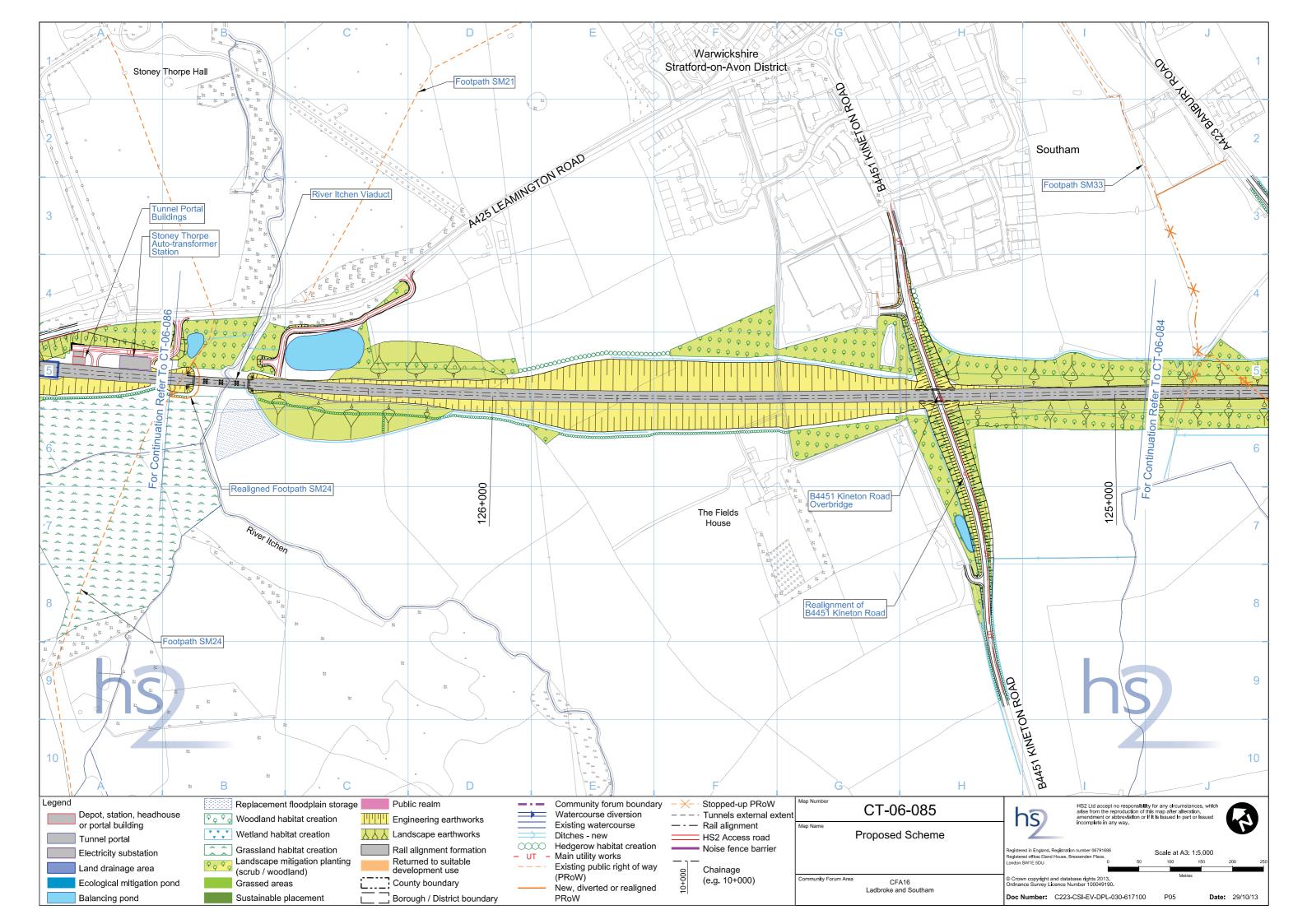


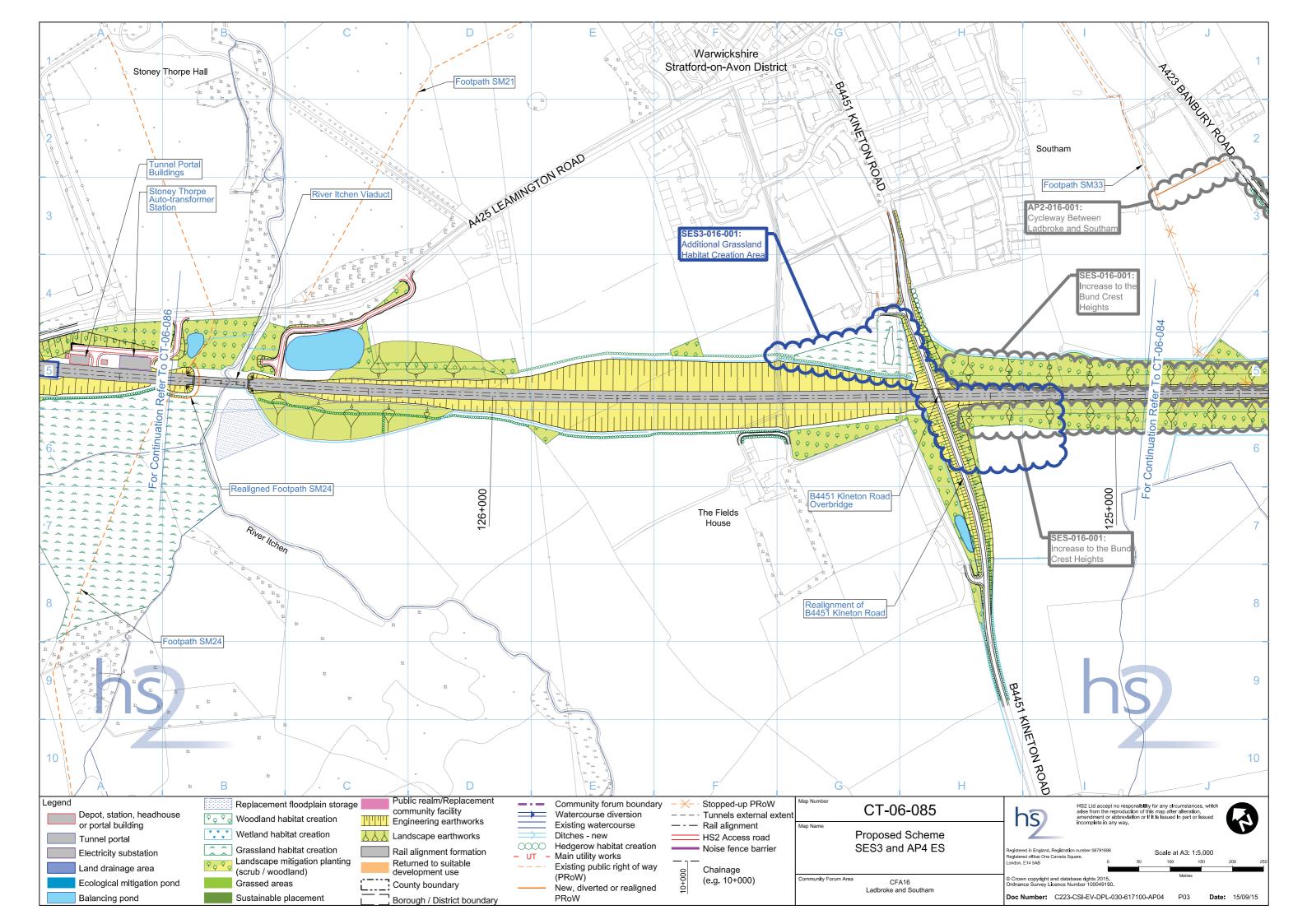


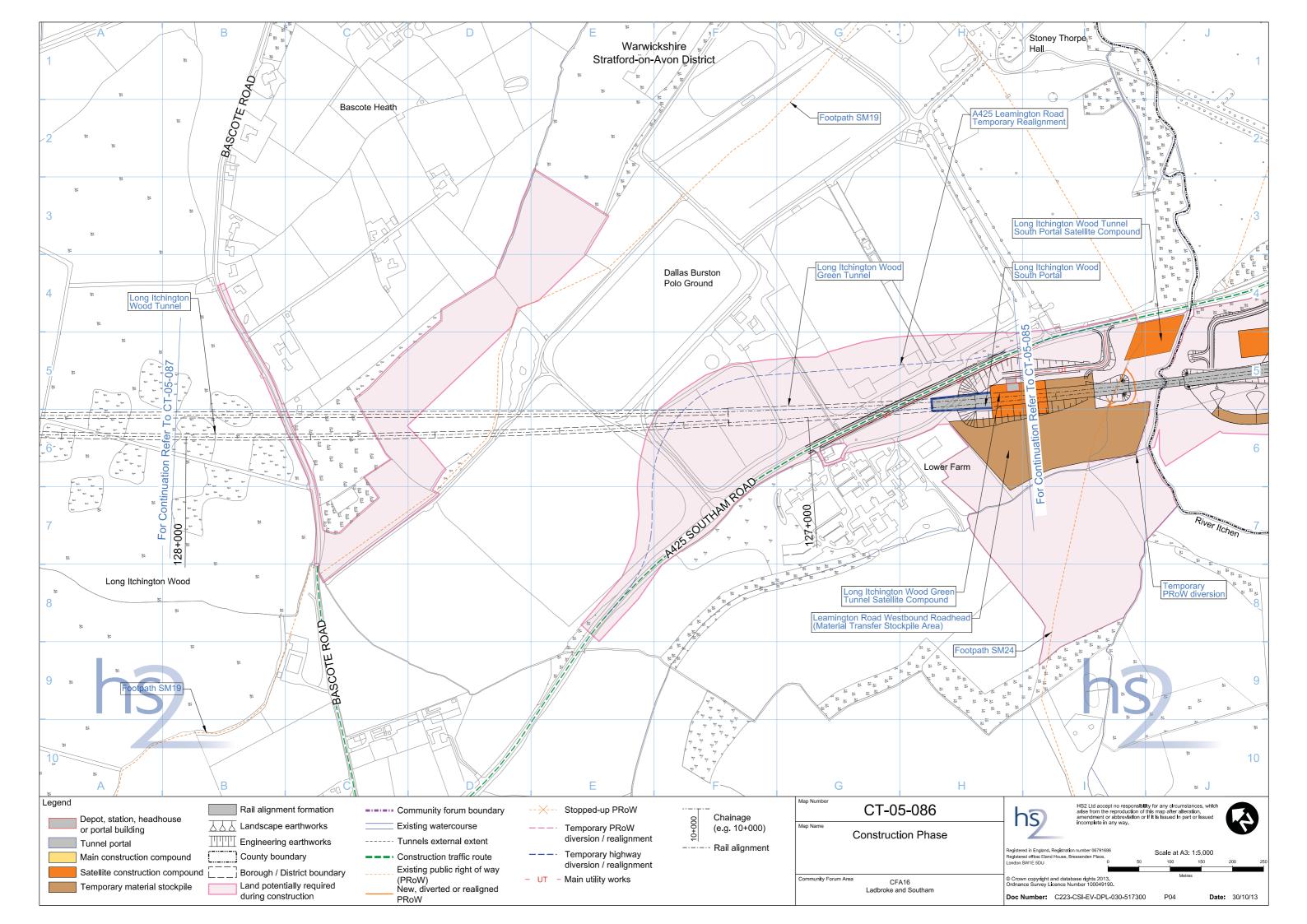


