

# High Speed Rail (Crewe – Manchester) Environmental Statement

## Volume 5: Map Book

Borrow pit (CT-32)

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### **Volume 5: Map Book**

Borrow pit (CT-32)



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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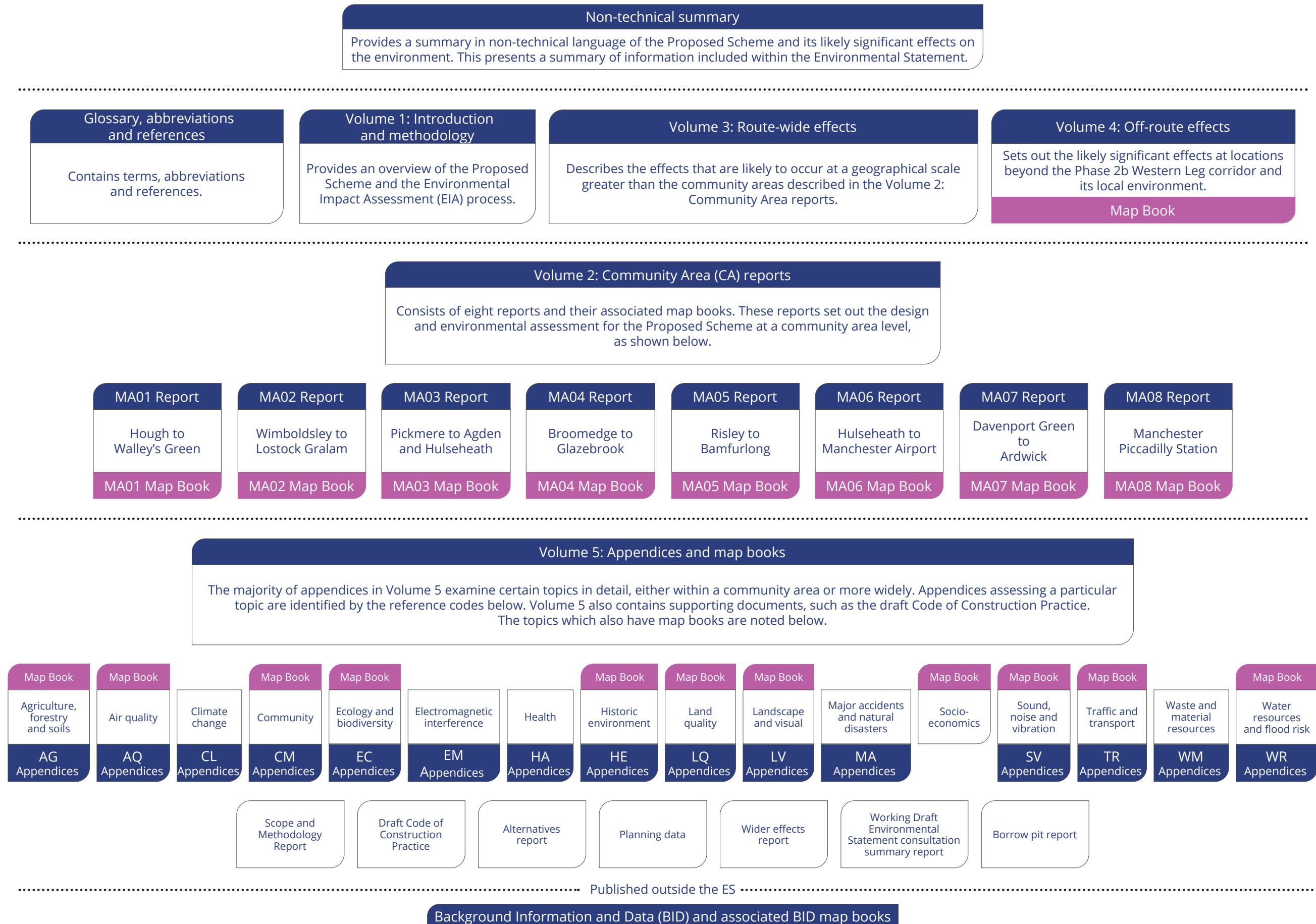
Data dictionary and definitions

