

High Speed Rail (Crewe – Manchester) Environmental Statement

Volume 5: Map Book

MA03: Pickmere to Agden and Hulseheath
Landscape and visual
(LV-00, LV-02, LV-07, LV-08, LV-17)

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Department
for Transport

High Speed Two (HS2) Limited has been tasked by the Department for Transport (DfT) with managing the delivery of a new national high speed rail network. It is a non-departmental public body wholly owned by the DfT.

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Contents

Mapping explanatory notes

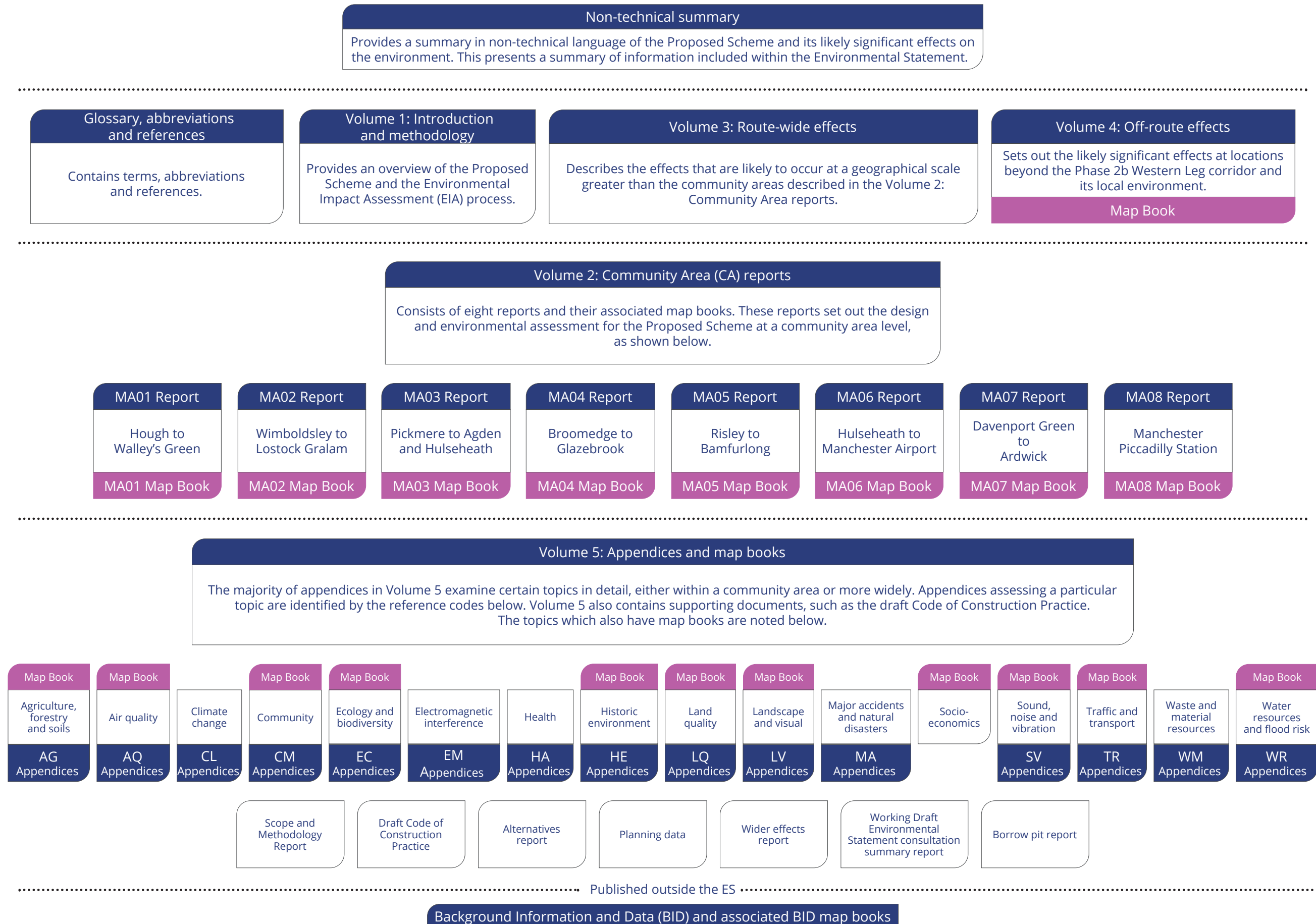
Data dictionary and definitions

| Map series name | Map series description |
|--|--|
| LV-00 – Route Wide Landscape Character Areas and National Character Areas | Map showing the Landscape Character Areas (LCAs) in context with the National Character Areas (NCAs). |
| LV-02 – Landscape Character Areas | Maps showing the LCAs that have been considered for assessment and illustrating significant residual effects during construction and operation. |
| LV-07 – Construction Phase Zone of Theoretical Visibility (ZTV) and Viewpoints | Maps showing the construction phase zone of theoretical visibility and the viewpoint locations from which the visual assessment of the Proposed Scheme has been undertaken. |
| LV-08 – Operational Phase Zone of Theoretical Visibility (ZTV) and Viewpoints | Maps showing the operational phase year one and year fifteen zone of theoretical visibility and the viewpoint locations from which the visual assessment of the Proposed Scheme has been undertaken. |
| LV-17 – Route wide Landscape Context | Map showing the route wide landscape proposals in context with the wider landscape. |

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:



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.

| Name | Name |
|---|--|
| Volume 2: Map book – MA01: Hough to Walley's Green | Volume 5: Map book – Agriculture (AG-01, AG02, AG-04) |
| Volume 2: Map book – MA02: Wimboldsley to Lostock Gralam | Volume 5: Map book – Air quality (AQ-01) |
| Volume 2: Map book – MA03: Pickmere to Agden and Hulseheath | Volume 5: Map book – Community (CM-01) |
| Volume 2: Map book – MA04: Broomedge to Glazebrook | Volume 5: Map book – Ecology and biodiversity (EC-01) |
| Volume 2: Map book – MA05: Risley to Bamfurlong | Volume 5: Map book – Historic Environment (HE-01, HE-02, HE-03) |
| Volume 2: Map book – MA06: Hulseheath to Manchester Airport | Volume 5: Map book – Land quality (LQ-01) |
| Volume 2: Map book – MA07: Davenport to Green Ardwick | Volume 5: Map book – MA01: Hough to Walley's Green Landscape and visual (LV-00, LV-02, LV-07, LV-08, LV-17) |
| Volume 2: Map book – MA08: Manchester Piccadilly Station | Volume 5: Map book – MA02: Wimboldsley to Lostock Gralam Landscape and visual (LV-00, LV-02, LV-07, LV-08, LV-17) |
| Volume 4: Map book – Off-route effects | Volume 5: Map book – MA03: Pickmere to Agden and Hulseheath Landscape and visual (LV-00, LV-02, LV-07, LV-08, LV-17) |

| Name | Name |
|--|--|
| Volume 5: Map book – MA04: Broomedge to Glazebrook Landscape and visual (LV-00, LV-02, LV-07, LV-08, LV-17) | Volume 5: Map book – MA05: Risley to Bamfurlong Landscape and visual (LV-00, LV-02, LV-07, LV-08, LV-17) |
| Volume 5: Map book – MA06: Hulseheath to Manchester Airport Landscape and visual (LV-00, LV-02, LV-07, LV-08, LV-17) | Volume 5: Map book – MA07: Davenport to Green Ardwick Landscape and visual (LV-00, LV-02, LV-07, LV-08, LV-17) |
| Volume 5: Map book – MA08: Manchester Piccadilly Station Landscape and visual (LV-00, LV-02, LV-07, LV-08, LV-17) | Volume 5: Map book – OR003 Annandale Depot Landscape and visual (LV-00, LV-02, LV-07, LV-08, LV-17) |
| Volume 5: Map book – Planning Data/Committed Development (CT-13) | Volume 5: Map book – Socio-economics (SE-01) |
| Volume 5: Map book – Sound, noise and vibration (SV-02, SV-03, SV-08, SV-09) | Volume 5: Map book – Traffic and transport (TR-01, TR-03, TR-04, TR-08) |
| Volume 5: Map book – Water resources and flood risk (WR-01, WR-02, WR-03, WR-05, WR-06) | |

High Speed Rail (Crewe – Manchester) Environmental Statement

Data dictionary and definitions

Data dictionary and definitions

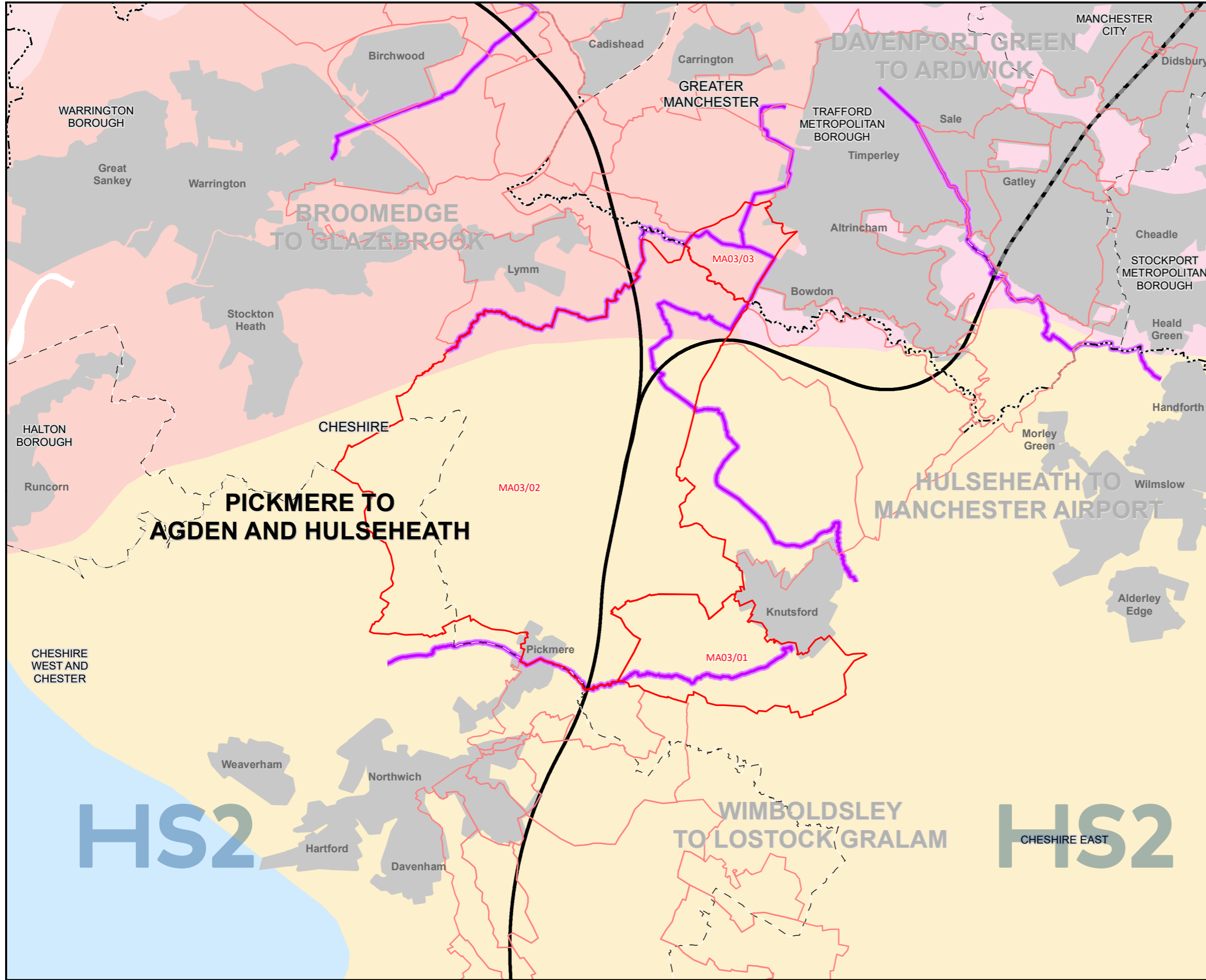
| Legend features | Definition | Source | Copyright |
|--|---|--------------------------|--|
| 5m contours | A contour line showing points of equal elevation (height) above a reference level, such as mean sea level and therefore gives indication of the topography, showing valleys and hills, and the steepness of slopes. Spaced at intervals of 5m. | High Speed Two (HS2) Ltd | |
| Community area boundary | The Environmental Statement has been split into eight sections called Community Areas. | High Speed Two (HS2) Ltd | © Crown copyright. Reproduced by permission of Ordnance Survey Licence Number 100049190. Year of Publication 2019. |
| Construction compounds | A strategic construction hub for core project management (engineering, planning and construction delivery), commercial and administrative staff associated with the construction of the Proposed Scheme. These compounds will include an area for equipment and materials storage, as well as providing main welfare facilities for construction staff, with some compounds also providing overnight sleeping accommodation for construction staff. | High Speed Two (HS2) Ltd | |
| County boundary | County boundaries from Ordnance Survey boundary mapping. | Ordnance Survey | © Crown copyright. Reproduced by permission of Ordnance Survey Licence Number 100049190. Year of Publication 2019. |
| Depot, station, headhouse or portal building | Extends to cover operational footprint of each depot and station and the footprint of each tunnel vent shaft and headhouse at surface level. Excludes any ancillary buildings associated with these structures. | High Speed Two (HS2) Ltd | |
| District/borough boundary | Ordnance Survey local authority boundary mapping. | Ordnance Survey | © Crown copyright. Reproduced by permission of Ordnance Survey Licence Number 100049190. Year of Publication 2019. |
| Ecological mitigation pond | Ponds whose primary function is to provide ecological mitigation. This could be a standalone pond or part of a wider wetland habitat creation plan. | High Speed Two (HS2) Ltd | |
| Engineering earthworks: Cutting | Cuttings created in the construction of the railway and associated works such as highways. | High Speed Two (HS2) Ltd | |
| Engineering earthworks: Embankment | Embankments created in the construction of the railway and associated works such as highways. | High Speed Two (HS2) Ltd | |
| Existing woodland and tree belts | A dataset showing large areas of trees that are likely to have an impact on whether the scheme is visible during construction and vegetation. It was used in the ZTV as part of the base models. | High Speed Two (HS2) Ltd | |

| Legend features | Definition | Source | Copyright |
|---|---|--------------------------|--|
| Land potentially required during construction | Boundary defining the maximum possible extent of construction works required to build HS2 as far as the current level of design allows. This only covers surface works and includes all tunnel portals, vent shafts and headhouses, but does not apply to wholly tunnelled sections or to air rights. It also encompasses associated highway, access, drainage and utility works. | High Speed Two (HS2) Ltd | |
| Landscape Character Area | This dataset represents the landscape character areas that have been assessed route wide as defined by the Landscape Architects. Landscape character areas (LCAs) are single unique areas which are the discrete geographical areas of a particular landscape type. | High Speed Two (HS2) Ltd | |
| Large urban area | Urban areas derived from Ordnance Survey Meridian data. | Ordnance Survey | © Crown copyright. Reproduced by permission of Ordnance Survey Licence Number 100049190. Year of Publication 2016. |
| Non engineering earthworks: Cutting | Cuttings created in the construction of landscape features and mitigation measures. | High Speed Two (HS2) Ltd | |
| Non engineering earthworks: Embankment | Embankments created in the construction of landscape features and mitigation measures. | High Speed Two (HS2) Ltd | |
| Non significantly affected photomontage location | This dataset shows the locations of photomontages from which the schemes visual impact has been assessed as non-significant during either construction or operation. | High Speed Two (HS2) Ltd | |
| Non significantly affected viewpoint | This dataset shows the locations of the visual receptors from which the schemes visual impact has been assessed as non-significant during either construction or operation. | High Speed Two (HS2) Ltd | |
| Non significantly affected viewpoint or photomontage number | This dataset shows the locations of the visual receptors from which the schemes visual impact has been assessed as non-significant during either construction or operation. | High Speed Two (HS2) Ltd | |
| Other planting and hedgerows | Soft landscape design that can include any seeded areas for the purpose of creating grassland except for the engineering earthworks. Ecological mitigation area to provide new wetland habitat creation, enhancements to existing areas and areas for ecological management. This level does not include screening planting for visual mitigation purposes. | High Speed Two (HS2) Ltd | |
| Proposed tree planting | A dataset showing proposed planting that may have an impact on whether the scheme is visible during construction and operation. It was used in the operation year 15 ZTV. | High Speed Two (HS2) Ltd | |

