



Department
for Transport

HS2

High Speed Two: Phase 2b Design Refinement Consultation

Visualisations & Plan and Profile Maps

Moving Britain Ahead



High Speed Two: Phase 2b Design Refinement Consultation

Presented to Parliament
by the Secretary of State for Transport
by Command of Her Majesty

June 2019



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1. Introduction

Background

1.1 This booklet accompanies the Volume 1 of HS2 Phase 2b Design Refinement Consultation (DRC) and contains plan and profile maps and visualisations of some of the proposed changes within the DRC. The table below describes all of the proposed changes that form the DRC.

Plan and profile maps

1.2 There are plan and profile maps for proposed changes. These show the horizontal and vertical alignment of the change in the context of local features.

Visualisations

1.3 HS2 Ltd have produced visualisations for locations where changes are being consulted on in the Design Refinement Consultation (DRC). They have been produced to assist in making an informed response to the consultation.

1.4 The purpose of the visualisations within this booklet is to provide an understanding of the scale and dimensions of the permanent structures from publicly accessible viewpoints. They will therefore help to provide an indicative visual representation of the potential impacts of the proposed changes.

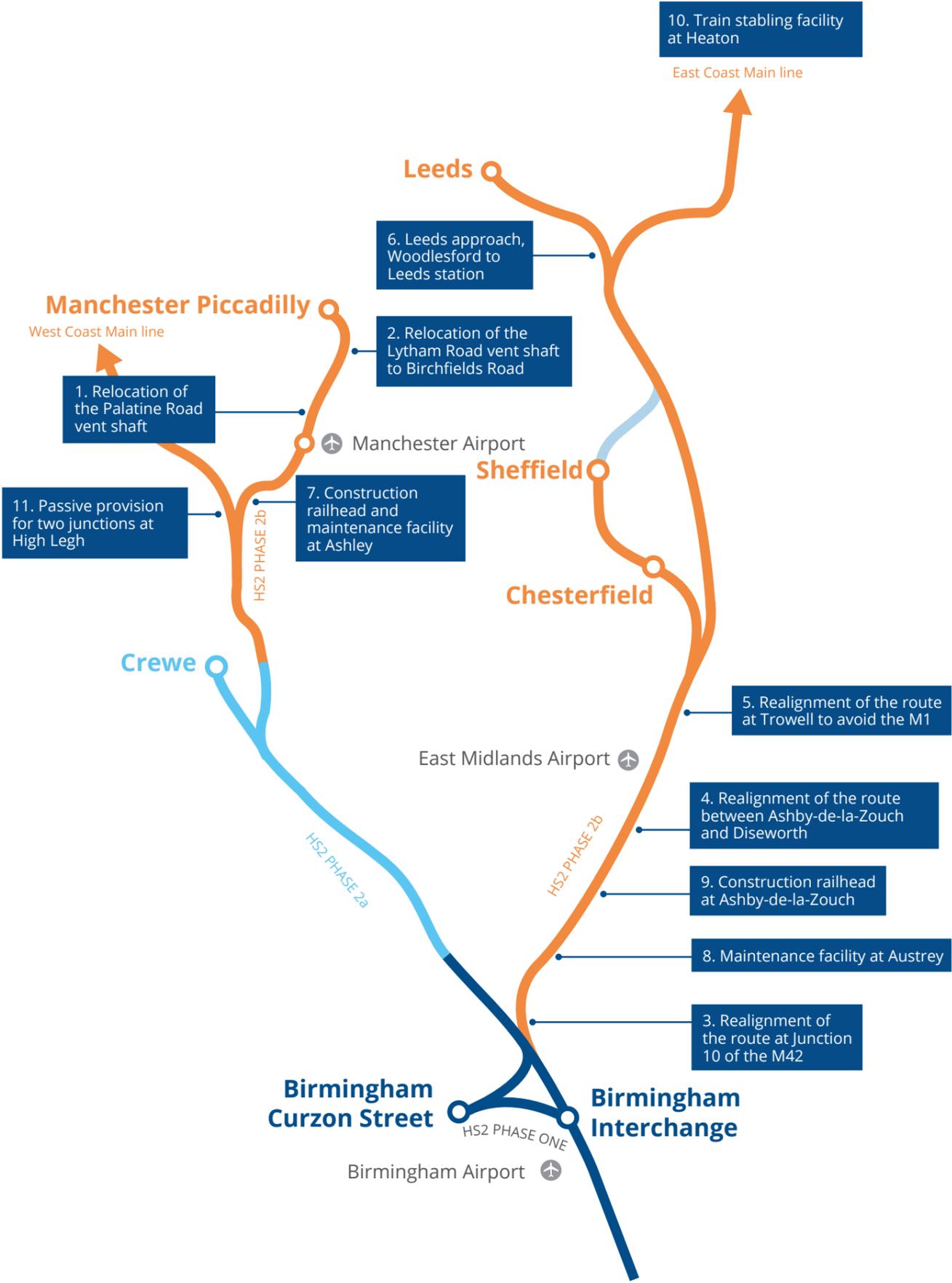
1.5 It is important to understand that these images will differ from the images that will be included in the formal Environmental Statement (fES). This is explained further below, along with the methodologies used to create the visualisations for the DRC.

- **Locations** – the DRC visualisations are taken from the nearest public right of way (PRoW) on a public highway. This is not necessarily the nearest viewpoint available to the public but reflects access available at this time. This differs from the images that will be included in the fES that, for example, may use a PRoW over private land to gain a better vantage point;
- **Rendering focus of structures** – the DRC visualisations depict the rendered surfaces and materials that the changes could be finished with. This is not necessarily what they will look like as such finishes are determined via local planning applications. The images that will be included in the fES that will focus more on details, such as light and shade on the structures and the tone of different concrete structures. This level of detail has not been included for these visualisations;
- **Year one and year 15 images** – the DRC visualisations show an indicative image of what each change could look like in year one of operations. This means that the potential mitigations that are shown, such as trees that have been planted next to the line, reveal more of the line itself than what the scheme will likely appear in year 15, as the planting matures. Images in the fES will show year one and year 15 of operations therefore showing more mature vegetation.
- **Standardised features** – security fencing (where included), HS2 rolling stock, HS2 train being in motion, spacing of the overhead lines for electrification, and noise barriers (where included) have been standardised across all of the visualisations.
- **Nonappearances** – proposed utility diversions, including pylon diversions, are not shown in any of the visualisations.

Summary of each of the proposed refinements

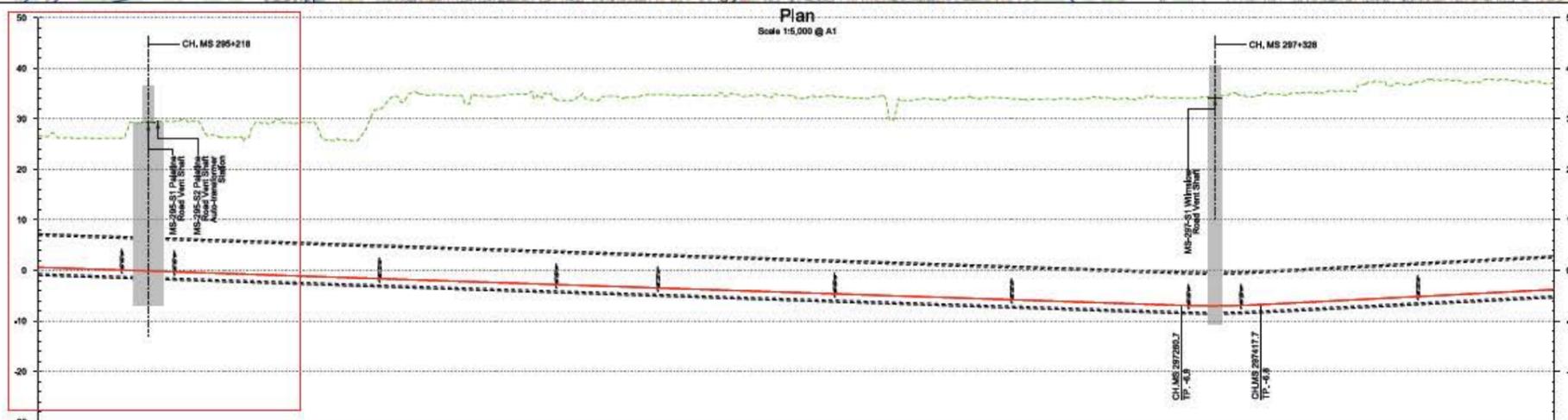
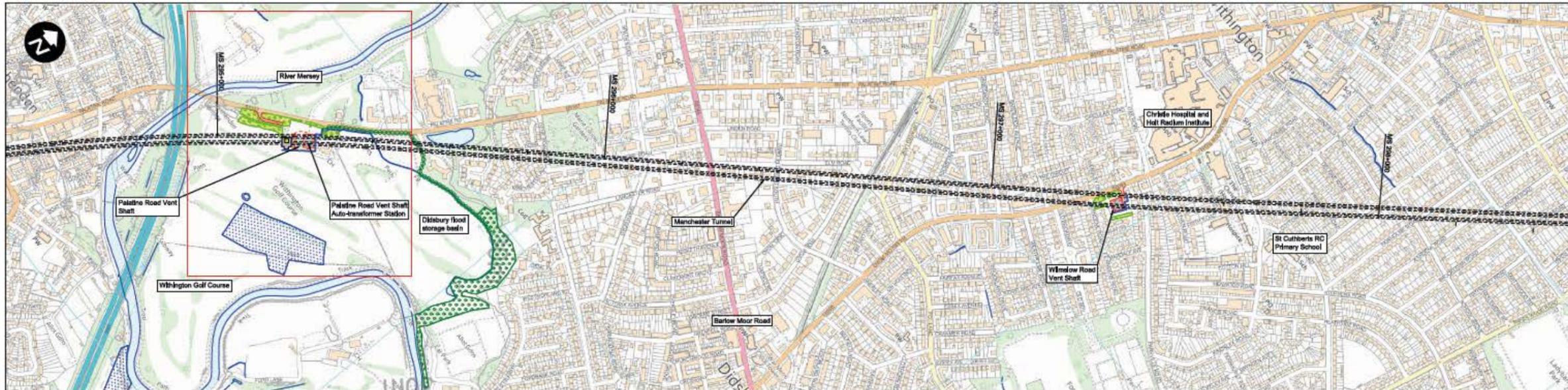
Proposed design refinement	Description of proposed change
Relocations and Realignments	
1 Relocation of the Palatine Road vent shaft, West Didsbury, Manchester	The Secretary of State is minded to relocate the vent shaft for the Manchester tunnel to an alternative site within Withington golf course to reduce the impact on flood storage capacity in the area.
2 Relocation of the Lytham Road vent shaft to Birchfields Road, Fallowfield, Manchester	The Secretary of State is minded to relocate the vent shaft, for the Manchester tunnel from the playing fields of Manchester Enterprise Academy on Lytham Road, to the car park of Fallowfield Retail Park on Birchfields Road.
3 Realignment of the route at junction 10 of the M42, North Warwickshire	The Secretary of State is minded to replace the currently proposed cut and cover tunnel under junction 10 of the M42 with a bored tunnel to reduce impacts on the junction. This change requires a minor realignment of the route through Kingsbury Water Park.
4 Realignment of the route between Ashby-de-la-Zouch and Diseworth, Leicestershire	The Secretary of State is minded to realign approximately 13km of the current route by a maximum of 170m to the east between Ashby-de-la-Zouch and Diseworth. This is to reduce impacts associated with crossing former open-cast mines and historic landfills in the area between Ashby-de-la-Zouch and Diseworth.
5 Realignment of the route at Trowell in Nottinghamshire to avoid the M1	The Secretary of State is minded to realign the proposed route as it passes Trowell to avoid the need to permanently realign the M1.
6 Leeds corridor, Woodlesford to Leeds station	The Secretary of State is minded to change the height of the route for 8km on the approach into Leeds station so the line runs predominantly on a viaduct, rather than a combination of at ground level cutting and embankment.
New Infrastructure	
7 Temporary construction railhead and permanent maintenance facility at Ashley, Cheshire	The Secretary of State is minded to introduce two pieces of new infrastructure near Ashley. One is a temporary railhead south of the route to support construction of the new railway. The second is a permanent infrastructure maintenance base – rail (IMB-R), for storage of overnight maintenance trains, at a separate site north of the route and to the west of Ashley.
8 Permanent maintenance facility at Austrey, North Warwickshire	The Secretary of State is minded to introduce a permanent infrastructure maintenance base for rail – (IMB-R) near Austrey in North Warwickshire.
9 Temporary construction railhead at Ashby-de-la-Zouch, Leicestershire	The Secretary of State is minded to introduce a temporary construction railhead near junction 13 of the A42 and the existing Leicester to Burton upon Trent rail line, to support the construction of the HS2 new railway.
10 Permanent train stabling facility at Heaton, Newcastle upon Tyne	The Secretary of State is minded to include a stabling facility at Heaton, near Newcastle, to store high speed trains serving the north.
New Scope	
11 Passive provision for two junctions at High Legh, Cheshire	The Secretary of State is minded to include passive provision for two junctions to enable future use of the HS2 line into Manchester for NPR services between Manchester, Warrington and Liverpool; and a second to also allow HS2 services between London and Liverpool to use future NPR infrastructure.

2. Locations of the proposed refinements



1. Relocation of the Palatine Road vent shaft, West Didsbury, Manchester

Community area: MA07 | Davenport Green to Ardwick



Route Element ID	MS-290-4.2 Manchester Tunnel																																
Chainage	MS 295+000	MS 295+100	MS 295+200	MS 295+300	MS 295+400	MS 295+500	MS 295+600	MS 295+700	MS 295+800	MS 295+900	MS 296+000	MS 296+100	MS 296+200	MS 296+300	MS 296+400	MS 296+500	MS 296+600	MS 296+700	MS 296+800	MS 296+900	MS 297+000	MS 297+100	MS 297+200	MS 297+300	MS 297+400	MS 297+500	MS 297+600	MS 297+700	MS 297+800	MS 297+900	MS 298+000		
Horizontal Alignment	R=242.3 L=780.1		L=1511.6										R=21000.0 L=628.2										L=133.2										
Vertical Alignment	L=213.3 G=0.333%																																
Existing Level	38.3	38.1	38.2	38.4	38.6	38.8	39.0	39.2	39.4	39.6	39.8	40.0	40.2	40.4	40.6	40.8	41.0	41.2	41.4	41.6	41.8	42.0	42.2	42.4	42.6	42.8	43.0	43.2	43.4	43.6	43.8		
Proposed Level	38.5	38.3	38.4	38.6	38.8	39.0	39.2	39.4	39.6	39.8	40.0	40.2	40.4	40.6	40.8	41.0	41.2	41.4	41.6	41.8	42.0	42.2	42.4	42.6	42.8	43.0	43.2	43.4	43.6	43.8	44.0		
Cut and Fill	-0.2	-0.2	-0.2	-0.2	-0.2	-0.2	-0.2	-0.2	-0.2	-0.2	-0.2	-0.2	-0.2	-0.2	-0.2	-0.2	-0.2	-0.2	-0.2	-0.2	-0.2	-0.2	-0.2	-0.2	-0.2	-0.2	-0.2	-0.2	-0.2	-0.2	-0.2		
Design Speed	230km/h																																

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Profile
Scale H:1:5,000 V:1:500 @ A1

Legends/Notes:

- Depot, station, headhouse, shaft or portal building
- Electricity substation
- Ecological mitigation pond
- Balancing pond
- Pumping station
- Replacement (Temporary) storage area
- Design Area of Contamination
- Woodland habitat creation
- Wetland habitat creation
- Grassland habitat creation
- Landscape mitigation planting (scrub / woodland)
- Grassed areas
- Local placement
- Public realm
- Engineering earthworks
- Landscape earthworks
- Rail alignment formation
- Returned to suitable development use
- County boundary
- Borough / District boundary
- Major contour
- Community area boundary
- Existing watercourse
- Watercourse diversions
- New Ditches
- Hedgehog habitat creation
- Major utility works
- Noise fence barrier
- Existing public right of way
- New, diverted or realigned public right of way
- Public right of way closure
- Tunnels external extent
- HS2 access road
- Realigned Highway
- Rail alignment
- Chainage (e.g. 10+000)

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Owner/Operator
MW JV (Mott MacDonald and WSP Joint Venture)

Flt for Acceptance

Zone	M3 Wide - Hulse Heath to Manchester	Project/Contract	CDES Area 1 (CE1)		
Design Stage	Hybrid Bill - Draft Interim Preliminary Design	Client/Ref/Function	Civil		
Drawing Title	Manchester Tunnel - Palatine Road	Drawn	Checked	Approved	
		GWH	GHU	DCL	
	Ventilation Shaft	Date	Scale	Site	
	Plan & Profile Sheet 1 of 1	20/05/2019	AS SHOWN	A1	
		Drawing No.	Rev.		
		2DE01JMW/ACV-DPP/M03-020625	P01		

Relocation of the Palatine Road vent shaft, West Didsbury, Manchester

Current Baseline



Sony A7RII, 35mm, Date: 16/05/19 10:29am

Proposed Scheme



Sony A7RII, 35mm, Date: 16/05/19 10:29am

Technical Information

Description

View south from Palatine Road towards the existing Withington Golf Club House. Existing vegetation along the road is likely to be removed during construction. Screen planting and street trees would be included in the design. The final design, including the exterior finish of the ventilation shaft will be approved by local authorities in accordance with the planning regime established in the Hybrid Bill.