| Map series name                       | CT-32 – Shortlisted Locations for Potential Borrow Pits                 |
|---------------------------------------|---|
| <b>Map series description</b>         | CT-32 series shows the shortlisted locations for potential borrow pits. |
| <b>Community Area name</b>            |   |
| MA01 Hough to Walley's Green          |   |
| MA02 Wimboldsley to Lostock Gralam    | ✓   |
| MA03 Pickmere to Agden and Hulseheath | ✓   |
| MA04 Broomedge to Glazebrook          |   |
| MA05 Risley to Bamfurlong             |   |
| MA06 Hulseheath to Manchester Airport |   |
| MA07 Davenport Green to Ardwick       |   |
| MA08 Manchester Piccadilly Station    |   |
| ORW1 Preston Station (PSTN)           |   |
| ORW2 Carlisle Station (CSTN)          |   |
| ORW3 Annandale Depot (ADEP)           |   |

# 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  |
|--|--|---------------------------------|--|
| Bedrock resource                             | Bedrock geology (formerly termed 'solid' geology) is a term used for the main mass of rocks forming the Earth that are present everywhere, whether exposed at the surface in outcrops or concealed beneath superficial deposits or water. The bedrock has formed over vast lengths of geological time, ranging from ancient and highly altered rocks of the Proterozoic, some 2500 million years ago or older, up to the relatively young Pliocene, 2.6 million years ago. | British Geological Survey (BGS) | Reproduced with the permission of the British Geological Survey ©NERC. All rights Reserved.                        |
| Borrow pit locations (cohesive, granular)    | A location that has been identified as being potentially suitable for a borrow pit.  | 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 traffic routes                  | Public highways which may be used for HGV construction traffic.  | 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. |
| Fluvial flood risk: Flood zone 2             | National Flood Zone 2 (FZ2). Land assessed, ignoring the presence of flood defences, as having between a 1% and 0.1% annual probability of river flooding.   | Environment Agency              | © Environment Agency copyright and/or database right 2019. All rights reserved.                                    |