| Legend features | Definition | Source | Copyright |
|---|---|--|---|
| Public Rights of Way (PRoW) | Public rights of way are highways which can be used for the following purposes: - Footpaths - pedestrians only - Bridleways - pedestrians, cyclists and equestrians - Restricted byways - as bridleways plus non-motorised vehicles - Byways open to all traffic. Definitive Map data supplied by surveying authorities. | Cheshire East council Cheshire West council Cumbria County council Manchester City council Preston City council Salford City council Trafford Metropolitan Borough council Warrington Borough council Wigan Metropolitan Borough council | © Cheshire East council. © Cheshire West council. © Cumbria County council. © Manchester City council. © Preston City council. © Salford City council. © Trafford Metropolitan Borough council. © Warrington Borough council. © Wigan Metropolitan Borough council. |
| Route in tunnel | Represents the proposed route of HS2, split into route on surface and tunnelled sections. | High Speed Two (HS2) Ltd | |
| Route on surface | Represents the proposed route of HS2, split into route on surface and tunnelled sections. | High Speed Two (HS2) Ltd | |
| Significantly affected photomontage location | This dataset shows the locations of photomontages from which the schemes visual impact has been assessed as significant during either construction or operation. | High Speed Two (HS2) Ltd | |
| Significantly affected viewpoint | This dataset shows the locations of the visual receptors from which the schemes visual impact has been assessed as significant during either construction or operation. | High Speed Two (HS2) Ltd | |
| Significantly affected viewpoint or photomontage number | This dataset shows the locations of the visual receptors from which the schemes visual impact has been assessed as significant during either construction or operation. | High Speed Two (HS2) Ltd | |
| Tree planting | A dataset showing proposed planting that may have an impact on whether the scheme is visible during construction and operation. It was used in the operation year 15 ZTV. | High Speed Two (HS2) Ltd | |
| Water body | Any mass of water having definite hydrological, physical, chemical and biological characteristics. | Ordnance Survey | © Crown copyright. Reproduced by permission of Ordnance Survey Licence Number 100049190. Year of Publication 2019. |
| ZTV construction | This is a computer generated model showing areas of land within which the activities undertaken during the construction of the scheme may be theoretically visible. ZTV has been used as a tool for identifying likely areas for survey and assessment based on initial scheme design. | High Speed Two (HS2) Ltd | |
| ZTV operation year 1 | This is a computer generated model showing areas of land within which the scheme may be theoretically visible on day 1 of operation. | High Speed Two (HS2) Ltd | |
| ZTV operation year 15 | This is a computer generated model showing areas of land within which the scheme may be theoretically visible after 15 years of operation by incorporating an assumed height of 7.5 metres for any mitigation planting. | High Speed Two (HS2) Ltd | |

**High Speed Rail
(Crewe – Manchester)
Environmental Statement**

LV-00 - Route-wide Landscape Character Areas
and National Character Areas



Landscape Character Areas

- MA03/01 - Tabley Wooded Estates and Meres
- MA03/02 - Arley Lower Wooded Farmland
- MA03/03 - Dunham Massey Wooded Estate

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0 1,000 2,000 3,000 4,000 Metres

Doc Number: 2DE01-MWJ-EV-MAP-M000-000320-P05 **Date:** 02/08/21

| | | |
|---------------------------|---|--------------------------|
| Route in tunnel | Landscape Character Area boundary (included in this community area) | Cheshire Sandstone Ridge |
| Route on surface | Landscape Character Area boundary (not included in this community area) | Lancashire Coal Measures |
| Community area boundary | Manchester Conurbation | Mersey Valley |
| County boundary | Shropshire, Cheshire and Staffordshire Plain | |
| District/Borough boundary | | |
| Large urban area | | |

| | |
|------------|---|
| Map Number | LV-00-MA03 |
| Map Name | Route Wide Landscape Character Areas and National Character Areas |
| | Community Area MA03: Pickmere to Agden and Hulseheath |

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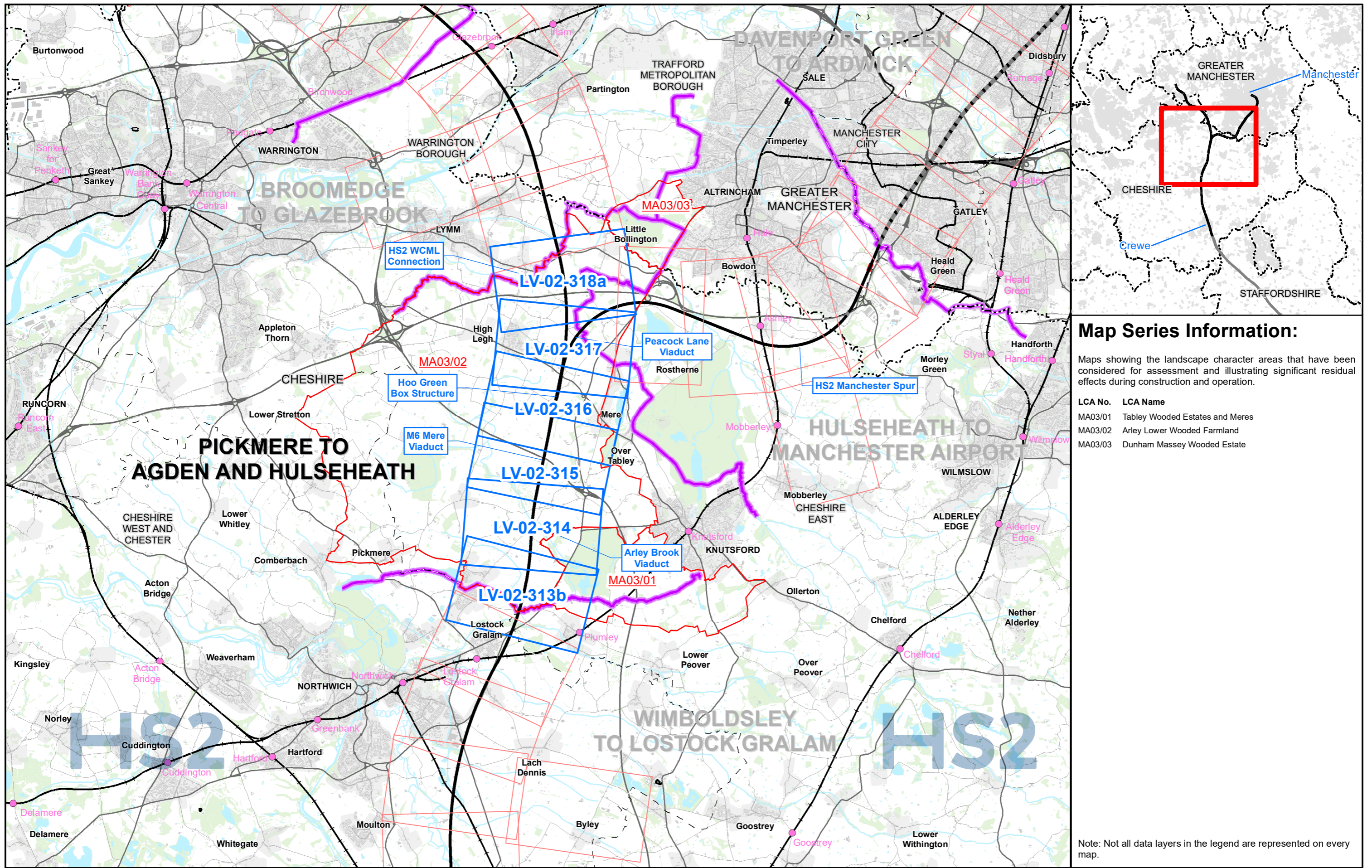
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Doc Number: 2DE01-MWJ-EV-MAP-M000-000320-P05 **Date:** 02/08/21

**High Speed Rail
(Crewe – Manchester)
Environmental Statement**

LV-02 - Landscape Character Areas



Map Series Information:

Maps showing the landscape character areas that have been considered for assessment and illustrating significant residual effects during construction and operation.

| LCA No. | LCA Name |
|---------|---------------------------------|
| MA03/01 | Tabley Wooded Estates and Meres |
| MA03/02 | Arley Lower Wooded Farmland |
| MA03/03 | Dunham Massey Wooded Estate |

Main Map Legend

- Route in tunnel
- Route on surface
- Depot, station, headhouse or portal building
- Community area boundary
- Existing railway station
- County boundary
- District/Borough boundary
- Landscape Character Area boundary
- Map sheets included in this community area
- Map sheets not included in this community area
- Landscape Character Area Number

Map Number LV-02-INDEX-MA03

Map Name
**Index Map of:
Landscape Character Areas**

Community Area MA03:
Pickmere to Agden and Hulseheath

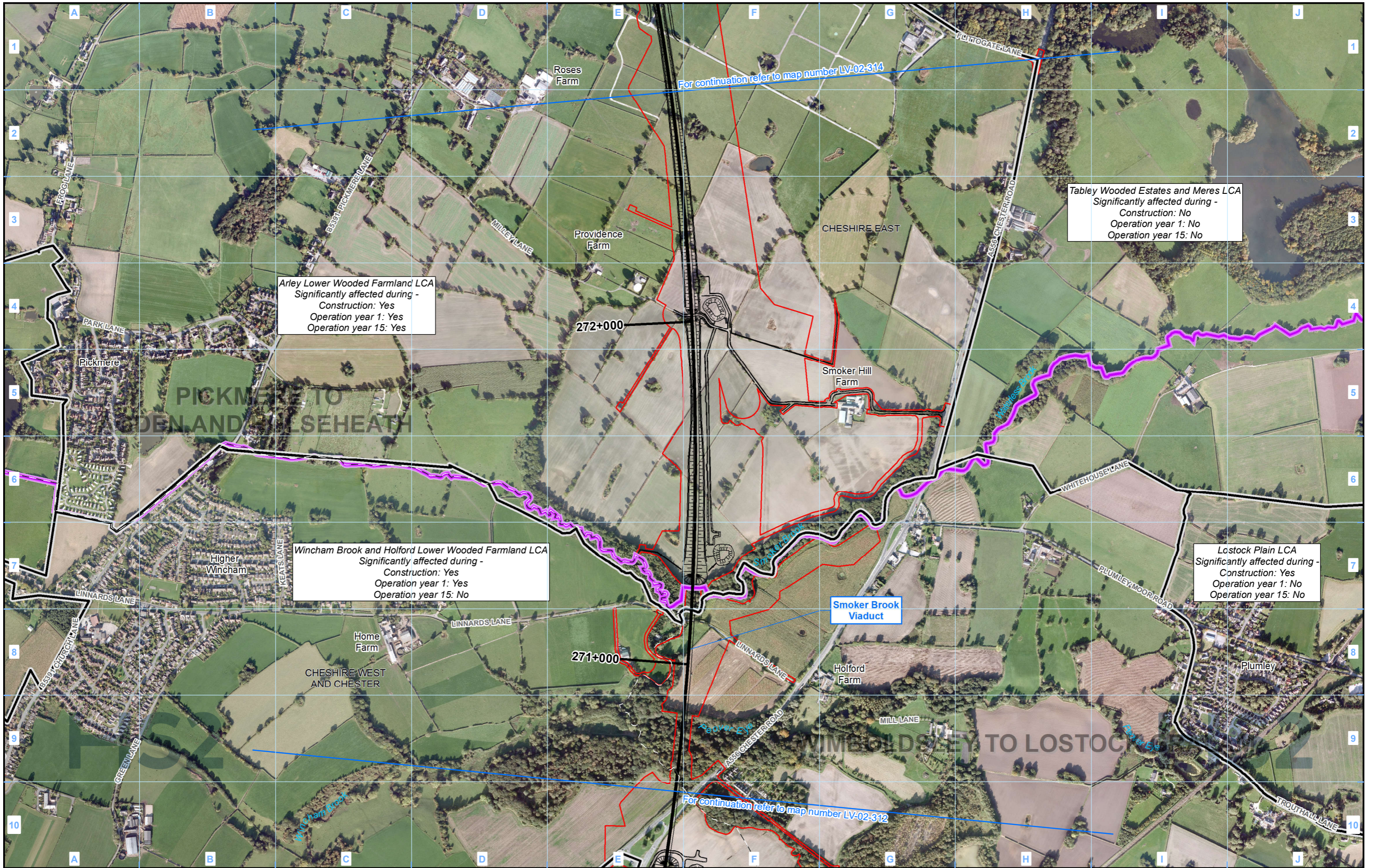
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Arley Lower Wooded Farmland LCA
Significantly affected during -
Construction: Yes
Operation year 1: Yes
Operation year 15: Yes

Wincham Brook and Holford Lower Wooded Farmland LCA
Significantly affected during -
Construction: Yes
Operation year 1: Yes
Operation year 15: No

Tabley Wooded Estates and Meres LCA
Significantly affected during -
Construction: No
Operation year 1: No
Operation year 15: No

Lostock Plain LCA
Significantly affected during -
Construction: Yes
Operation year 1: No
Operation year 15: No

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

- Engineering earthworks:**
- Embankment
 - Cutting
- Non engineering earthworks:**
- Embankment
 - Cutting

Landscape character areas (LCA)

Map Number LV-02-313b

Map Name Landscape Character Areas

Community Area MA03:
Pickmere to Agden and Hulseheath

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Date: 04/08/21



Arley Lower Wooded Farmland LCA
 Significantly affected during -
 Construction: Yes
 Operation year 1: Yes
 Operation year 15: Yes

Tabley Wooded Estates and Meres LCA
 Significantly affected during -
 Construction: No
 Operation year 1: No
 Operation year 15: No

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

- Landscape character areas (LCA)**
- Engineering earthworks:**
- Embankment
 - Cutting
- Non engineering earthworks:**
- Embankment
 - Cutting

Map Number LV-02-314

Map Name Landscape Character Areas

Community Area MA03:
 Pickmere to Agden and Hulseheath

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Date: 06/08/21



For continuation refer to map number LV-02-316

Arley Lower Wooded Farmland LCA
Significantly affected during -
Construction: Yes
Operation year 1: Yes
Operation year 15: Yes

Tatton and Rostherne Wooded Estates and Meres LCA
Significantly affected during -
Construction: No
Operation year 1: No
Operation year 15: No

For continuation refer to map number LV-02-314

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

Landscape character areas (LCA)

- Engineering earthworks:**
- Embankment
 - Cutting
- Non engineering earthworks:**
- Embankment
 - Cutting

Map Number LV-02-315

Map Name Landscape Character Areas

Community Area MA03:
Pickmere to Agden and Hulseheath

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Legend

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

Landscape character areas (LCA)

Landscape character areas (LCA)

Engineering earthworks:

- Embankment
- Cutting

Non engineering earthworks:

- Embankment
- Cutting

Arley Lower Wooded Farmland LCA
Significantly affected during -
Construction: Yes
Operation year 1: Yes
Operation year 15: Yes

Tatton and Rostherne
Wooded Estates and Meres LCA
Significantly affected during -
Construction: No
Operation year 1: No
Operation year 15: No

For continuation refer to map number LV-02-317

For continuation refer to map number LV-02-315

Map Number LV-02-316

Map Name Landscape Character Areas

Community Area MA03:
Pickmere to Agden and Hulseheath

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0 100 200 300 400
Metres

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

- Landscape character areas (LCA)
- Engineering earthworks:**
 - Embankment
 - Cutting
- Non engineering earthworks:**
 - Embankment
 - Cutting

