

Declarations of Interest

Any Member attending the meeting is reminded of the requirement to declare if he/she has a personal interest in any item of business, as defined in the Code of Conduct. If that interest is a prejudicial interest as defined in the Code the Member should also withdraw from the meeting.

SUPPLEMENTARY AGENDA

- | | (Pages) |
|--|------------------|
| 14. Additional Provision to the HS2 Hybrid bill for Heathrow Express sidings at Langley | |
| To consider updated report of the Acting Chief Executive. | (4 - 9) |
| <i>Appendix 1</i> | (10 - 11) |
| <i>Appendix 2</i> | (12 - 23) |

The next meeting is due to take place on Wednesday, 16 September 2015

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SUBJECT:	<i>Heathrow Express Sidings Langley</i>
REPORT OF:	<i>Acting Chief Executive</i>
RESPONSIBLE OFFICER	<i>Peter Beckford</i>
REPORT AUTHOR	<i>Jane Griffin, 01895 83715, jane.griffin@southbucks.gov.uk</i>
WARD/S AFFECTED	<i>Iver, Wexham</i>

1. Purpose of Report

- 1.1 To seek the Council's agreement to the submission of a further petition following the publication (on 13th July 2015) of an Additional Provision to the Hybrid Bill for the construction by HS2, in respect of replacement sidings for the Heathrow Express (HEX) at Langley in Slough Borough Council area and associated works within South Bucks District. The deadline for the submission of the petition is 14th August 2015.
- 1.2 To recommend that the Acting Chief Executive in consultation with the Leader and the Head of Legal & Democratic Services is given delegated authority to agree the precise wording and form of the deposited version of the petition and to take all necessary steps to carry the Council's decision to submit a further petition into effect.
- 1.3 To recommend that the Common seal of the Council is affixed to any necessary documents and that the Council's appointed Parliamentary Agent be authorised to sign the Petition of the Council against the Additional Provision.

RECOMMENDATIONS

It is recommended that:-

1. The Council opposes the Additional Provision to the HS2 Hybrid Bill relating to replacement sidings for the Heathrow Express (HEX) at Langley in Slough Borough Council area and associated works within South Bucks District for the reasons set out below and submits the necessary petition.
2. The Council should petition to ensure that the road access to the sidings alongside the railway is transferred to Bucks County Council when works are complete to provide an HGV haul route to relieve the current routing of HGV's in the Iver area through Iver village or through Richings Park.
3. The Council should petition to ensure that the proposed works do not hinder the delivery of Western Rail Access.
4. HS2 take account of the impacts of the proposals on the local community, which cumulatively together with the large number of major infrastructure proposals

will have a major adverse impact affecting Iver residents and businesses, and work with the Council to ameliorate the adverse effects.

5. The Council should petition that the proposed works and subsequent activities are mitigated against to ensure any adverse effects are minimised for the existing residents in Richings Park, Mansion Lane caravan park, Hollow Hill Lane and Langley Park Road in terms of noise, vibration and lighting etc.,
6. The Council should petition to ensure that no HGV's involved in the construction of the sidings are routed via Iver Village or Richings Park (Richings Way).
7. The Council should petition to ensure that all adequate measures are taken to prevent adverse impacts during construction within a known contaminated site.
8. The Council should petition to ensure that the proposed works within an area at risk of flooding has no adverse impact on surrounding residents or businesses.
9. The Council should petition to ensure that the proposed works do not adversely affect Thorney Business Park, one of the Council's important employment sites.
10. The Acting Chief Executive in consultation with the Leader and the Head of Legal & Democratic Services be authorised to agree the precise wording and form of the deposited version of the petition and to take all necessary steps to carry the Council's decision to submit a further petition into effect.
11. The Council approve the appointment of Mrs Ifath Nawaz of Ivy Legal Solicitors as the Council's Roll B Parliamentary Agent and that she advises and /or represents the Council in respect to the Petition before the Select Committee in either or both Houses of Parliament, and that the Agent shall be authorised to sign the petition if appropriate.

2. Reasons for Recommendations

- 2.1 To ensure that the adverse environmental impacts of the proposals for the replacement sidings for the Heathrow Express are kept to a minimum; that the adverse economic impacts are mitigated against and that no additional HGV traffic in the Iver area adversely affects local residents and businesses
- 2.2 To ensure that the Council is properly advised and represented by a Parliamentary agent on legal, procedural and evidential matters in respect of the petition.

3. Content of Report

- 3.1 The HS2 Phase 1 proposals for a high speed railway between London and Birmingham also propose development at Old Oak Common in West London. This necessitates relocating the existing Heathrow Express sidings at Old Oak Common. The provision in the Hybrid Bill for relocation of the sidings is not acceptable to Heathrow Airport Ltd (the owners of HEX) who have petitioned against it. Several alternative sites were considered but the operators consider that a site in Langley is the best solution. The link to the relevant AP plans is:
https://www.gov.uk/government/uploads/system/uploads/attachment_data/fil

