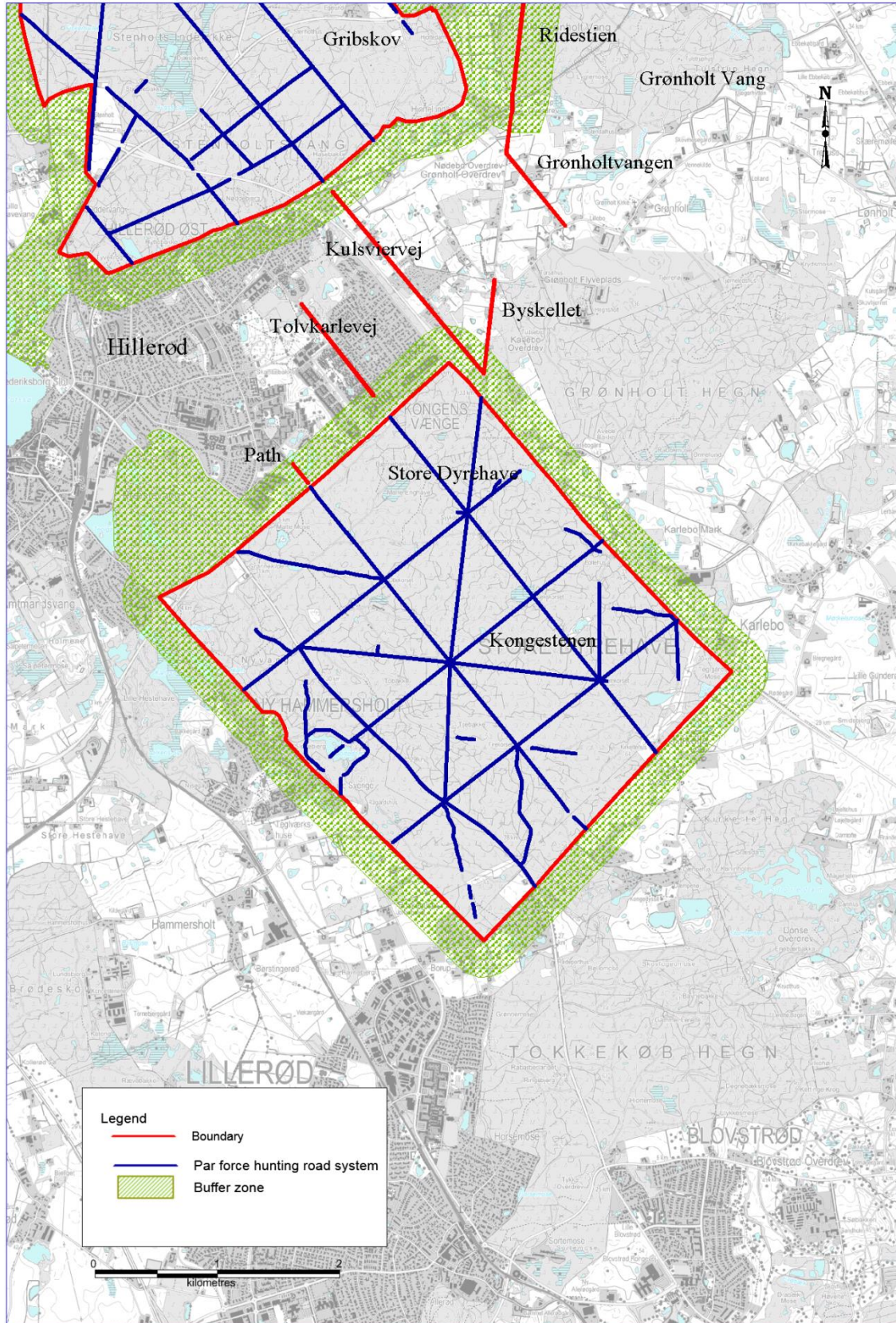
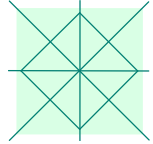