Map Number LV-02-317

Map Name Landscape Character Areas

Community Area MA03:
Pickmere to Agden and Hulseheath

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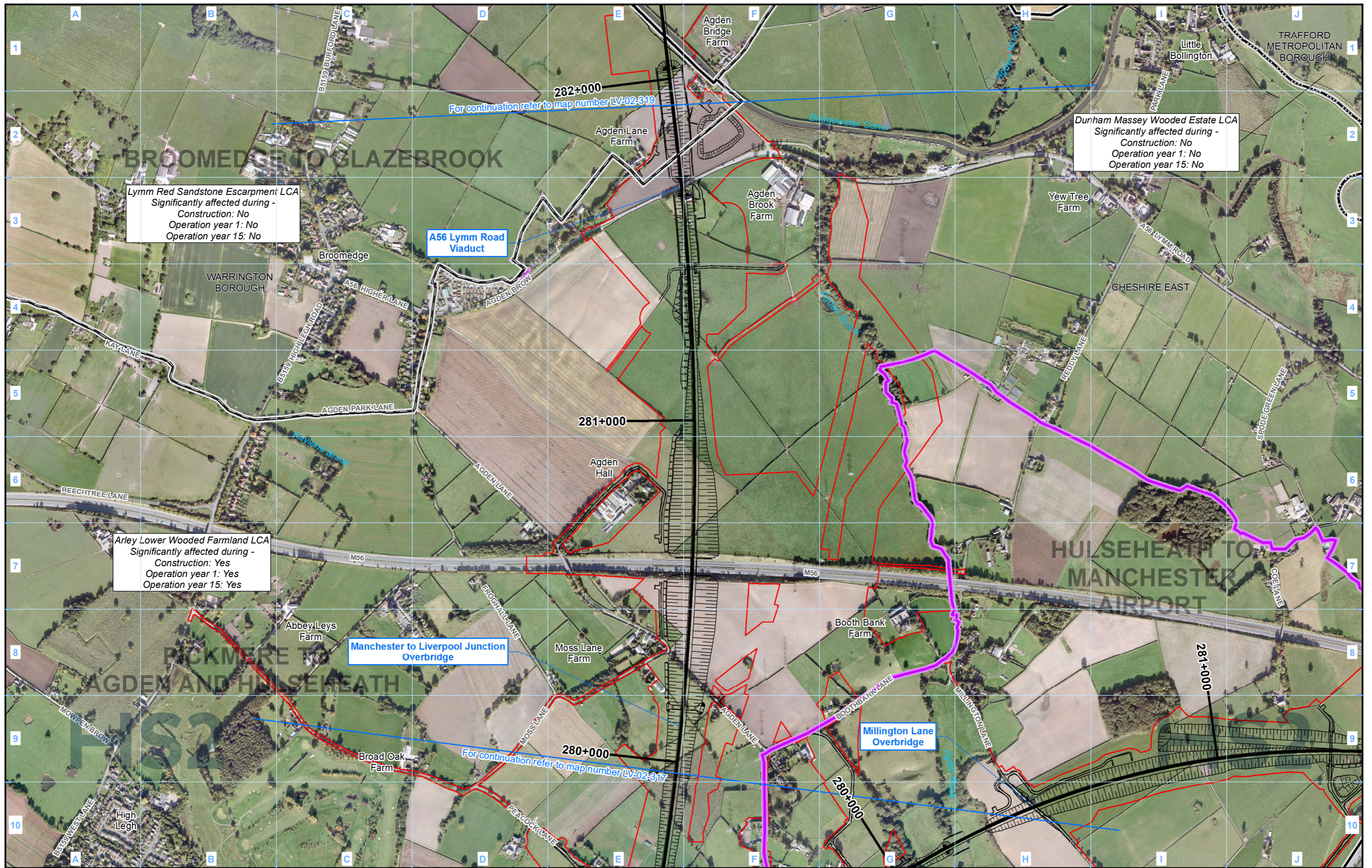
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0 100 200 300 400
Metres

Date: 04/08/21



Lymm Red Sandstone Escarpment LCA
Significantly affected during -
Construction: No
Operation year 1: No
Operation year 15: No

Dunham Massey Wooded Estate LCA
Significantly affected during -
Construction: No
Operation year 1: No
Operation year 15: No

Arley Lower Wooded Farmland LCA
Significantly affected during -
Construction: Yes
Operation year 1: Yes
Operation year 15: Yes

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

Landscape character areas (LCA)

- Engineering earthworks:**
- Embankment
 - Cutting
- Non engineering earthworks:**
- Embankment
 - Cutting

Map Number LV-02-318a

Map Name Landscape Character Areas

Community Area MA03:
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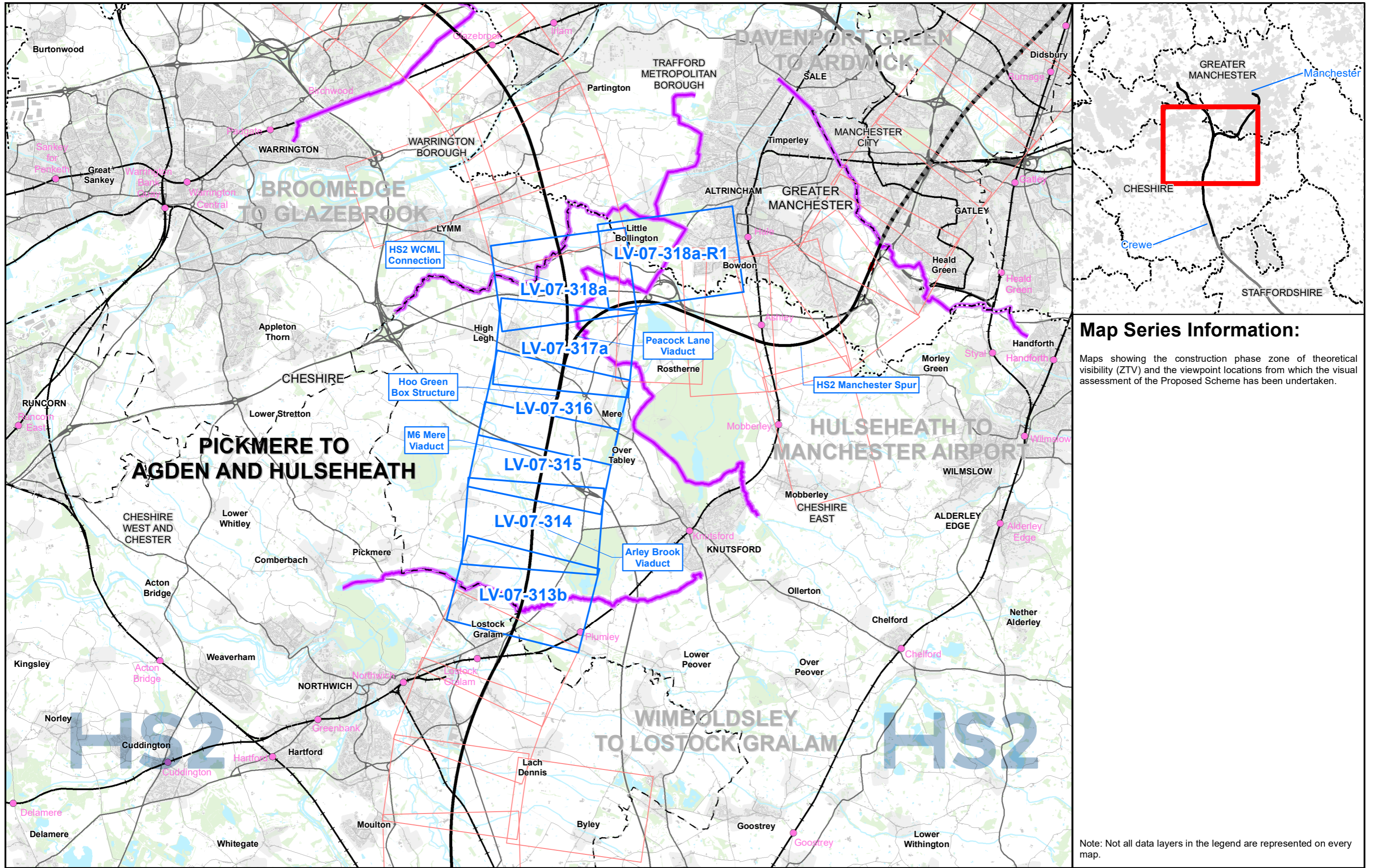
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Date: 04/08/21

High Speed Rail (Crewe – Manchester) Environmental Statement

LV-07 - Construction Phase Zone of Theoretical Visibility (ZTV) and Viewpoints
LV-08 - Operational Phase Zone of Theoretical Visibility (ZTV) and Viewpoints



Map Series Information:
 Maps showing the construction phase zone of theoretical visibility (ZTV) and the viewpoint locations from which the visual assessment of the Proposed Scheme has been undertaken.

Main Map Legend

- Route in tunnel
- Route on surface
- Depot, station, headhouse or portal building
- Community area boundary
- Existing railway station
- County boundary
- District/Borough boundary
- Map sheets included in this community area
- Map sheets not included in this community area

| | |
|------------|---|
| Map Number | LV-07-INDEX-MA03 |
| Map Name | Index Map of: Construction Phase Zone of Theoretical Visibility (ZTV) and Viewpoints |
| | Community Area MA03: Pickmere to Agden and Hulseheath |

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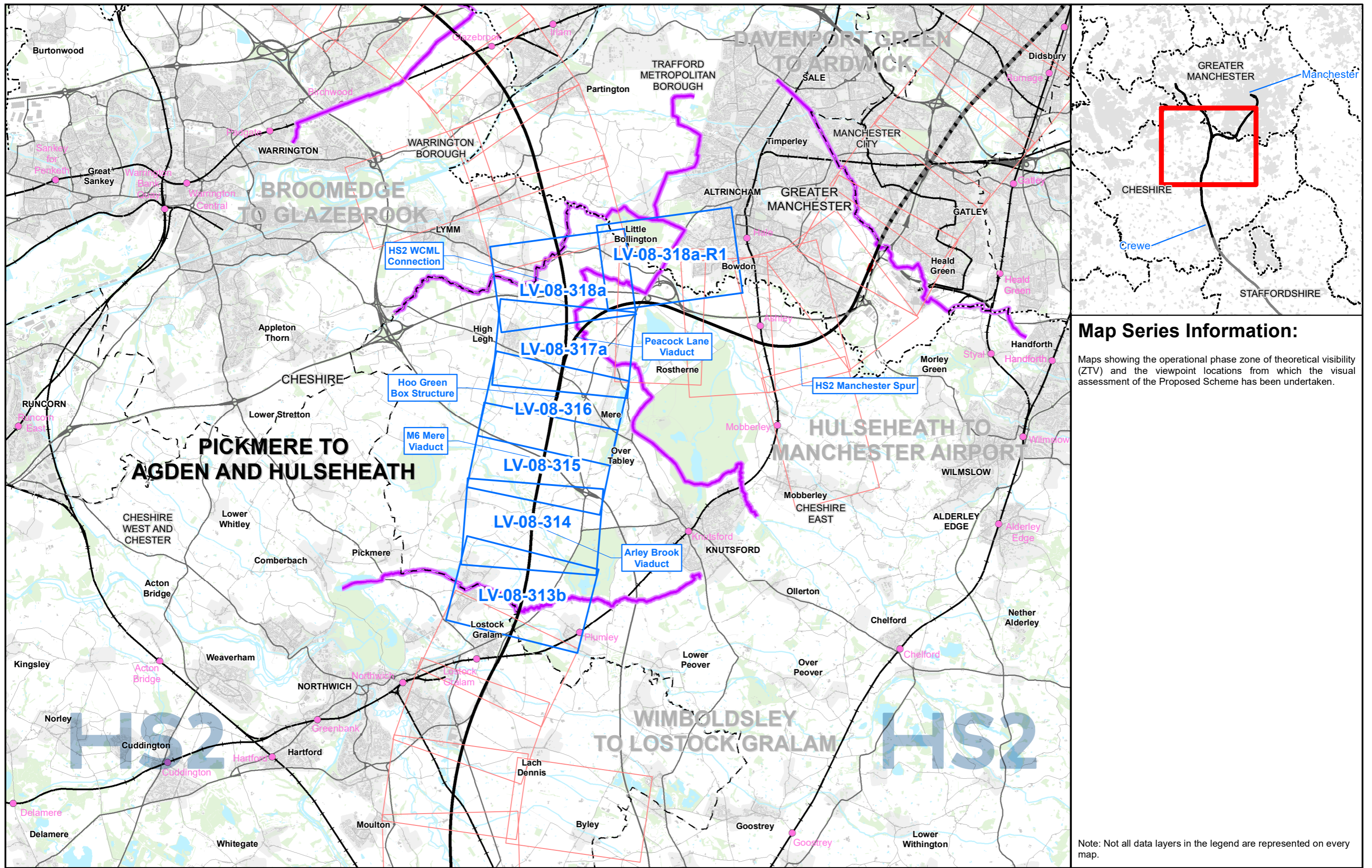
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0 1,000 2,000 3,000 4,000 Metres

Doc Number: 2DE01-MWJ-EV-MAP-M000-001843-P01 Date: 25/10/21



Map Series Information:
 Maps showing the operational phase zone of theoretical visibility (ZTV) and the viewpoint locations from which the visual assessment of the Proposed Scheme has been undertaken.

- Main Map Legend**
- Route in tunnel
 - Route on surface
 - Depot, station, headhouse or portal building
 - Community area boundary
 - Existing railway station
 - County boundary
 - District/Borough boundary
 - Map sheets included in this community area
 - Map sheets not included in this community area

| | |
|------------|--|
| Map Number | LV-08-INDEX-MA03 |
| Map Name | Index Map of: Operational Phase Zone of Theoretical Visibility (ZTV) and Viewpoints |
| | Community Area MA03: Pickmere to Agden and Hulseheath |

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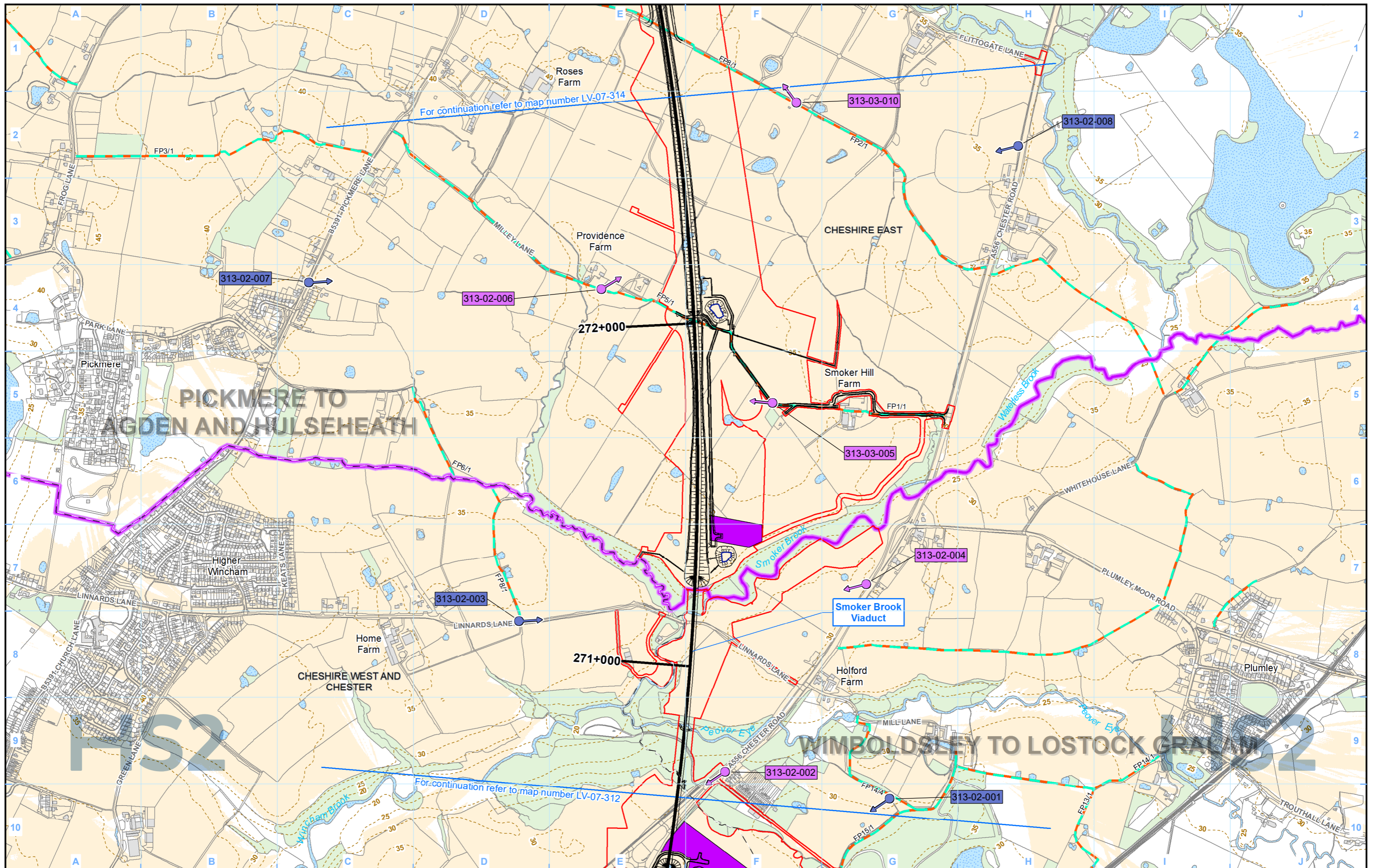
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0 1,000 2,000 3,000 4,000 Metres