- [e/444061/Volume 4 Off-route Effects Map Book.pdf](#) A Location Plan is attached at Appendix 1. Ultimately when Western Rail Access is built (circa 2021) the trains will be able to use the new track to access Heathrow Airport directly. In the meantime they will be routed down the Great Western mainline towards London. The HEX trains will be stabled in the sidings and maintained at night only.
- 3.2 Discussions have been held between HS2 Limited and your officers and Bucks County Council regarding the adverse environmental impacts of the proposed sidings at Langley referred to at 2.1 above. However, the Additional Provision (AP) as published does not appear to have taken account of these concerns. At this point your officers are not recommending an objection to the location of the depot in principle, as it could partly resolve the HGV issue in the long term.
- 3.3 The AP has been debated by Parliament and the local MP Dominic Grieve has argued against it, primarily on HGV grounds. The MP for Slough also strongly argued against the proposal on the basis of a loss of a proposed housing site. The AP was published on 13th July 2015 and petitions have to be submitted by 14th August 2015. At the same time an Environmental Statement (ES) has been published containing more details and responses to the ES must be filed by 28th August. The link to the ES is: <https://www.gov.uk/government/collections/supplementary-environmental-statement-and-additional-provision-2-environmental-statement-supplementary-environmental-information> An extract in relation to HEX sidings at Langley with detailed plans is attached at Appendix 2. A recent exhibition was held in the Iver and Langley area to inform local residents and explain the petitioning process. Obviously these residents have not previously been exposed to HS2 proposals so there may be many local concerns.
- 3.4 Iver is the location of a number of other major infrastructure projects including Crossrail, Western Rail Access, M4 widening and the recently announced Airports Commission conclusions recommending a Heathrow Airport 3rd Runway proposal – NW option. The cumulative impact of these proposals will have a severe impact on local residents and businesses during and after construction. Most of the projects will be delivered within the next 5-10 years. The Council is currently working with Bucks County Council to look at how these impacts can be managed.
- 3.5 One long standing issue is HGV traffic generated by the major employment sites in the Iver area. This will be exacerbated by these major infrastructure projects.
- 3.6 Core Strategy policy recognises the HGV issues and seeks to encourage development and redevelopment in the South of Iver Opportunity area that reduces HGV movements (Core Policy 7 and 16). The emerging Local Plan will look at what opportunities there are to resolve the land use issues. However, Iver is the location of a large number of important businesses which contribute to the local economy. If Heathrow expansion is given the go ahead there may be more pressure in the area to deliver replacement

housing and businesses relocated from the area near the airport to be redeveloped.

- 3.7 The land affected by the HEX sidings is Green Belt and is spread across both sides of Hollow Hill Lane. Access appears to be from Thorney Lane South along the existing private access road to Thorney Business Park. This access has already been improved at the junction with Thorney Lane South as part of the Crossrail works. There is only HGV access from the east as Hollow Hill Lane is impassable to HGV traffic due to the low bridge under the railway line and the unsuitable bridge over the canal. The depot itself can be accessed by the maintenance workers via the Langley station access when built.
- 3.8 The construction site for the proposed sidings will be on the land immediately south of the Mansion Lane caravan site, the largest gypsy and travellers site in the District and one of the largest in the SE of England. The site is a former landfill and could be contaminated. Construction activities are likely to cause significant disruption to the residents of Mansion Lane unless effective mitigation is provided. The sidings when in operation will be noisy when in use at night times and will need to be lit. This could cause inconvenience to local South Bucks residents in Langley Park Road and Hollow Hill Lane.
- 3.9 HS2 have provided details of their construction routes but they include Thorney Lane South and through Iver village towards Iver Heath; Langley Park Road and north along Wood Lane to the 5 points roundabout and south via Richings Park. The only route acceptable to the Council would be the route via Langley Park Road – this route is currently the sign-posted route for Crossrail traffic. Any HGV traffic via Iver village or Richings Park would add to the already unacceptable levels of HGV traffic in the area.
- 3.10 Western Rail Access proposals include diverting Hollow Hill Lane over the railway lane (to HGV standard) to join up with Market Lane. This would create an acceptable routing for HGV's to access the M4 particularly combined with the access road from Thorney Lane South. This could deliver a solution to the current HGV routing problem together with the current private access to Thorney Business Park. This road should be transferred to Bucks County Council as highway authority when the proposed sidings are complete and HS2 no longer has a need for the road. The Council has previously considered and supported the Western Rail Access proposal as it will provide easy access to Heathrow from the District and remove the necessity to access the airport by road. The HEX proposals have delayed this scheme and are likely to make it more expensive to deliver thus threatening its viability.
- 3.11 Thorney Business Park is one of the Council's most important employment sites and is thus protected under the Core Strategy policy 10. Part of the site is used as a concrete plant. This appears to be affected by the HEX proposals. If HS2 Ltd, by controlling road access, threatens the viability of the site as a whole the Council should object. There is also a minerals and waste site identified to the west of Thorney Business Park for a waste transfer station. This site was already threatened by Western Rail Access which put its delivery under question.

- 3.12 The land to the west of Hollow Hill Lane (in Slough) is in the flood plain. Development on this land could increase the risk of flooding further downstream in South Bucks. It could also make the tunnelling more difficult for Western Rail Access.

4. Consultation

- 4.1 HS2 is consulting the public on this AP proposal from 13th July to 14th August. Objections can only be made by petitioning Parliament. Petitions submitted will then be heard by the Select Committee later in the year.

5. Options

- 5.1 The HEX proposal as published is unacceptable to the Council and could potentially lead to severe local impacts for local residents and businesses in Iver Village and the general area. Only by petitioning can the Council seek to secure acceptable mitigation.