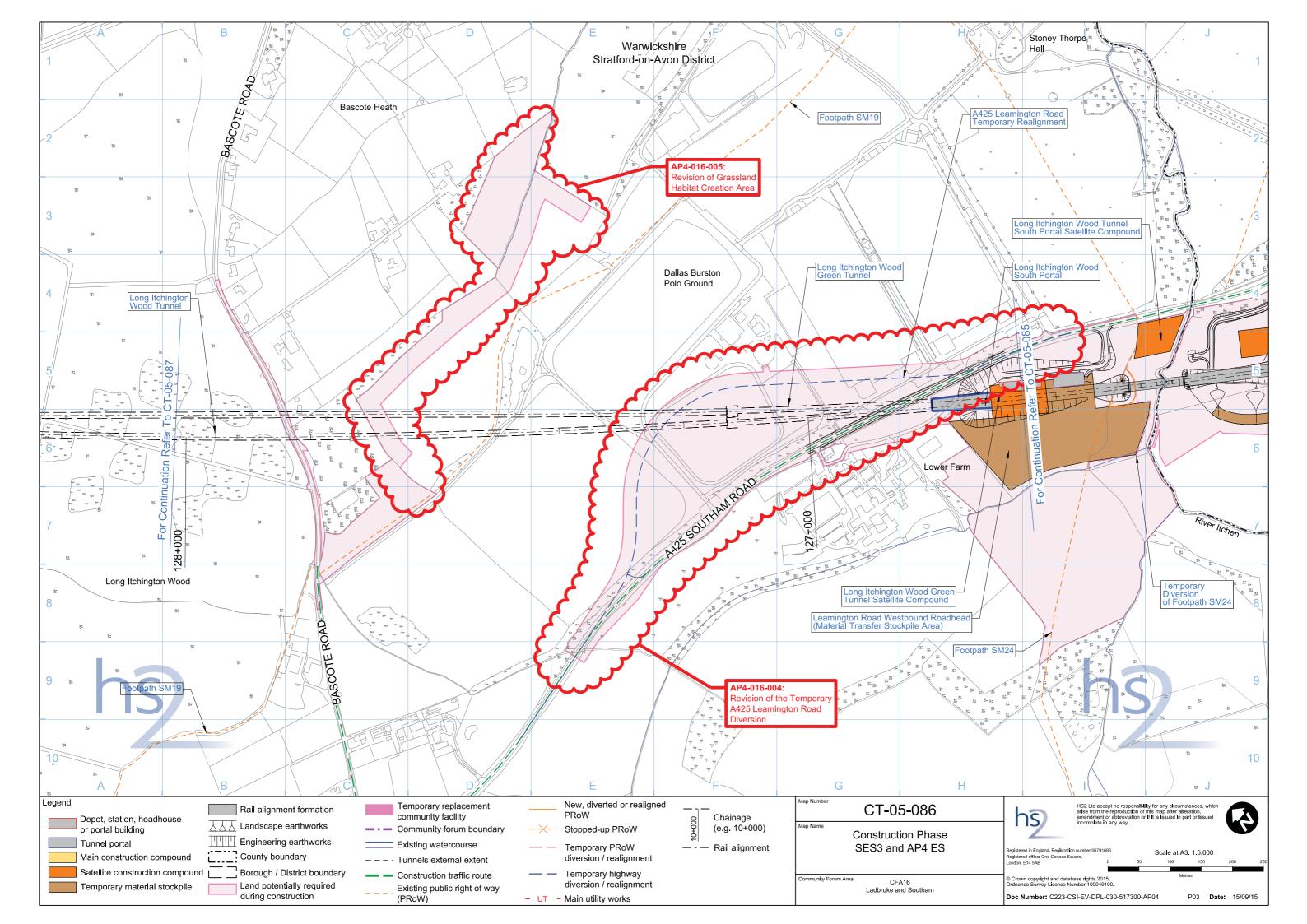


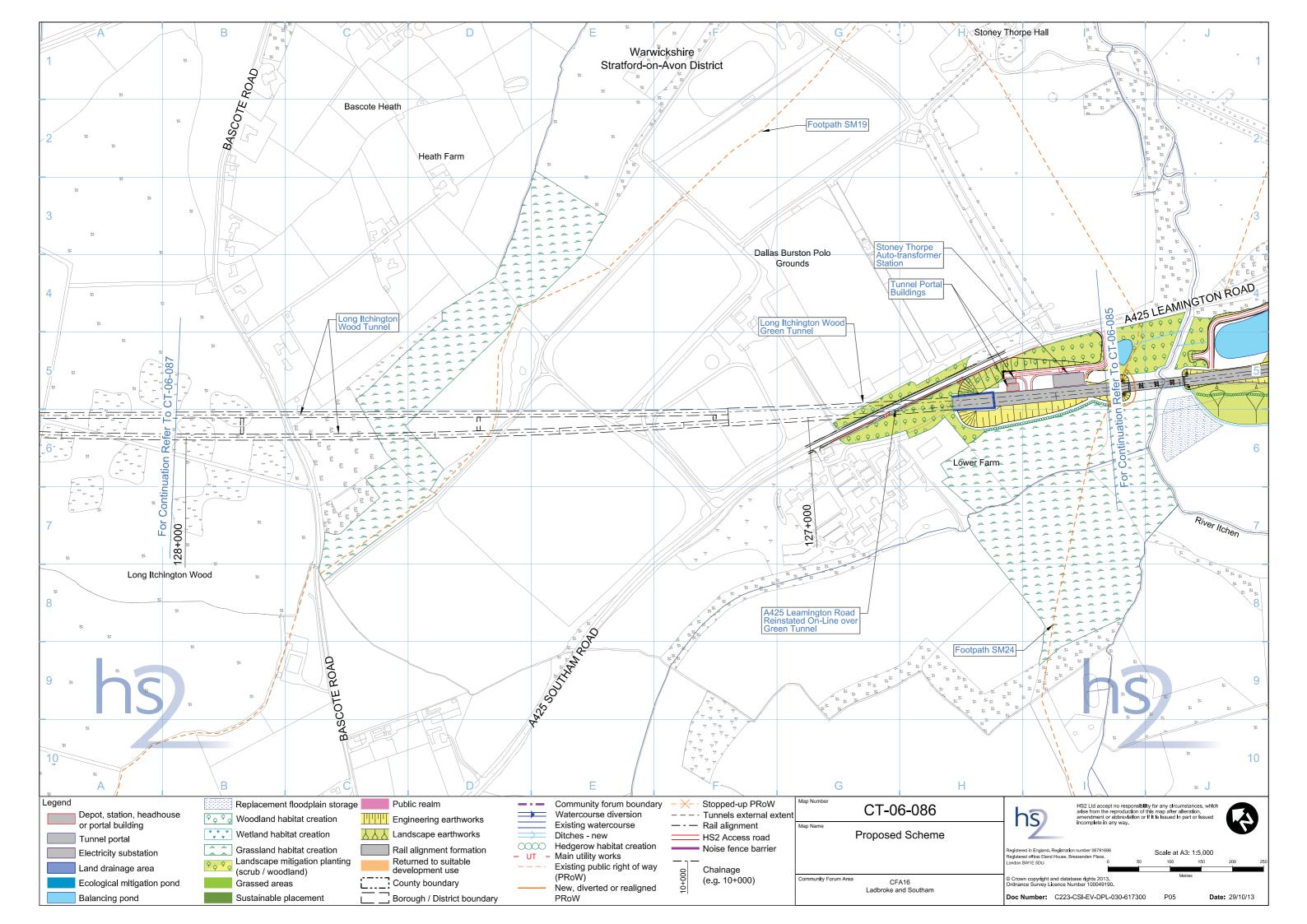