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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 |
| | Public Rights of Way (PRoW) |
| | 5m contours |
| | Water body |
| | Existing woodland and tree belts |
| | Construction compounds |
| | ZTV construction |
| | Non significantly affected viewpoint or photomontage number |
| | Significantly affected viewpoint or photomontage number |
| | Non significantly affected viewpoint |
| | Significantly affected viewpoint |
| | Non significantly affected photomontage location |
| | Significantly affected photomontage location |
| | Engineering earthworks: Embankment |
| | Engineering earthworks: Cutting |
| | Non engineering earthworks: Embankment |
| | Non engineering earthworks: Cutting |

The zone of theoretical visibility (ZTV) is a computer generated model that indicates the theoretical visibility of the construction works. Theoretical visibility does not necessarily mean a location would be subject to adverse effects. An explanation of what the ZTV represents and how it should be interpreted is provided in the SMR Addendum (see Volume 5: Appendix CT-001-002).

| | |
|--|--|
| Map Number | LV-07-313b |
| Map Name | Construction Phase Zone of Theoretical Visibility (ZTV) and Viewpoints |
| Community Area MA03: Pickmere to Agden and Hulseheath | |

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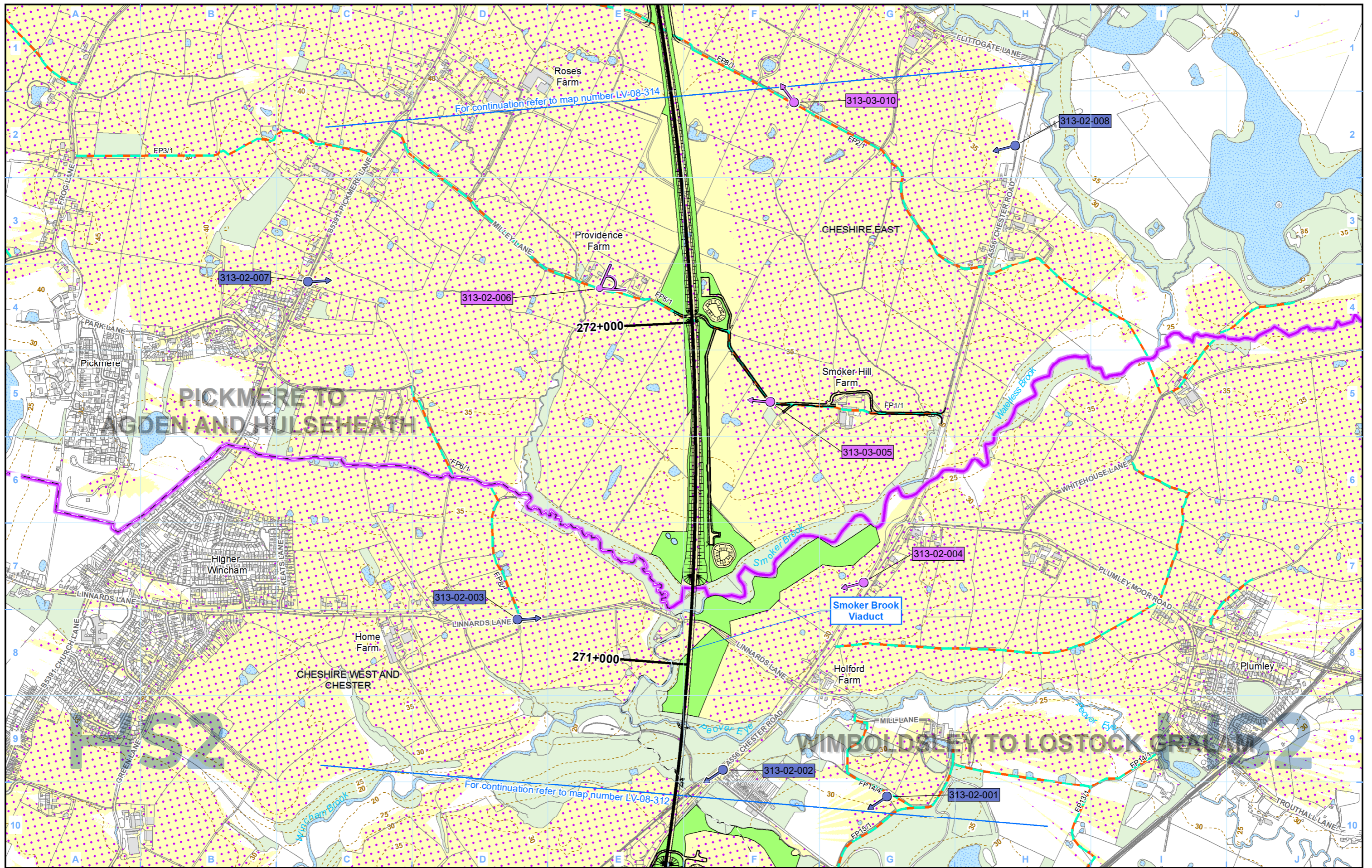
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Date: 25/10/21



Legend

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| | | | | Engineering earthworks: |
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| | | | | Non engineering earthworks: |
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The zone of theoretical visibility (ZTV) is a computer generated model that indicates the theoretical visibility of the construction works. Theoretical visibility does not necessarily mean a location would be subject to adverse effects. An explanation of what the ZTV represents and how it should be interpreted is provided in the SMR Addendum (see Volume 5: Appendix CT-001-002).

| | |
|--|---|
| Map Number | LV-08-313b |
| Map Name | Operational Phase Zone of Theoretical Visibility (ZTV) and Viewpoints |
| Community Area MA03: Pickmere to Agden and Hulseheath | |

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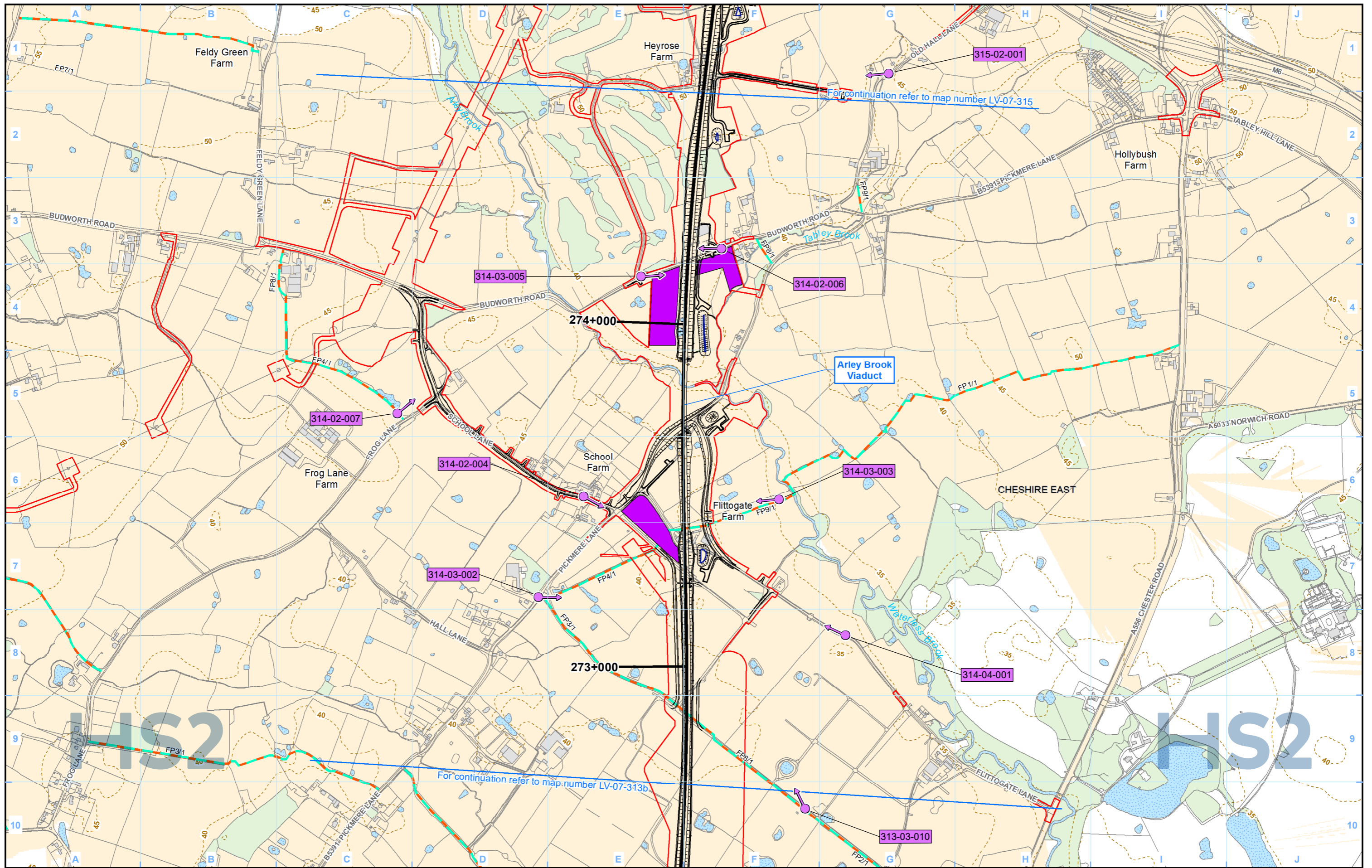
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Date: 25/10/21



| Legend | |
|--------|---|
| | District/Borough boundary |
| | Public Rights of Way (PRoW) |
| | 5m contours |
| | Water body |
| | Existing woodland and tree belts |
| | Construction compounds |
| | Non significantly affected viewpoint or photomontage number |
| | Significantly affected viewpoint or photomontage number |
| | Significantly affected photomontage location |
| | |
| | Engineering earthworks: |
| | Embankment |
| | Cutting |
| | |

The zone of theoretical visibility (ZTV) is a computer generated model that indicates the theoretical visibility of the construction works. Theoretical visibility does not necessarily mean a location would be subject to adverse effects. An explanation of what the ZTV represents and how it should be interpreted is provided in the SMR Addendum (see Volume 5: Appendix CT-001-002).

| | |
|--|--|
| Map Number | LV-07-314 |
| Map Name | Construction Phase Zone of Theoretical Visibility (ZTV) and Viewpoints |
| Community Area MA03: Pickmere to Agden and Hulseheath | |

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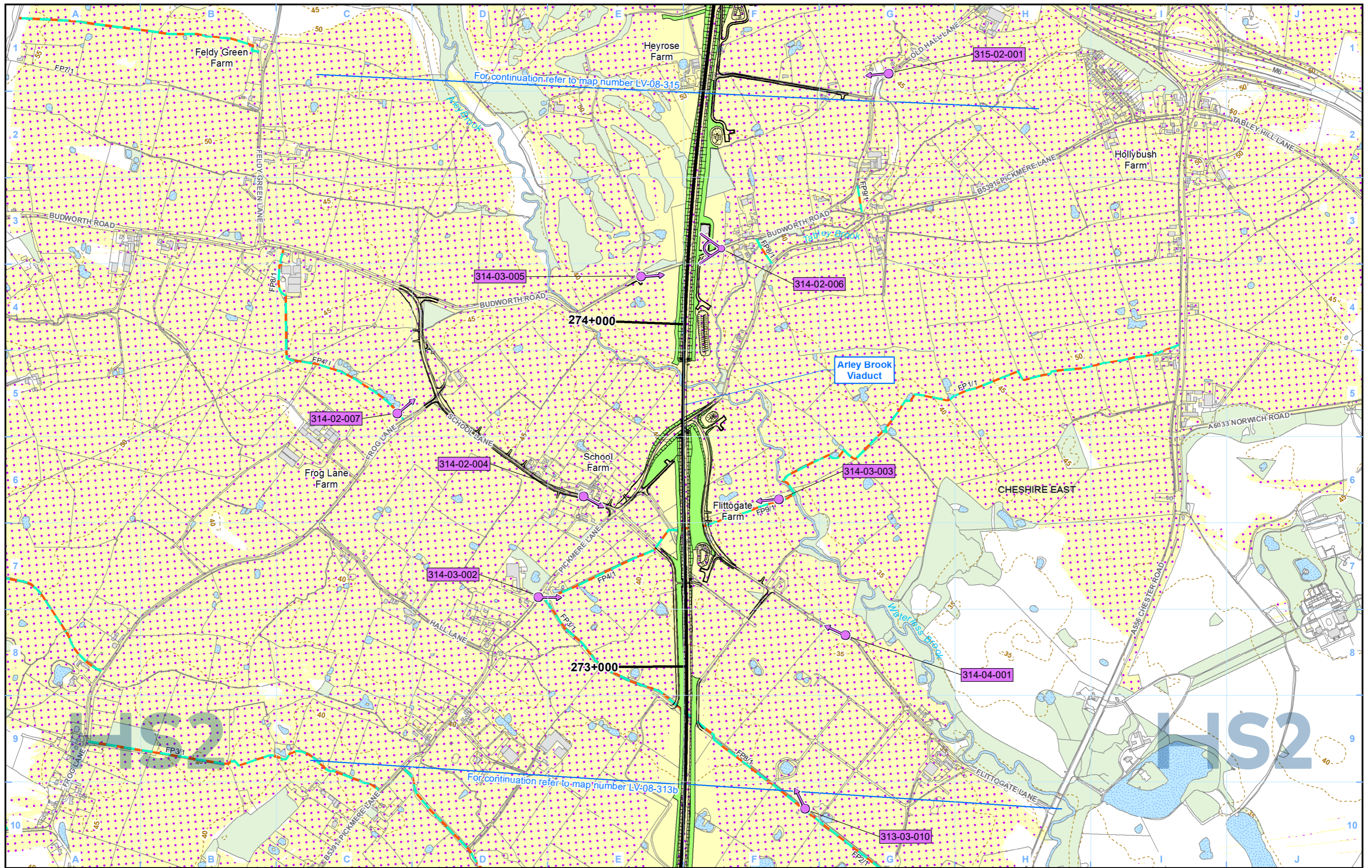
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Doc Number: 2DE01-MWJ-EV-MAP-M000-001804-P01

Scale at A3: 1:10,000

Metres

Date: 25/10/21



| Legend | |
|--------|---|
| | Route in tunnel |
| | Route on surface |
| | Depot, station, headhouse or portal building |
| | Community area boundary |
| | County boundary |
| | District/Borough boundary |
| | Public Rights of Way (PRoW) |
| | 5m contours |
| | Water body |
| | Existing woodland and tree belts |
| | Proposed tree planting |
| | ZTV operation year 1 |
| | ZTV operation year 15 |
| | Non significantly affected viewpoint or photomontage number |
| | Significantly affected viewpoint or photomontage number |
| | Non significantly affected viewpoint |
| | Significantly affected viewpoint |
| | Non significantly affected photomontage location |
| | Significantly affected photomontage location |
| | Engineering earthworks: Embankment |
| | Engineering earthworks: Cutting |
| | Non engineering earthworks: Embankment |
| | Non engineering earthworks: Cutting |

The zone of theoretical visibility (ZTV) is a computer generated model that indicates the theoretical visibility of the construction works. Theoretical visibility does not necessarily mean a location would be subject to adverse effects. An explanation of what the ZTV represents and how it should be interpreted is provided in the SMR Addendum (see Volume 5: Appendix CT-001-002).

| | |
|--|---|
| Map Number | LV-08-314 |
| Map Name | Operational Phase Zone of Theoretical Visibility (ZTV) and Viewpoints |
| Community Area MA03: Pickmere to Agden and Hulseheath | |