6. Corporate Implications

- 6.1 Financial – members have been informed previously in reports on HS2 regarding forthcoming financial obligations in relation to this project. Submitting a further petition in respect of the HEX sidings Additional Provision will incur some extra costs but these will be met either from the existing budget agreed by the Council for the HS2 petitioning process or the 2015/16 ear-marked reserve for major infrastructure projects affecting the District.
- 6.2 Legal – The Council resolved on 25 February 2014 to oppose the original HS2 Hybrid Bill and submit a petition. The necessary statutory notice under section 239 of the Local Government Act 1972 was duly published in the local press in advance of this meeting. This publication covers any subsequent petition in respect of the Hybrid Bill relating to Additional Provisions.
- 6.3 Sharpe Pritchard the Council's Parliamentary Agent in respect of the HS2 Hybrid Bill cannot act for the Council in relation to this further petition as they currently represent the London Borough of Hammersmith and Fulham where the existing Old Oak Common sidings are located. It is therefore proposed that this role be undertaken by the external solicitor who has been working to date for Chiltern DC on their HS2 legal challenge and Select Committee petitioning. The solicitor has also provided advice and support to South Bucks on HS2 issues, and therefore is well qualified for the role. This proposal is supported by the Head of Legal & Democratic Services and the appointment will be made in accordance with the Council's contract procedure rules.

7. Links to Council Policy Objectives

7.1 This report links to the Council's aim of 'sustainable and clean environment, protecting our heritage, protecting our future'.

8. Next Steps

8.1 If the recommendations are accepted then the petitions will be submitted by the deadline of 14 August 2015, a consultation response on the Environmental Statement submitted by 28 August and the necessary contractual arrangements completed for the appointment of a Parliamentary Agent.

<p>Background Papers:</p>	<p>Mapping and the Environmental Statement: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/444061/Volume_4_Off-route_Effects_Map_Book.pdf https://www.gov.uk/government/collections/supplementary-environmental-statement-and-additional-provision-2-environmental-statement-supplementary-environmental-information</p>
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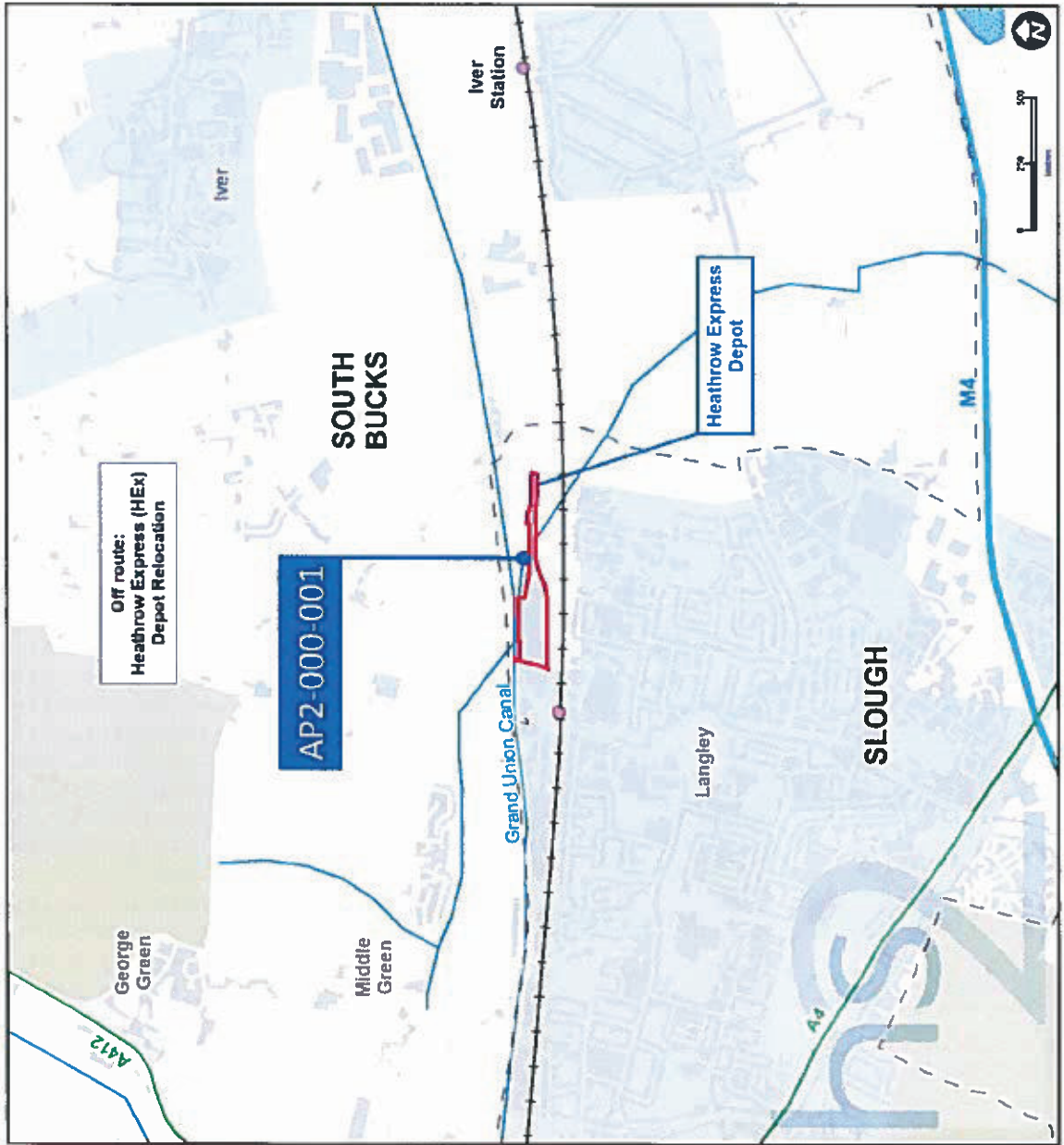