Key Plan



This visualisation is provided for illustration purposes only to help inform the DfC events. These are produced as a snapshot of the current work in progress as the Proposed Scheme may be subject to change through ongoing design development and in response to consultation.

For the Hybrid Bill submission, the supporting Environmental Statement will include full details of the visual impact assessment at the selected viewpoints will be included in Volume 5 of the Environmental Statement. A number of verified photomontages will be produced to provide an illustration of how the Proposed Scheme may look in the opening year and/or 15 years after opening to help inform the visual impact assessment.

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. At this scale the images do not lend themselves to direct comparison out in the field.

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Client/Originator
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Zone	Manchester Leg Whole			Project/Contract	CDES Area 1 (CE1)		
Design Stage	Hybrid Bill – Draft Initial Preliminary Design			Discipline/Function	Environmental		
Drawing Title	Visualisation Produced for the Design Refinement Consultation – Palatine Road			Drawn	Checked	Approved	
	Ventilation Shaft 1 of 2			DHE	CPA	MM	
	Date	Scale	Size	24/05/2019	1:1	A1	
	Drawing No.	Rev.					
	2DE01-MW-EV-OPH-M000-000012	P01					

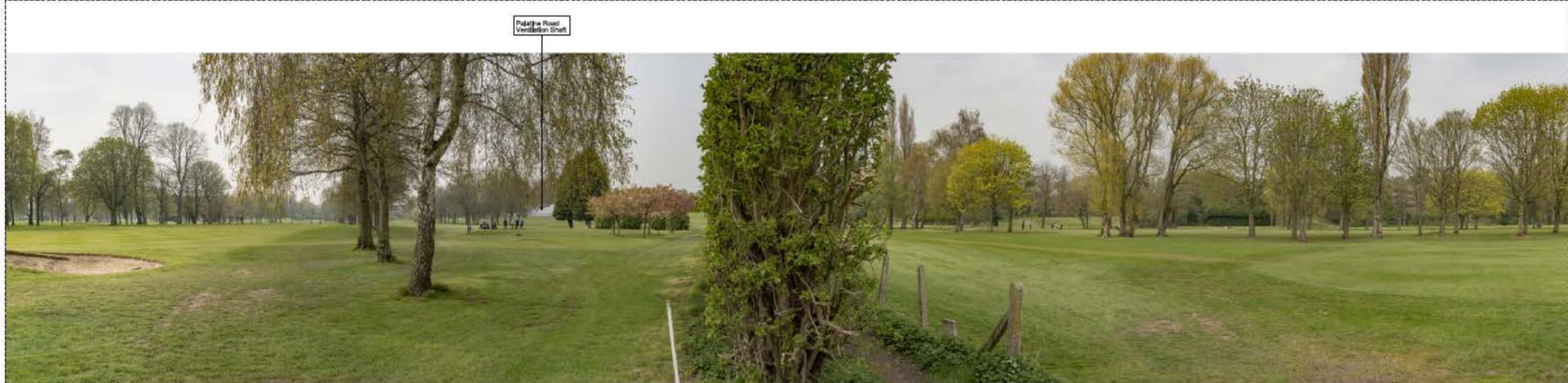
Relocation of the Palatine Road vent shaft, West Didsbury, Manchester

Current Baseline



Sony A7RII, 35mm, Date: 16.04.19 12:58pm

Proposed Scheme



Sony A7RII, 35mm, Date: 16.04.19 12:58pm

Technical Information

Description
View north from public right of way 211 towards the existing Withington Golf Club House. The existing golf course vegetation will partially screen views towards the proposed ventilation shaft.

Key Plan



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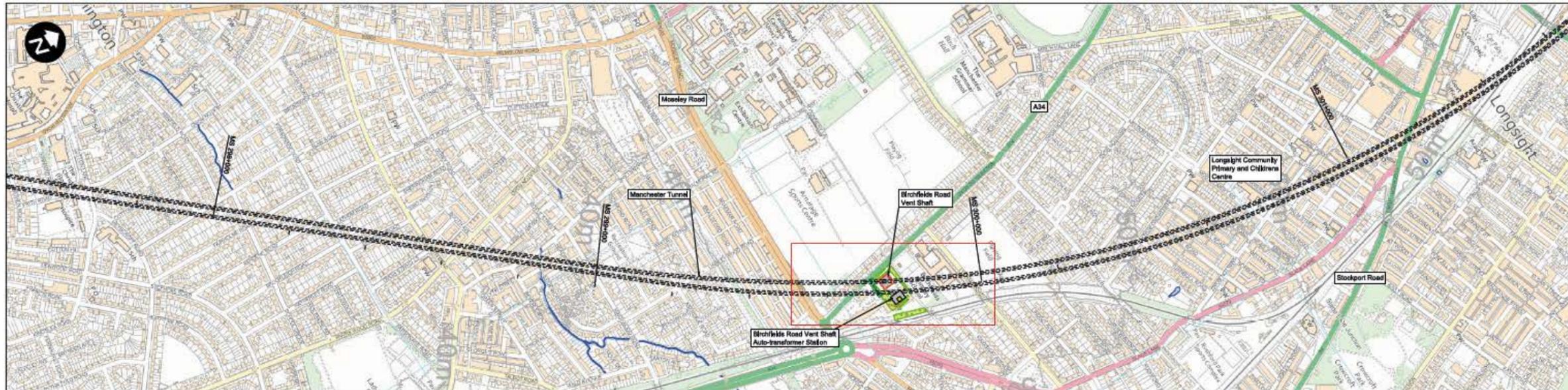
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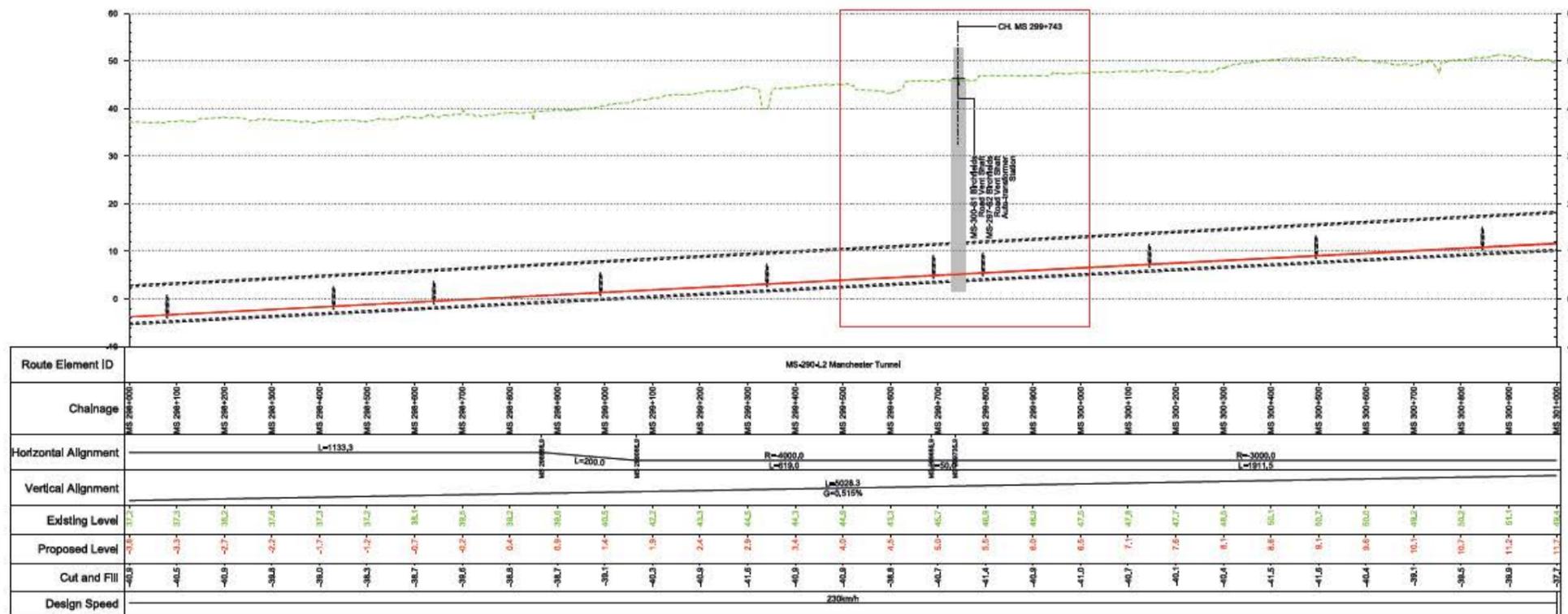
Zone	Manchester Leg Whole			Project/Contract	CDES Area 1 (CE1)		
Design Stage	Hybrid Bill - Draft Initial Preliminary Design			Client/Ref/Function	Environmental		
Drawing Title	Visualisation Produced for the Design Refinement Consultation - Palatine Road Ventilation Shaft 2 of 2			Drawn	DHE	Checked	CPA
				Approved	MM		
Date	24/05/19	Scale	1:1	Site	A1		
Drawing No.	2DE014MWJ4EVDPH-M000-000013			Rev.	P01		

2. Relocation of the Lytham Road tunnel vent shaft to Birchfields Road, Fallowfield, Manchester

Community area: MA07 | Davenport Green to Ardwick



Plan
Scale 1:5,000 @ A1



Profile
Scale 1:10,000 V:1:500 @ A1

Fit for Acceptance

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Rev	Description	Drawn	Checked	Con App	HS2 App
01	Issued for DRC	EP	GHU	DCL	
		28/05/2019	28/05/2019	28/05/2019	

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Legends/Notes

- Depot, station, headhouse, shaft or portal building
- Woodland habitat creation
- Wetland habitat creation
- Grassland habitat creation
- Landscape mitigation planting (scrub / woodland)
- Grassed areas
- Local placement
- Public realm
- Engineering earthworks
- Landscape earthworks
- Rail alignment formation
- Returned to suitable development use
- County boundary
- Borough / District boundary
- Major contour
- Community area boundary
- Existing watercourse
- Watercourse diversions
- New Ditches
- Hedgerow habitat creation
- Major utility works
- Noise fence barrier
- Existing public right of way
- New, diverted or realigned public right of way
- Public right of way closure
- Tunnels external extent
- HS2 access road
- Realigned highway
- Rail alignment
- Chainage (e.g. 10+000)

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Zone	M3 Wide – Hulse Heath to Manchester	Project/Contract	CDES Area 1 (CE1)
Design Stage	Hybrid Bill - Draft Interim Preliminary Design	Client/Function	Civil
Drawing Title	Manchester Tunnel Birchfields Road Ventilation Shaft	Drawn	GWH
		Checked	GHU
		Approved	DCL
		Date	20/05/2019
		Scale	AS SHOWN
		Sheet	A1
		Drawing No.	2DE01-MWJ-CV-DPP-M033-020606
		Rev.	P01

Relocation of the Lytham Road vent shaft to Birchfields Road, Fallowfield, Manchester

Current Baseline



Sony A7RII, 35mm, Date: 16/04/19 1:45pm

Proposed Scheme



Sony A7RII, 35mm, Date: 16/04/19 1:45pm

Technical Information

Description

View from outside number 148 Birchfield Road facing the Fallowfield Retail Park. The proposed headhouse structure would be visible from Birchfield Road. Screen planting and street trees would be incorporated into the design. The final design, including the exterior finish of the tunnel ventilation shaft buildings will be approved by local authorities in accordance with the planning regime established in the Hybrid Bill.

Key Plan



This visualisation is provided for illustration purposes only to help inform the DRC events. These are produced as a snapshot of the current work in progress as the Proposed Scheme may be subject to change through ongoing design development and in response to consultation.

For the Hybrid Bill submission, the supporting Environmental Statement will include full details of the visual impact assessment at the selected viewpoints will be included in Volume 5 of the Environmental Statement. A number of verified photomontages will be produced to provide an illustration of how the Proposed Scheme may look in the opening year and/or 15 years after opening to help inform the visual impact assessment.

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. At this scale the images do not lend themselves to direct comparison out in the field.



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Client/Owner
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Zone	Manchester Leg Whole			Project/Contract	CDES Area 1 (CE1)				
Design Stage	Hybrid Bill - Draft Initial Preliminary Design			Director/Function	Environmental				
Drawing Title	Visualisation Produced for the Design Refinement Consultation - Birchfield Road Ventilation Shaft			Drawn	DHE	Checked	CPA	Approved	MM
	Date	24/05/2019	Scale	1:1	Size	A1			
	Drawing No.	2DE01-MW-EVOPH-M00-000008			Rev.	P01			

Realignment of the route at junction 10 of the M42, North Warwickshire

Current Baseline



Proposed Scheme



Technical Information

Description
View looking north east to site of southern portal of the bored tunnel under the M42, junction 10.

Key Plan



This visualization is provided for illustration purposes only to help inform the DRC events. These are produced as a snapshot of the current work in progress as the Proposed Scheme may be subject to change through ongoing design development and in response to consultation.

For the Hybrid BII submission, the supporting Environmental Statement will include all details of the visual impact assessment at the select viewpoints in Volume 2 of the Environmental Statement. A number of verified photographs will be produced to provide an illustration of how the Proposed Scheme may look in the opening years and/or 10 years after opening to help inform the visual impact assessment.

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. At this scale the changes do not lend themselves to close comparison out in the field.

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Zone	Leads Leg Whole			Project/Contract	CDES Area 2 (CE2)		
Design Stage	Hybrid BII - Draft Initial Preliminary Design			Discipline/Function	Geography and Land Survey		
Drawing Title	M42 J10	Drawn	CLE	Checked	Approved		
	Southern Portal	Date	16/05/2019	Scale	AS SHOWN	Size	A1
	Photomontage	Drawing No.	2DE02-ACI-GL-DSK-L000-900000		Rev.	P00.2	

Realignment of the route at junction 10 of the M42, North Warwickshire

Current Baseline



Proposed Scheme



Technical Information

Description
View looking west to the road realignment of the B5000 over the northern portal of the bored tunnel

Key Plan



This visualisation is provided for illustration purposes only to help inform the DfC events. These are produced as a snapshot of the current work in progress as the Proposed Scheme may be subject to change through ongoing design development and in response to consultation.

For the Hybrid BII submission, the supporting Environmental Statement will include full details of the visual impact assessment at the selected viewpoints in Volume 5 of the Environmental Statement. A number of aerial photographs will be produced to provide an illustration of how the Proposed Scheme may look in the opening years and/or 15 years after opening to help inform the visual impact assessment.