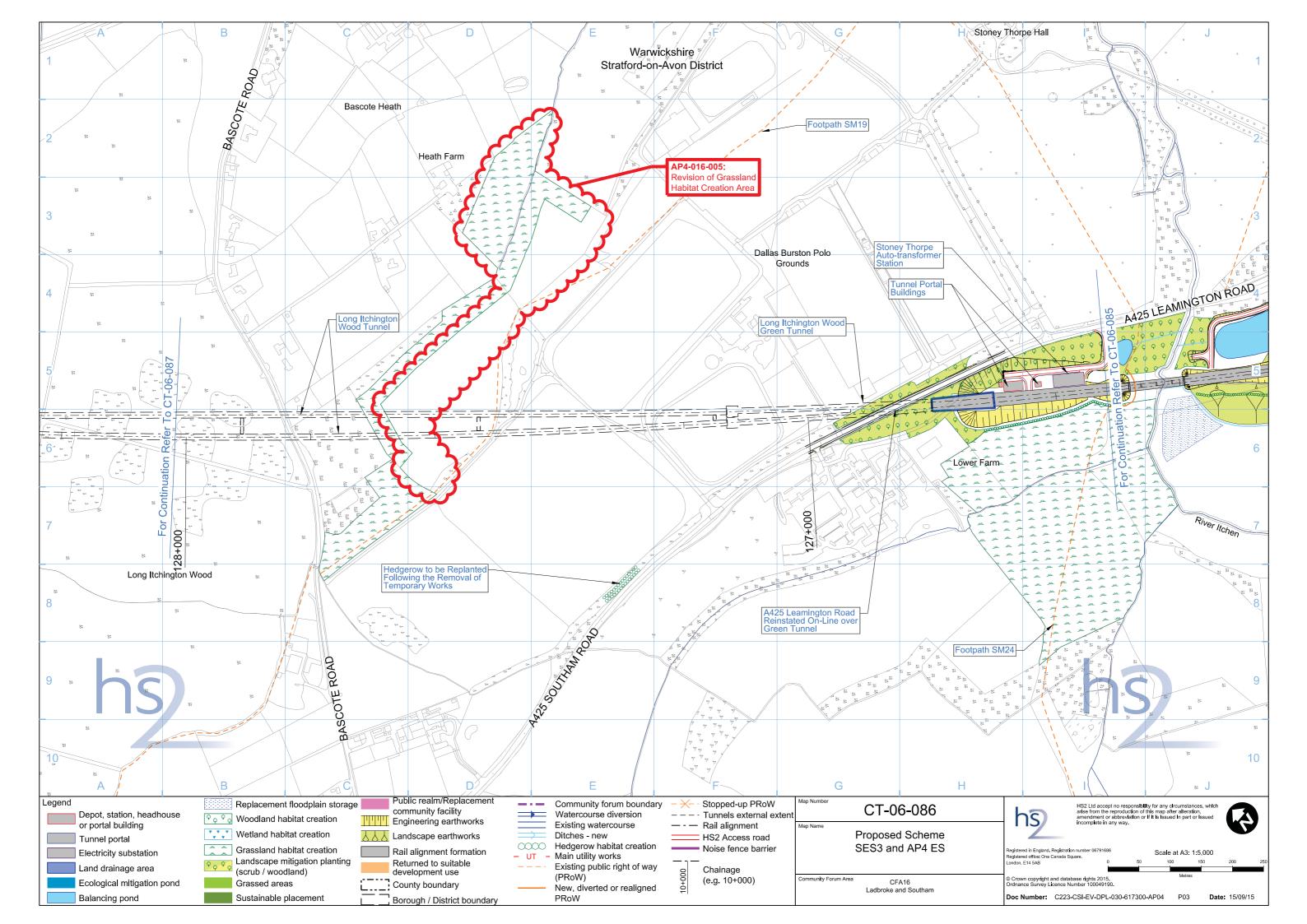


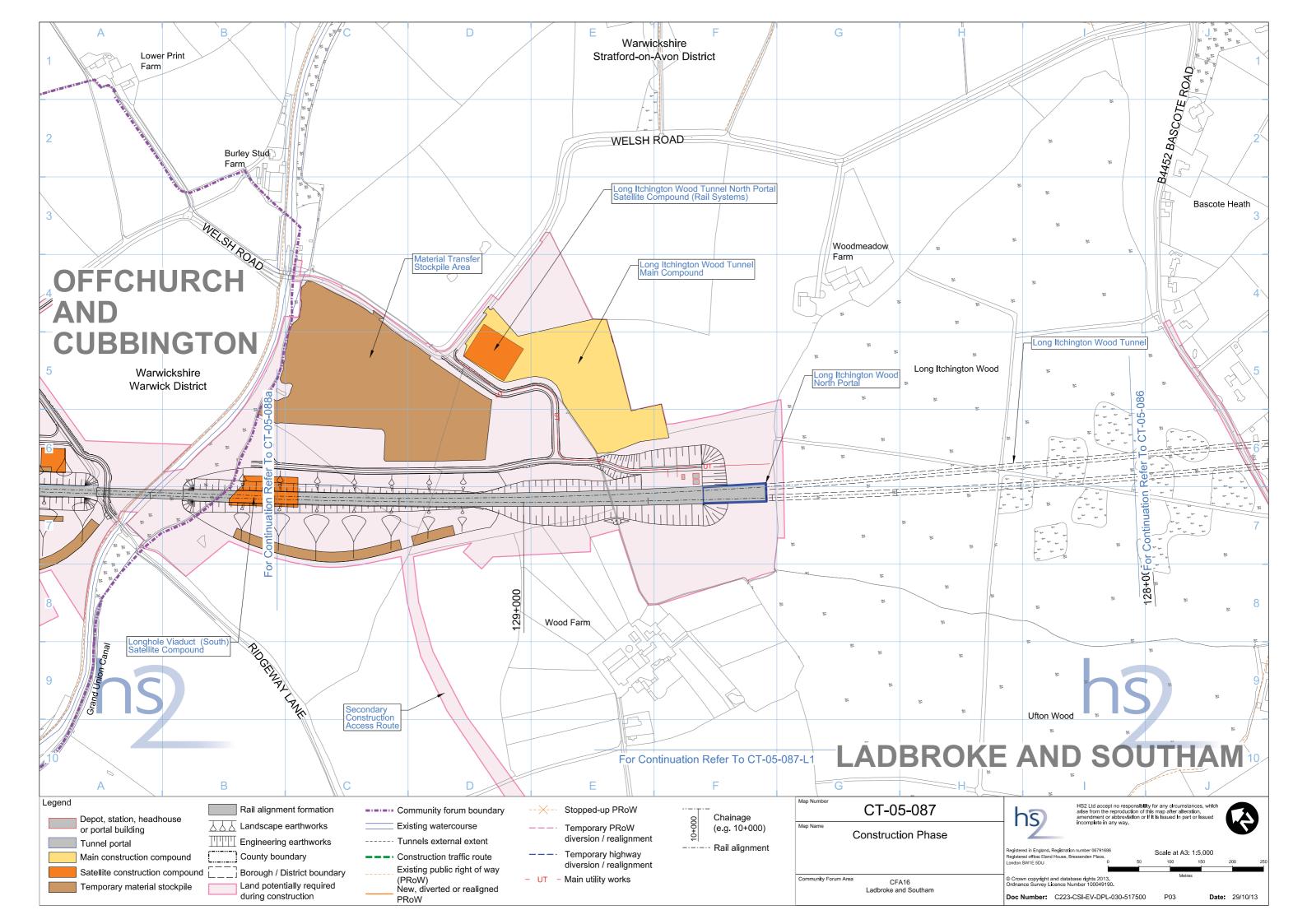


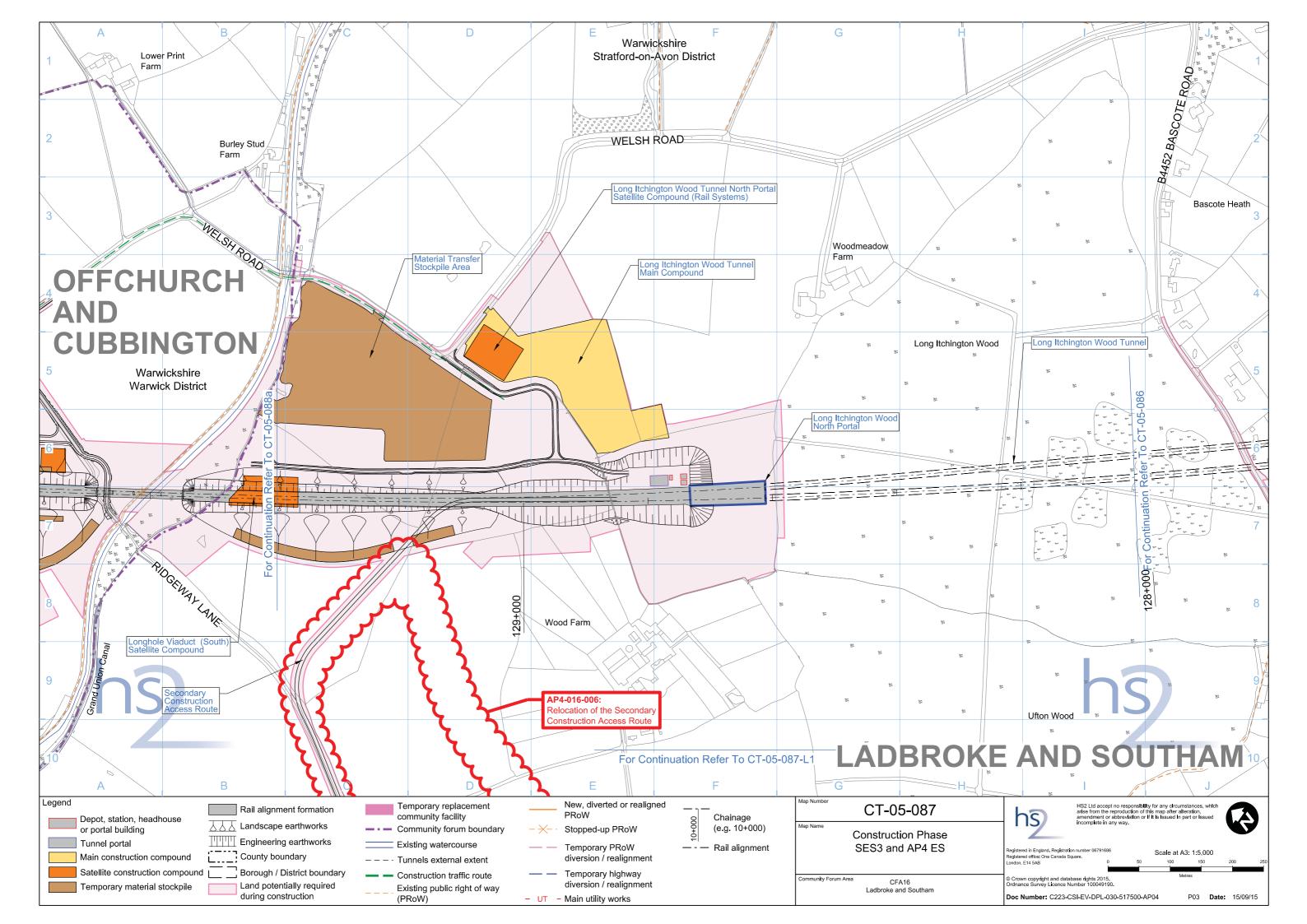