Figure 33: Approximate location of the proposed Heathrow Express (HEX) depot at Langley in Slough (off-route)

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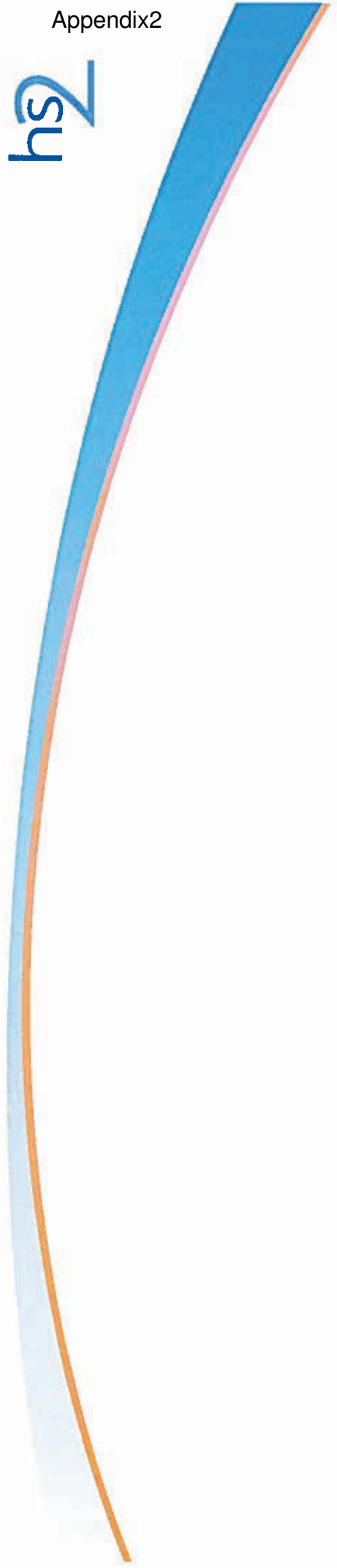
Table 35: Summary of amendments within off-route areas (i.e. locations outside the CFAs)

Amendment	Description of the original scheme	Description of the AP2 revised scheme
Proposed Heathrow Express depot, Langley (AP2-000-001)	The Bill provides for the relocation of the HEx depot from its existing location at Old Oak Common to the former Eurostar Depot site at North Pole (East).	The HEx depot is now proposed to be relocated to Langley in Slough. Approximately 40ha of land is required temporarily during construction of the proposed HEx depot. Approximately 18.8ha of this land is required permanently. The land needed to meet this requirement is not within the existing powers of the Bill.
Additional land on the WCML for track modifications east of Colwich (AP2-000-002)	The Bill provides for land within the WCML rail boundary to install a new track crossover east of Colwich and make associated changes to the overhead line equipment.	Since submission of the Bill it has been identified that insufficient land to enable installation of the crossover was included within the Bill. Approximately 0.7ha additional land outside the existing powers of the Bill is required temporarily.
Additional land for construction access east of Colwich (AP2-000-003)	The Bill provides for land immediately to the north of the WCML to access and construct a temporary crane platform to install a new signal gantry on the WCML.	An alternative location for the crane platform has been identified on the south side of WCML which will provide easier access arrangements. Access from the A51 to the crane platform location will be via the existing farm access track and then through agricultural fields alongside the WCML.
Additional land for construction access east of Colwich for revised signal gantry location (AP2-000-004)	The Bill provides for land within the operational WCML to install a new signal gantry immediately to the west of the A51. It also provides for land required temporarily to the south of the WCML for access to and construction of a crane platform to install the gantry.	An alternative location is required due to operational railway signal sighting requirements. Therefore an alternative location for the signal gantry and associated construction crane platform will be required on the east side of the A51.

APPENDIX 2

hs2

Appendix2



HIGH SPEED RAIL (LONDON - WEST MIDLANDS)

Supplementary Environmental Statement and
Additional Provision 2 Environmental Statement
Non-technical summary

July 2015

SES and AP2 ES 3.0

APPENDIX 2

SES and AP2 ES

www.gov.uk/hs2

The total quantity of hazardous waste requiring off-site disposal to landfill during the construction period 2017 to 2025 is approximately 537,409 tonnes. This represents an increase of 136,048 tonnes (33.9%) over the quantity reported for the original scheme. The majority of this increase arises from the inclusion of the proposed HEX depot at Langley in Slough, which is forecast to generate hazardous waste due to its historical land uses at the site. The significance of the effect after mitigation remains as reported in the main ES (moderate adverse).

An assessment has been undertaken to establish the cumulative effects associated with the off-site disposal to landfill of solid waste that will be generated by the construction of the scheme and other developments along the HS2 route.

Without mitigation measures applied to the three major projects considered in the assessment alongside the HS2 scheme (Crossrail 1, Thames Tideway Tunnel and Northern Line Extension), the following affects would occur:

- moderate, in relation to inert waste landfill capacity;
- moderate adverse, in relation to non-hazardous waste landfill capacity; and

- major adverse, in relation to hazardous waste landfill capacity.

Implementation of mitigation measures to the three major projects will reduce the magnitude of the cumulative effects.