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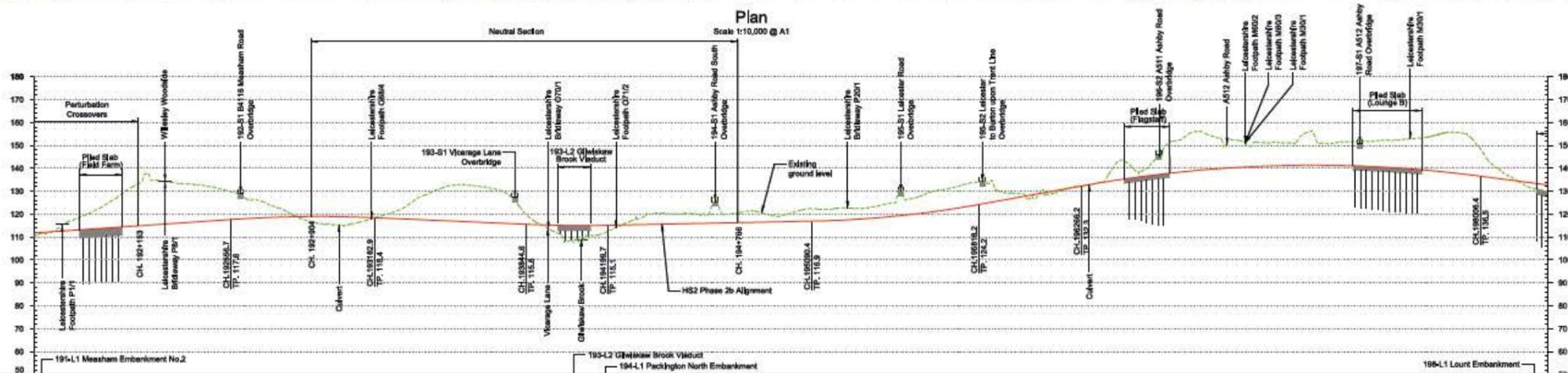
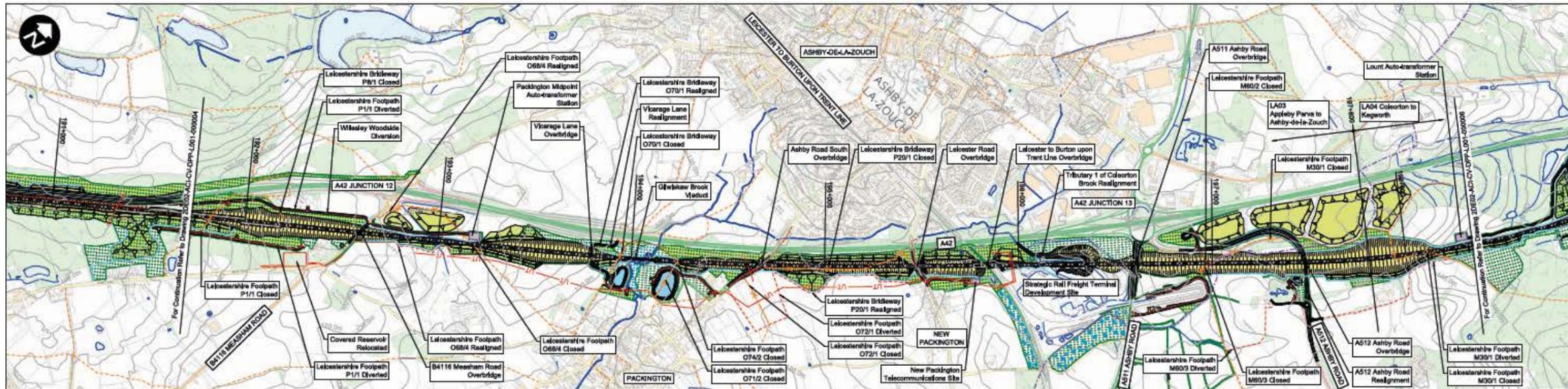
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Client/Originator
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Zone	Leads Leg Whole			Project/Contract	CDES Area 2 (CE2)		
Design Stage	Hybrid BII - Draft Initial Preliminary Design			Discipline/Function	Geography and Land Survey		
Drawing Title	M42 J10	Drawn	CLE	Checked	Approved		
	Northern Portal	Date	16/05/2019	Scale	AS SHOWN	Sheet	A1
	Photomontage	Drawing No.	2DE02-ACI-GL-OSK-L000-900100			Rev.	P00.2

4. Realignment of the route between Ashby-de-la-Zouch and Diseworth, Leicestershire

Community area: LA04 | Coleorton to Kegworth



Route Element ID	Chainage	Horizontal Alignment	Vertical Alignment	Existing Level	Proposed Level	Cut and Fill	Design Speed
191-L1 Meesham Embankment No.2	191+000 - 191+700	L=2215.9	L=3915.6 G=0.254%	110.2 - 112.5	-1.2 - -0.5		400kmh
191-L2 Wilsley Woodside Cutting	191+700 - 192+000	L=1028.2 R=39000.0	L=3915.6 G=0.254%	112.5 - 118.5	-0.5 - -6.8		400kmh
192-L1 Packington South Embankment	192+000 - 193+000	L=1655.0	L=1028.2 R=39000.0	118.5 - 122.2	-6.8 - -10.7		400kmh
193-L1 Packington Cutting	193+000 - 194+000	L=1655.0	L=1655.0	122.2 - 125.1	-10.7 - -15.1		400kmh
194-L1 Packington North Embankment	194+000 - 194+200	L=1655.0	L=1655.0	125.1 - 127.9	-15.1 - -17.8		400kmh
194-L2 Ashby-de-la-Zouch Cutting No. 1	194+200 - 195+000	L=1655.0	L=1655.0	127.9 - 131.1	-17.8 - -21.1		400kmh
195-L1 New Packington Embankment	195+000 - 196+000	L=1655.0	L=1655.0	131.1 - 134.3	-21.1 - -24.3		400kmh
196-L1 Ashby-de-la-Zouch Cutting No. 2	196+000 - 197+000	L=1655.0	L=1655.0	134.3 - 137.5	-24.3 - -27.5		400kmh
197-L1 Ashby-de-la-Zouch Cutting No. 2	197+000 - 198+300	L=1655.0	L=1655.0	137.5 - 140.7	-27.5 - -30.7		400kmh
198-L1 Lount Embankment	198+300 - 198+300	L=1655.0	L=1655.0	140.7 - 143.9	-30.7 - -33.9		275kmh

Fit for Acceptance

Rev	Description	Drawn	Checked	Con.App	HS2 App
P06	Issued for CP2.1	JND	CVI	AH	
P05	Issued for CP2.1	JND	CVI	AH	
P04	Issued for CP2	JND	MEV	DCL	
P03	Issued for CP2	MH	MEV	AH	
P02	Issued for CP1	SM	MPR	AH	

Legends/Notes

- Depot, station, headquarters, tunnel or portal building
- Tunnel portal
- Electricity substation
- Ecological mitigation pond
- Bleaching pond
- Pumping station
- Replacement floodplain storage area
- Woodland habitat creation
- Wetland habitat creation
- Grassland habitat creation
- Landscape mitigation planting (scrub / woodlands)
- Grassed areas
- Local placement
- Public realm
- Engineering earthworks
- Landscape earthworks
- Rail alignment formation
- Returned to suitable development use
- County boundary
- Borough / District boundary
- Major contour
- Community area boundary
- Existing watercourse
- Watercourse diversions
- New Ditches
- Hedgerow
- Major utility works
- Noise fence barrier
- Existing public right of way
- New, diverted or realigned public right of way
- Public right of way closure
- Tunnels external extent
- HS2 access road
- Realigned Highway
- Rail alignment
- Chainage (e.g. 10+000)

HS2

Registered in England
Registration No. 04791686
Registered office:
2 Snow Hill, Queensway,
Birmingham, B4 6QA

Contract/Originator:
Aecom Capita Ineco Joint Venture

Zone	L1 Marston to Kegworth	Project/Contract	CDER Area 2 (CE2)
Design Stage	Hybrid Bill - Draft Interim Preliminary Design	Client/Function	Civil
Drawing Title	H2EL-01 (Down Eastern Leg)	Drawn	DBA
	Sheet 5 of 17	Checked	MPR
	Chainage 191+700 to 198+300	Approved	AHJ
		Date	23/06/2017
		Scale	AS SHOWN
		File	A1
		Drawing No.	2DE02WAG-CV-DPPA.001-000005
		Rev.	P06

Realignment of the route between Ashby-de-la-Zouch and Diseworth, Leicestershire

Current Baseline



Proposed Scheme



Technical Information

Description
View looking north west from Melbourne Road showing the effect of the realignment of Melbourne Road over HS2 and mitigation planting on existing road alignment.

Key Plan



This visualisation is provided for illustration purposes only to help inform the LIPIC events. These are produced as a snapshot of the current work in progress as the Proposed Scheme may be subject to change through ongoing design development and in response to consultation.

For the Hybrid bill submission, the supporting Environmental Statement will include full details of the visual impact assessment of the project, including a number of aerial photographs to provide an illustration of how the Proposed Scheme may look in the opening years and/or 15 years after opening to help inform the visual impact assessment.

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. At this scale the images do not lend themselves to direct comparison out in the field.

HS2

Registered in England
Registration No. 06791000
Registered office:
2 Snow Hill, Queensway,
Birmingham, B4 6QA

Created/Originator
Accom Capita Ineco Joint Venture

Zone	Leeds Leg Whole			Project/Contract	CDES Area 2 (CE2)		
Design Stage	Hybrid Bill - Draft Initial Preliminary Design			Client/Function	Geography and Land Survey		
Drawing Title	Lounge	Drawn	CLE	Checked	Approved		
	View 1	Date	16/05/2019	Scale	AS SHOWN	Size	A1
	Photomontage	Drawing No.	2DE02-ACL-QL-D6K-L000-000600		Rev.	P00.3	

Realignment of the route between Ashby-de-la-Zouch and Diseworth, Leicestershire

Current Baseline



Proposed Scheme



Technical Information

Description
View looking south east from Nottingham Road (B587) near Lount to HS2 main line alignment. The vegetation in the foreground which obscures the view will not be affected by the scheme.

Key Plan



This visualisation is provided for illustration purposes only to help inform the DRC events. These are produced as a snapshot of the current work in progress as the Proposed Scheme may be subject to change through ongoing design development and in response to consultation.

For the Hybrid Bill submission, the supporting environmental statement will include full details of the visual impact assessment at the select viewpoints in Volume 3 of the Environmental Statement. A number of verified photomontages will be produced to provide an illustration of how the Proposed Scheme may look in the opening years and/or 18 years after opening to help inform the visual impact assessment.

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. At this stage the images do not intend themselves to direct comparison out in the field.

HS2

Registered in England
Registration No. 06701686
Registered office:
2 Snow Hill, Queensway,
Birmingham, B4 6GA

Lead/Project Director
Aecom Capita Ineco Joint Venture

Zone		Project/Contract		
Leeds Leg Whole		CEDS Area 2 (CE2)		
Design Stage		Client/Role/Function		
Hybrid Bill - Draft Initial Preliminary Design		Geography and Land Survey		
Drawing Title		Drawn	Checked	Approved
Lounge		CLE		
View 2		Date	Scale	Size
Photomontage		16/05/2019	AS SHOWN	A1
		Drawing No.	Rev.	
		20E02-AC1-GL-DSK-L000-000700		P00.3

Realignment of the route between Ashby-de-la-Zouch and Diseworth, Leicestershire

Current Baseline



Proposed Scheme



Technical Information

Description
View looking west from Worthington Lane, Newbold, to HS2 main line alignment. The vegetation in the foreground will not be affected by the scheme and it will therefore shield it from view.

Key Plan



This visualisation is provided for illustration purposes only to help inform the DfDC events. These are produced as a snapshot of the current work in progress as the Proposed Scheme may be subject to change through ongoing design development and in response to consultation.

For the Hybrid BII submission, the supporting Environmental Statement will include full details of the visual impact assessment at the selected viewpoints in Volume 5 of the Environmental Statement. A number of verified photographs will be produced to provide an illustration of how the Proposed Scheme may look in the opening years and/or 15 years after opening to help inform the visual impact assessment.

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. At this stage the images do not need themselves to direct comparison out in the field.

HS2

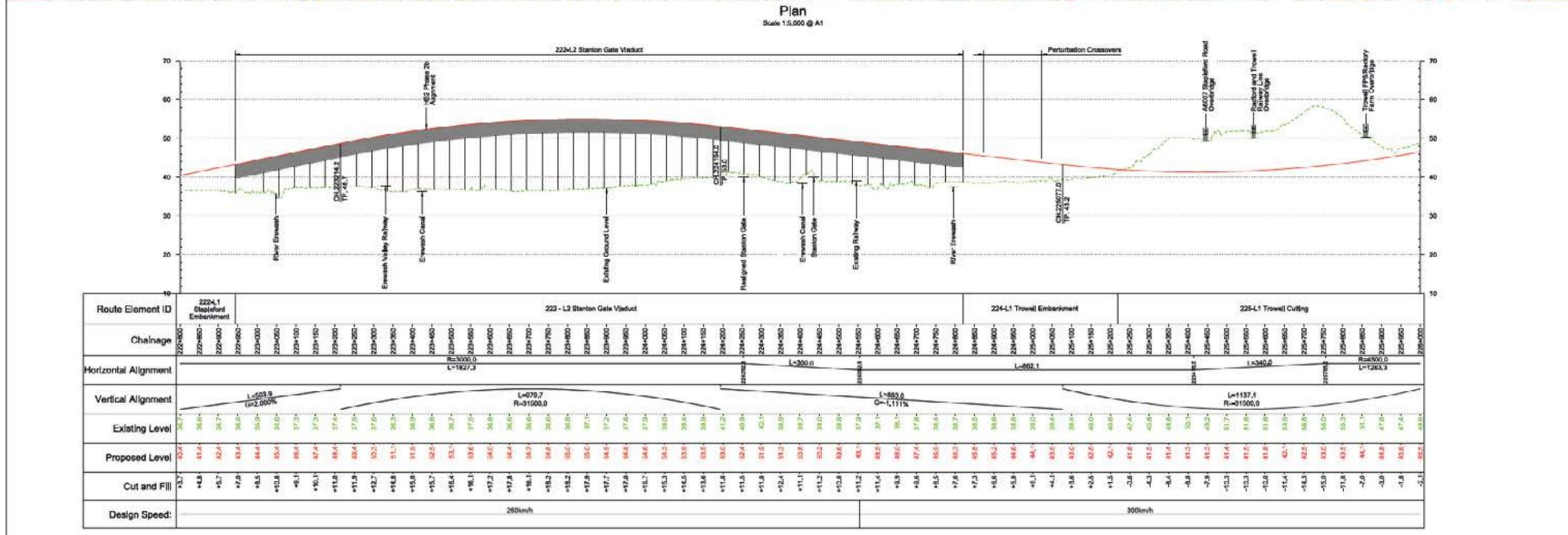
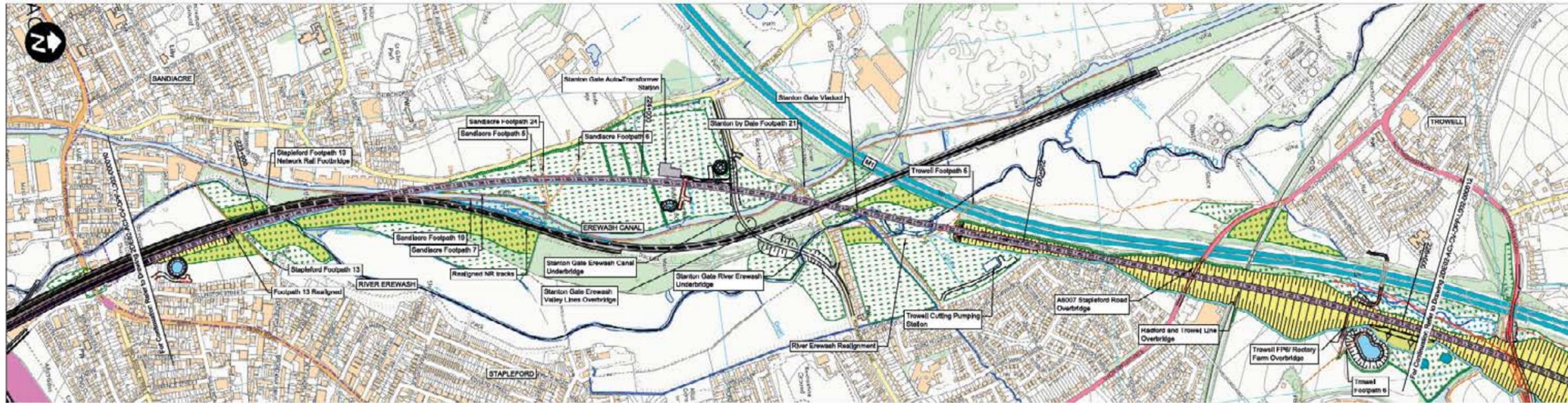
Registered in England
Registration No. 00791000
Registered office:
2 Snow Hill, Queensway,
Birmingham, B4 6QA

