High Speed Rail
(Crewe – Manchester)
Environmental Statement

Volume 5: Map Book
Planning Data / Committed Developments (CT-13)
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(Crewe – Manchester)
Environmental Statement

Volume 5: Map Book

Planning Data / Committed Development (CT-13)
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<td>CT-13 series shows the geographic distribution of as yet unimplemented but committed development which is either considered to be largely built out prior to commencement of the proposed scheme (future baseline) or those projects that are assumed to largely take place during implementation of the proposed scheme (cumulative development). These maps show those future developments that have been taken into account in the assessment of environmental effects.</td>
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<td>ORW1 Preston Station (PSTN)</td>
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<tr>
<td>ORW3 Annandale Depot (ADEP)</td>
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</tr>
</tbody>
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Mapping explanatory notes

Structure of the HS2 Phase 2b Environmental Statement

This map book is part of the suite of documents that make up the Environmental Statement (ES) that accompanies the deposit of the High Speed Rail (Crewe – Manchester) hybrid Bill. The structure of the ES is shown in the diagram below:

**Non-technical summary**

Provides a summary in non-technical language of the Proposed Scheme and its likely significant effects on the environment. This presents a summary of information included within the Environmental Statement.

**Volume 1: Introduction and methodology**

Provides an overview of the Proposed Scheme and the Environmental Impact Assessment (EIA) process.

**Volume 3: Route-wide effects**

Describes the effects that are likely to occur at a geographical scale greater than the community areas described in the Volume 2: Community Area reports.

**Volume 4: Off-route effects**

Sets out the likely significant effects at locations beyond the Phase 2b Western Leg corridor and its local environment.

**Volume 2: Community Area (CA) reports**

Consists of eight reports and their associated map books. These reports set out the design and environmental assessment for the Proposed Scheme at a community area level, as shown below.

- **MA01 Report**: Hough to Walley’s Green
- **MA02 Report**: Wimboldsley to Lostock Gralam
- **MA03 Report**: Pickmere to Agden and Hulseheath
- **MA04 Report**: Broomedge to Glazebrook
- **MA05 Report**: Risley to Bamfurlong
- **MA06 Report**: Hulseheath to Manchester Airport
- **MA07 Report**: Davenport Green to Ardwick
- **MA08 Report**: Manchester Piccadilly Station

**Volume 5: Appendices and map books**

The majority of appendices in Volume 5 examine certain topics in detail, either within a community area or more widely. Appendices assessing a particular topic are identified by the reference codes below. Volume 5 also contains supporting documents, such as the draft Code of Construction Practice. The topics which also have map books are noted below.

- **Map Book**: Agriculture, forestry and soils
- **Map Book**: Air quality
- **Map Book**: Climate change
- **Map Book**: Community
- **Map Book**: Ecology and biodiversity
- **Map Book**: Electromagnetic interference
- **Map Book**: Health
- **Map Book**: Historic environment
- **Map Book**: Land quality
- **Map Book**: Landscape and visual
- **Map Book**: Major accidents and natural disasters
- **Map Book**: Socio-economics
- **Map Book**: Sound, noise and vibration
- **Map Book**: Traffic and transport
- **Map Book**: Waste and material resources
- **Map Book**: Water resources and flood risk

**Published outside the ES**

Background Information and Data (BID) and associated BID map books
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 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 ES have a chainage value shown next to the alignment. Chainage is presented on the maps in black font, in the form of XXX+YYY, e.g. 192+000 or 239+500.

Chainage (known as reference chainage) is referenced from Euston Station, which is 0+000, and the value presented is in metres, e.g. 192+000 refers to the point, 192,000m, or 192km, 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 1:20,000, 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 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 left hand side of the page, and Manchester to the right.

The exception to this, are map series LV-00, LV-02, 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 Manchester to the top.

Map books

In total, there are 29 map books, which make up the ES, found in Volume 2, Volume 4 and Volume 5. A list of the titles is provided below for reference.