Volume 4: Off-route effects

Community

Effects arising during construction

Approximately 20 properties at Mead Avenue and Maplin Park in Langley near Slough are predicted to experience a combination of significant visual effects from construction works at the Heathrow Express (HEX) depot main construction compound, maintenance shed and associated offices, and significant construction noise effects from the proposed HEX depot construction earthworks (as part of amendment AP2-000-001). These effects will occur for four to six months, resulting in a significant major adverse effect on amenity.

Cultural heritage

Effects arising during construction

The Thames Terrace deposits (Langley Silt Member/Taplow Gravels) which have been

shown to contain Palaeolithic remains, may be partially lost as a result of construction activities associated with HEX depot (AP2-000-001), resulting in a major adverse significant effect.

Ecology

Effects arising during construction

The land required for the construction of the proposed HEX depot (AP2-000-001), will result in the loss of 15ha of habitat mosaic (i.e. habitat suitable for a number of animals), and habitat for great crested newts, reptiles, breeding birds, terrestrial invertebrates and bats. Based on the precautionary assessment undertaken, there will be a requirement for replacement habitat to be created prior to the loss of land so that translocation of fauna species, including great crested newt and reptiles, can be undertaken prior to the loss of their existing supporting habitat from the HEX depot site. Areas for replacement habitat creation are unlikely to be available within the HEX depot site boundary until the construction work is complete, hence additional land will be required outside the HEX depot boundary to accommodate these species if they are found to be present. Appropriate offsite measures prior to construction are expected to be brought forward either in a

<p>subsequent AP, or by direct agreement with landowners. In the absence of developed mitigation measures prior to construction, this will result in significant adverse effects.</p>	<p>Avenue and Maplin Park. The impacts on these views will result in a moderate adverse effect which will remain throughout operation.</p>	<p>As a result of construction activity, areas outside the following properties will experience significant noise effects:</p>
<p>Landscape and visual assessment</p> <p>Effects arising during construction</p> <p>As a result of construction activity associated with the HEX depot, the Iver Heath Mixed Use Terrace (South) LCA will experience a moderate adverse significant effect. The presence of construction plant and activities will be visible from a number of views within the area: view from PRoW - IVE/15/1 looking north-west; view north-east from Market Lane, view north from Mead Avenue and Maplin Park; view south from house boats moored on the Grand Union Canal and the Grand Union Canal Walk (towpath); and the view west from Hollow Hill Lane. The impacts on these views will result in moderate adverse effects.</p> <p>Effects arising during operation</p> <p>The large-scale maintenance shed, offices and storage and associated lighting will remain highly visible features in the views from PRoW - IVE/15/1 looking north-west and view north from Mead</p>	<p>Sound, noise and vibration</p> <p>Effects arising during construction</p> <p>The following dwellings were identified as having potential to experience significant noise effects inside as a result of construction:</p> <ul style="list-style-type: none"> • 15 buildings (24 residential properties) on Southwold Spur, Langley; • 13 buildings (46 residential properties) in Mead Avenue, Langley; • 7 buildings (67 residential properties) in Maplin Park, Langley; and • 25 buildings (25 residential properties) in the Mansion Lane and Dudley Wharf Caravan Sites at Hollow Hill Lane, Langley and at the moorings for canal boats on the Grand Union Canal in the vicinity of Hollow Hill Lane, Langley. <p>However, mitigation measures, including noise insulation, will reduce noise inside all dwellings such that it does not reach a level where it will significantly affect residents.</p>	<ul style="list-style-type: none"> • 137 residential properties on Southwold Spur, Mead Avenue and Maplin Park; and • 25 residential properties at Mansion Lane and Dudley Wharf caravan sites, Hollow Hill Lane and moorings for canal boats on the Grand Union Canal in the vicinity of Hollow Hill Lane. <p>Construction traffic will cause significant outdoor noise effects on 19 residential properties located adjacent to Bangors Road.</p> <p>HS2 Ltd will continue to seek reasonably practicable measures to further reduce or avoid these significant effects. In doing so HS2 Ltd will continue to engage with stakeholders to fully understand the receptor, its use and the benefit of the measures.</p> <p>Traffic and transport</p> <p>Effects arising during construction</p> <p>Increases in HGV movements on the A412 Denham Road, Bangors Road and Thorney Lane as a result of the construction of the HEX depot will result in an increase in congestion at major connecting junctions. This will result</p>

in significant effects in relation to delay and congestion at the following locations;

- A412 Denham Road/Bangors Road North (moderate adverse effect);
- Bangors Road/A4007 Slough Road (moderate adverse effect);
- Bangors Road South/High Street, Iver (moderate adverse effect); and
- High Street, Iver/Thorney Lane North (moderate adverse effect).

Changes in traffic movements related to construction traffic associated with the HEx depot will result in a significant effect on pedestrians on the following roads as a result of increased vehicular activity making it more difficult for pedestrians to cross the road:

- A412 Denham Road, between Bangors Lane and M40 Denham roundabout (major adverse effect);
- Bangors Lane, between High Street, Iver and A412 Denham Road (major adverse effect);
- Thorney Lane, between Ridgeway and High Street, Iver (major adverse effect);

- Langley Park Road, between Canal Wharf (south) to Trenches Lane (north) (moderate adverse effect); and
- Sutton Lane, between Hurricane Way to Grasholm Way (moderate adverse effect).