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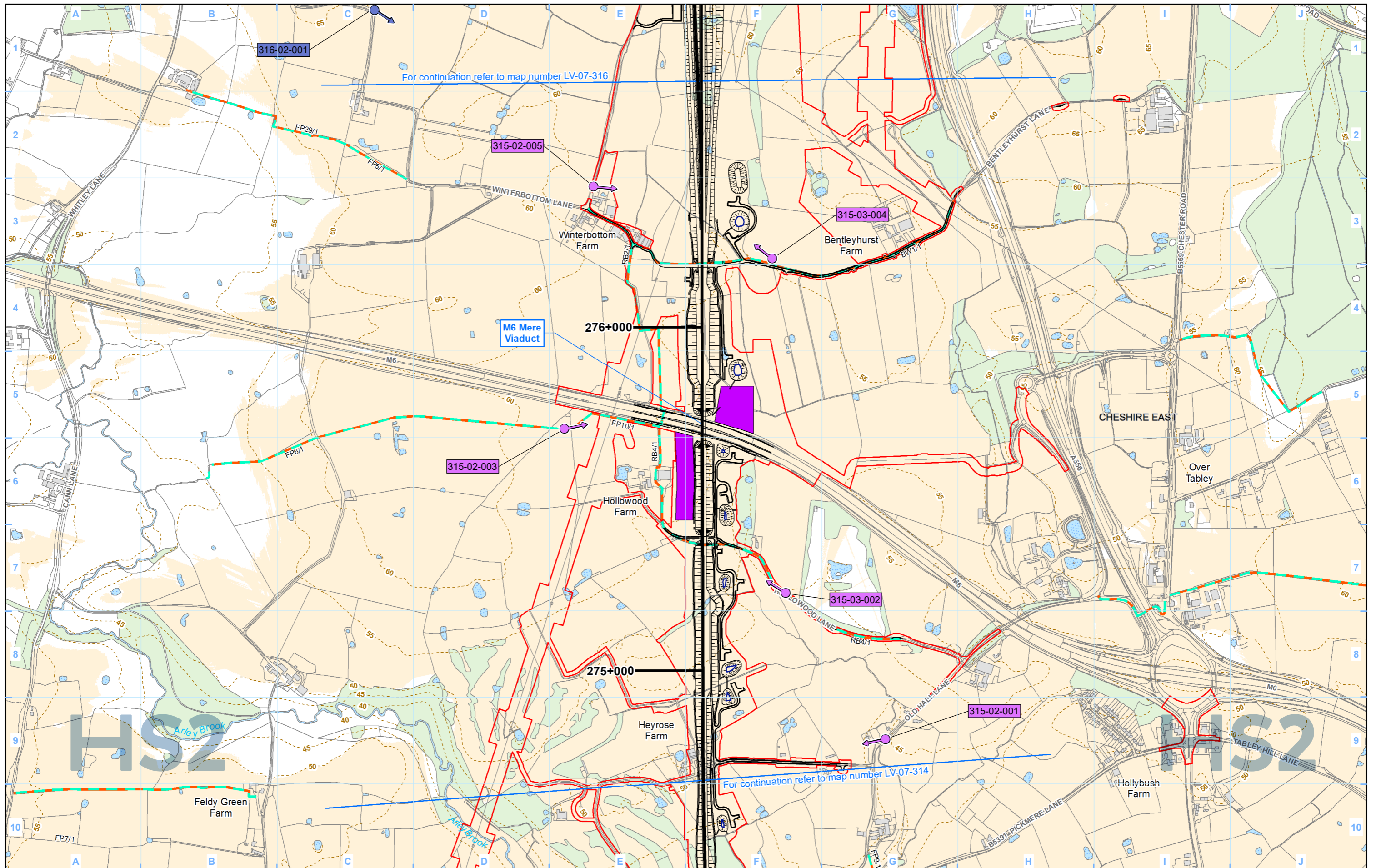
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Metres

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| Legend | | | |
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The zone of theoretical visibility (ZTV) is a computer generated model that indicates the theoretical visibility of the construction works. Theoretical visibility does not necessarily mean a location would be subject to adverse effects. An explanation of what the ZTV represents and how it should be interpreted is provided in the SMR Addendum (see Volume 5: Appendix CT-001-002).

| | |
|--|--|
| Map Number | LV-07-315 |
| Map Name | Construction Phase Zone of Theoretical Visibility (ZTV) and Viewpoints |
| Community Area MA03: Pickmere to Agden and Hulseath | |

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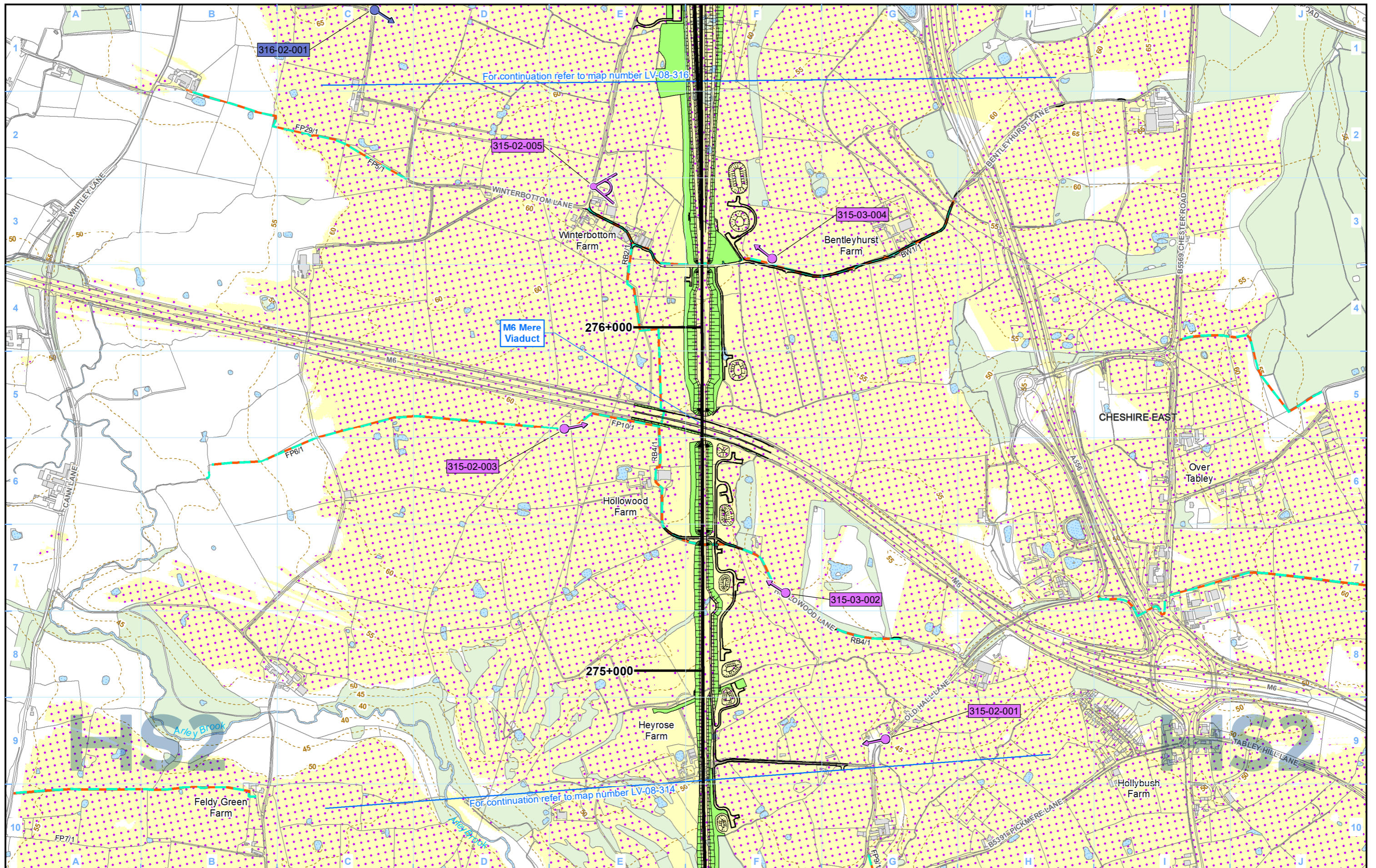
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Date: 25/10/21



| Legend | |
|--------|---|
| | Route in tunnel |
| | Route on surface |
| | Depot, station, headhouse or portal building |
| | Community area boundary |
| | County boundary |
| | District/Borough boundary |
| | Public Rights of Way (PRoW) |
| | 5m contours |
| | Water body |
| | Existing woodland and tree belts |
| | Proposed tree planting |
| | ZTV operation year 1 |
| | ZTV operation year 15 |
| | Non significantly affected viewpoint or photomontage number |
| | Significantly affected viewpoint or photomontage number |
| | Non significantly affected viewpoint |
| | Significantly affected viewpoint |
| | Non significantly affected photomontage location |
| | Significantly affected photomontage location |
| | Engineering earthworks: Embankment |
| | Engineering earthworks: Cutting |
| | Non engineering earthworks: Embankment |
| | Non engineering earthworks: Cutting |

The zone of theoretical visibility (ZTV) is a computer generated model that indicates the theoretical visibility of the construction works. Theoretical visibility does not necessarily mean a location would be subject to adverse effects. An explanation of what the ZTV represents and how it should be interpreted is provided in the SMR Addendum (see Volume 5: Appendix CT-001-002).

| | |
|--|---|
| Map Number | LV-08-315 |
| Map Name | Operational Phase Zone of Theoretical Visibility (ZTV) and Viewpoints |
| Community Area MA03: Pickmere to Agden and Hulseath | |

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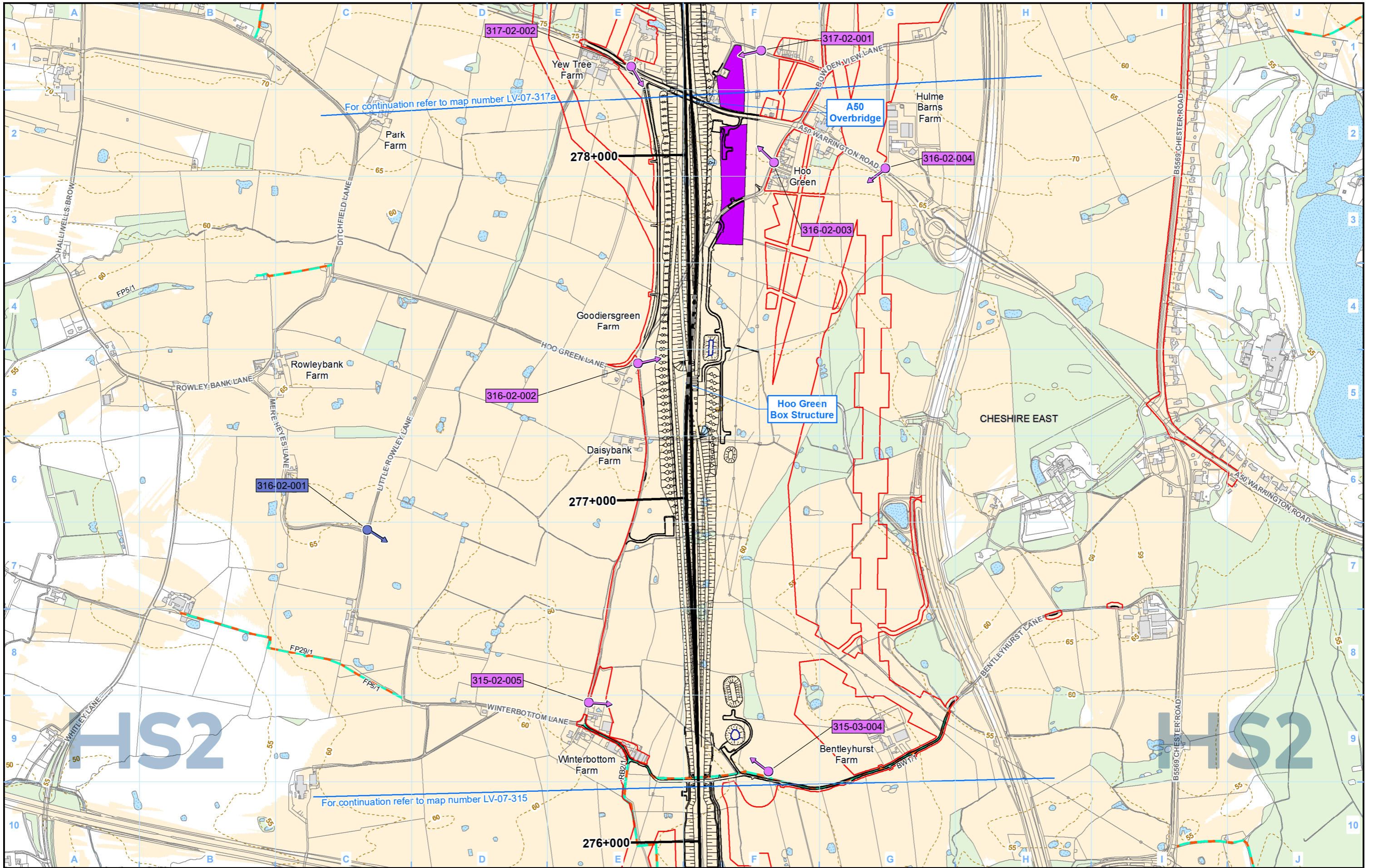
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Metres

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Date: 25/10/21



| Legend | |
|--------|---|
| | District/Borough boundary |
| | Public Rights of Way (PRoW) |
| | 5m contours |
| | Water body |
| | Existing woodland and tree belts |
| | Construction compounds |
| | Non significantly affected viewpoint or photomontage number |
| | Significantly affected viewpoint or photomontage number |
| | Non significantly affected photomontage location |
| | Significantly affected photomontage location |
| | Engineering earthworks: Embankment |
| | Engineering earthworks: Cutting |
| | Non engineering earthworks: Embankment |
| | Non engineering earthworks: Cutting |

The zone of theoretical visibility (ZTV) is a computer generated model that indicates the theoretical visibility of the construction works. Theoretical visibility does not necessarily mean a location would be subject to adverse effects. An explanation of what the ZTV represents and how it should be interpreted is provided in the SMR Addendum (see Volume 5: Appendix CT-001-002).

| | |
|--|--|
| Map Number | LV-07-316 |
| Map Name | Construction Phase Zone of Theoretical Visibility (ZTV) and Viewpoints |
| Community Area MA03: Pickmere to Agden and Hulseheath | |

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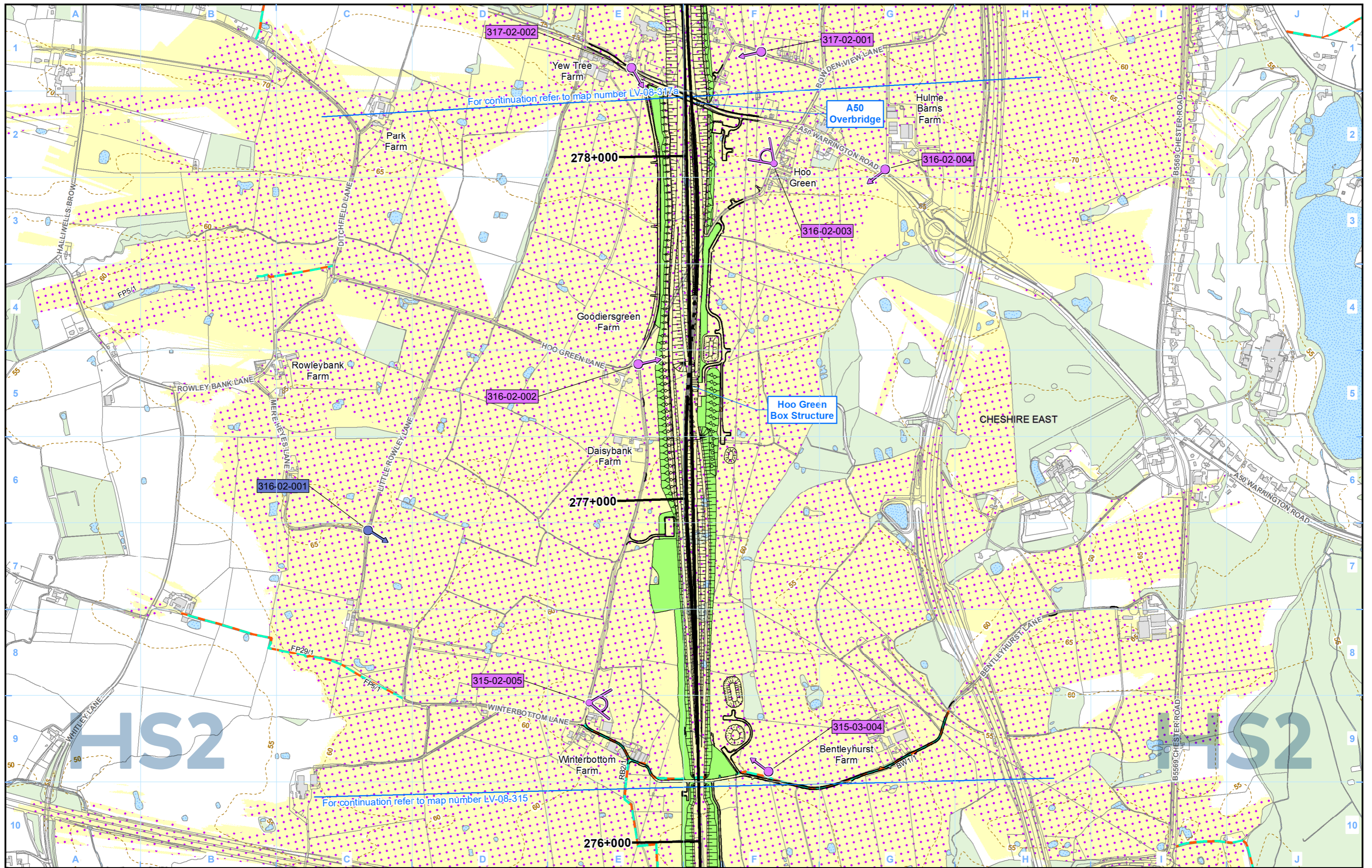
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Metres

Date: 25/10/21



Legend

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The zone of theoretical visibility (ZTV) is a computer generated model that indicates the theoretical visibility of the construction works. Theoretical visibility does not necessarily mean a location would be subject to adverse effects. An explanation of what the ZTV represents and how it should be interpreted is provided in the SMR Addendum (see Volume 5: Appendix CT-001-002).