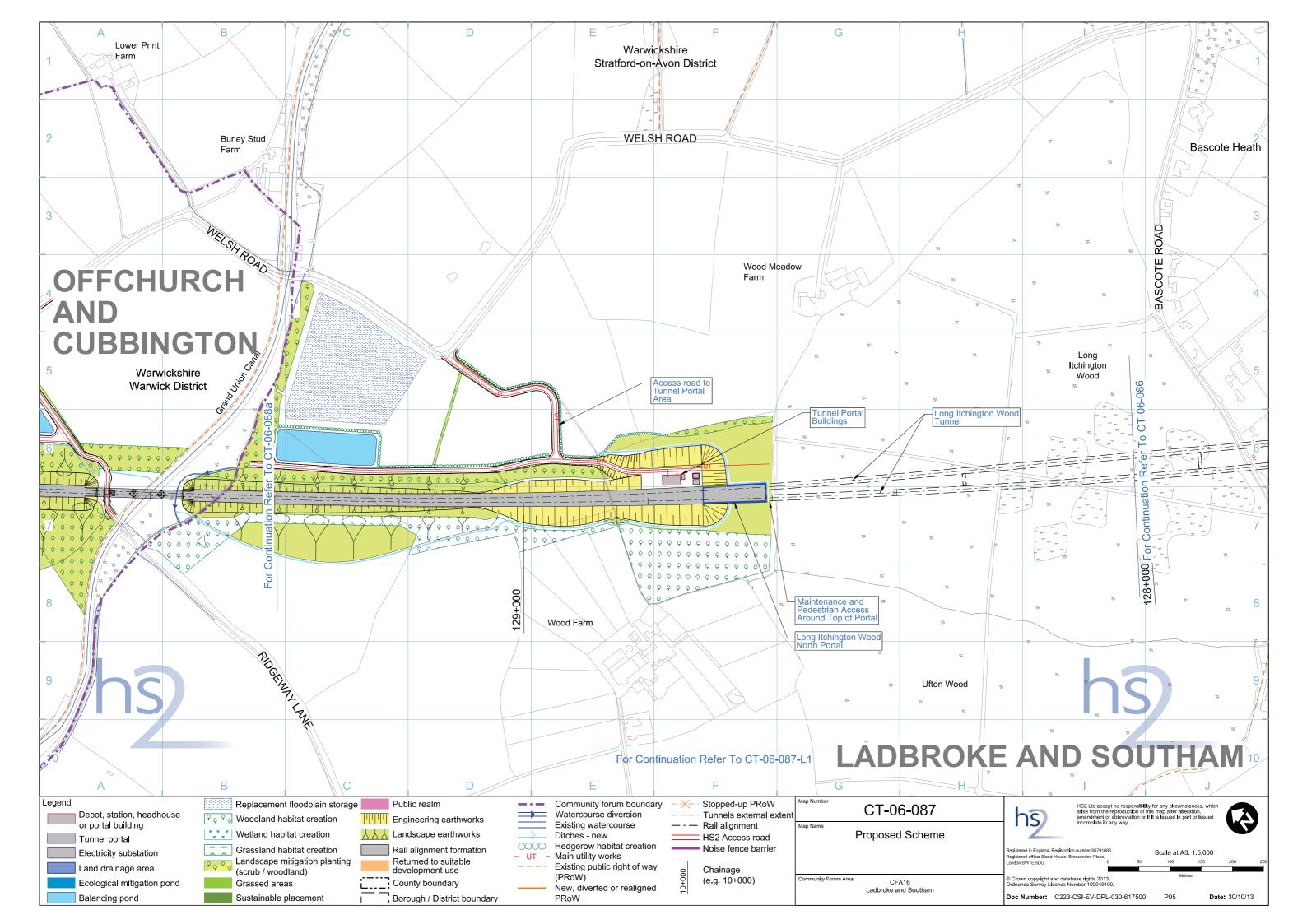


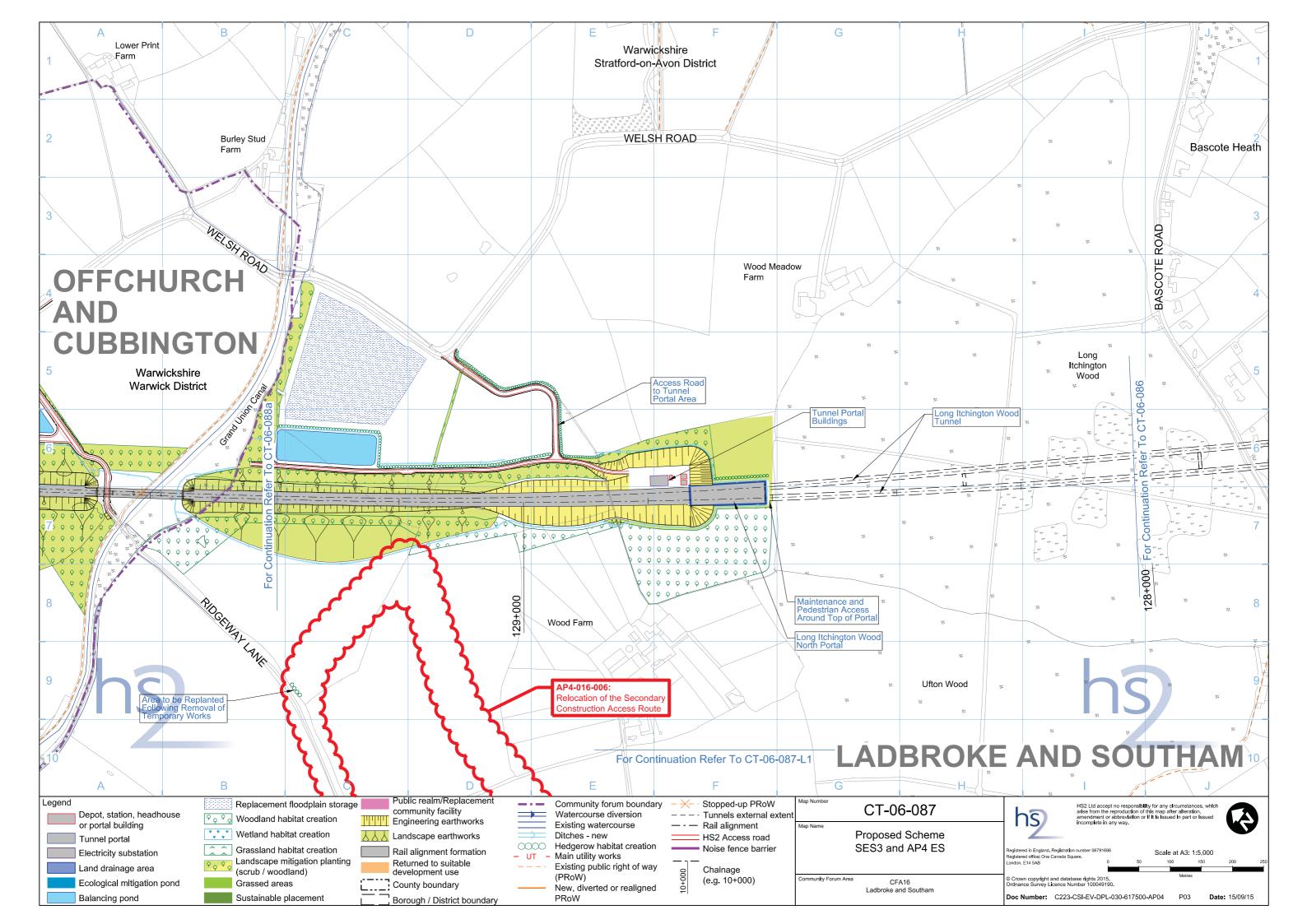