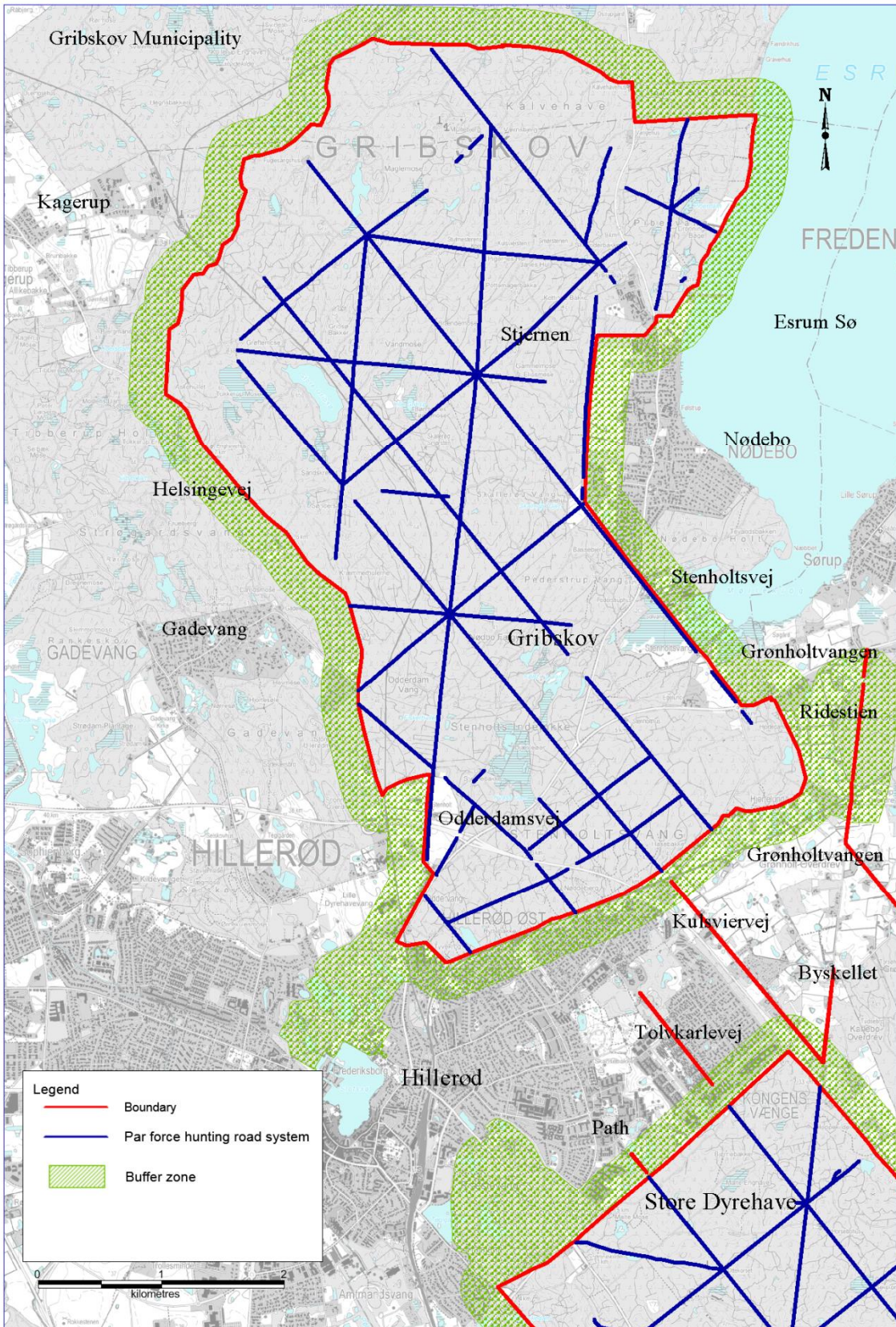
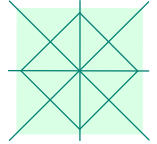
Map 0.2 Location of the nominated property in North Zealand