Created/Managed by:
Aecom Capita Ineco Joint Venture

Zone	Leads Leg Whole			Project/Contract	CDES Area 2 (CE2)		
Design Stage	Hybrid BII - Draft Initial Preliminary Design			Discipline/Function	Geography and Land Survey		
Drawing Title	Lounge	Drawn	CLE	Checked	Approved		
	View 3	Date	16/05/2019	Scale	AS SHOWN	Rev	A1
	Photomontage	Drawing No.	2DE02-ACI-GL-DBX-1,000-000800			Rev.	P00,3

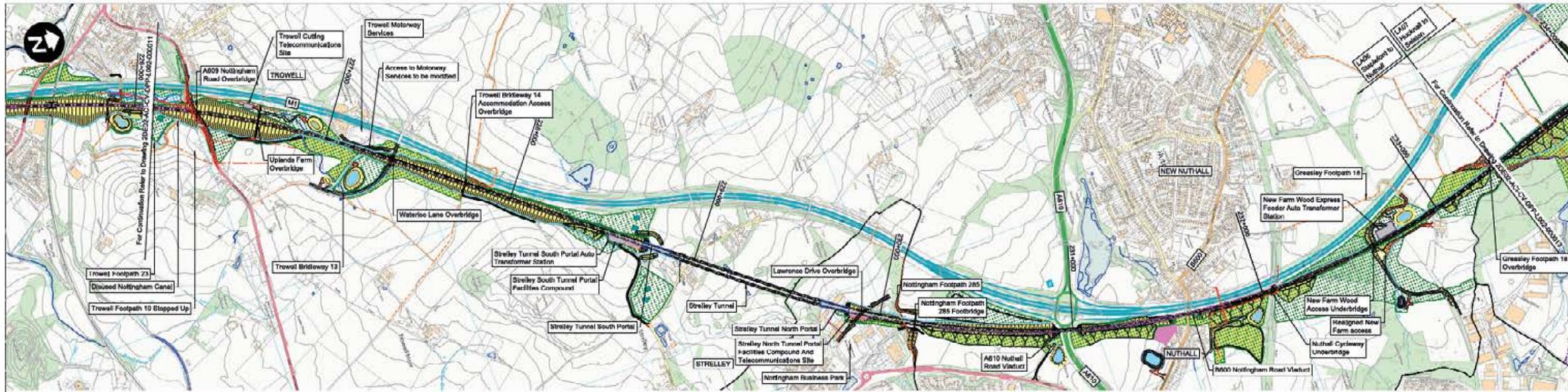
5. Realignment of the route at Trowell in Nottinghamshire to avoid the M1

Community area: LA06 | Stapleford to Nuthall

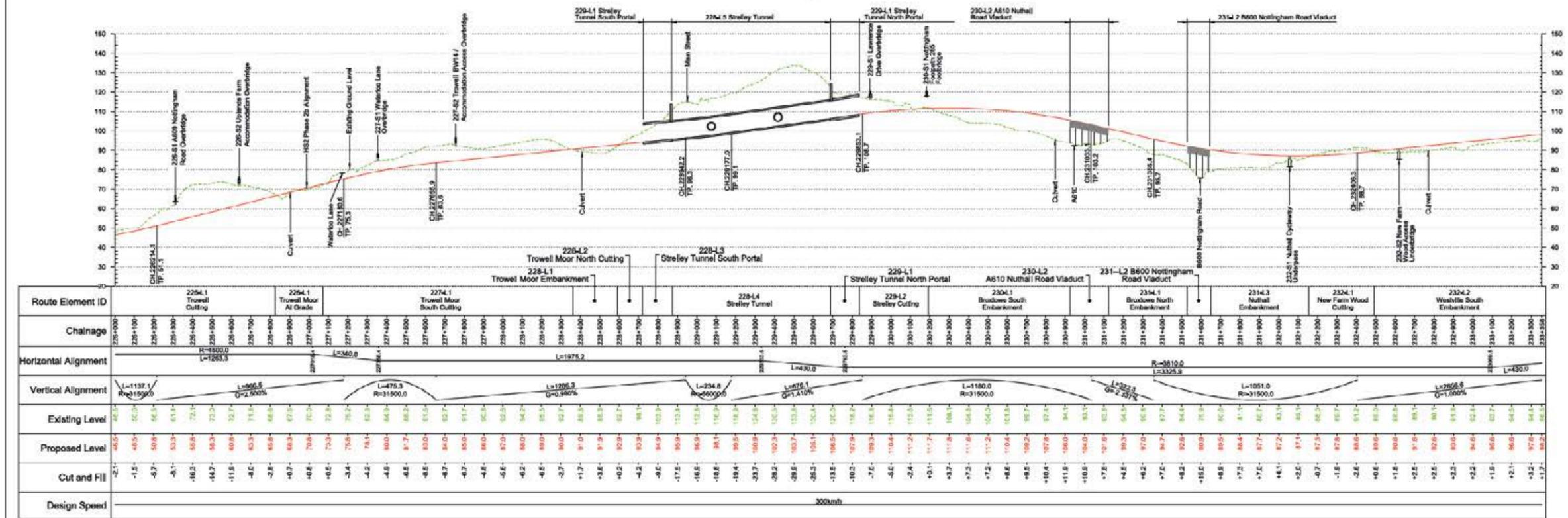


Fit for Acceptance

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Plan
Scale 1:10,000 @ A1



Profile
Scale H:10,000 V:1000 @ A1

Fit for Acceptance

REV	NO	DATE	BY	CHKD	APPD	DESCRIPTION
001	1	17/04/2018	JMO	MEV	AKI	Issue for CP2.1
002	2	16/04/2019	SH	AKI	AKI	Issue for CP2.1
003	3	19/07/2019	WJ	MEV	DCL	Issue for CP2
004	4	22/06/2019	KT	MEV	AKI	Issue for CP2
005	5	20/11/2017	KB	MEV	AKI	Issue for CP1

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Scale with caution as distortion can occur.

Legend/Notes:

- Depot, station, hoothouse, shed or portal building
- Tunnel portal
- Electricity substation
- Ecological mitigation pond
- Balancing pond
- Pumping station
- Replacement footpath
- Woodland habitat creation
- Wetland habitat creation
- Landscaped mitigation planting (scrub / woodland)
- Grassed areas
- Local placement
- Public realm
- Engineering earthworks
- Landscape earthworks
- Rail alignment formation
- Returned to suitable development use
- County boundary
- Borough / District boundary
- Major contour
- Community area boundary
- Existing watercourse
- Watercourse diversion
- New Ditches
- Tunnels external extent
- HS2 access road
- Realigned Highway
- Rail alignment
- Existing public right of way
- New, diverted or realigned public right of way
- Public right of way closure
- Major utility works
- Noise fence barrier

HS2

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Registered office:
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Birmingham, B4 6GA

Created/Updated by:
Accom Capita Ineco Joint Venture

Zone	L2 Kegworth to Newton & Tibshelf	Project/Contract	CDES Area 2 (CE2)
Design Stage	Hybrid BII - Draft Interim Preliminary Design	Client/Function	Civil
Drawing Title	H2EL-01 (Down Eastern Leg)	Drawn	KBA
	Sheet 12 of 17	Checked	MEV
	Chainage 226+000 to 233+350	Approved	AKI
		Date	24/06/2017
		Scale	AS SHOWN
		Site	A1
		Drawing No.	2DE2-ACI-OV-DPP-L002-00012
		Rev.	P06

Realignment of the route at Trowell in Nottinghamshire to avoid the M1

Current Baseline



Proposed Scheme



Technical Information

Description
View looking south from Stapleford Road over M1 to HS2 main line alignment

Key Plan



This visualisation is provided for illustration purposes only to help inform the DRC events. These are produced as a snapshot of the current work in progress as the Proposed Scheme may be subject to change through ongoing design development and in response to consultation.

For the Hybrid Bill submission, the supporting Environmental Statement will include full details of the visual impact assessment of the scheme, proposals in Volume 3 of the Environmental Statement. A number of aerial photographs will be provided to provide an illustration of how the Proposed Scheme may look in the opening years and/or 10 years after opening to help inform the visual impact assessment.

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. At this scale the images do not tend themselves to direct comparison with the field.

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Creation/Prepared by
Aecom Capita Ineco Joint Venture

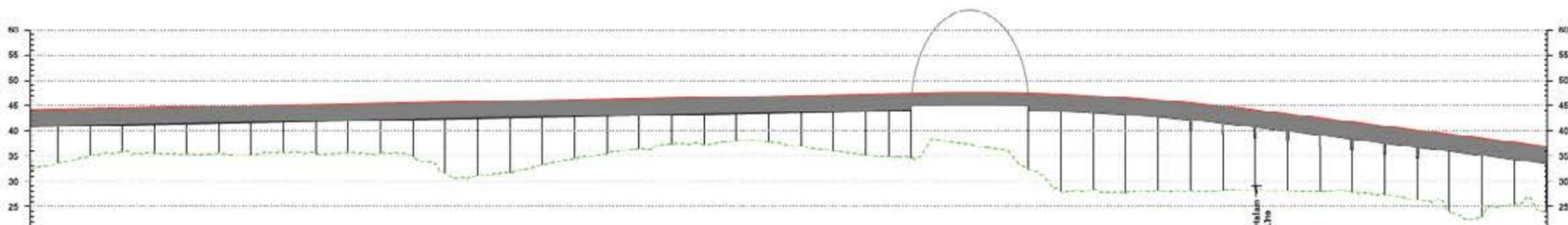
Zone	Leeds Leg Whole		Project Context	CDES Area 2 (CE2)	
Design Stage	Hybrid Bill - Draft Initial Preliminary Design		Client/Ref/Function	Geography and Land Survey	
Drawing Title	Trowell View 1 Photomontage		Drawn	Checked	Approved
			CLE		
			Date	Scale	Rev.
			16/05/2019	AS SHOWN	A1
			Drawing No.	Rev.	
			2DE02-AC1-GL-DSK-L000-900900	P00.2	

6. Leeds corridor, Woodlesford to Leeds Station

Community area: LA17 | Stourton to Hunslet and LA18 | Leeds Station



Plan
Scale 1:2500 @ A1



Key
HS2 Phase 2b Alignment
Existing Ground Level

Route Element ID	L325-L1 Rothwell Country Park Viaduct																			
Chalnage	LS 325+000	LS 325+050	LS 325+100	LS 325+150	LS 325+200	LS 325+250	LS 325+300	LS 325+350	LS 325+400	LS 325+450	LS 325+500	LS 325+550	LS 325+600	LS 325+650	LS 325+700	LS 325+750	LS 325+800	LS 325+850	LS 325+900	LS 325+950
Horizontal Alignment	R=2030.0 L=749.1		L=270.0				L=215.0				R=1704.0 L=493.6		L=230.3		L=1136.6					
Vertical Alignment	L=1419.0 G=0.37%										L=326.0 R=11360.0					L=260.2 G=-2.50%				
Existing Level	32.4	34.6	35.5	35.4	35.3	35.1	35.1	35.0	34.9	34.8	34.8	34.7	34.7	34.6	34.6	34.5	34.5	34.4	34.4	34.3
Proposed Level	42.7	44.4	44.5	44.7	44.9	45.1	45.1	45.3	45.3	45.2	45.2	45.1	45.1	45.0	45.0	44.9	44.9	44.8	44.8	44.7
Cut and Fill	+11.8	+9.8	+9.0	+9.2	+9.6	+9.4	+9.4	+9.6	+9.6	+9.5	+9.5	+9.4	+9.4	+9.3	+9.3	+9.2	+9.2	+9.1	+9.1	+9.0
Design Speed:	200km/h										180km/h									

Profile
Scale H=1:2500 V=1:500 @ A1

Fit for Acceptance



Rev	Description	Drawn	Checked	Clm App	HS2 App
P08	CP2.1 Draft Interim Preliminary Design	UK	IB	PC	
P05	CP2 Interim Preliminary Design	UK	IB	PC	
P04	For CP2 IDB Meeting H&M Preliminary Design	AT	IB	PC	
P03	Design for Evaluation in working draft ES	UK	AI	ID	
P02	CP1 Interim Preliminary Design	UK	IB	PC	

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Legend:

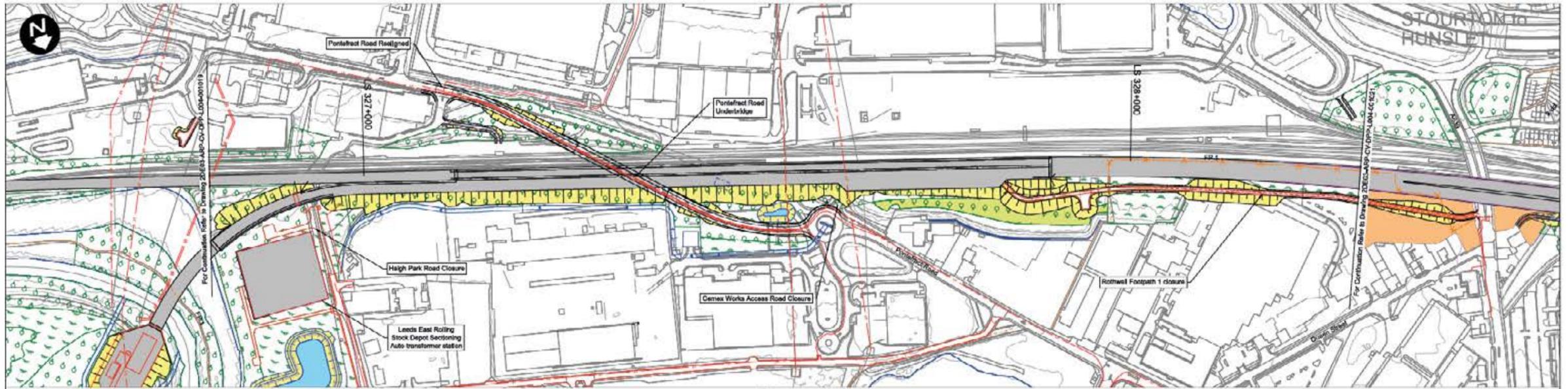
- Depot, station, headhouse, shaft or portal building
- Tunnel portal
- Flexibility substitution
- Ecological mitigation pond
- Balancing pond
- Pumping station
- Replacement floodplain storage area
- Woodland habitat creation
- Wetland habitat creation
- Grassland habitat creation
- Landscape mitigation planting (scrub / woodland)
- Grassland areas
- Local placement
- Public realm
- Engineering earthworks
- Landscape earthworks
- Rail alignment formation
- Returned to suitable development use
- County boundary
- Borough / District boundary
- Major contour
- Community area boundary
- Existing watercourse
- Watercourse diversion
- New Ditches
- Hedgerow habitat creation
- Major utility works
- Noise fence barrier
- Existing public right of way
- New, diverted or realigned public right of way
- Public right of way closure
- Tunnels external extent
- HS2 access road
- Realigned highway
- Rail alignment
- Chalnage (e.g. 10+000)

HS2

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Registered office:
2 Snow Hill, Queensway,
Birmingham, B4 6QA

Greater Oligotherm
Ove Arup & Partners International Ltd

Zone	L4 Sharncliffe Common to Leeds and Ulfkelf		
Project/Contract	CDES Area 3 (CE3)		
Design stage	Hybrid Bill - Draft Interim Preliminary Design		
Drawing title	L4 Leeds Spur Plan & Profile		
Chainage	325+300 - 326+800		
Sheet	Sheet 21 of 38		
Drawn	LH	Checked	JBA
Approved	PC	Drawn	AS SHOWN
Date	25/08/2017	Scale	A1
Drawing No.	2DE03-ARP-CV-DPP4-004-001019		Rev.
			P06