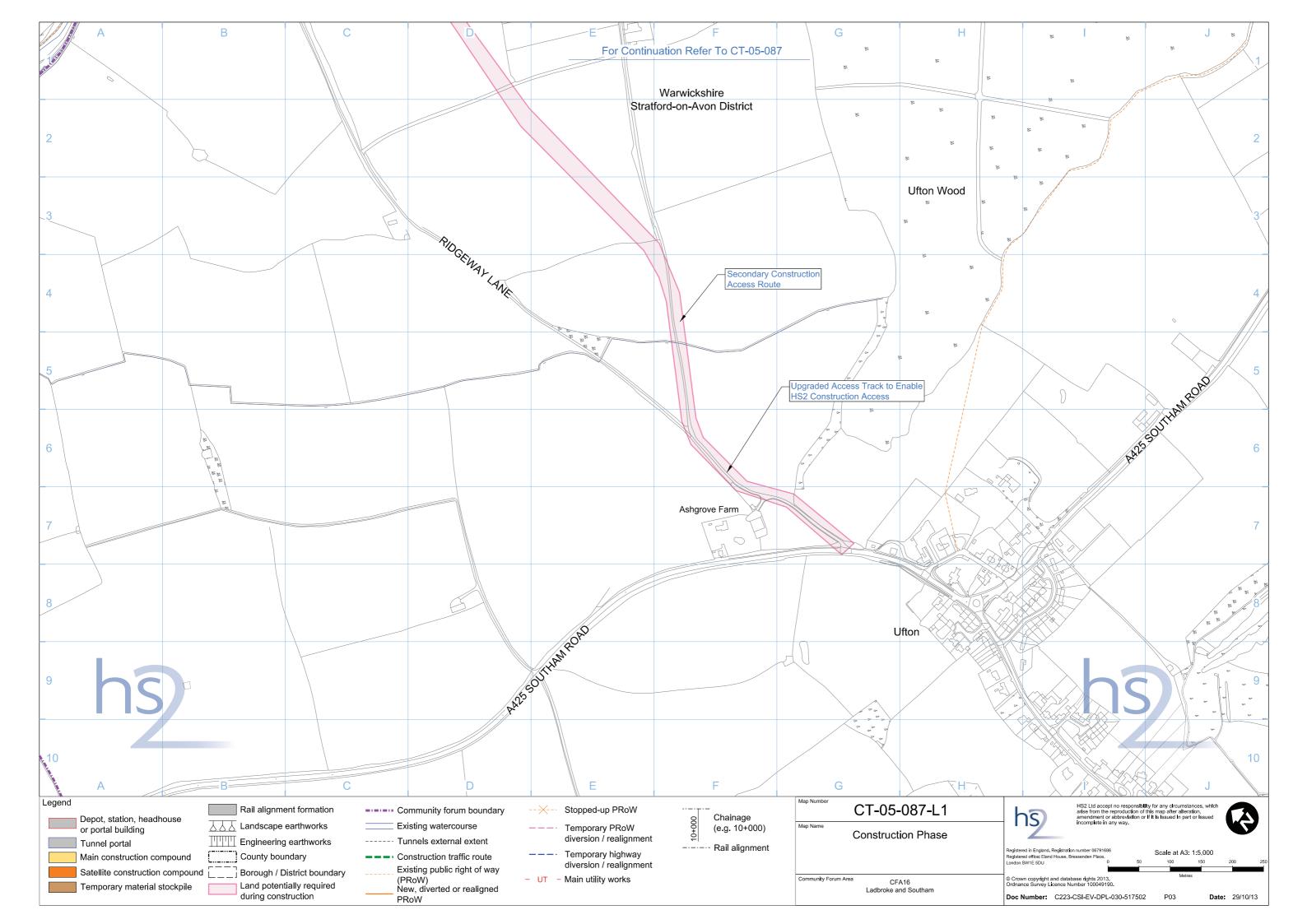


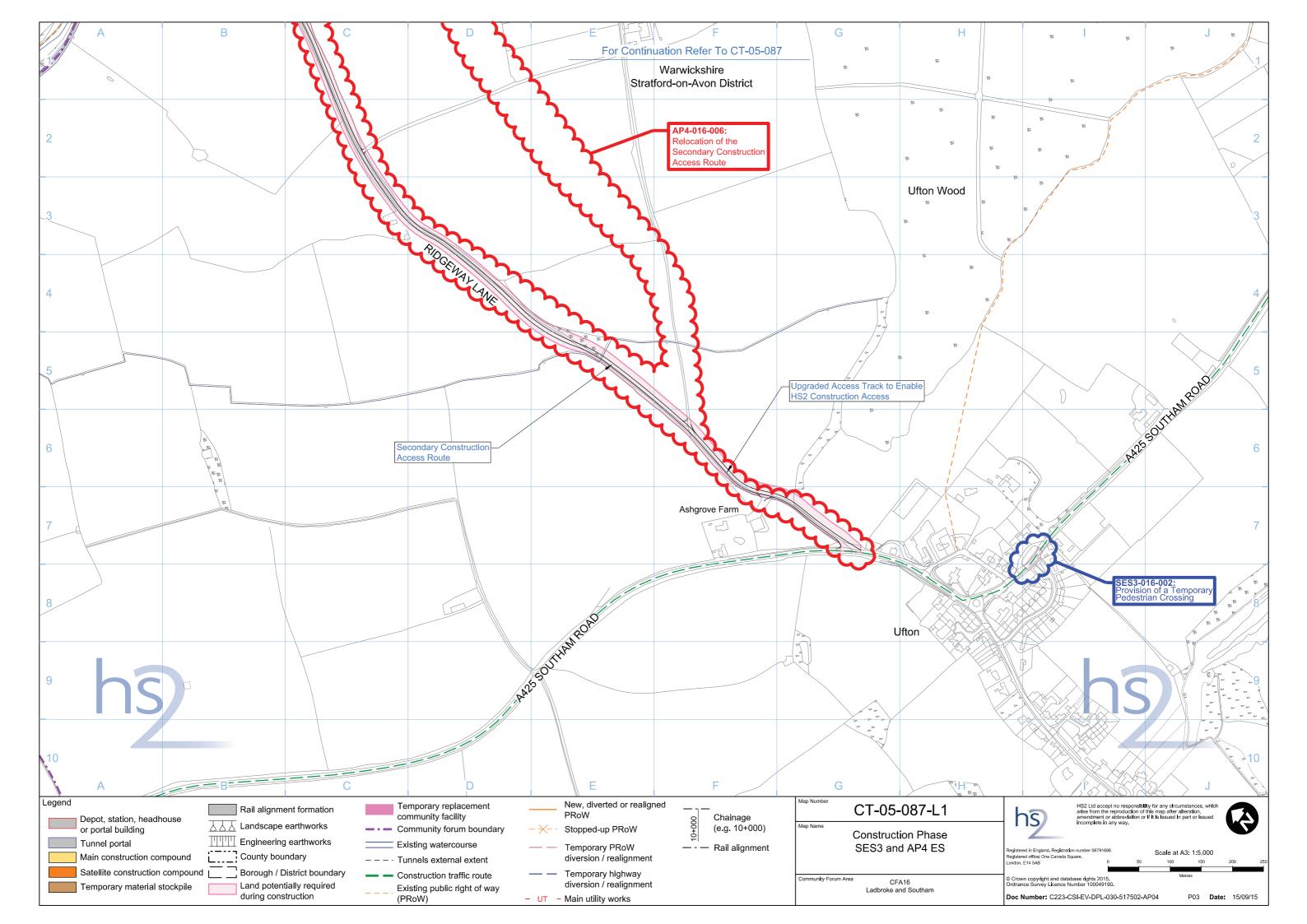


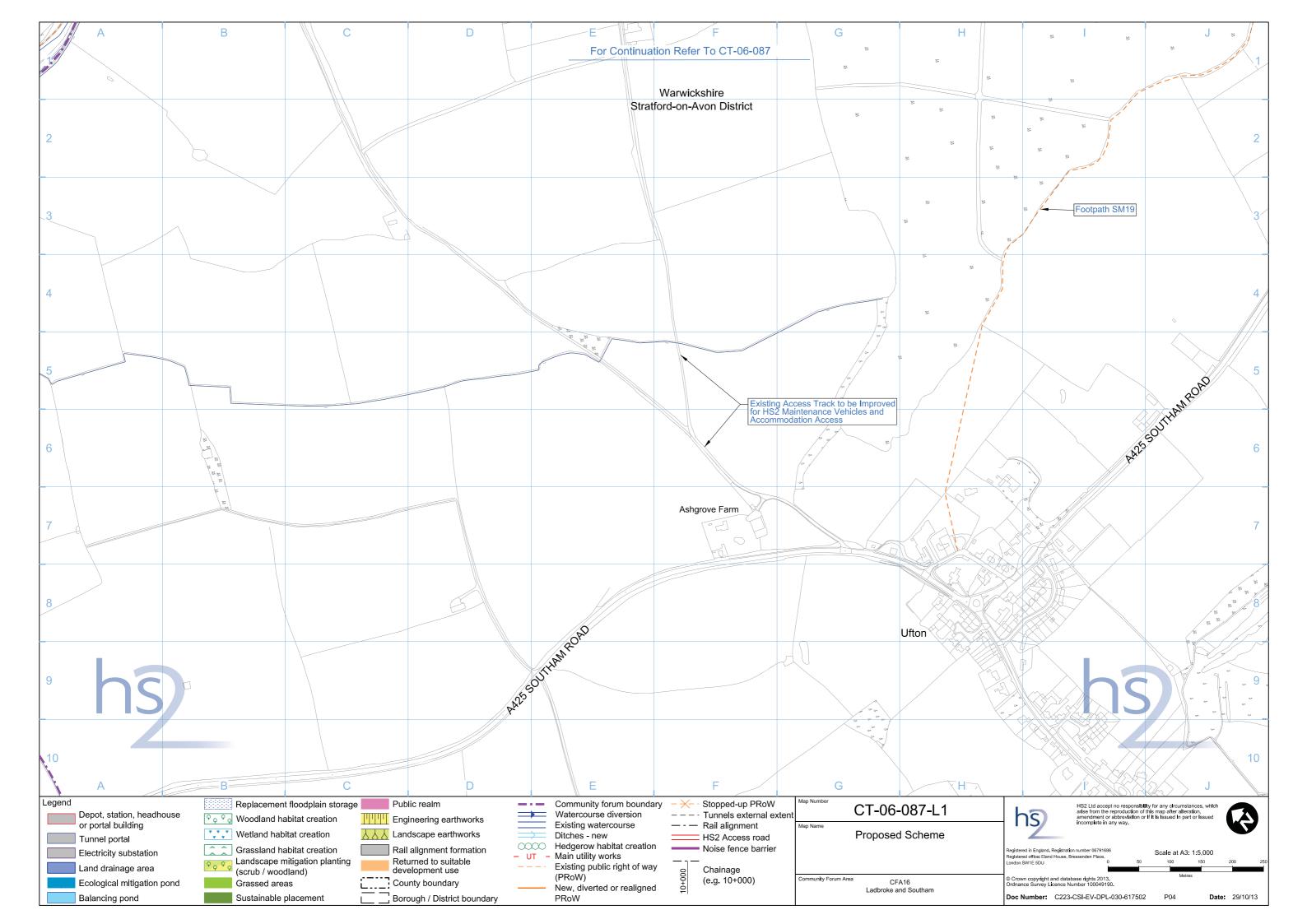