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<th>Name</th>
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<td>Volume 5: Map book – MA03: Pickmere to Agden and Hulseheath Landscape and visual (LV-00, LV-02, LV-07, LV-08, LV-17)</td>
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</tr>
<tr>
<td>Volume 5: Map book – MA04: Broomedge to Glazebrook Landscape and visual (LV-00, LV-02, LV-07, LV-08, LV-17)</td>
<td>Volume 5: Map book – MA05: Risley to Bamfurlong Landscape and visual (LV-00, LV-02, LV-07, LV-08, LV-17)</td>
</tr>
<tr>
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<td>Volume 5: Map book – Water resources and flood risk (WR-01, WR-02, WR-03, WR-05, WR-06)</td>
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High Speed Rail
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Data dictionary and definitions
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<th>Definition</th>
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<th>Copyright</th>
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</thead>
<tbody>
<tr>
<td>Community area boundary</td>
<td>The Environmental Statement has been split into 8 sections called Community Areas.</td>
<td>High Speed Two (HS2) Ltd</td>
<td>© Crown copyright. Reproduced by permission of Ordnance Survey Licence Number 100049190. Year of Publication 2019.</td>
</tr>
<tr>
<td>Cumulative developments</td>
<td>Committed developments that are considered likely to be constructed between 2025 and 2038 (i.e. at the same time as the Proposed Scheme) are considered to determine whether they have the potential to give rise to cumulative effects for each environmental topic.</td>
<td>High Speed Two (HS2) Ltd</td>
<td></td>
</tr>
<tr>
<td>Depot, station, headhouse or portal building</td>
<td>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.</td>
<td>High Speed Two (HS2) Ltd</td>
<td></td>
</tr>
<tr>
<td>Future baseline</td>
<td>Committed developments are defined as developments with planning permission and sites allocated for development in adopted development plans. Committed developments that are likely to have been completed by 2025 have the potential to alter the future baseline for the assessment of the Proposed Scheme.</td>
<td>High Speed Two (HS2) Ltd</td>
<td></td>
</tr>
<tr>
<td>Land potentially required during construction</td>
<td>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 tunneled sections or to air rights. It also encompasses associated highway, access, drainage and utility works.</td>
<td>High Speed Two (HS2) Ltd</td>
<td></td>
</tr>
<tr>
<td>Route in tunnel</td>
<td>Represents the proposed route of HS2, split into route on surface and tunneled sections.</td>
<td>High Speed Two (HS2) Ltd</td>
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<tr>
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<tr>
<td>Watercourse</td>
<td>Any channel through which water flows, can be natural or manmade. They are split into two categories (main rivers or ordinary watercourses) in England and Wales for regulation purposes.</td>
<td>Ordnance Survey</td>
<td>© Crown copyright. Reproduced by permission of Ordnance Survey Licence Number 100049190. Year of Publication 2019.</td>
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High Speed Rail
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MA01: Hough to Walley’s Green
CT-13 - Committed Developments
Future baseline is unimplemented but committed development which is likely to be largely built out prior to commencement of the Proposed Scheme.

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Legend
- Route in tunnel
- Route on surface
- Depot, station, headhouse or portal building
- Land potentially required during construction
- Community area boundary
- County boundary
- District/Borough boundary

Watercourse
Water body
Woodland
Area of assessment
Committed consent and development allocations:
Future Baseline
Cumulative Development

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For continuation refer to map number CT-13-301.

For continuation refer to map number CT-13-302-L1.

For continuation refer to map number CT-13-302-R1.

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Legend:
- Route in tunnel
- Route on surface
- Depot, station, headhouse or portal building
- Land potentially required during construction
- Community area boundary
- County boundary
- District/Borough boundary
- Watercourse
- Water body
- Woodland
- Area of assessment
- Committed consent and development allocations:
  - Future Baseline
  - Cumulative Development

For continuation refer to map number CT-13-302-L3
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For continuation refer to map number CT-13-305

For continuation refer to map number CT-13-303

For continuation refer to map number CT-13-304a-R1

Committed Developments

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MA02: Wimboldsley to Lostock Gralam
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Committed Developments

Community Area MA02: Wimboldsley to Lostock Gralam
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- County boundary
- District/Borough boundary
- Watercourse
- Water body
- Woodland
- Area of assessment
- Committed consent and development allocations:
  - Future Baseline
  - Cumulative Development

Map Name: Community Area MA02: Wimboldsley to Lostock Gralam

Map Number: CT-13-307-R3

Committed Developments

Scale: 1:10,000

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Doc Number: 20201-MWJ-2/3-V-MAP-MA02-0041-131

Date: 02/09/21
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MA03: Pickmere to Agden and Hulseheath
CT-13 - Committed Developments
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MA04: Broomedge to Glazebrook
CT-13 - Committed Developments
Map Series Information:

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Note: Not all data layers in the legend are represented on every map.
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For continuation refer to map number CT-13-313-L1
Committed Developments

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For continuation refer to map number CT-13-314a.

Committed Development

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MA05: Risley to Bamfurlong
CT-13 - Committed Developments
For continuation refer to map number CT-13-313.
For continuation refer to map number CT-13-315-L1.

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- Water body
- Woodland
- Area of assessment
- Committed consent and development allocations:
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  - Cumulative Development

Date: 02/09/21
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Cumulative development is unimplemented but committed development which is 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.

For continuation refer to map number CT-13-316-L1

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High Speed Rail
(Crewe – Manchester)
Environmental Statement

MA06: Hulseheath to Manchester Airport
CT-13 - Committed Developments
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Legend
- Route in tunnel
- Route on surface
- Depot, station, headhouse or portal building
- Land potentially required during construction
- Community area boundary
- District/Borough boundary

Area of assessment
Future baseline
Committed consent and development allocations:
Future Baseline
Cumulative Development

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For continuation refer to map number CT-13-321-L1.
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Legend
- Route in tunnel
- Route on surface
- Site, station, headhouse or portal building
- Land potentially required during construction
- Community area boundary
- County boundary
- District/Borough boundary

Committed Developments
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High Speed Rail
(Crewe – Manchester)
Environmental Statement

MA07: Davenport Green to Ardwick
CT-13 - Committed Developments
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High Speed Rail
(Crewe – Manchester)
Environmental Statement

MA08: Manchester Piccadilly Station
CT-13 - Committed Developments
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High Speed Rail
(Crewe – Manchester)
Environmental Statement

OR001: Preston Station
CT-13 - Committed Developments
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High Speed Rail (Crewe – Manchester) Environmental Statement

OR002: Carlisle Station
CT-13 - Committed Developments
Committed Developments

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High Speed Rail
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Environmental Statement

OR003: Annandale Depot
CT-13 - Committed Developments
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