Plan
Scale 1:2500 @ A1



Key
HS2 Phase 2b Alignment
Existing Ground Level

Route Element ID	L325+L1 Rothwell Country Park Viaduct										L327+L1 Stourton Embankment										L327+L2 Leeds Viaduct																
Chainage	LS 325+000	LS 325+050	LS 325+100	LS 325+150	LS 325+200	LS 325+250	LS 325+300	LS 325+350	LS 325+400	LS 325+450	LS 327+000	LS 327+050	LS 327+100	LS 327+150	LS 327+200	LS 327+250	LS 327+300	LS 327+350	LS 327+400	LS 327+450	LS 327+500	LS 327+550	LS 327+600	LS 327+650	LS 327+700	LS 327+750	LS 327+800	LS 327+850	LS 327+900	LS 327+950	LS 328+000	LS 328+050	LS 328+100	LS 328+150	LS 328+200	LS 328+250	LS 328+300
Horizontal Alignment	L=1136.6										L=655.0										R=1136.0 L=471.1																
Vertical Alignment	L=199.7 R=8000.0										L=678.0 G=0.00%										L=255.3 R=1350.0																
Existing Level	34.2	35.5	36.8	38.1	39.4	40.7	42.0	43.3	44.6	45.9	47.2	48.5	49.8	51.1	52.4	53.7	55.0	56.3	57.6	58.9	60.2	61.5	62.8	64.1	65.4	66.7	68.0	69.3	70.6	71.9	73.2	74.5	75.8	77.1	78.4	79.7	
Proposed Level	36.5	37.8	39.1	40.4	41.7	43.0	44.3	45.6	46.9	48.2	49.5	50.8	52.1	53.4	54.7	56.0	57.3	58.6	59.9	61.2	62.5	63.8	65.1	66.4	67.7	69.0	70.3	71.6	72.9	74.2	75.5	76.8	78.1	79.4	80.7	82.0	
Cut and Fill	+12.3	+12.3	+12.3	+12.3	+12.3	+12.3	+12.3	+12.3	+12.3	+12.3	+12.3	+12.3	+12.3	+12.3	+12.3	+12.3	+12.3	+12.3	+12.3	+12.3	+12.3	+12.3	+12.3	+12.3	+12.3	+12.3	+12.3	+12.3	+12.3	+12.3	+12.3	+12.3	+12.3	+12.3	+12.3	+12.3	
Design Speed:	180km/h																																				

Profile
Scale H:1:2500 V:1:500 @ A1



Fit for Acceptance

Rev	Description	Drawn	Checked	Con App	HS2 App
P04	Draft HS2 Preliminary Design	UK	JD	PC	
P05	Initial Preliminary Design	UK	JB	PC	
P06	For CP2 ERM Meeting Initial Preliminary Design	UK	JB	PC	
P07	Design for inclusion in working draft EIS	UK	AJ	JB	
P08	Draft HS2 Preliminary Design	UK	JB	PC	

Legend/Notes:

- Depot, station, freight house, shaft or portal building
- Tunnel portal
- Electricity substation
- Ecological mitigation pond
- Balancing pond
- Pumping station
- Replacement Footpath storage area
- Woodland habitat creation
- Wetland habitat creation
- Crossland habitat creation (scrub / woodland)
- Landscape mitigation planting (scrub / woodland)
- Grassed areas
- Local placement
- Public realm
- Engineering earthworks
- Landscape earthworks
- Rail alignment formation
- Returned to suitable development use
- County boundary
- Borough / District boundary
- Major contour
- Community area boundary
- Existing watercourse
- Watercourse diversion
- New Ditches
- Hedge-row habitat creation
- Major utility works
- Noise fence barrier
- Existing public right of way
- New, revised or realigned public right of way
- Public right of way closure
- Tunnels external extent
- HS2 access road
- Realigned highway
- Rail alignment
- Chainage (e.g. 10+000)

HS2

Registered in England
Registration No. 06791566
Registered office:
2 Snow Hill, Queensway,
Birmingham, B4 6QA

Created/Originator
Ove Arup & Partners International Ltd

Zone	L4 Sharlston Common to Leeds and Ulskeif	Phase/Context	CDES Area 3 (CE3)		
Design Stage	Hybrid BII - Draft Interim Preliminary Design	Client/Function	Civil		
Drawing Title	L1 Leeds Spur Plan & Profile Chainage - 326+800 - 328+300	Drawn	LH	Checked	JBA
	Sheet 22 of 38	Approved	PC	Date	25/08/2017
		Scale	AS SHOWN	Rev	A1
		Drawing No.	2DE03 ARP CV DPP L04 01020		
		Rev.	P06		



Plan
Scale 1:2500 @ A1

Key
 - HS2 Phase 2b Alignment
 - Existing Ground Level



Route Element ID	L3274.2 Leeds Viaduct																															
Chainage	LS 328+300	LS 328+350	LS 328+400	LS 328+450	LS 328+500	LS 328+550	LS 328+600	LS 328+650	LS 328+700	LS 328+750	LS 328+800	LS 328+850	LS 328+900	LS 328+950	LS 329+000	LS 329+050	LS 329+100	LS 329+150	LS 329+200	LS 329+250	LS 329+300	LS 329+350	LS 329+400	LS 329+450	LS 329+500	LS 329+550	LS 329+600	LS 329+650	LS 329+700	LS 329+750	LS 329+800	
Horizontal Alignment	L=871.1														L=705.7										L=140.3							
Vertical Alignment	L=104.0 R=6000.0														L=124.5 R=200.0										L=100.4 R=20000.0							
Existing Level	38.6	39.0	39.3	39.4	39.2	39.0	38.8	38.7	38.7	38.7	38.7	38.7	38.7	38.7	38.7	38.7	38.7	38.7	38.7	38.7	38.7	38.7	38.7	38.7	38.7	38.7	38.7	38.7	38.7	38.7	38.7	38.7
Proposed Level	45.1	45.0	44.9	44.8	44.7	44.6	44.5	44.4	44.3	44.2	44.1	44.0	43.9	43.8	43.7	43.6	43.5	43.4	43.3	43.2	43.1	43.0	42.9	42.8	42.7	42.6	42.5	42.4	42.3	42.2	42.1	42.0
Cut and Fill	+16.5	+17.6	+17.3	+15.5	+15.1	+14.9	+14.7	+14.6	+14.5	+14.4	+14.3	+14.2	+14.1	+14.0	+13.9	+13.8	+13.7	+13.6	+13.5	+13.4	+13.3	+13.2	+13.1	+13.0	+12.9	+12.8	+12.7	+12.6	+12.5	+12.4	+12.3	
Design Speed	180km/h																										130km/h					

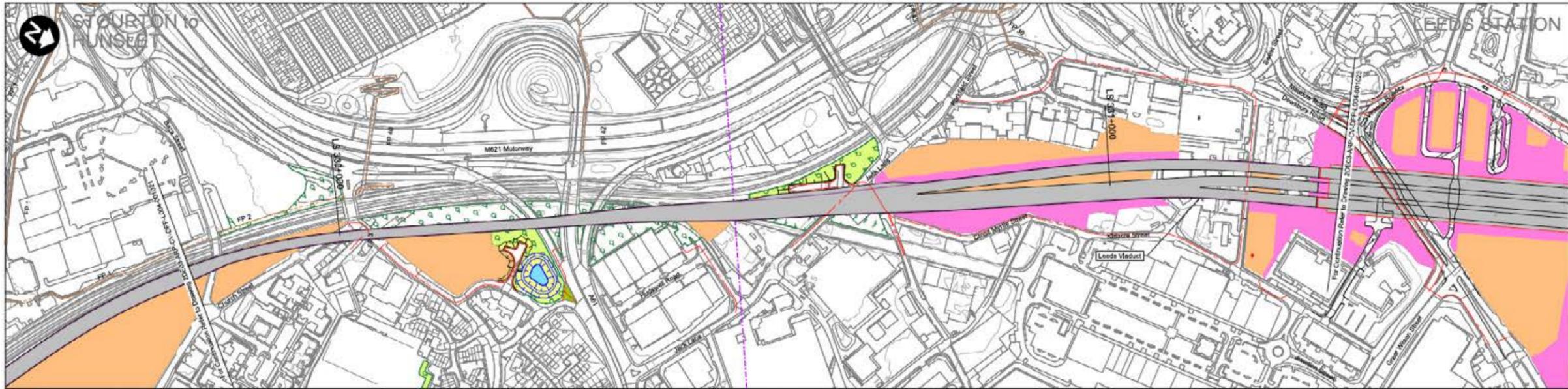
Profile
Scale H:1:2500 V:1:500 @ A1

Fit for Acceptance

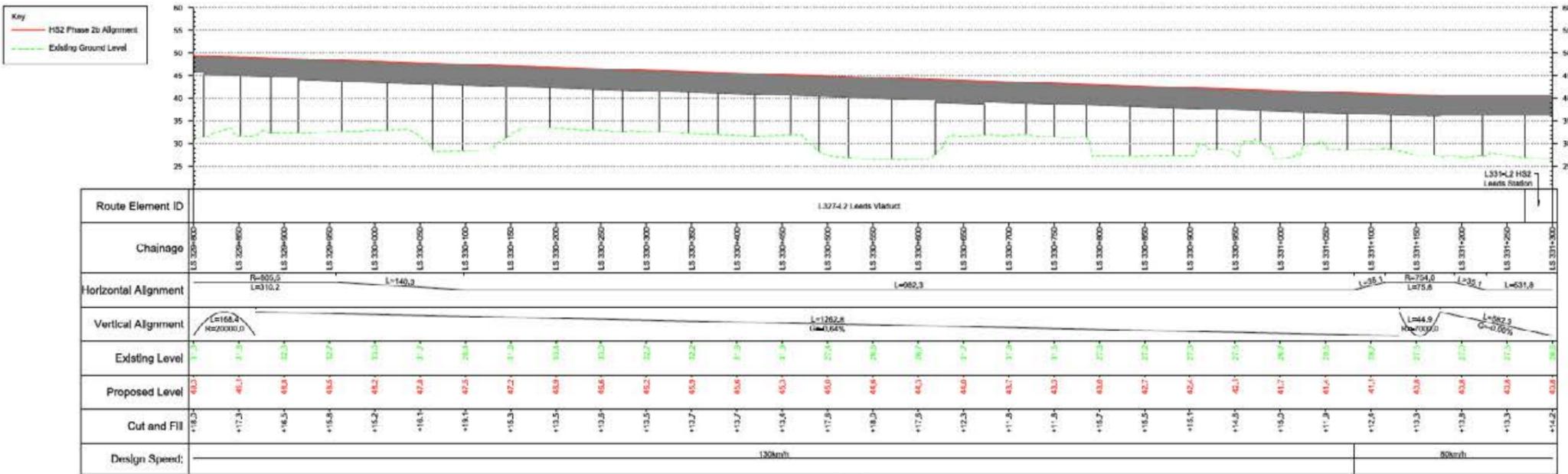
	<table border="1"> <tr> <th>Rev</th> <th>Description</th> <th>Drawn</th> <th>Checked</th> <th>Can App</th> <th>HS2 App</th> </tr> <tr> <td>P08</td> <td>CP2.1 Draft Interim Preliminary Design</td> <td>LK</td> <td>B</td> <td>PC</td> <td></td> </tr> <tr> <td>P09</td> <td>CP2.1 Draft Interim Preliminary Design</td> <td>LK</td> <td>B</td> <td>PC</td> <td></td> </tr> <tr> <td>P10</td> <td>CP2.1 Draft Interim Preliminary Design</td> <td>LK</td> <td>B</td> <td>PC</td> <td></td> </tr> <tr> <td>P11</td> <td>CP2.1 Draft Interim Preliminary Design</td> <td>LK</td> <td>B</td> <td>PC</td> <td></td> </tr> <tr> <td>P12</td> <td>CP2.1 Draft Interim Preliminary Design</td> <td>LK</td> <td>B</td> <td>PC</td> <td></td> </tr> </table>	Rev	Description	Drawn	Checked	Can App	HS2 App	P08	CP2.1 Draft Interim Preliminary Design	LK	B	PC		P09	CP2.1 Draft Interim Preliminary Design	LK	B	PC		P10	CP2.1 Draft Interim Preliminary Design	LK	B	PC		P11	CP2.1 Draft Interim Preliminary Design	LK	B	PC		P12	CP2.1 Draft Interim Preliminary Design	LK	B	PC		<p>HS2 accepts no responsibility for any discontinuities which arise from the reproduction of the documents after alteration, amendment or withdrawal or if it is found in part or found incompletely in any way.</p> <p>© Crown Copyright material is reproduced with the permission of Land Registry under delegated authority from the Controller of HMSO.</p> <p>This material was last updated on 2016 and may not be current, distributed, sold or resold without the formal permission of Land Registry. Only an official copy of a file plan or register obtained from the Land Registry may be used for legal or other official purposes.</p>	<p>Legend:</p> <ul style="list-style-type: none"> Depot, station, hse/house, shaft or portal building Tunnel portal Electricity substation Ecological mitigation ponds Balancing pond Pumping station Replacement floodplain storage area Woodland habitat creation Wetland habitat creation Grassland habitat creation Landscape mitigation planting (scrub / woodland) Grassed areas Local placement Public realm Engineering earthworks Landscape earthworks Rail alignment formation Returned to suitable development use County boundary Borough / District boundary Major contour Community area boundary Existing watercourse Watercourse diversions New Ditches Hedgehog habitat creation Major utility works Noise fence barrier Existing public right of way New, diverted or realigned public right of way Public right of way closure Tunnels external extent HOZ access road Realigned highway Rail alignment Chainage (e.g. 10+000)
Rev	Description	Drawn	Checked	Can App	HS2 App																																		
P08	CP2.1 Draft Interim Preliminary Design	LK	B	PC																																			
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P10	CP2.1 Draft Interim Preliminary Design	LK	B	PC																																			
P11	CP2.1 Draft Interim Preliminary Design	LK	B	PC																																			
P12	CP2.1 Draft Interim Preliminary Design	LK	B	PC																																			



<p>Zone 1.4 Sherston Common to Leeds and Ulfleskoff</p> <p>Design stage Hybrid Bill - Draft Interim Preliminary Design</p> <p>Drawing title L4 Leeds Spur Plan & Profile Chainage - 328+300 - 329+800 Sheet 23 of 38</p>	<p>Product/Contract CDER Area 3 (CE3)</p> <p>Classification Civil</p> <table border="1"> <tr> <td>Drawn</td> <td>Checked</td> <td>Approved</td> </tr> <tr> <td>LH</td> <td>JBA</td> <td>PC</td> </tr> <tr> <td>Date</td> <td>Scale</td> <td>Rev</td> </tr> <tr> <td>25/08/2017</td> <td>AS SHOWN</td> <td>A1</td> </tr> <tr> <td>Drawing No.</td> <td>Rev.</td> <td></td> </tr> <tr> <td>20673-IMP-ACV-MPH-L004-001021</td> <td>P06</td> <td></td> </tr> </table>	Drawn	Checked	Approved	LH	JBA	PC	Date	Scale	Rev	25/08/2017	AS SHOWN	A1	Drawing No.	Rev.		20673-IMP-ACV-MPH-L004-001021	P06	
Drawn	Checked	Approved																	
LH	JBA	PC																	
Date	Scale	Rev																	
25/08/2017	AS SHOWN	A1																	
Drawing No.	Rev.																		
20673-IMP-ACV-MPH-L004-001021	P06																		



Plan
Scale 1:2500 @ A1



Profile
Scale H1:2500 V1:500 @ A1

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Leeds corridor, Woodlesford to Leeds station

Current Baseline



Proposed Scheme



Technical Information

Description
View north from Dalm Road within Hunslet. This viewpoint is representative of the effects on the residential receptors within Hunslet, which face in the orientation of the proposed scheme.

Key Plan



This visualisation is provided for illustration purposes only to help inform the IBC events. These are produced as a snapshot of the current work in progress as the proposed scheme may be subject to change through ongoing design development and in response to consultation.