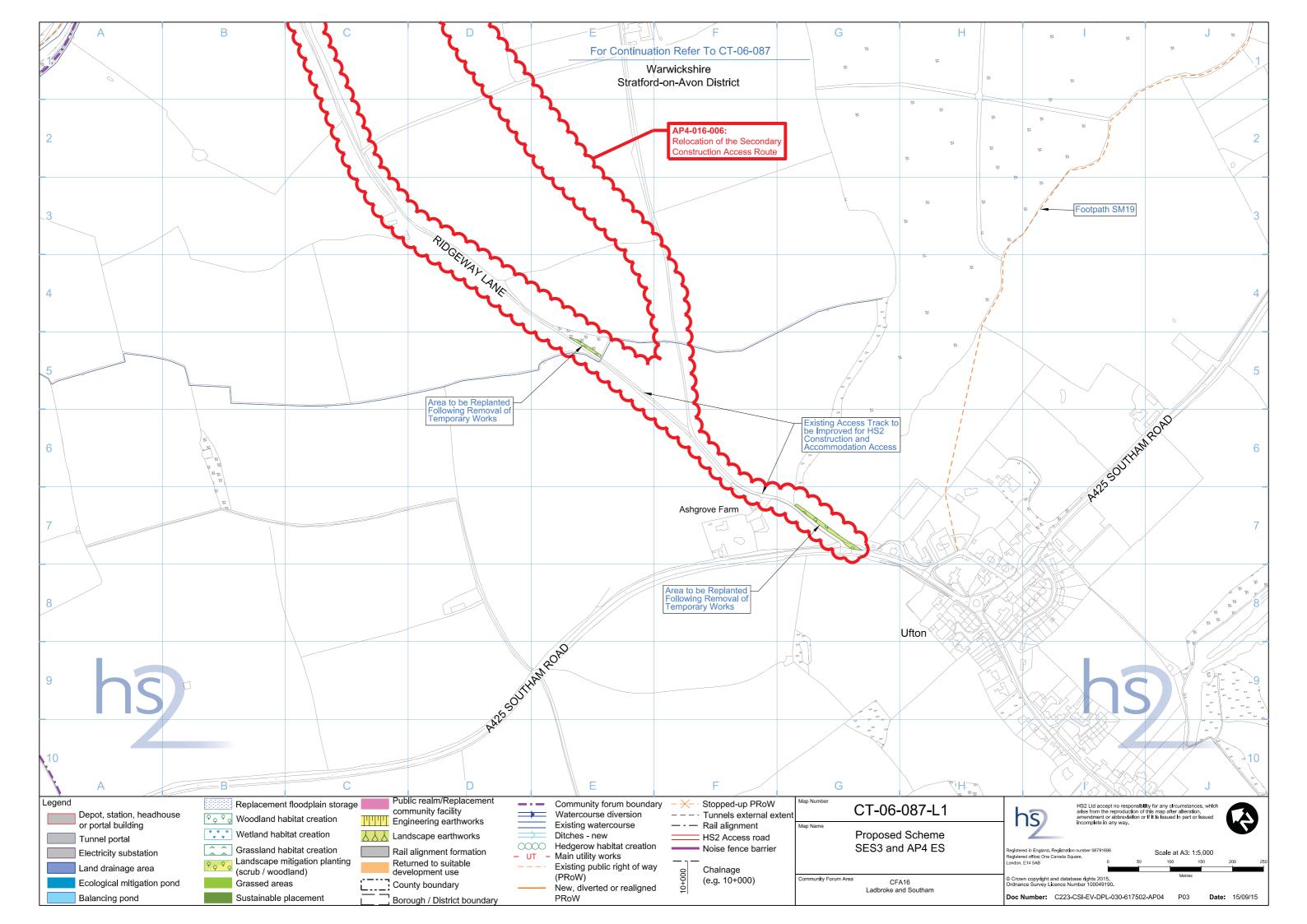


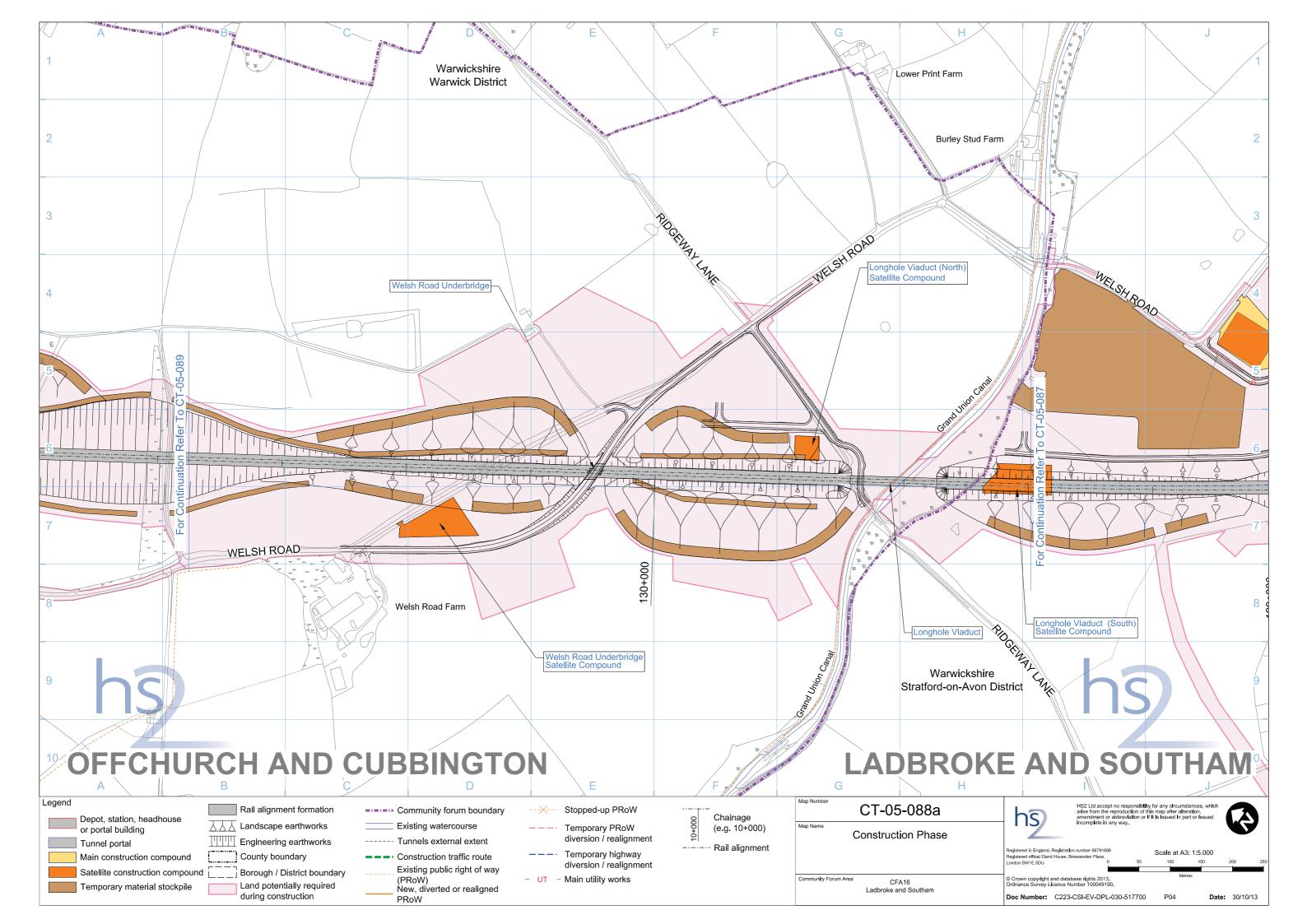