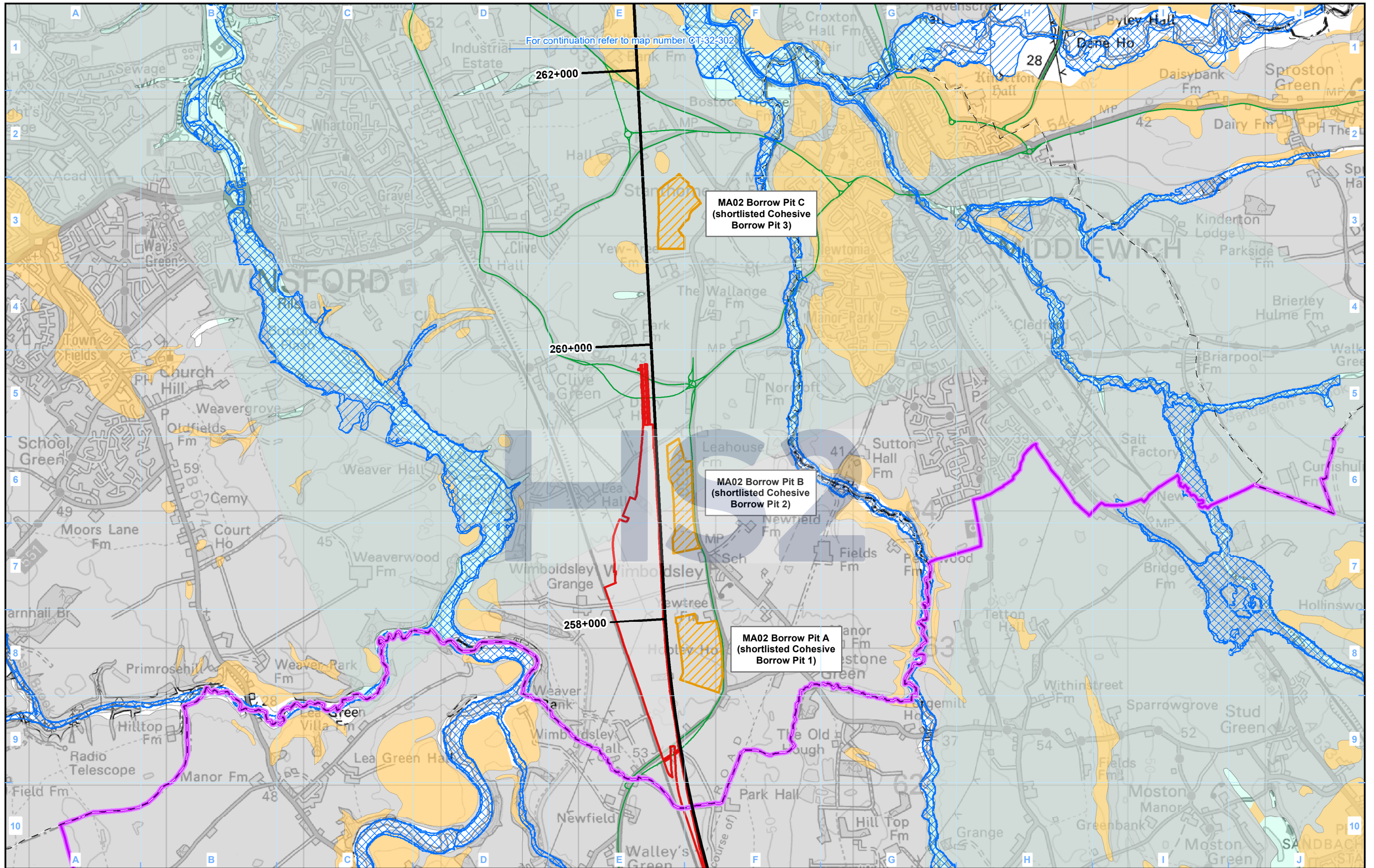
| Legend features                  | Definition   | Source                          | Copyright   |
|----------------------------------|--|---------------------------------|---|
| Fluvial flood risk: Flood zone 3 | National Flood Zone 3 (FZ3). Land assessed, ignoring the presence of flood defences, as having a 1% or greater annual probability of river flooding.   | Environment Agency              | © Environment Agency copyright and/or database right 2019. All rights reserved.             |
| 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        |   |
| Superficial resource             | Superficial deposits (formerly termed 'drift') are the youngest geological deposits formed during the most recent period of geological time, the Quaternary, which extends back about 2.6 million years from the present. They rest on older deposits or rocks referred to as bedrock. | British Geological Survey (BGS) | Reproduced with the permission of the British Geological Survey ©NERC. All rights Reserved. |

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

MA02: Wimboldsley to Lostock Gralam

CT-32 – Shortlisted Locations for Potential Borrow Pits



For continuation refer to map number CT-32-302

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

- Cohesive Borrow Pit Locations - Selected
- Cohesive Borrow Pit Locations - Shortlisted
- Granular Borrow Pit Locations - Selected
- Granular Borrow Pit Locations - Shortlisted
- Construction Traffic Route
- Flood Zone 2
- Flood Zone 3

- Superficial Resource - Sand
- Superficial Resource - Sand and Gravel
- Superficial Resource - Clay and/or Silt, Sand, Gravel
- Bedrock Resource - Mudstone
- Bedrock Resource - Sandstone
- Bedrock Resource - Halite