For the Hybrid Bill submission, the supporting Environmental Statement will include full details of the visual impact assessment at the selected viewpoints will be included in Volume 5 of the Environmental Statement. A number of verified photomontages will be produced to provide an illustration of how the Proposed Scheme may look in the opening year and/or 15 years after opening to help inform the visual impact assessment.

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. At this scale the images do not lend themselves to direct comparison out in the field.

HS2

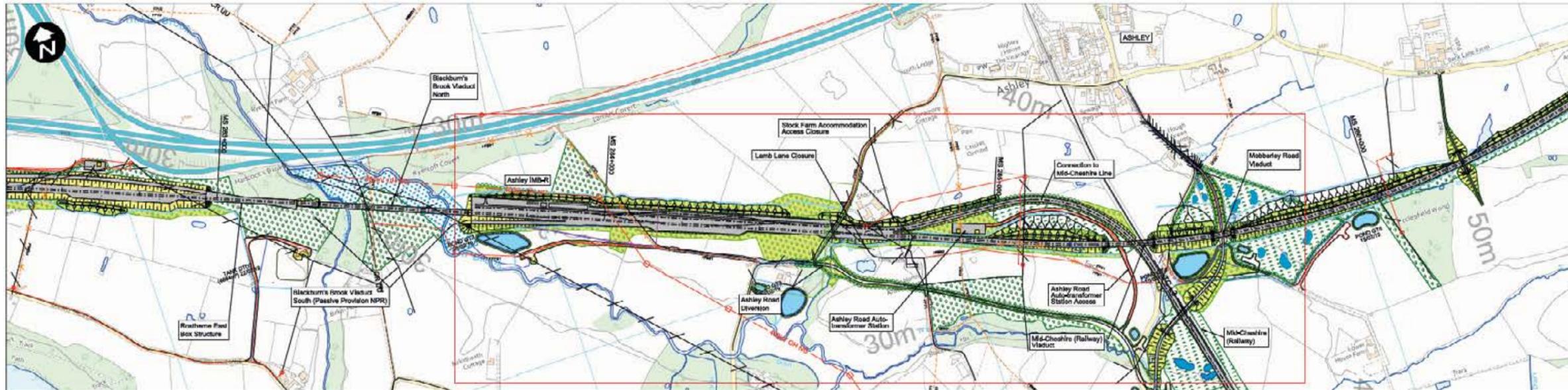
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ARUP

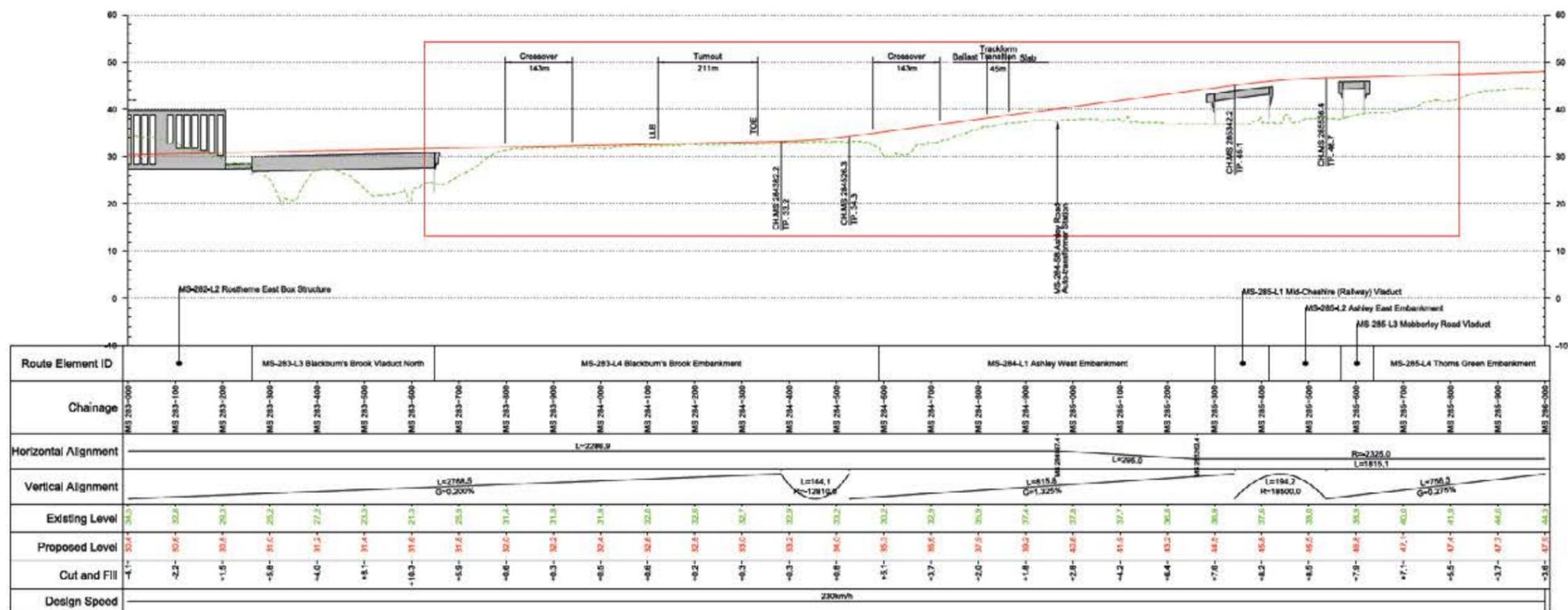
Zone	Leeds Leg			Project/Contract	CDES Area 1 (CE1)		
Design Stage	Hybrid Bill - Draft Initial Preliminary Design			Studies/Function	Environmental		
Drawing Title	Visualisation Produced for the Design Refinement Consultation - Rahn Road			Drawn	DR	Checked	DW
				Agreed	DC		
Date	28/05/2019		Scale	NTS		Size	A1
Drawing No.	2FV01-ARP-FV/01.01.000-000001			Rev.	P01		

7. Temporary construction railhead and permanent maintenance facility near Ashley, Cheshire

Community area MA06 | Hulseheath to Manchester Airport



Plan
Scale 1:5,000 @ A1



Profile
Scale 1:25,000 V:1:500 @ A1

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REV	DESCRIPTION	DATE	BY	CHECKED	APP
1	Issue for Design	20/05/2019	GHU	DCL	GHU
2	Issue for Construction	20/05/2019	GHU	DCL	GHU

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Legend/Notes

- Depot, station, headhouse, shaft or portal building
- Tunnel portal
- Electrification substation
- Ecological mitigation pond
- Balancing pond
- Pumping station
- Replacement footpath
- Storage area
- Denotes Area of Contamination
- Woodland habitat creation
- Wetland habitat creation
- Grassland habitat creation
- Landscape mitigation planting (scrub / woodland)
- Grassed areas
- Local placement
- Public realm
- Engineering earthworks
- Landscape earthworks
- Rail alignment formation
- Returned to outside development use
- County boundary
- Rough / 1:50000 boundary
- Major contour
- Community area boundary
- Existing watercourse
- Watercourse diversion
- New ditches
- Hedgerow habitat creation
- Major railway works
- Noise fence barrier
- Existing public right of way
- New, diverted or realigned public right of way
- Public right of way closure
- Line external extent
- HS2 access road
- Realigned highway
- Rail alignment

HS2

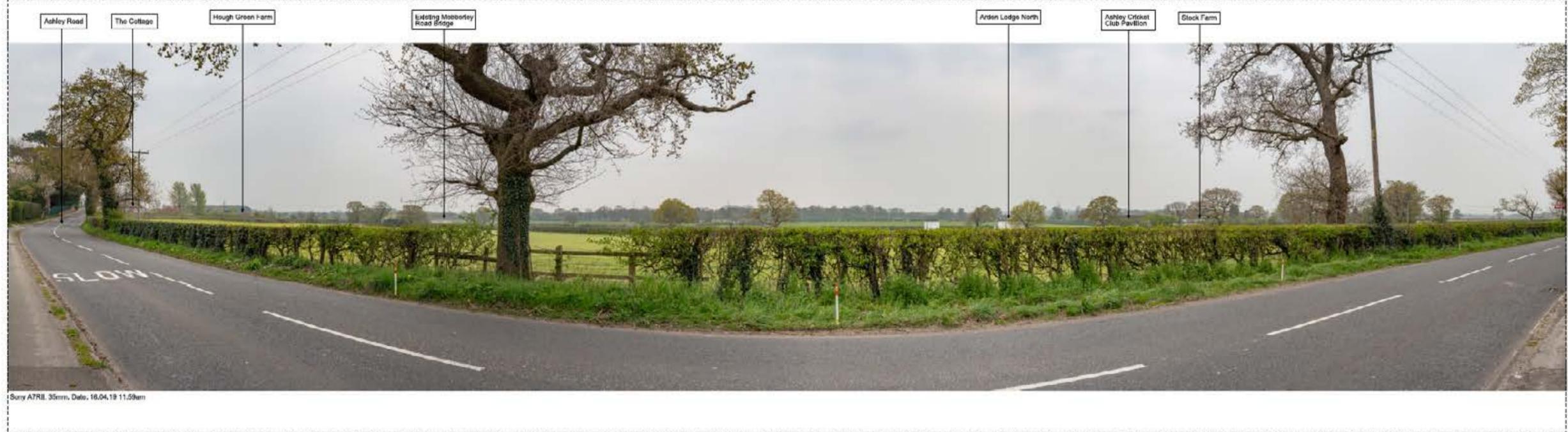
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Registered office:
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Birmingham, B4 6QA

Contract/Officer:
MW JV (Mott MacDonald and WSP Joint Venture)

Zone	M3 Wide - Hulseheath to Manchester	Project/Contract	CDES Area 1 (CE1)		
Design Stage	Hybrid BII - Draft Interim Preliminary Design	Client/Function	Civil		
Drawing Title	Ashley IMB-R Plan & Profile Sheet 1 of 1	Drawn	GWH	Checked	GHU
		Approved	DCL		
		Date	20/05/2019	Scale	AS SHOWN
		Rev.	A1		
		Drawing No.	20E01-MWJ-CV-GPP-M003-020604		
		Rev.	P01		

Temporary construction railhead and permanent maintenance facility near Ashley, Cheshire

Current Baseline



Proposed Scheme



Technical Information

Description
View south from the listed church over fields and cricket pitch to illustrate the scale of the scheme changes when viewed from Ashley. A Global System for Mobile Communications (GSM-R) facility is not shown within the electricity sub-station site, as this element of the scheme is currently being designed.

Key Plan



This visualization is provided for illustration purposes only to help inform the DRC events. These are produced as a snapshot of the current work in progress as the Proposed Scheme may be subject to change through ongoing design development and in response to consultation.
For the Hybrid Bill submission, the supporting Environmental Statement will include full details of the visual impact assessment at the selected viewpoints will be included in Volume 5 of the Environmental Statement. A number of verified photomontages will be produced to provide an illustration of how the Proposed Scheme may look in the opening year and/or 15 years after opening to help inform the visual impact assessment.
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. At this scale the images do not lend themselves to direct comparison out in the field.

HS2

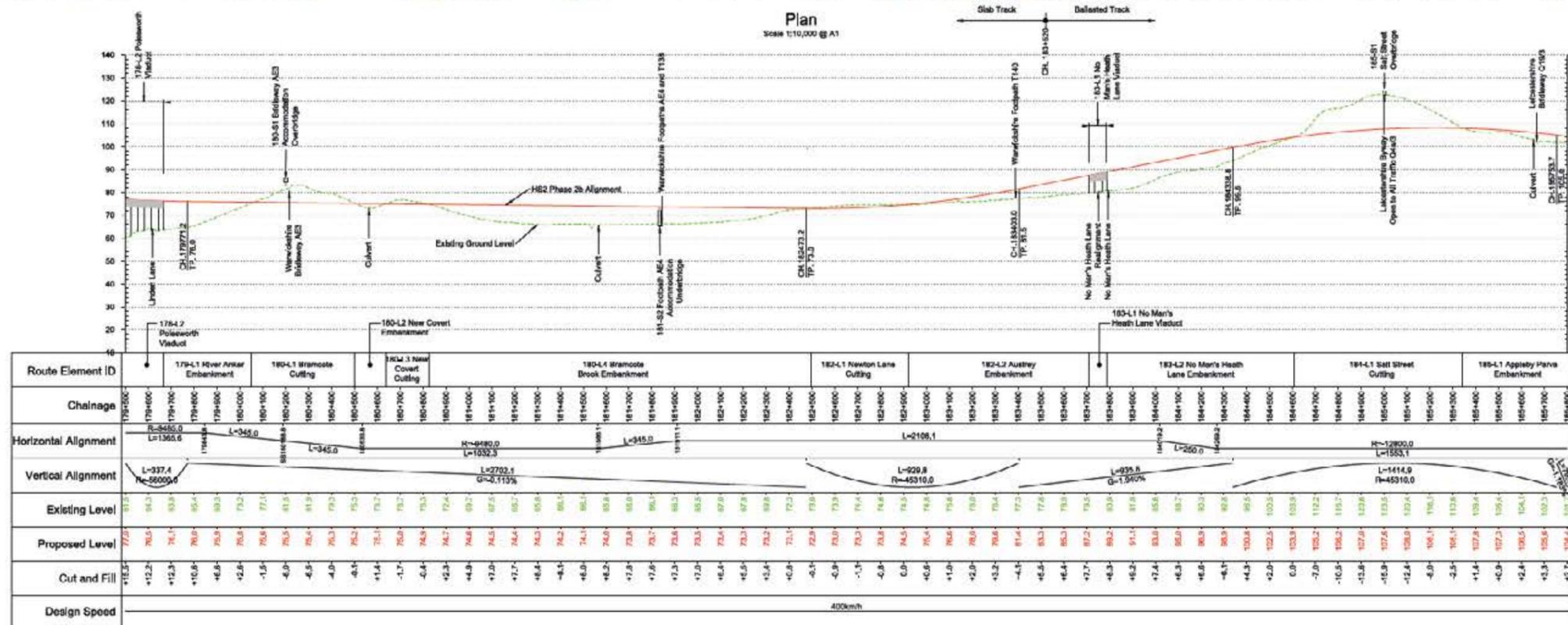
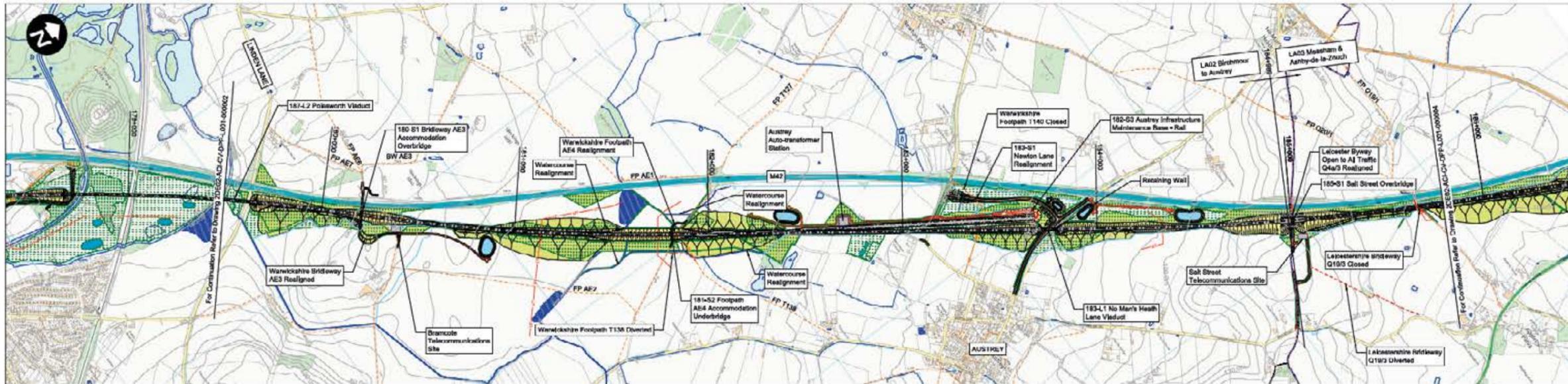
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Created by
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Zone	Manchester Leg Whole			Project/Contract	CDES Area 1 (CE1)		
Design Stage	Hybrid Bill - Draft Initial Preliminary Design			Design Function	Environmental		
Drawing Title	Visualisation Produced for the Design Refinement Consultation - Ashley Road			Drawn	Checked	Approved	
	DHE	GPA	MM	Date	Scale	Size	Rev.
	24/05/2019	1:1	A1	Drawing No.			
	2DE01-MW-NEVOP1-M000-100007						P01