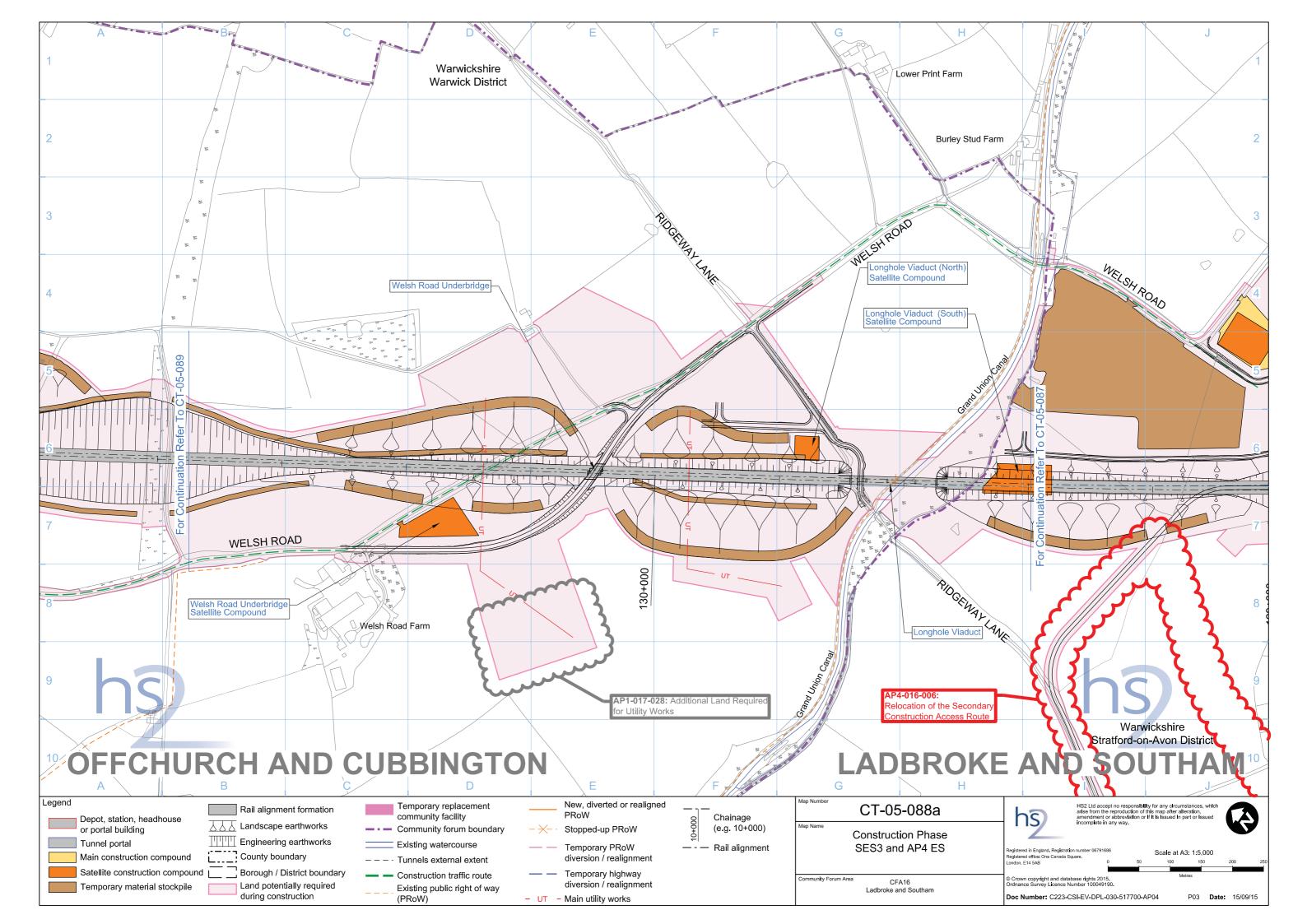


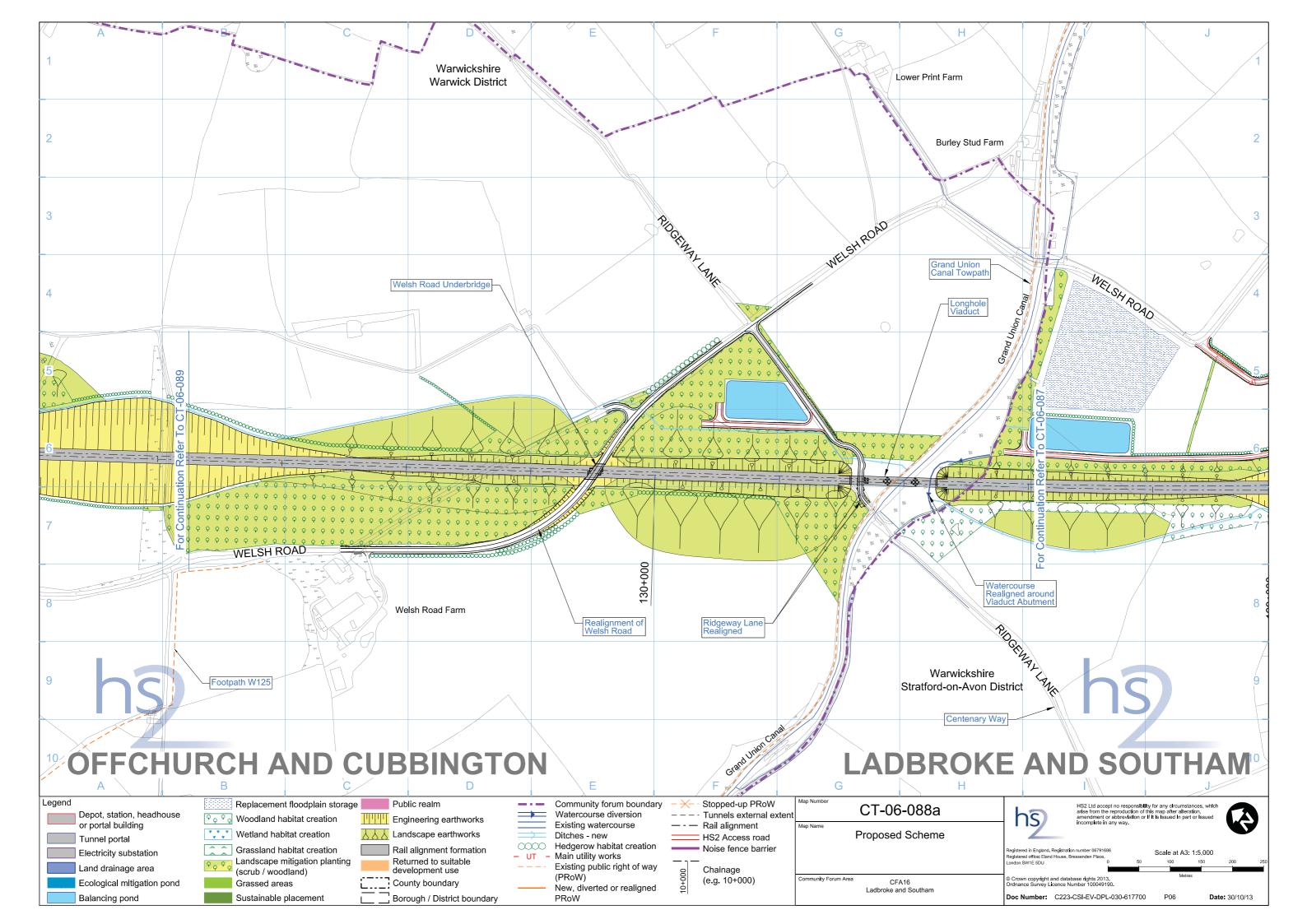


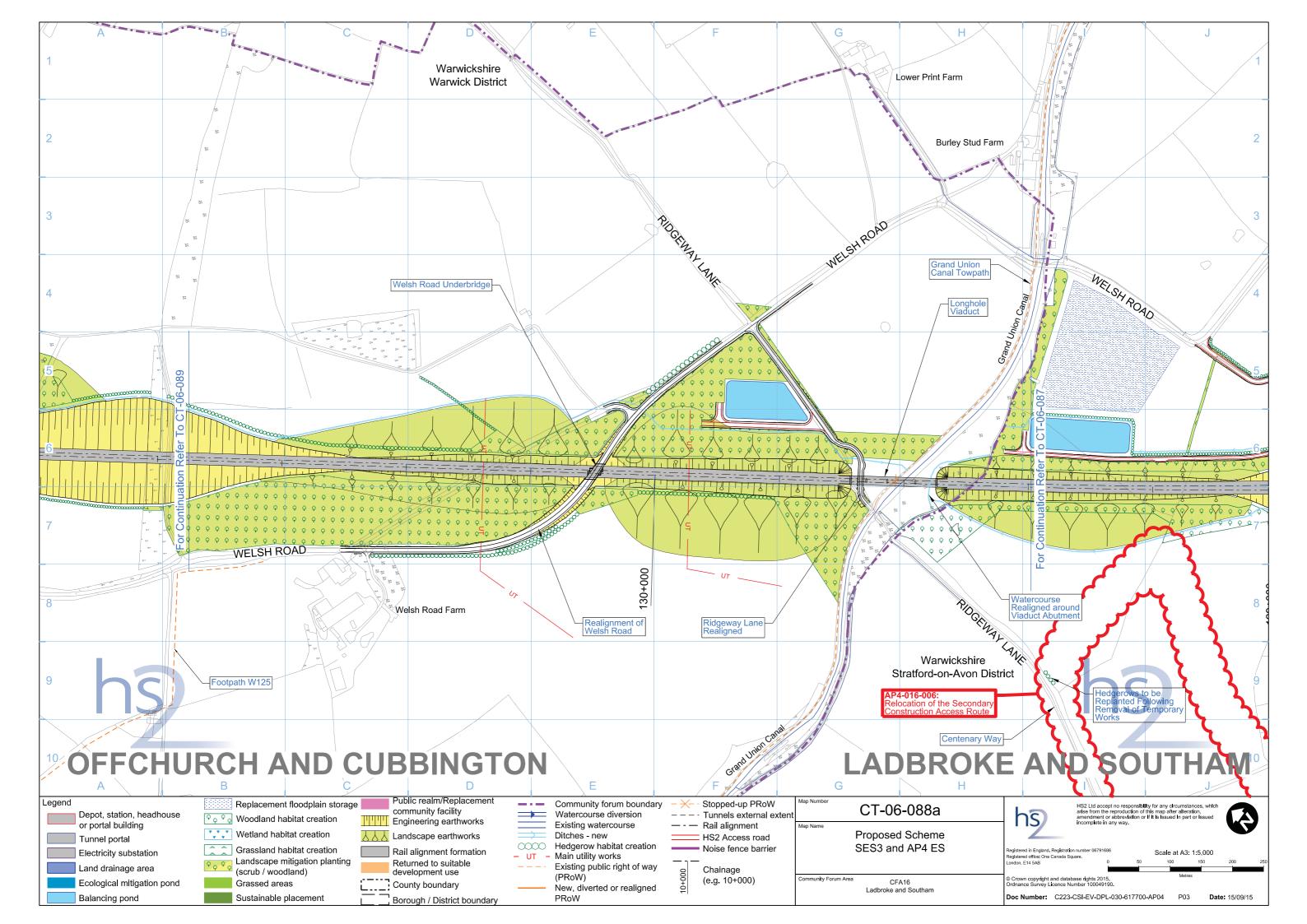