Map Number: LV-08-316
 Map Name: Operational Phase Zone of Theoretical Visibility (ZTV) and Viewpoints
 Community Area MA03: Pickmere to Agden and Hulseheath

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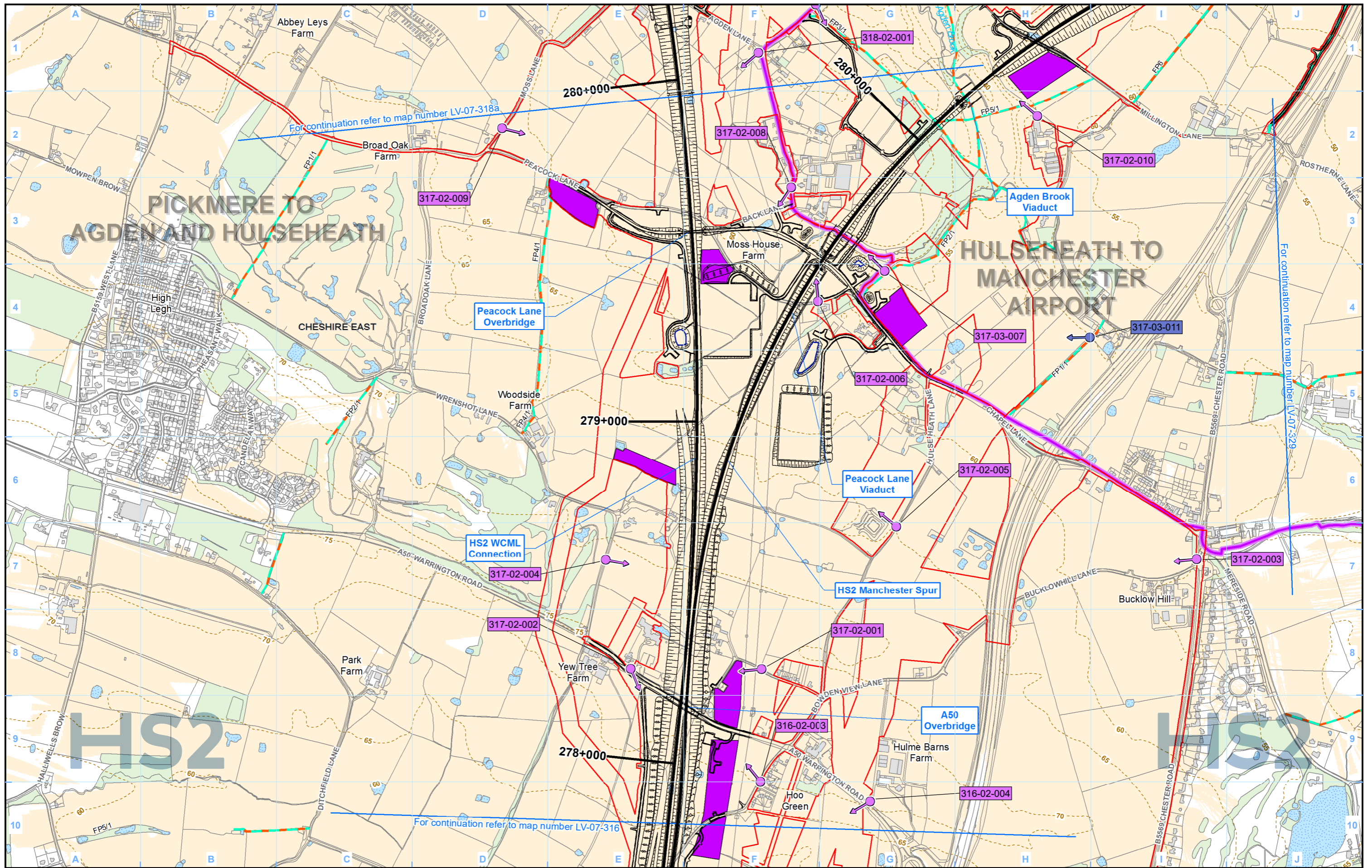
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Metres



| 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 |
| | Public Rights of Way (PRoW) |
| | 5m contours |
| | Water body |
| | Existing woodland and tree belts |
| | Construction compounds |
| | ZTV construction |
| | Non significantly affected viewpoint or photomontage number |
| | Significantly affected viewpoint or photomontage number |
| | Non significantly affected viewpoint |
| | Significantly affected viewpoint |
| | Non significantly affected photomontage location |
| | Significantly affected photomontage location |
| | Engineering earthworks: Embankment |
| | Engineering earthworks: Cutting |
| | Non engineering earthworks: Embankment |
| | Non engineering earthworks: Cutting |

The zone of theoretical visibility (ZTV) is a computer generated model that indicates the theoretical visibility of the construction works. Theoretical visibility does not necessarily mean a location would be subject to adverse effects. An explanation of what the ZTV represents and how it should be interpreted is provided in the SMR Addendum (see Volume 5: Appendix CT-001-002).

| | |
|--|--|
| Map Number | LV-07-317a |
| Map Name | Construction Phase Zone of Theoretical Visibility (ZTV) and Viewpoints |
| Community Area MA03: Pickmere to Agden and Hulseheath | |

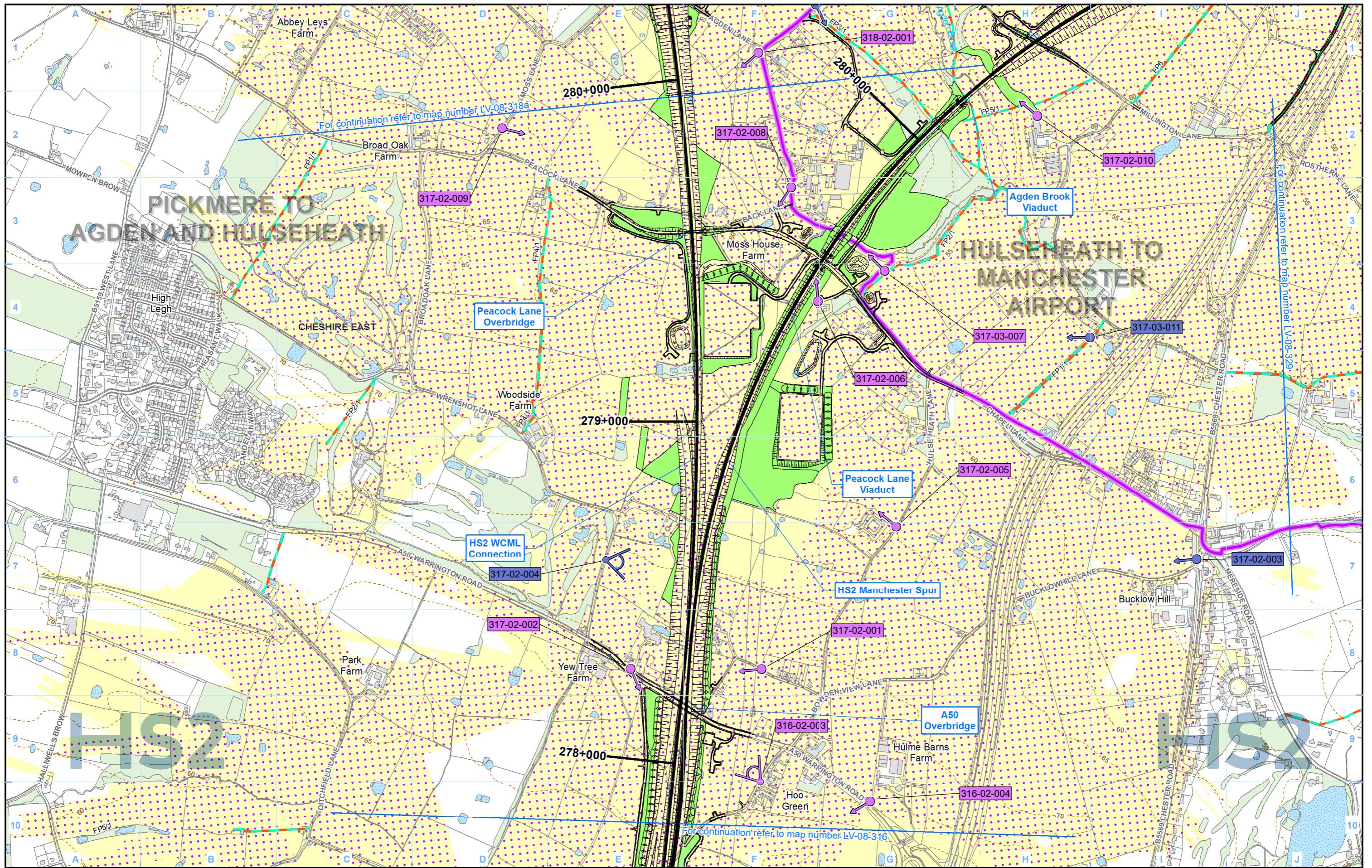
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| Legend | |
|--------|---|
| | Route in tunnel |
| | Route on surface |
| | Depot, station, headhouse or portal building |
| | Community area boundary |
| | County boundary |
| | District/Borough boundary |
| | Public Rights of Way (PRoW) |
| | 5m contours |
| | Water body |
| | Existing woodland and tree belts |
| | Proposed tree planting |
| | ZTV operation year 1 |
| | ZTV operation year 15 |
| | Non significantly affected viewpoint or photomontage number |
| | Significantly affected viewpoint or photomontage number |
| | Non significantly affected viewpoint |
| | Significantly affected viewpoint |
| | Non significantly affected photomontage location |
| | Significantly affected photomontage location |
| | Engineering earthworks: Embankment |
| | Engineering earthworks: Cutting |
| | Non engineering earthworks: Embankment |
| | Non engineering earthworks: Cutting |

The zone of theoretical visibility (ZTV) is a computer generated model that indicates the theoretical visibility of the construction works. Theoretical visibility does not necessarily mean a location would be subject to adverse effects. An explanation of what the ZTV represents and how it should be interpreted is provided in the SMR Addendum (see Volume 5: Appendix CT-001-002).

| | |
|--|---|
| Map Number | LV-08-317a |
| Map Name | Operational Phase Zone of Theoretical Visibility (ZTV) and Viewpoints |
| Community Area MA03: Pickmere to Agden and Hulseheath | |

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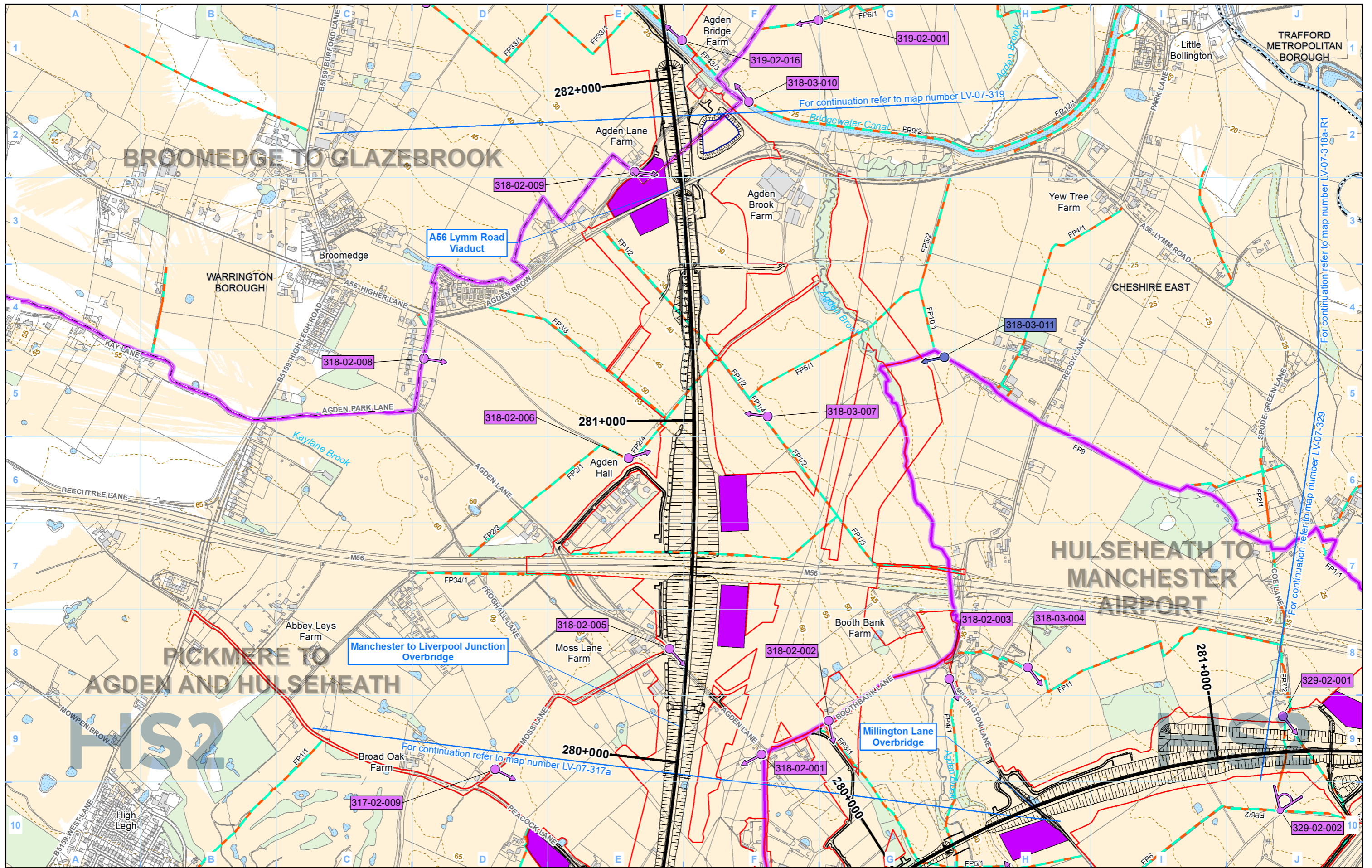
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Metres

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| Legend | |
|--------|---|
| | District/Borough boundary |
| | Public Rights of Way (PRoW) |
| | 5m contours |
| | Water body |
| | Existing woodland and tree belts |
| | Construction compounds |
| | Non significantly affected viewpoint or photomontage number |
| | Significantly affected viewpoint or photomontage number |
| | Non significantly affected photomontage location |
| | Significantly affected photomontage location |
| | Engineering earthworks: Embankment |
| | Engineering earthworks: Cutting |
| | Non engineering earthworks: Embankment |
| | Non engineering earthworks: Cutting |

The zone of theoretical visibility (ZTV) is a computer generated model that indicates the theoretical visibility of the construction works. Theoretical visibility does not necessarily mean a location would be subject to adverse effects. An explanation of what the ZTV represents and how it should be interpreted is provided in the SMR Addendum (see Volume 5: Appendix CT-001-002).