8. Permanent maintenance facility near Austrey, North Warwickshire

Community Area: LA02 | Birchmoor to Austrey



Profile Scale 1:10,000 @ A1

Fit for Acceptance

Rev	Description	Drawn	Checked	Con App	HS2 App
P06	Issued for CP2.1	JND	CVI	AHE	17/04/2016
P05	Issued for CP2.1	DBL	CVI	ASR	16/04/2016
P04	Issued for CP2	WJ	MEV	DKL	18/07/2014
P03	Issued for CP2	KT	MEV	ANS	23/06/2014
P02	Issued for CP1	JBA	MPR	AHE	23/11/2013

Legend:

- Depot, station, headquarters, shaft or portal building
- Tunnel portal
- Electricity substation
- Ecological mitigation pond
- Balancing pond
- Pumping station
- Replacement footpath storage area
- Woodland habitat creation
- Wetland habitat creation
- Grassland habitat creation
- Landscaped mitigation planting (scrub / woodland)
- Grassed areas
- Local placement
- Public realm
- Engineering earthworks
- Landscaped earthworks
- Rail alignment formation
- Related to suitable development use
- County boundary
- Borough / District boundary
- Major contour
- Community area boundary
- Existing watercourse
- Watercourse diversion
- New Ditches
- HS2 access road
- Realigned railway
- HAB alignment
- Existing public right of way
- New, reported or realigned public right of way
- Public right of way closure
- Turnouts external extent
- HS2 access road
- Realigned railway
- HAB alignment

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Zone	L1 Marston to Kegworth	Project/Control	CDER Area 2 (CE2)
Design Stage	Hybrid BIII - Draft Interim Preliminary Design	Client/Function	Civil
Design Title	HZEL-Q1 (Down Eastern Leg)	Drawn	JBA
	Sheet 3 of 17	Checked	MPR
	Chainage 179+500 to 185+800	Approved	A/II
		Date	23/06/2017
		Scale	AS SHOWN
		Rev	A1
		Drawing No.	2016-02-ACI-CIV-DPP-L091-000003
		Rev.	P06

Permanent maintenance facility at Austrey, North Warwickshire

Current Baseline



Proposed Scheme



Technical Information

Description
View looking north west across arable land onto the east facing embankment near Austrey

Key Plan



This visualisation is provided for illustration purposes only to help inform the public events. These are produced as a snapshot of the current work in progress as the Proposed Scheme may be subject to change through ongoing design development and in response to consultation.
For the Hybrid J11 submission, the supporting Environmental Statement will include full details of the visual impact assessment of the subject viewpoints in Volume 5 of the Environmental Statement. A number of unedited photographs will be produced to provide an illustration of how the Proposed Scheme may look in the coming years and/or 15 years after opening to help inform the visual impact assessment.
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. At this scale the images do not need themselves to show competition out in the field.

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Zone	Leads Lag Whole			Project/Context	COES Area 2 (CE2)		
Design Stage	Hybrid J11 - Draft Initial Preliminary Design			Geography and Land Survey			
Drawing Title	Austrey View 1 Photomontage			Drawn	Checked	Approved	
				CLE			
				Date	Scale	Size	
				16/05/2019	AS SHOWN	A1	
				Drawing No.	Rev		
				2DE02-ACI-3L-D314-000-900200	P00.2		

Permanent maintenance facility at Austrey, North Warwickshire

Current Baseline



Proposed Scheme



Technical Information

Description
View looking south west towards the line of route, which is obscured by vegetation (a hedge in the field immediately in front of the viewpoint) which will remain following construction.

Key Plan



This visualisation is provided for illustration purposes only to help inform the DPC events. These are produced as a snapshot of the current work in progress on the Proposed Scheme and may be subject to change through ongoing design development and in response to consultation.

For the Hybrid Bill submission, the supporting Environmental Statement will include full details of the visual impact assessment at the selected viewpoints in Volume 5 of the Environmental Statement. A number of further photographs will be produced to provide an illustration of how the Proposed Scheme may look in the opening years and/or 15 years after opening to help inform the visual impact assessment.

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. At this stage the images do not best themselves to direct comparison with the fact.

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Zone	Leeds Leg Whole			Project/Contract	CDES Area 2 (CE2)		
Design Stage	Hybrid Bill - Draft Initial Preliminary Design			Client/Ref/Function	Geography and Land Survey		
Drawing Title	Austrey View 2 Photomontage			Drawn	Checked	Approved	
	CLE			Date	Scale	Size	
	16/05/2019	AS SHOWN			A1		
Drawing No.	2DE02 AC1 GL DSK L000 000300			Rev.	P00.3		

9. Temporary construction railhead near Ashby-de-la-Zouch, Leicestershire

Community Area: LA03 | Appleby Parva to Ashby-de-la-Zouch

Current Baseline



Proposed Scheme



Technical Information

Description
View looking west towards site of Ashby railhead which is obscured behind the vegetation in the foreground, which will not be affected by the scheme

Key Plan



This visualisation is provided for illustration purposes only to help inform the DMC events. These are produced as a snapshot of the current work in progress as the Proposed Scheme may be subject to change through ongoing design development and in response to consultation.

For the Hybrid BII submission, the supporting Environmental Statement will include full details of the visual impact assessment at the select viewpoints in accordance with the Environmental Statement. A number of verified photomontages will be produced to provide an illustration of how the Proposed Scheme may look in the open sky years and/or 12 years after opening to help inform the visual impact assessment.

Where new planting is proposed, it has been shown as immature plants which would mature over time to better integrate the Proposed Scheme into the landscape. At this scale the images do not lend themselves to direct comparison out in the field.



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E11 1JL, UK

Created/Author:
Aecom Capita Ineco Joint Venture

Zone	Leeds Leg Whole		Project/Context	CDES Area 2 (CEZ)	
Design Stage	Hybrid BII - Draft Initial Preliminary Design		Discipline/Function	Geography and Land Survey	
Drawing Title	Ashby Railhead View 1 Photomontage		Drawn	Checked	Approved
			CLE		
			Date	Scale	Size
			16/05/2019	AS SHOWN	A1
			Drawing No.	Rev.	
			2DE03-ACH-GL-DEK-000-000400	P00,3	

Temporary construction railhead at Ashby-de-la-Zouch, Leicestershire

Current Baseline



Proposed Scheme



Technical Information

Description
View looking south east towards the site of the railhead at Ashby. The image shows the earthworks associated with the creation of the railhead

Key Plan



This illustration is provided for assessment purposes only to help inform the CWC outputs. These are provided as a snapshot of the current work in progress as the Proposed Scheme may be subject to change through ongoing design development and in response to consultation.

For the hybrid bill submission, the supporting Environmental Statement will include full details of the visual impact assessment at the select viewpoints in Volume 5 of the environmental statement. A number of aerial photographs will be produced to provide an illustration of how the Proposed Scheme may look in the opening years and/or 10 years after opening to help inform the visual impact assessment.

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. At this scale the images do not lend themselves to direct comparison and in the field.

HS2

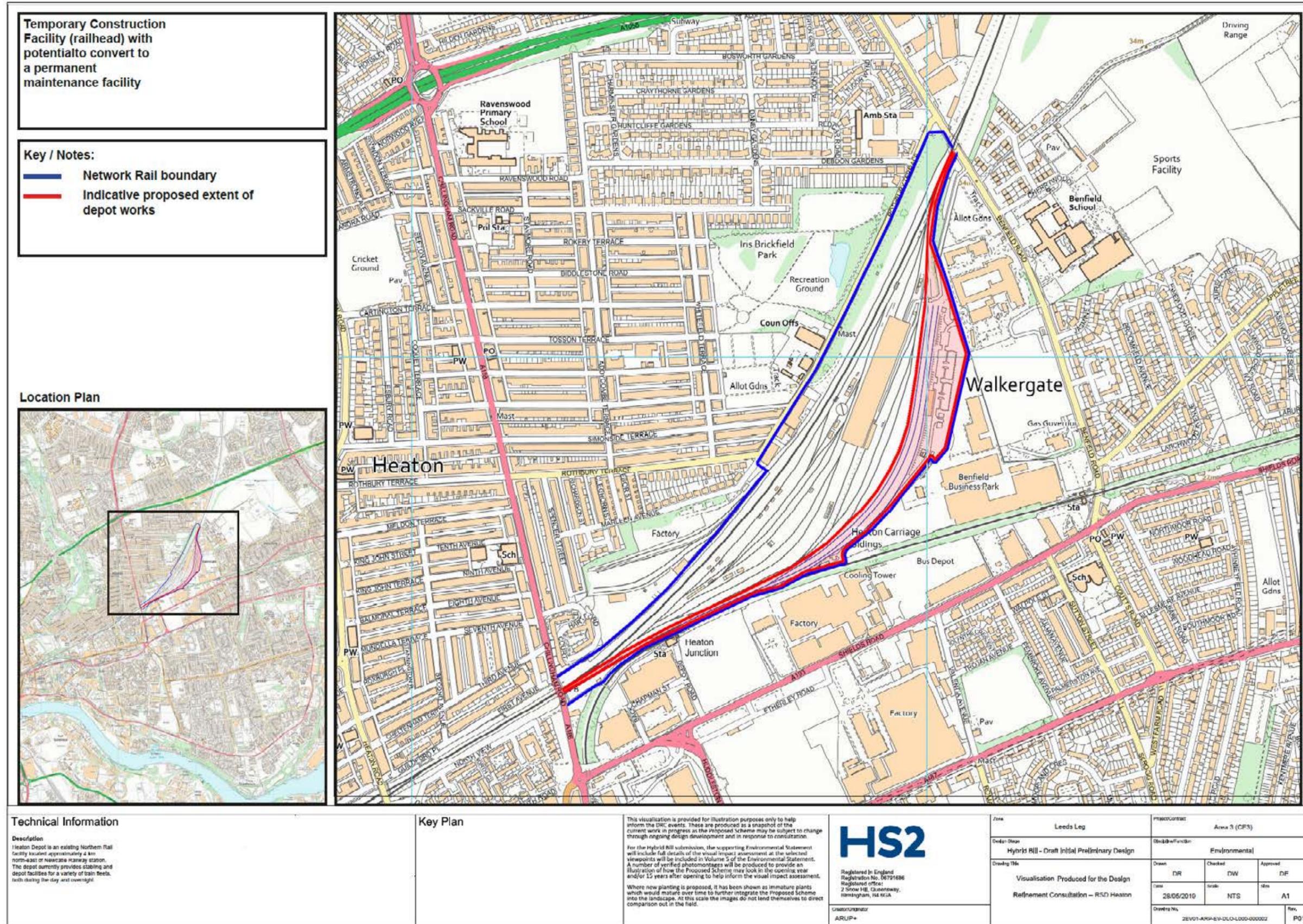
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Creator/Originator

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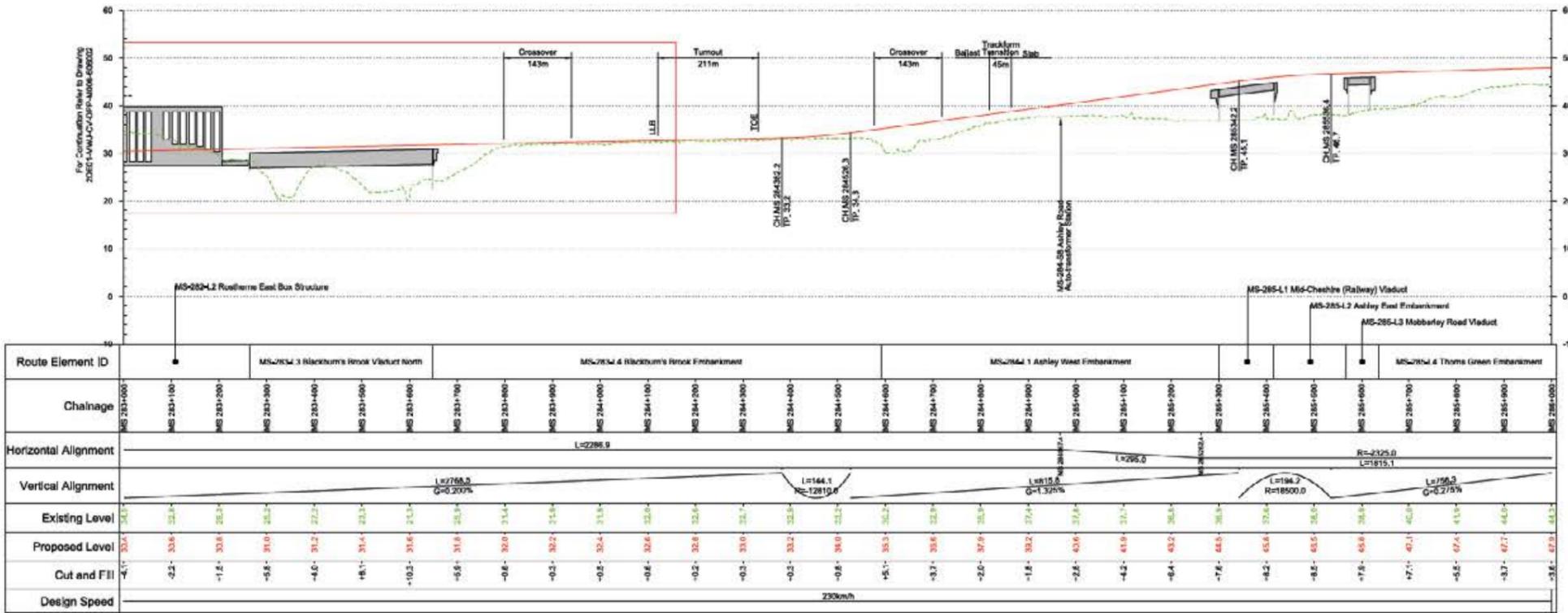
Zone	Leads Leg Whole			Project/Contract	COES Area 2 (CE2)		
Design Stage	Hybrid DII - Draft Initial Preliminary Design			Discipline/Function	Geography and Land Survey		
Drawing Title	Ashby Railhead View 2 Photomontage			Drawn	Checked	Approved	
				Date	Scale	Size	
				16/05/2019	AS SHOWN	A1	
				Drawing No.	Rev.		
				ZDE02-ACI-GL-03K4-000-000500		P00.2	

10. Permanent HS2 train stabling facility at Heaton, Newcastle-upon-Tyne





Plan
Scale 1:5,000 @ A1



Fit for Acceptance

Drawn	Checked	Approved
20/05/2019	20/05/2019	20/05/2019
20/05/2019	AS SHOWN	A1
20/05/2019	AS SHOWN	A1

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Profile
Scale 1:15,000 V:1:500 @ A1

Legend:

- Depot, station, headhouse, wharf or portal building
- Landscape earthworks
- Electricity substation
- Ecological mitigation pond
- Balancing pond
- Pumping station
- Replacement footpath
- Storage area
- Demarcated Area of Consultation
- Woodland habitat creation
- Wetland habitat creation
- Grassland habitat creation
- Landscape mitigation planting (scrub / woodland)
- Grassed areas
- Local placement
- Public realm
- Engineering earthworks
- Landscape earthworks
- Rail alignment formation
- Returned to substrate development use
- County boundary
- Borough / District boundary
- Major contour
- Community area boundary
- Existing watercourse
- New, diverted or realigned public right of way
- Public right of way closure
- Tunnels external extent
- HS2 access road
- Realigned Highway
- Rail alignment
- Chainage (A.S. 10+000)
- Existing public right of way
- New, diverted or realigned public right of way
- Public right of way closure
- Tunnels external extent
- HS2 access road
- Realigned Highway
- Rail alignment
- Chainage (A.S. 10+000)

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Created/Originator
MW JV (Mott MacDonald and WSP Joint Venture)

Zone
M3 Wide - Hulse Heath to Manchester

Design Stage
Hybrid DII - Draft Interim Preliminary Design

Drawing Title
Manchester to Liverpool Junction
Plan & Profile Sheet 2 of 2

Project/Contract
CDES Area 1 (CE1)

Client/Function
Civil

Drawn
GWH

Checked
GHU

Approved
DCL

Date
20/05/2019

Scale
AS SHOWN

Site
A1

Drawing No.
2DE014MWL-CV-OPP-M003-020003

Rev.
P01

Passive provision for two junctions at High Legh, Cheshire

Current Baseline



Sony A7R5, 35mm, Date: 16.04.19 10:34am

Proposed Scheme



Sony A7R5, 35mm, Date: 16.04.19 10:34am

Technical Information

Description

Looking south towards the bifurcation from the junction of Agden, Thowler and Boothbank Lane.