To seek to mitigate the effects on the High Street, Iver, alternative routes will be considered in discussion with the local authorities.



HIGH SPEED RAIL (LONDON - WEST MIDLANDS)

Supplementary Environmental Statement and
Additional Provision 2 Environmental Statement

Volume 4 | Off-route effects map book

July 2015

SES and AP2 ES 3.4.2

Contents

Mapping explanatory notes

Data dictionary and definitions

Map series name	Map series description
CT-05 – Construction Phase	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 2014 Ordnance Survey (OS) data.
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 2014 Ordnance Survey (OS) data.
CT-18 – Environmental Baseline	The Environmental Baseline maps display a range of environmental data layers.
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 and Additional Provision 2 Environmental Statement

The Supplementary Environmental Statement (SES) and Additional Provision 2 Environmental Statement (AP2 ES) comprises:

- Non-technical summary (NTS). This provides a summary in non-technical language of the SES (Part 1) and AP2 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') and, where relevant, the AP ES submitted in September 2014, (hereafter referred to as 'the AP1 ES').
- Volume 1: Introduction to the SES and the AP2 ES. This introduces the supplementary environmental information and design changes included within the SES and amendments which have resulted in the need to amend the Bill within the AP2 ES. It also explains any changes to the scope, methodology, assumptions and limitations required for the environmental impact assessment.
- Volume 2: Community Forum Area (CFA) reports and Map Books. These describe the supplementary environmental information and design changes included within the SES (Part 1), amendments within the AP2 ES (Part 2) and report any new or different likely significant environmental effects arising from these changes in each CFA compared to those reported in the main ES and, where relevant, the AP1 ES. 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 SES (Part 1) and amendments within the AP2 ES (Part 2) compared to those reported in the main ES and, where relevant, the AP1 ES.
- Volume 4: Off-route effects. This reports new or different likely significant off-route effects arising from the supplementary environmental information and design changes included within the SES (Part 1) and amendments within the AP2 ES (Part 2) compared to those reported in the main ES and, where relevant, the AP1 ES.
- Volume 5: Appendices and Map Books. This contains supporting environmental information and associated maps in support of the CFA sections of Volume 2.
- Glossary of terms and list of abbreviations. This contains any new or different terms and abbreviations used throughout the SES and AP2 ES compared to those included in the main ES and AP1 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 London-West Midlands Supplementary Environmental Statement (SES) and Additional Provision 2 Environmental Statement (AP2 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 SES and AP2 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

Each map in Volume 2 is presented twice, with the main ES map (published November 2013) on the left hand page and the SES and AP2 ES map on the right. For the CT-05 and CT-06 map series, the SES and AP2 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 SES and AP2 ES reference number. Only maps which have been amended as a result of the SES and AP2 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.

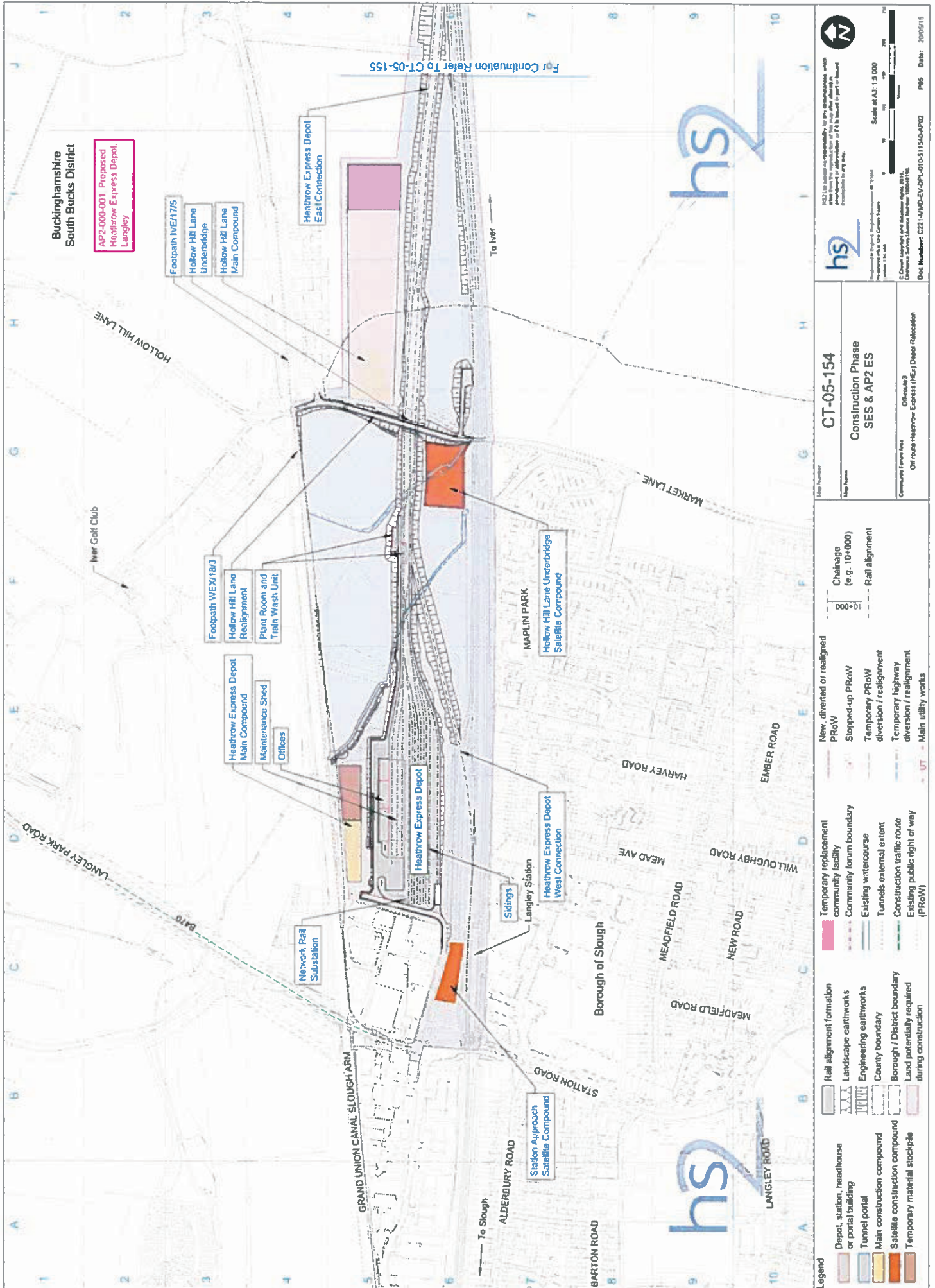
Cloud / text box colour	Description
Blue	Design changes relating to the SES (Part 1 of each Volume 2 CFA report).
Red	Proposed amendments relating to AP2 (Part 2 of each Volume 2 CFA report).
Grey	Proposed amendments relating to AP2, as they appeared in the AP1 ES, provided for reference.