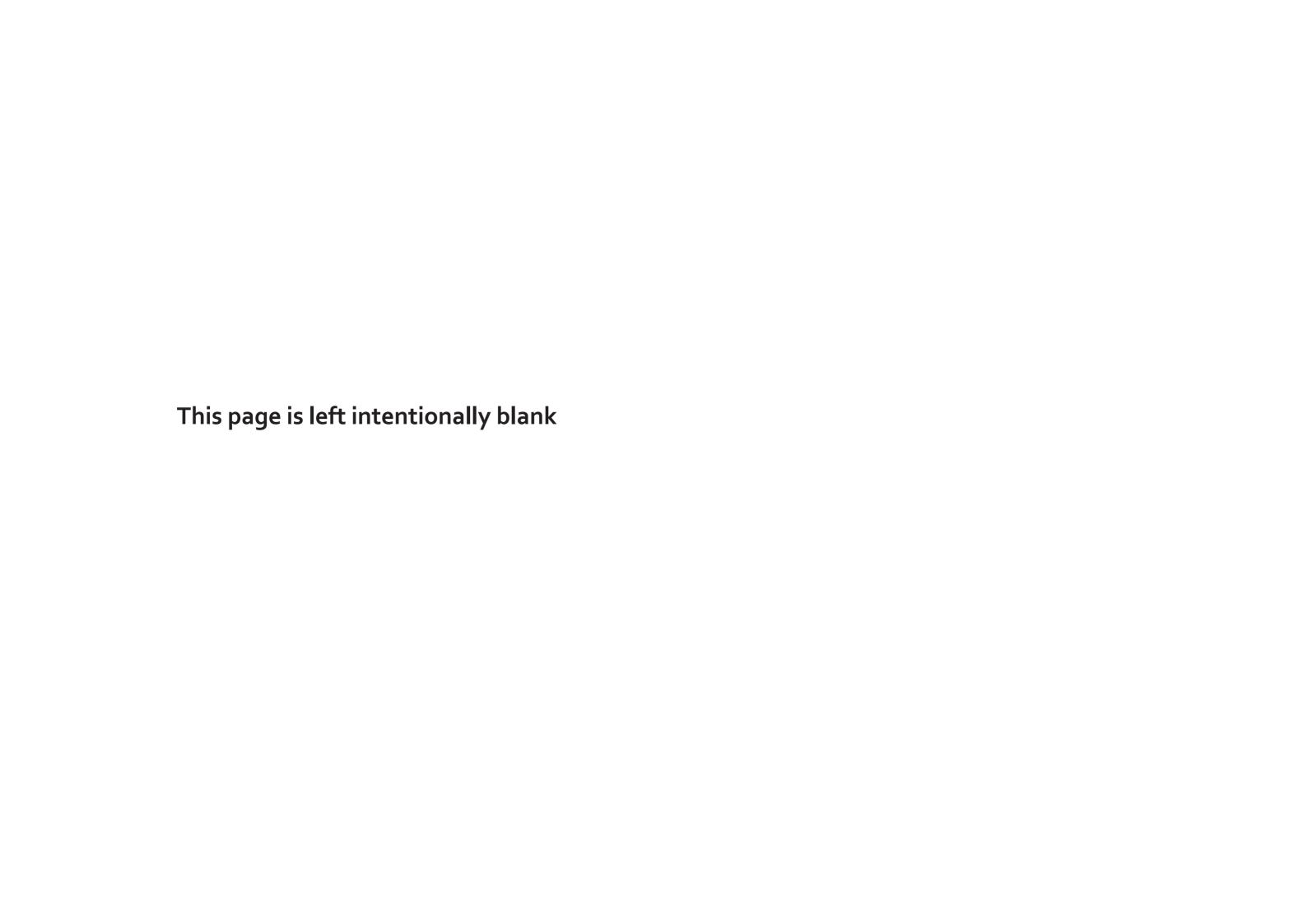














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