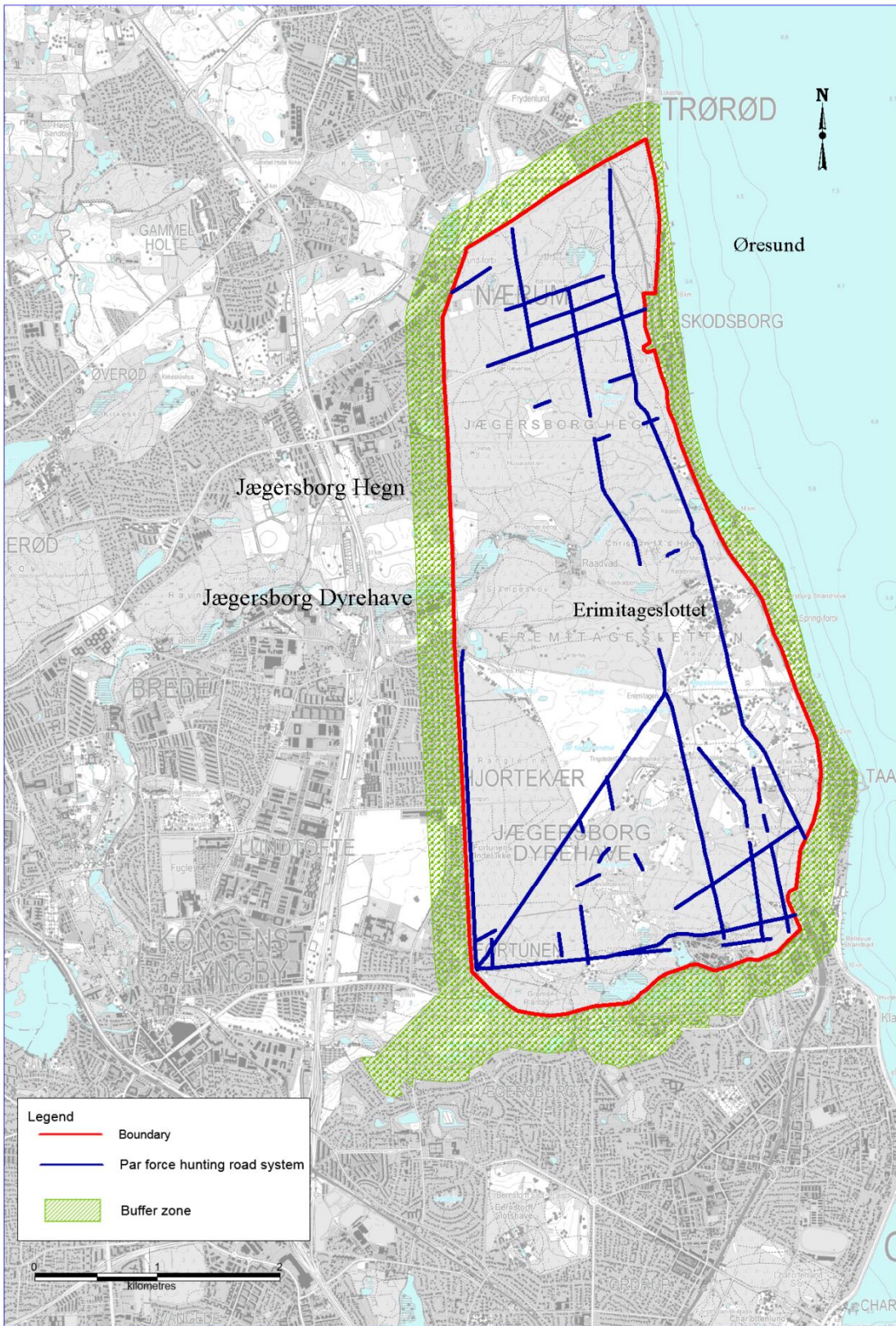
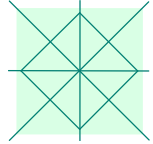
Map 0.3 The nominated property of Store Dyrehave



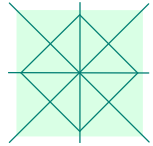


Map 0.4. The nominated property of Gribskov and the road traces between Gribskov and Store Dyrehave