Map Number: LV-07-318a

Map Name: Construction Phase Zone of Theoretical Visibility (ZTV) and Viewpoints

Community Area MA03: Pickmere to Agden and Hulseheath

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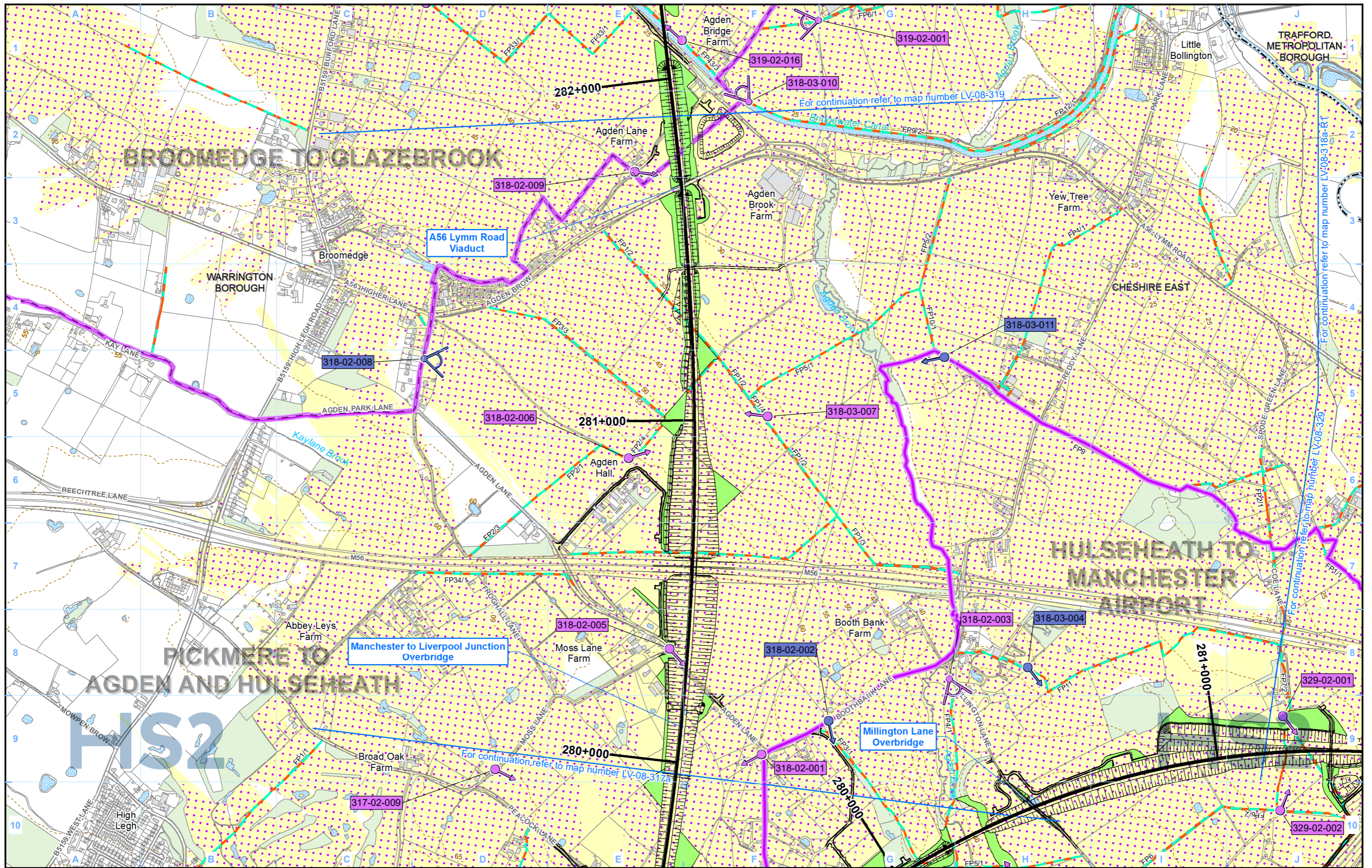
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Date: 25/10/21



| Legend | |
|--------|---|
| | Public Rights of Way (PRoW) |
| | 5m contours |
| | Water body |
| | Existing woodland and tree belts |
| | Proposed tree planting |
| | |
| | Non significantly affected viewpoint or photomontage number |
| | Significantly affected viewpoint or photomontage number |
| | Non significantly affected photomontage location |
| | Significantly affected photomontage location |
| | Engineering earthworks: Embankment |
| | Engineering earthworks: Cutting |
| | Non engineering earthworks: Embankment |
| | Non engineering earthworks: Cutting |

The zone of theoretical visibility (ZTV) is a computer generated model that indicates the theoretical visibility of the construction works. Theoretical visibility does not necessarily mean a location would be subject to adverse effects. An explanation of what the ZTV represents and how it should be interpreted is provided in the SMR Addendum (see Volume 5: Appendix CT-001-002).

| | |
|----------------|---|
| Map Number | LV-08-318a |
| Map Name | Operational Phase Zone of Theoretical Visibility (ZTV) and Viewpoints |
| Community Area | MA03: Pickmere to Agden and Hulseheath |

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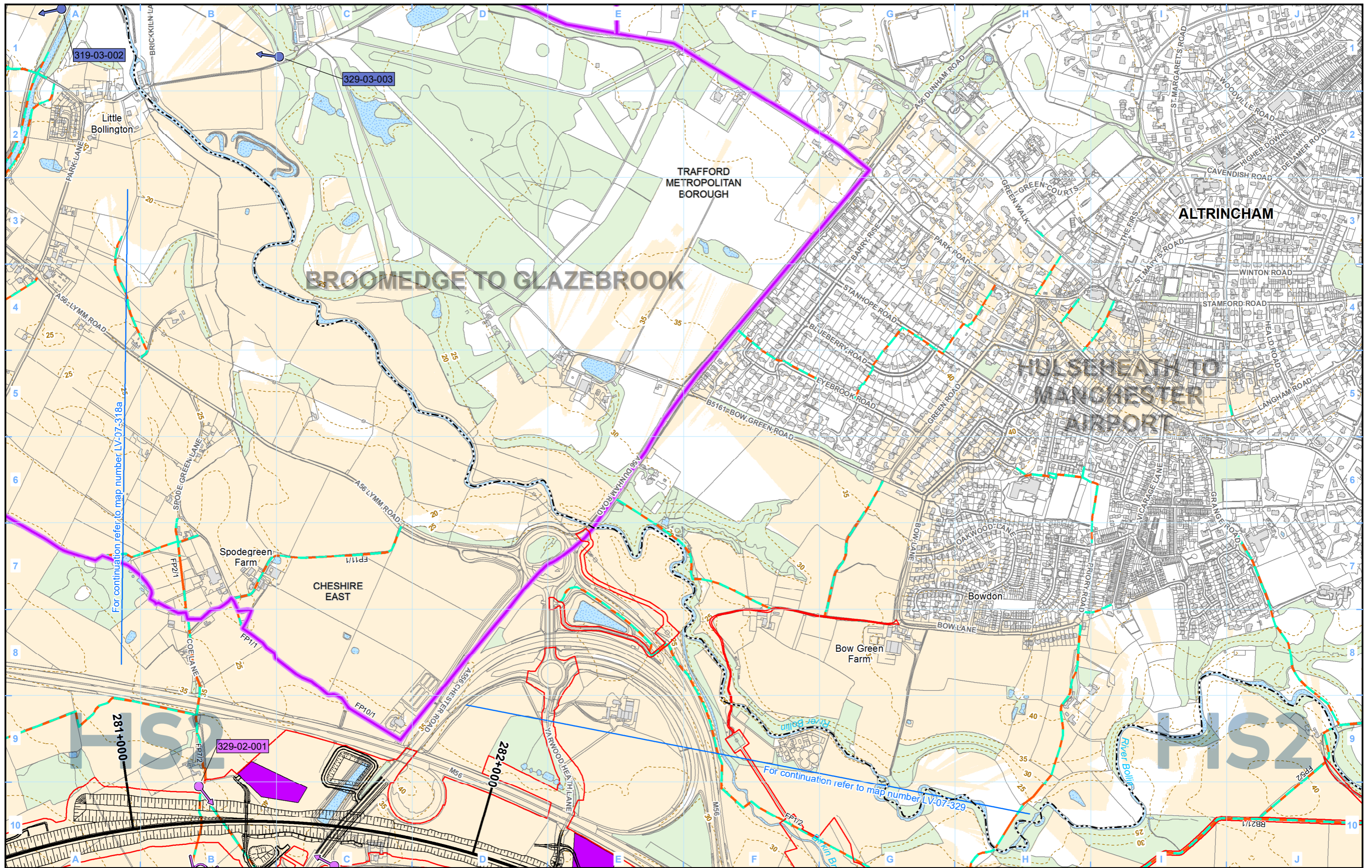
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Metres

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| Legend | |
|--------|---|
| | District/Borough boundary |
| | Public Rights of Way (PRoW) |
| | 5m contours |
| | Water body |
| | Existing woodland and tree belts |
| | Construction compounds |
| | Non significantly affected viewpoint or photomontage number |
| | Significantly affected viewpoint or photomontage number |
| | Non significantly affected photomontage location |
| | Significantly affected photomontage location |
| | Engineering earthworks: Embankment |
| | Engineering earthworks: Cutting |
| | Non engineering earthworks: Embankment |
| | Non engineering earthworks: Cutting |

The zone of theoretical visibility (ZTV) is a computer generated model that indicates the theoretical visibility of the construction works. Theoretical visibility does not necessarily mean a location would be subject to adverse effects. An explanation of what the ZTV represents and how it should be interpreted is provided in the SMR Addendum (see Volume 5: Appendix CT-001-002).

| | |
|--|--|
| Map Number | LV-07-318a-R1 |
| Map Name | Construction Phase Zone of Theoretical Visibility (ZTV) and Viewpoints |
| Community Area MA03: Pickmere to Agden and Hulseheath | |

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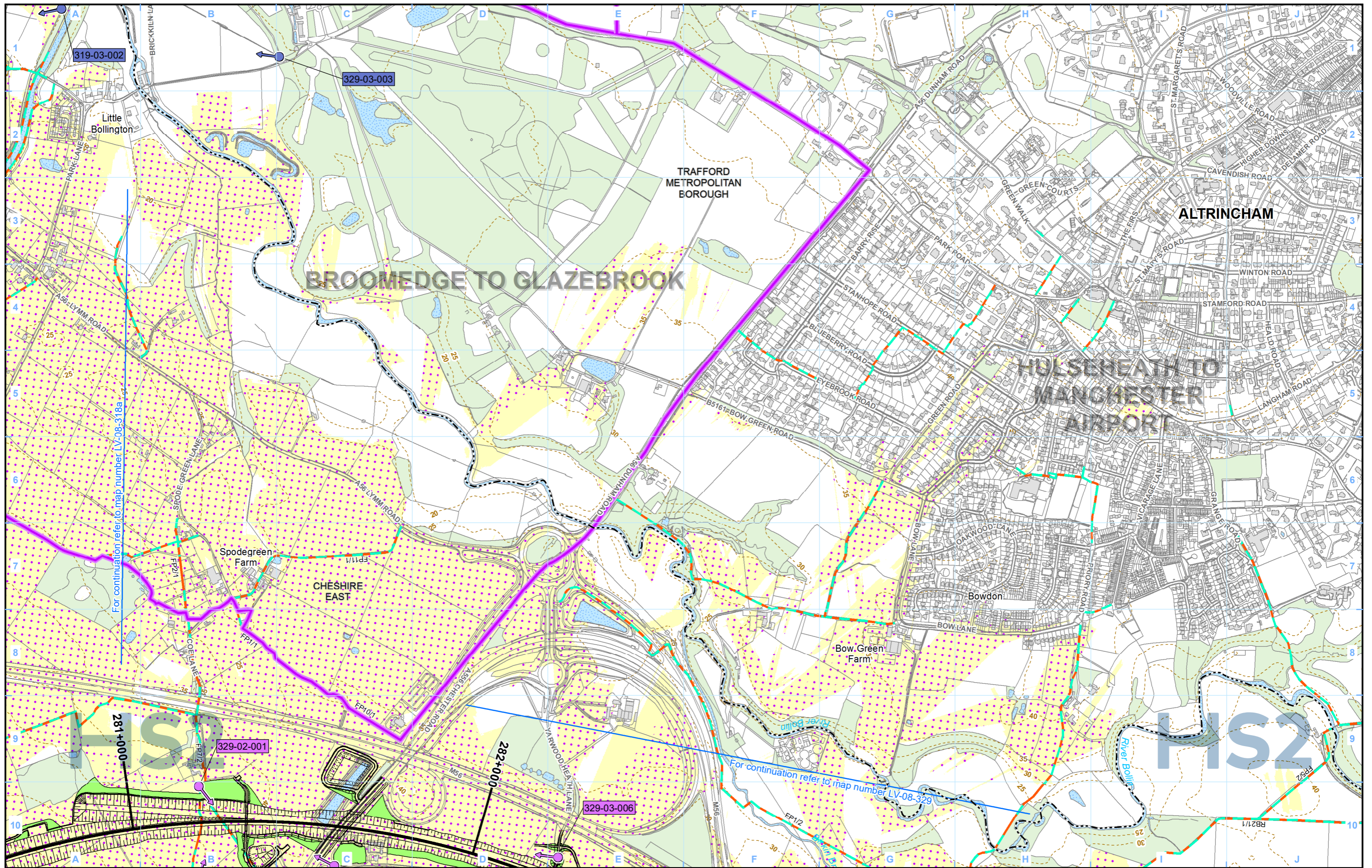
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Metres

Date: 25/10/21



| Legend | |
|--------|----------------------------------|
| | Public Rights of Way (PRoW) |
| | 5m contours |
| | Water body |
| | Existing woodland and tree belts |
| | Proposed tree planting |
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The zone of theoretical visibility (ZTV) is a computer generated model that indicates the theoretical visibility of the construction works. Theoretical visibility does not necessarily mean a location would be subject to adverse effects. An explanation of what the ZTV represents and how it should be interpreted is provided in the SMR Addendum (see Volume 5: Appendix CT-001-002).

| | |
|--|---|
| Map Number | LV-08-318a-R1 |
| Map Name | Operational Phase Zone of Theoretical Visibility (ZTV) and Viewpoints |
| Community Area MA03: Pickmere to Agden and Hulseheath | |