Key Plan



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For the Hybrid Bill submission, the supporting Environmental Statement will include full details of the visual impact assessment at the selected viewpoints will be included in Volume 5 of the Environmental Statement. A number of verified photomontages will be produced to provide an illustration of how the Proposed Scheme may look in the opening year and/or 15 years after opening to help inform the visual impact assessment.

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HS2

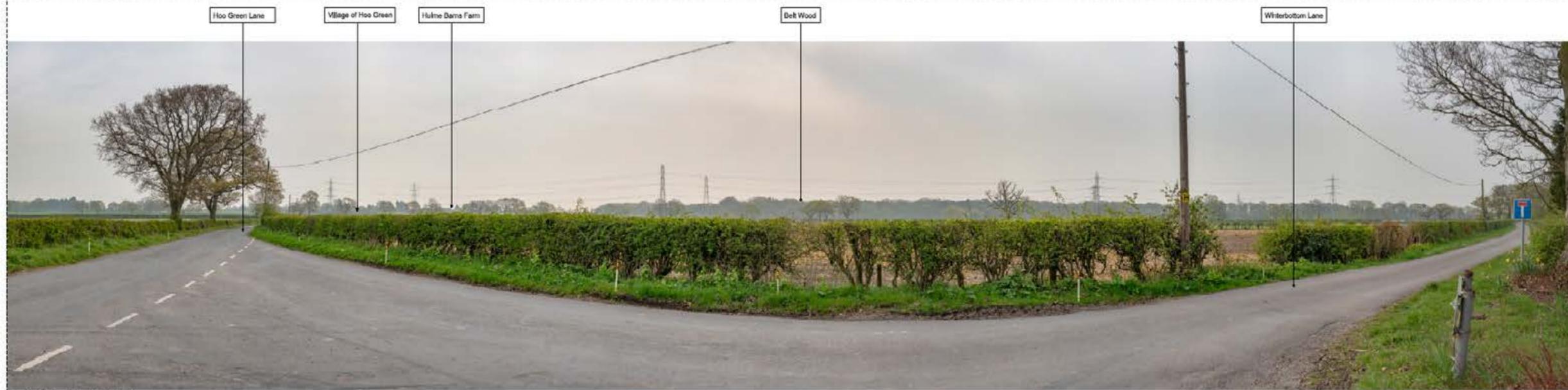
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MW JV (Mott MacDonald and WSP Joint Venture)

Zone	Manchester Leg Whole			Project/Contract	CDES Area 1 (CE1)		
Design Stage	Hybrid Bill - Draft Initial Preliminary Design			Discipline/Function	Environmental		
Drawing Title	Visualisation Produced for the Design Refinement Consultation - Boothbank Lane			Drawn	DHE	Checked	CPA
				Approved	MM		
Date	24/05/2019	Scale	1:1	Site	A1		
Drawing No.	2DE01-MW-LEV-DPH-M000-000009			Rev.	P01		

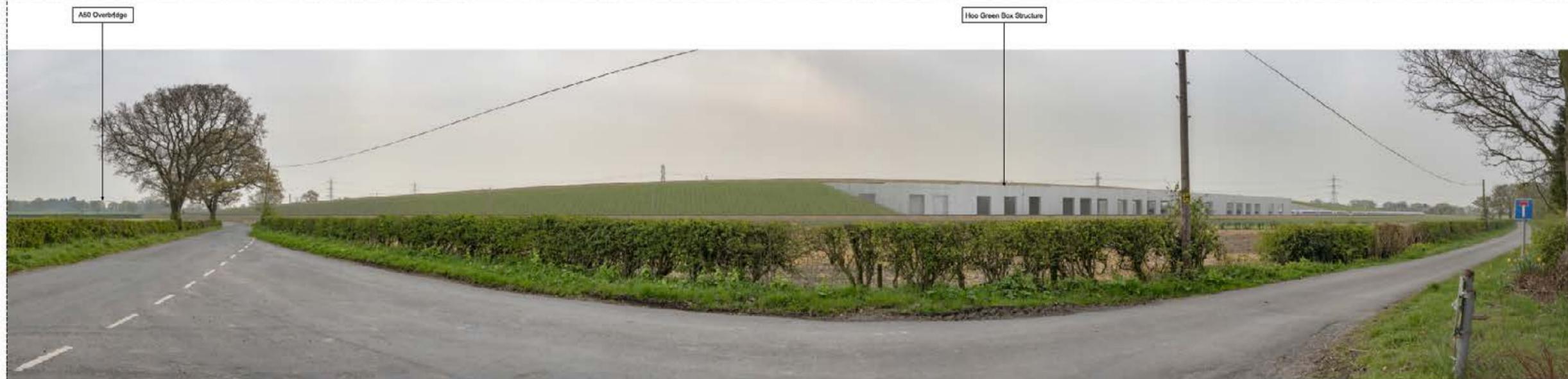
Passive provision for two junctions at High Legh, Cheshire

Current Baseline



Sony A7R II, 35mm, Date: 16.04.19 08:48am

Proposed Scheme



Sony A7R II, 35mm, Date: 16.04.19 08:48am

Technical Information

Description

Large scale changes to this area as the proposed Northern Power House Rail (NPR) alignment would cross HS2 on a large box structure. This captures the views from Goodiesgreen Farm on Winterbottom Lane and the landscape to the west.

Key Plan



This visualisation is provided for illustration purposes only to help inform the DRC events. These are produced as a snapshot of the current work in progress as the Proposed Scheme may be subject to change through ongoing design development and in response to consultation.

For the Hybrid Bill submission, the supporting Environmental Statement will include full details of the visual impact assessment at the selected viewpoints. A number of verified photomontages will be produced to provide an illustration of how the proposed scheme may look in the opening year and/or 15 years after opening to help inform the visual impact assessment.

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. At this scale the images do not lend themselves to direct comparison out in the field.

HS2

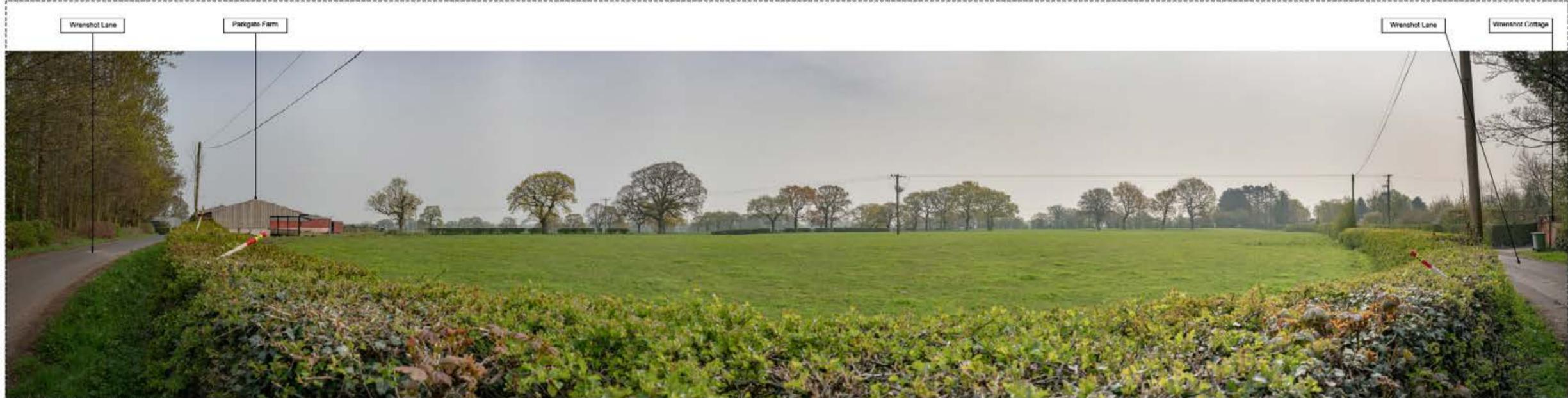
Registered in England
Registration No. 06791666
Registered office:
2 Snow Hill, Queensway,
Birmingham, B4 6GA

Created by
MW JV (Mott MacDonald and WSP Joint Venture)

Zone	Manchester Legh Whale			Project/Contract	CDES Area 1 (CE1)		
Design Stage	Hybrid Bill - Draft Initial Preliminary Design			Environmental			
Drawn By	DHE	Checked	CPA	Approved	MM		
Date	24/05/2019	Scale	1:1	Site	A1		
Drawing No.	2DE01-MWJ-EV-0P1-H-000-00011			Rev.	P01		
Visualisation Produced for the Design Design Refinement Consultation - Winterbottom Lane							

Passive provision for two junctions at High Legh, Cheshire

Current Baseline



Sony A7RII, 35mm, Date: 16.04.19 09:23am

Proposed Scheme



Sony A7RII, 35mm, Date: 16.04.19 09:23am

Technical Information

Description

View East from Wrenshot Lane over agricultural landscape, HS2 is in a wide cutting at this stage with associated equipment of the Auto Transformer Feeder Station equipment partially screened by vegetation.

Key Plan



This visualisation is provided for illustration purposes only to help inform the LVC events. These are produced as a snapshot of the current work in progress at the Proposed Scheme may be subject to change through ongoing design development and in response to consultation.

For the Hybrid Bill submission, the supporting Environmental Statement will include full details of the visual impact assessment at the selected viewpoints will be included in Volume 5 of the Environmental Statement. A number of verified photomontages will be produced to provide an illustration of how the Proposed Scheme may look in the opening year and/or 15 years after opening to help inform the visual impact assessment.

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. At this scale the images do not lend themselves to direct comparison out in the field.

HS2

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Director/Designer
MW JV (Mott MacDonald and WSP Joint Venture)

Zone	Manchester Leg Whole			Project/Contract	CDES Area 1 (CE1)		
Design Stage	Hybrid Bill - Draft Initial Preliminary Design			Client/Function	Environmental		
Drawing Title	Visualisation Produced for the Design Refinement Consultation - Wrenshot Lane			Drawn	Checked	Approved	
	DHE	CPA	MM	Date	Scale	Size	
	24/05/2019	1:1	A1	Drawing No.	Rev.		
	20F01-MW-LFV-DPH-AB000-000014		P01				

Passive provision for two junctions at High Legh, Cheshire

Current Baseline



Sony A7RII, 35mm, Date: 16.04.19 10:53am

Proposed Scheme



Sony A7RII, 35mm, Date: 16.04.19 10:53am

Technical Information

Description

View from Cherry Tree Lane at Coverl Cottage north east towards the additional Northern Powerhouse Rail Infrastructure crossing the HS2 line, A Global System for Mobile Communications Railway (GS-MCR) facility is not shown as 9th element of the scheme is currently being isolated.

Key Plan



This visualization is provided for illustration purposes only to help inform the DRC events. These are produced as a snapshot of the current work in progress as the Proposed Scheme may be subject to change through ongoing design development and in response to consultation.

For the Hybrid Bill submission, the supporting Environmental Statement will include full details of the visual impact assessment at the selected viewpoints will be included in Volume 5 of the Environmental Statement. A number of verified photographs will be produced to provide an illustration of how the Proposed Scheme may look in the opening year and for 15 years after opening to help inform the visual impact assessment.

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. At this scale the images do not lend themselves to direct comparison out in the field.

HS2

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Created by:

MW JV (Mott MacDonald and WSP Joint Venture)

Zone	Manchester Leg Whole			Project/Contract	CDES Area 1 (CE1)		
Design Stage	Hybrid Bill - Draft Initial Preliminary Design			Client/Function	Environmental		
Drawing Title	Visualisation Produced for the Design Refinement Consultation - Cherry Tree Lane			Drawn	DHE	Checked	CPA
				Approved			MM
Date	24/05/2019	Scale	1:1	Site		Size	A1
Drawing No.	201901-MW-JE-V-DPH-MOOD-000010			Rev.			PO1

3. How to respond and next steps

How to respond

The deadline for responding to the 2019 Design Refinement Consultation is 11:45pm on 6 September 2019. Please ensure that you send your response before that date to ensure that it is included in our analysis and consideration.

Email and online responses can be submitted until 11:45pm on the final day of the consultation. Postal responses must be posted on or before the final day of the consultation.

Please only use the channels listed below when responding to this consultation. We cannot guarantee that responses sent to any other addresses will be considered as part of this consultation.

You can access the consultation documents and the online response form at: www.gov.uk/government/consultations/hs2-phase-2b-design-refinement-consultation

You can respond to this consultation in the following ways:

- Online: You can respond to the consultation at <https://ipsos.uk/designrefinement2b>
- Email: You can email your response to designrefinement2b@ipsos-mori.com
- Post: You can post your response to us using FREEPOST HS2 PHASE 2B DESIGN REFINEMENT. Please note that you do not need include any more information on the envelope than the full FREEPOST address on a single line. No stamp is required.

Helpdesk

If you have any questions about the information in this document or about the consultation, please get in touch via the HS2 Helpdesk on 08081 434 434 or via hs2enquiries@hs2.org.uk. You can also request a copy of this consultation document in large print, braille or audio from the HS2 Helpdesk.

Please do not send your consultation to Helpdesk. Instead use the channels set out above.

Events

We are holding a series of information events in June and July 2019 to support the consultation. Members of the HS2 team will be available at these events to help answer questions about the proposed changes to the scheme and Phase 2b in general.

A full schedule of events can be found at www.hs2.org.uk/phase2b.

What will happen next?

Following the close of consultation on 6 September 2019, the feedback received will be analysed by Ipsos MORI who will produce an independent report on the findings of the consultation.

On the basis of this report, we will provide advice to the Secretary of State who will then make a decision about whether to include each proposal in Phase 2b. This decision will be made with consideration to both HS2's advice and the Ipsos MORI report.

Subject to the Secretary of State's decision to include each change in the scheme submitted as part of the hybrid Bill, we will use feedback to the consultation to inform the evolving design of each element. This will include how we assess the potential impact of the design and what mitigation we can provide.

There may be additional changes to the scheme that Secretary of State decides to consult on before the submission of the hybrid Bill. Such a consultation would be carried out and promoted in a similar manner to this consultation.

In addition, before the submission of the hybrid Bill in 2020, we will update stakeholders and communities about the design included in the Bill. The submission of the hybrid Bill to Parliament will start a further stage of consultation, carried out by Parliament, on the Environmental Statement for Phase 2b.

Confidentiality and data protection

Information provided in response to this consultation, including personal information, may be subject to publication or disclosure in accordance with the access to information regimes. These are primarily the Freedom of Information Act 2000 (FOIA), the Environmental Information Regulations (EIR) 2004, the Data Protection Act (DPA) 2018, and the General Data Protection Regulation (GDPR).

Please be aware that, under the FOIA and the EIR, there is a statutory Code of Practice with which public authorities must comply and which deals with, amongst other things, obligations of confidence.

In view of this, if you wish your response to be considered in confidence, it would be helpful if you could explain to us why you regard the information you have provided as confidential. Space is provided on the response form for this consultation to do this.

If we receive a request for disclosure of the information we will take full account of your explanation, but we cannot give an assurance that confidentiality can be maintained in all circumstances. An automatic confidentiality disclaimer generated by your IT system will not, in itself, be regarded as binding on the Department for Transport or HS2 Ltd.

The Department for Transport, HS2 Ltd and Ipsos MORI will process your personal data in accordance with the DPA 2018 and GDPR. We may share your personal information with our partner agencies and government, when doing so enables us to fully consider your response. If you change your mind about us using your personal information you have a right to have the relevant information deleted. If this is the case please email hs2dataprotection@hs2.org.uk.

To view our full privacy notice please visit www.hs2.org.uk/privacy-notice.

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