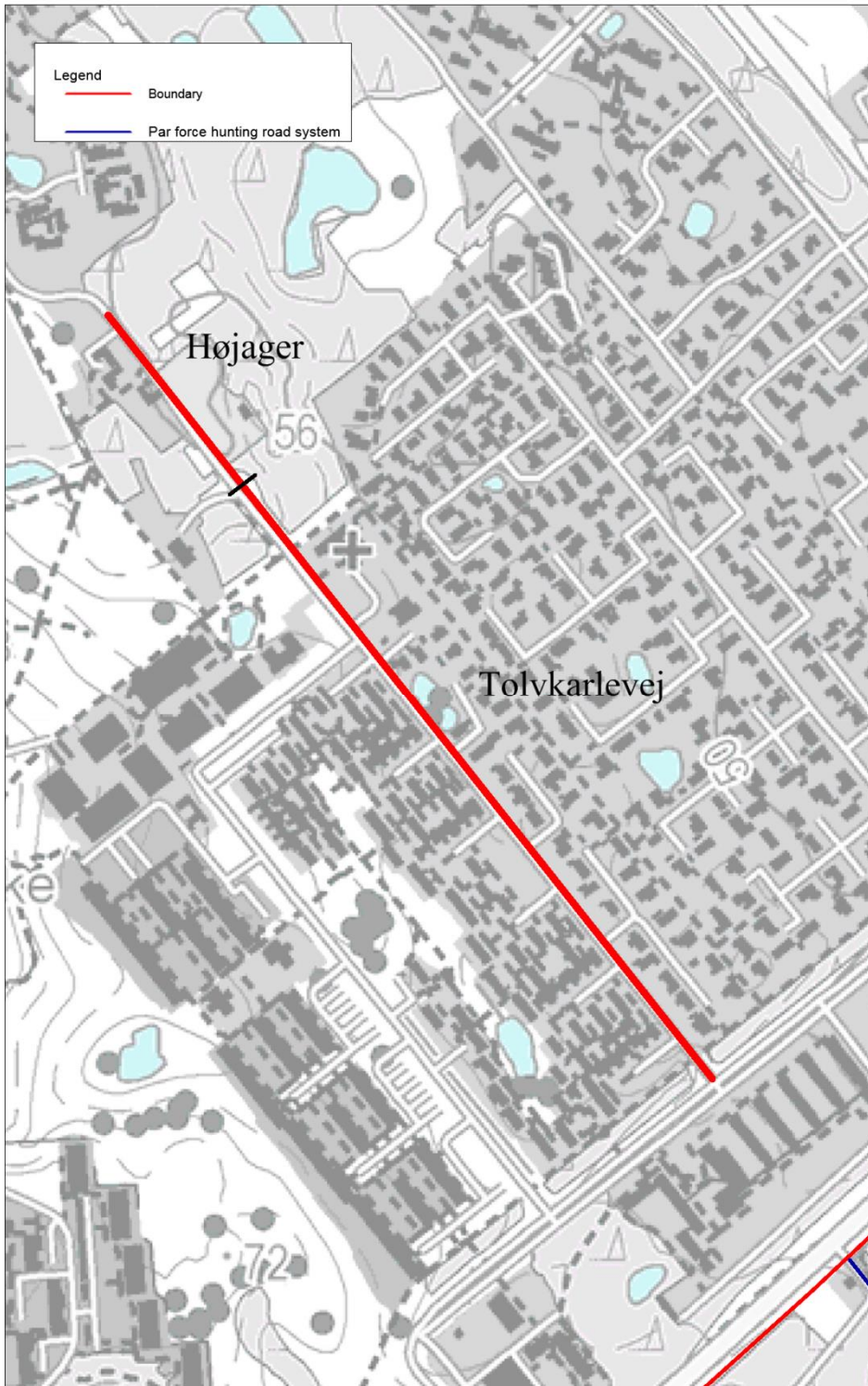
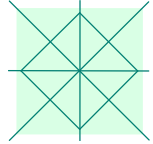