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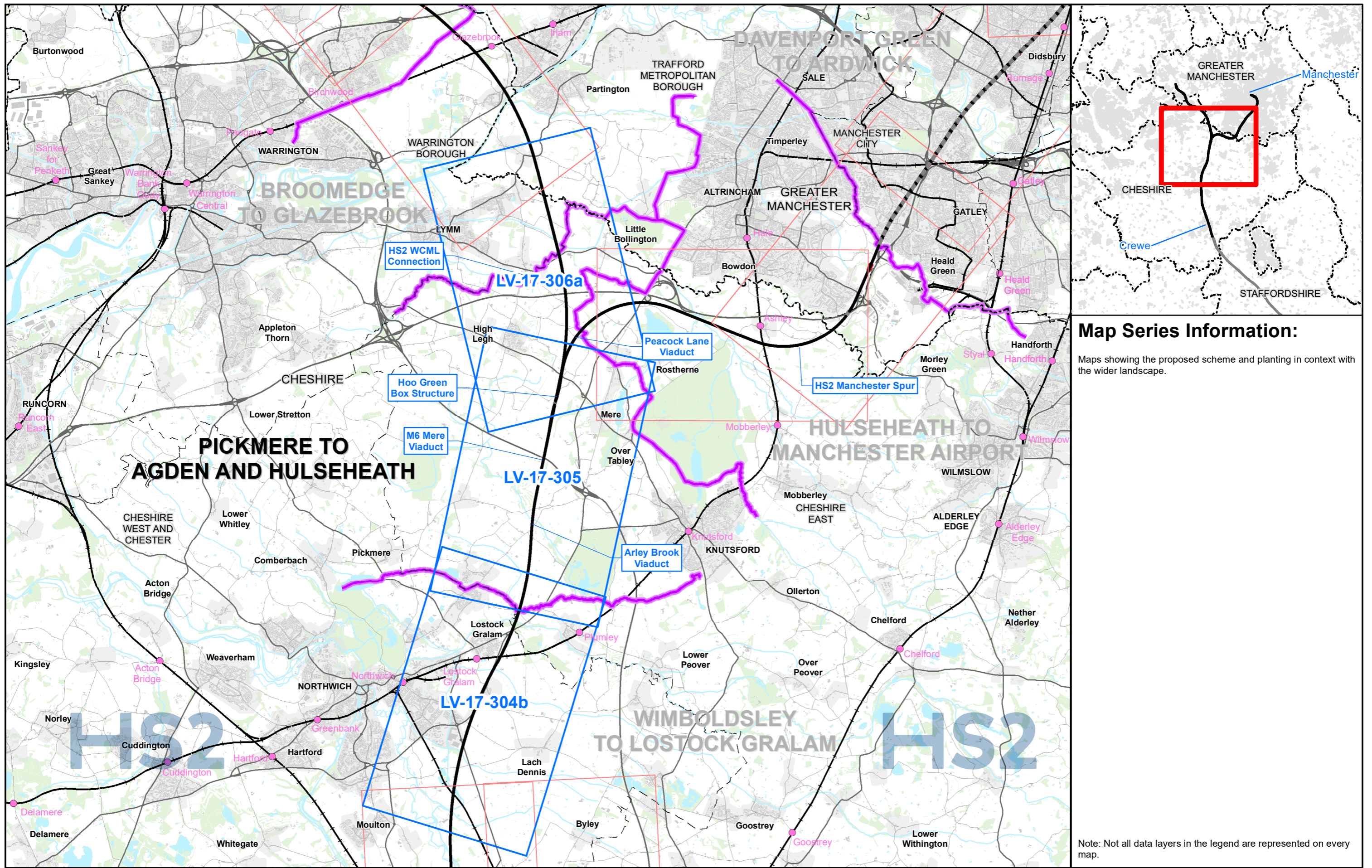
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Date: 25/10/21

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**High Speed Rail
(Crewe – Manchester)
Environmental Statement**

LV-17 - Routewide Landscape Context



Map Series Information:
 Maps showing the proposed scheme and planting in context with the wider landscape.

- Main Map Legend**
- Route in tunnel
 - Route on surface
 - Depot, station, headhouse or portal building
 - Community area boundary
 - Existing railway station
 - County boundary
 - District/Borough boundary
 - Map sheets included in this community area
 - Map sheets not included in this community area

Map Number: LV-17-INDEX-MA03
 Map Name: Index Map of:
Route wide Landscape Context
 Community Area MA03:
 Pickmere to Agden and Hulseheath

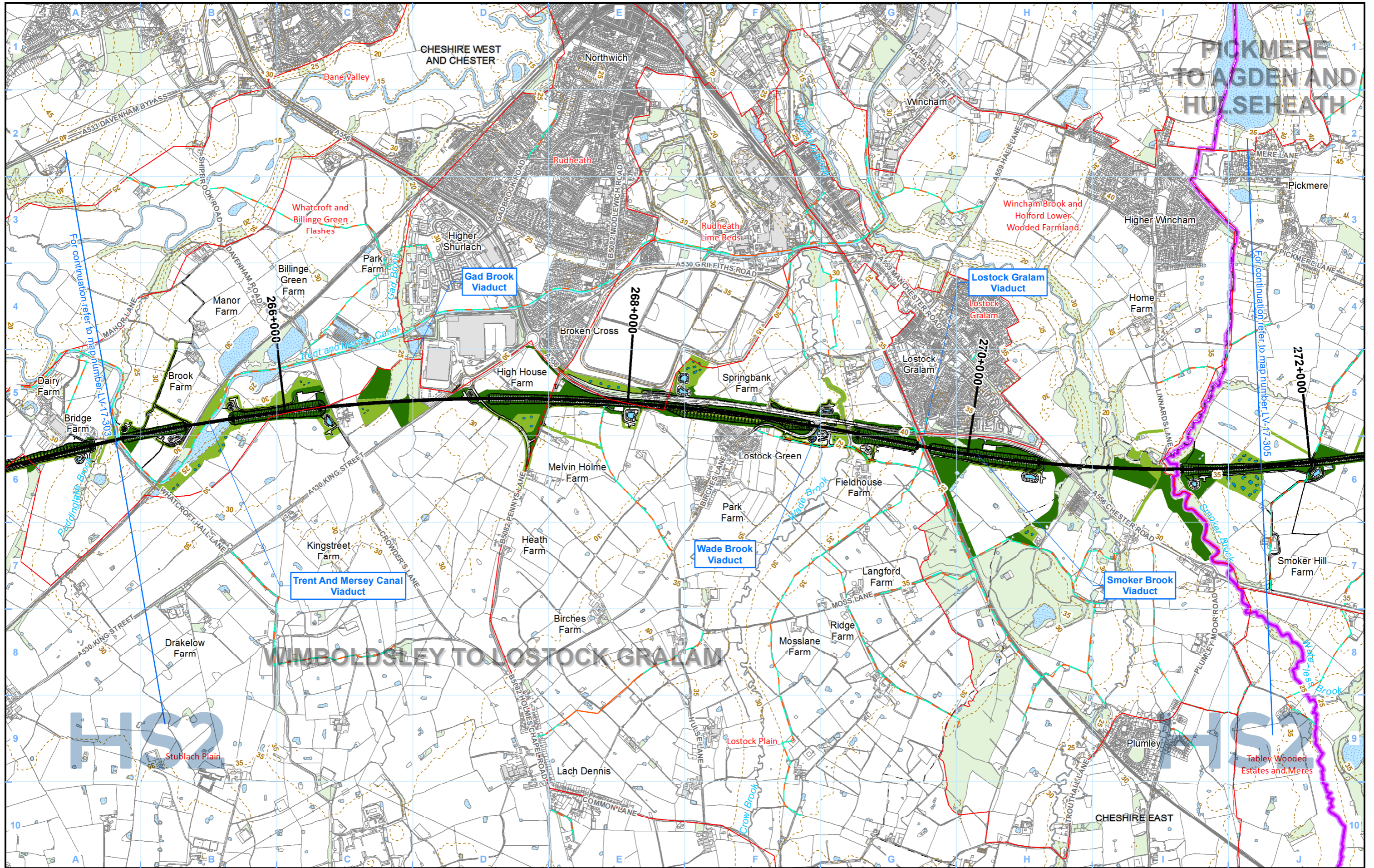
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Legend

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Engineering earthworks:

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| | Embankment |
| | Cutting |

Non engineering earthworks:

| | |
|--|------------|
| | Embankment |
| | Cutting |

Map Number LV-17-304b

Map Name Route wide Landscape Context

Community Area MA03:
Pickmere to Agden and Hulseheath

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0 200 400 600 800
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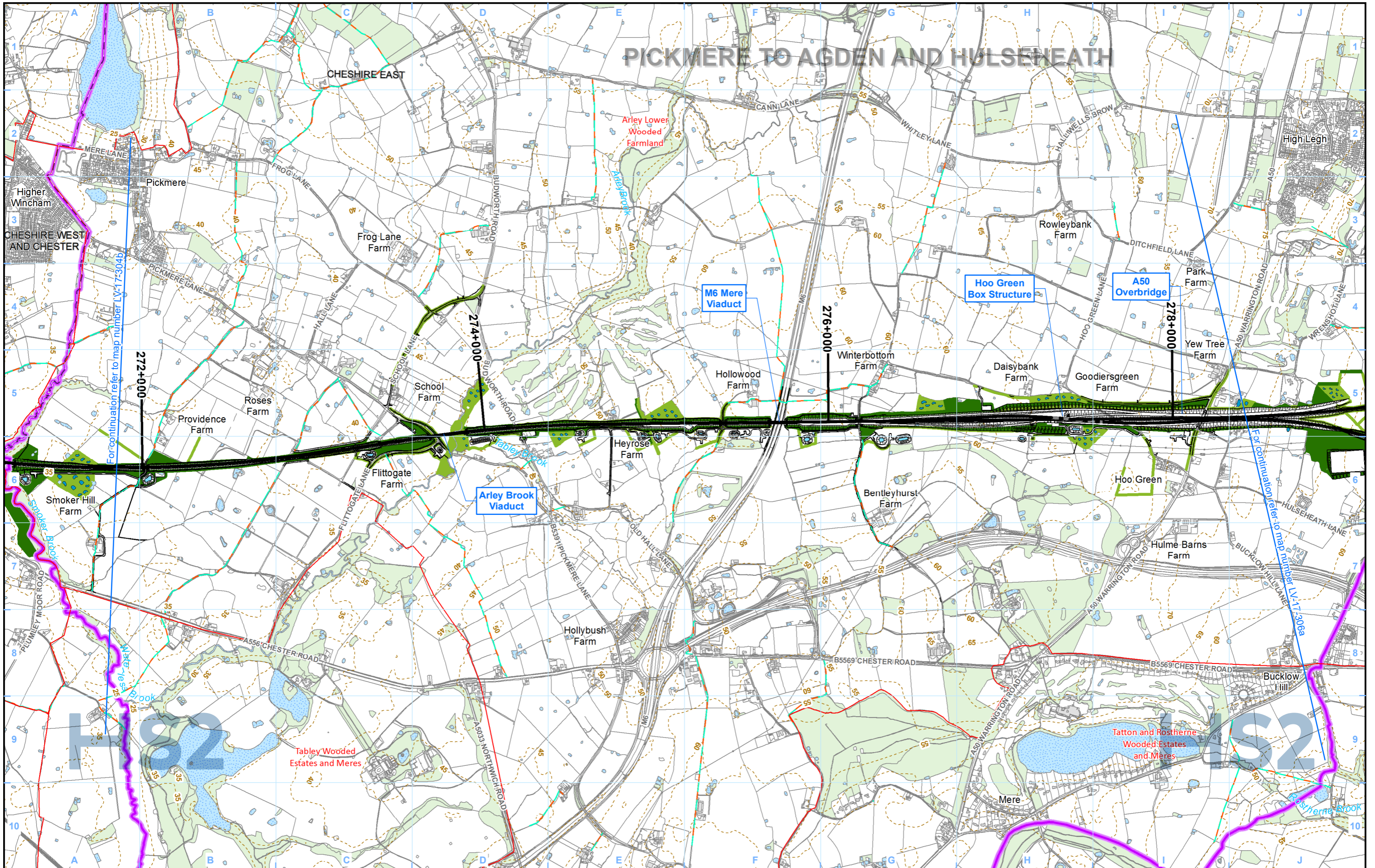
Doc Number: 2DE01-MWJ-EV-MAP-M000-001920-P01

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PICKMERE TO AGDEN AND HULSEHEATH



- Legend**
- Route in tunnel
 - Route on surface
 - Depot, station, headhouse or portal building
 - Community area boundary
 - County boundary
 - District/Borough boundary
 - Landscape Character Area boundary
 - Public Rights of Way (PRoW)
 - 5m contours
 - Water body
 - Existing woodland and tree belts
 - Tree planting
 - Other planting and hedgerows
 - Ecological mitigation pond
 - Balancing Pond

- Engineering earthworks:**
- Embankment
 - Cutting
- Non engineering earthworks:**
- Embankment
 - Cutting

Map Number: LV-17-305

Map Name: Route wide Landscape Context

Community Area MA03:
Pickmere to Agden and Hulseheath

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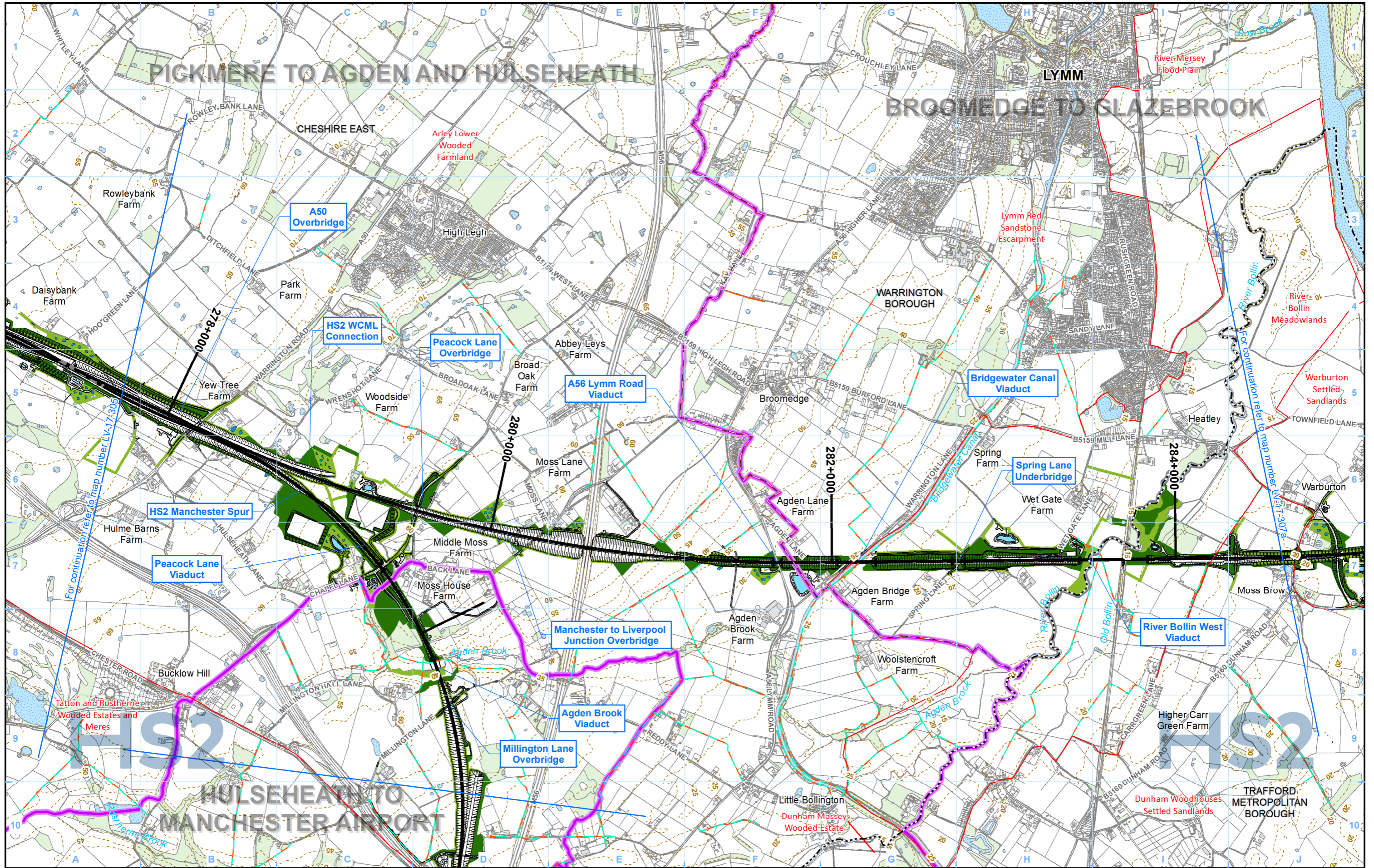
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Legend

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|--|------------|
| | Embankment |
| | Cutting |
| | Embankment |
| | Cutting |

| | |
|------------------------------------|------------|
| Engineering earthworks: | |
| | Embankment |
| | Cutting |
| Non engineering earthworks: | |
| | Embankment |
| | Cutting |

| | |
|--|------------------------------|
| Map Number | LV-17-306a |
| Map Name | Route wide Landscape Context |
| Community Area MA03: Pickmere to Agden and Hulseheath | |

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