Each Volume 5 map is annotated to describe the change to a receptor or significant effect, and to give the SES and AP2 ES reference number. For more detailed information about the SES and AP2 ES annotation, refer to the map series legend. Only maps which have been amended as a result of the SES and AP2 ES are included within the map book.

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.



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HS2 Ltd is not responsible for any inaccuracies which arise from the use of this information for purposes other than those for which it was prepared or for any loss or damage arising from its use.

Approved by the Construction Phase

Scale at A3: 1:5,000

Date: 20/05/15

CT-05-154

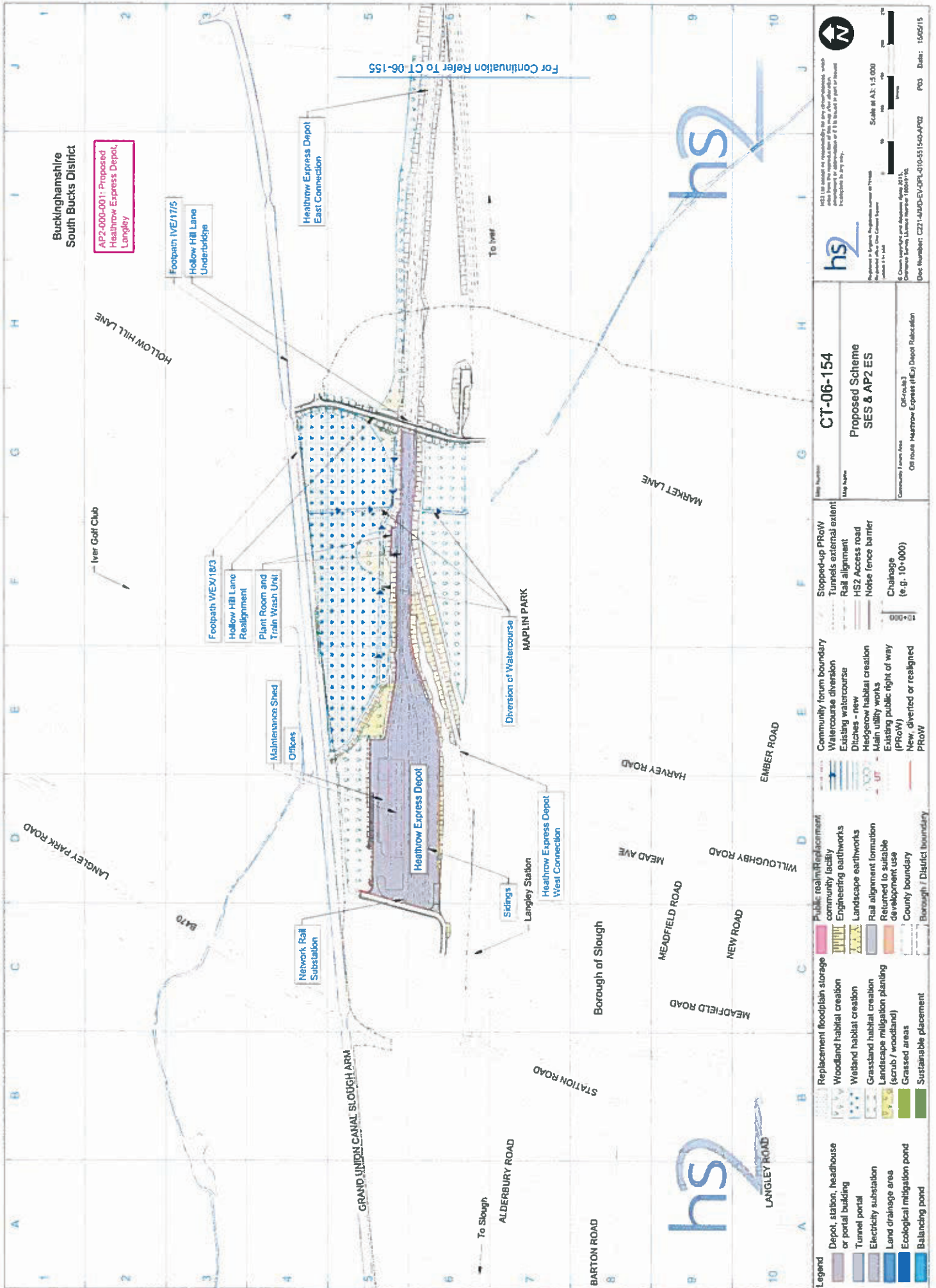
Construction Phase

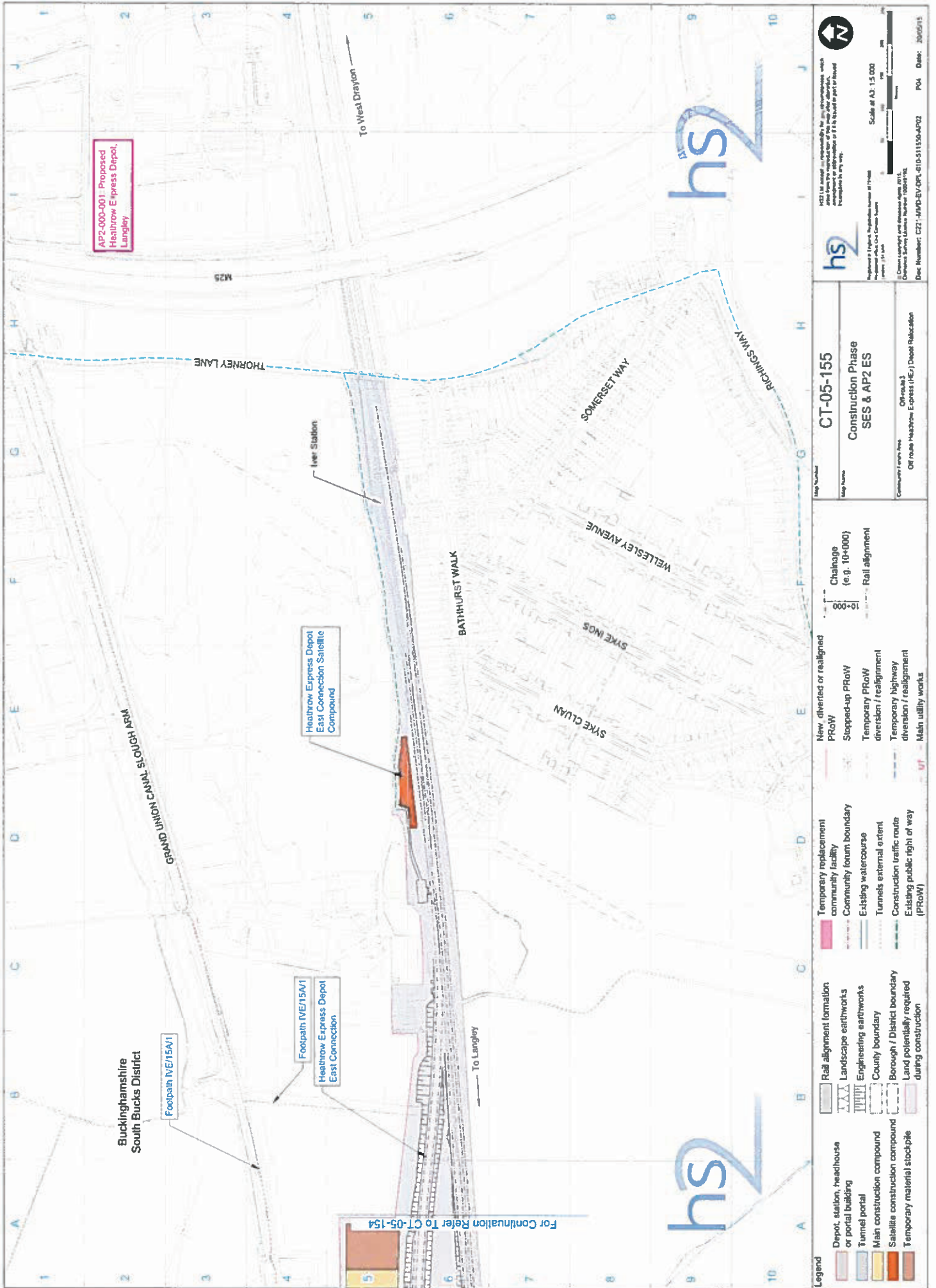
SES & AP2 ES

Off-site

Off route Heathrow Express (HEE) Depot Relocation

- 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
 - Main utility works
 - Challange (e.g. 10+000)
 - Rail alignment





AP2-000-001 Proposed Heathrow Express Depot, Langley




Buckinghamshire South Bucks District

Footpath IVE/15A/1
Heathrow Express Depot East Connection

Heathrow Express Depot East Connection Satellite Compound

Heer Station

For Continuation Refer To CT-05-154

HSE is not responsible for information which arises from the reproduction of this map other than the information or interpretation of it is based on part or whole of the map.

Registered in England Registration number 017148
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Scale of A3: 1:5,000
 Date: 20/05/15

CT-05-155
Construction Phase
SES & AP2 ES

Map Name: OF 05/15/15
 Construction Area: Heathrow Express (HE) Depot Relocation

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
- Main utility works
- Chainage (e.g. 10+000)
- Rail alignment