Map 0.5. The nominated property of Jægersborg Dyrehave and Jægersborg Hegn

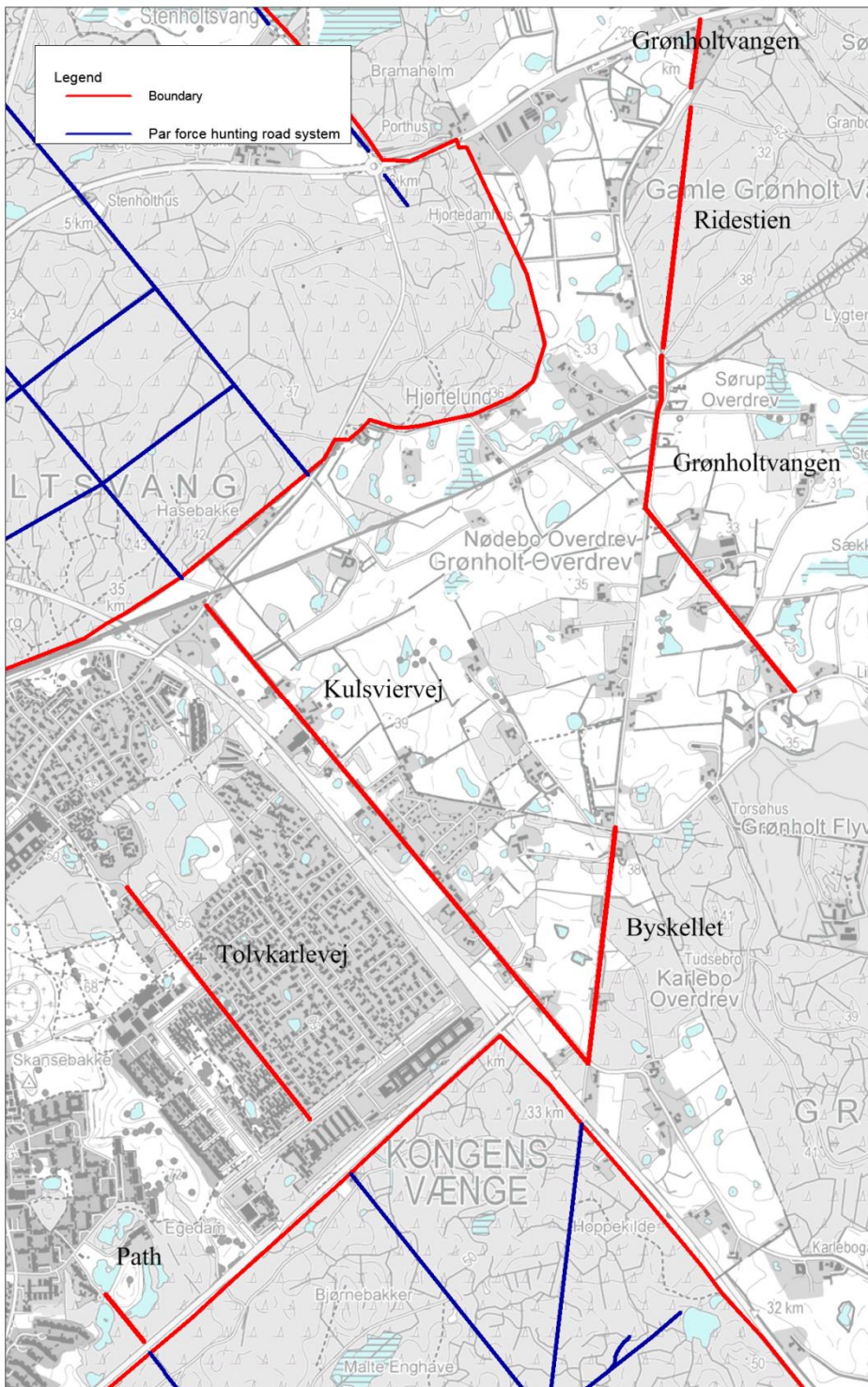
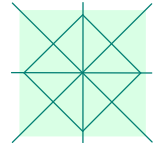


*Map 0.6. The nominated public path between Overdrevsvejen and the pond at Skovstien. Detail illustrating the principle of the nomination of the road traces. The trajectories are all defined as an area of 1.5 m surrounding a blue line indicating the direction of the original ride. This means that a 3 metre wide trace should always be preserved here. The path is within the buffer zone of Store Dyrehave cf. Map 0.3 and 0.4, but for clarity, the buffer zone had to be omitted here.*





Map 0.7. The nominated trace of Tolvkarlevej-Højager running north from Kongens Vænge. At this solution, the 3 m broad trajectory cannot be seen, but it is drawn in exactly the same way as in Map 0.6. The surroundings of the road are turned into a city, and a buffer zone is not proposed.



Map 0.8. The nominated trajectories between Store Dyrehave and Gribskov. Note that Kulsviervej-Byskellet make up one single unit, while Grønholtvangen-Ridestien-Grønholtvangen are three separate units. The red border lines are thick, for in reality they are double, and with a blue line between, indicating the areas of the trajectories. The roads surroundings have changed and buffer zones are not proposed for the trajectories. For clarity the bufferzone is not indicated, please see Map 0.3 and 0.4.