Map Number CT-32-301

Map Name  
**Shortlisted Locations for Potential Borrow Pits**

Community Area MA02:  
 Wimboldsley to Lostock Gralam

**HS2**

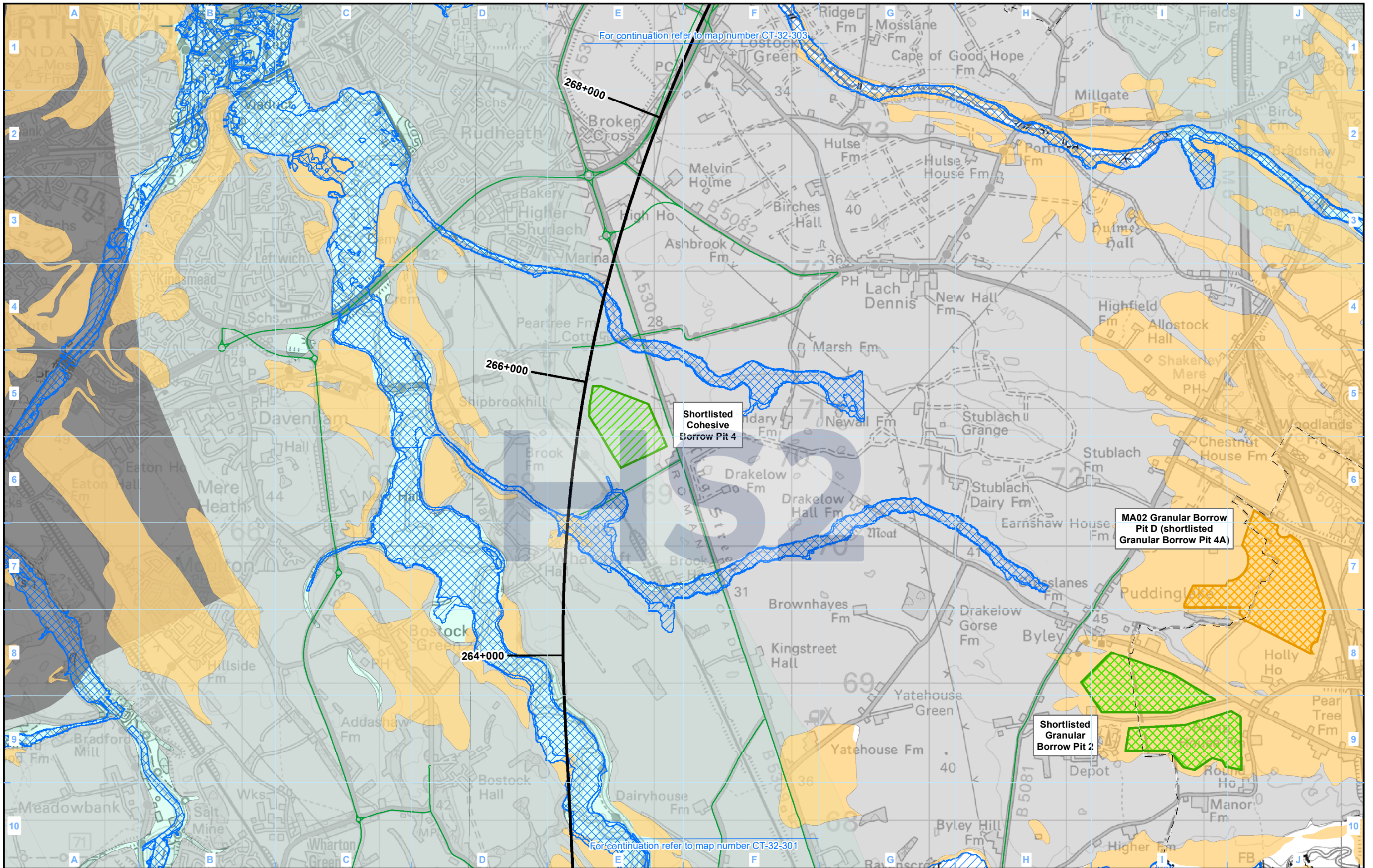
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 Registered office: 2 Snowhill, Queensway, Birmingham B4 6GA.

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Doc Number: 2DE01-MWJ-EV-MAP-M000-004112-P01

Date: 12/10/21



For continuation refer to map number CT-32-303

For continuation refer to map number CT-32-301

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

- Cohesive Borrow Pit Locations - Selected
- Cohesive Borrow Pit Locations - Shortlisted
- Granular Borrow Pit Locations - Selected
- Granular Borrow Pit Locations - Shortlisted
- Construction Traffic Route
- Flood Zone 2
- Flood Zone 3

- Superficial Resource - Sand
- Superficial Resource - Sand and Gravel
- Superficial Resource - Clay and/or Silt, Sand, Gravel
- Bedrock Resource - Mudstone
- Bedrock Resource - Sandstone
- Bedrock Resource - Halite

Map Number **CT-32-302**

Map Name  
**Shortlisted Locations for Potential Borrow Pits**

Community Area MA02:  
Wimboldsley to Lostock Gralam

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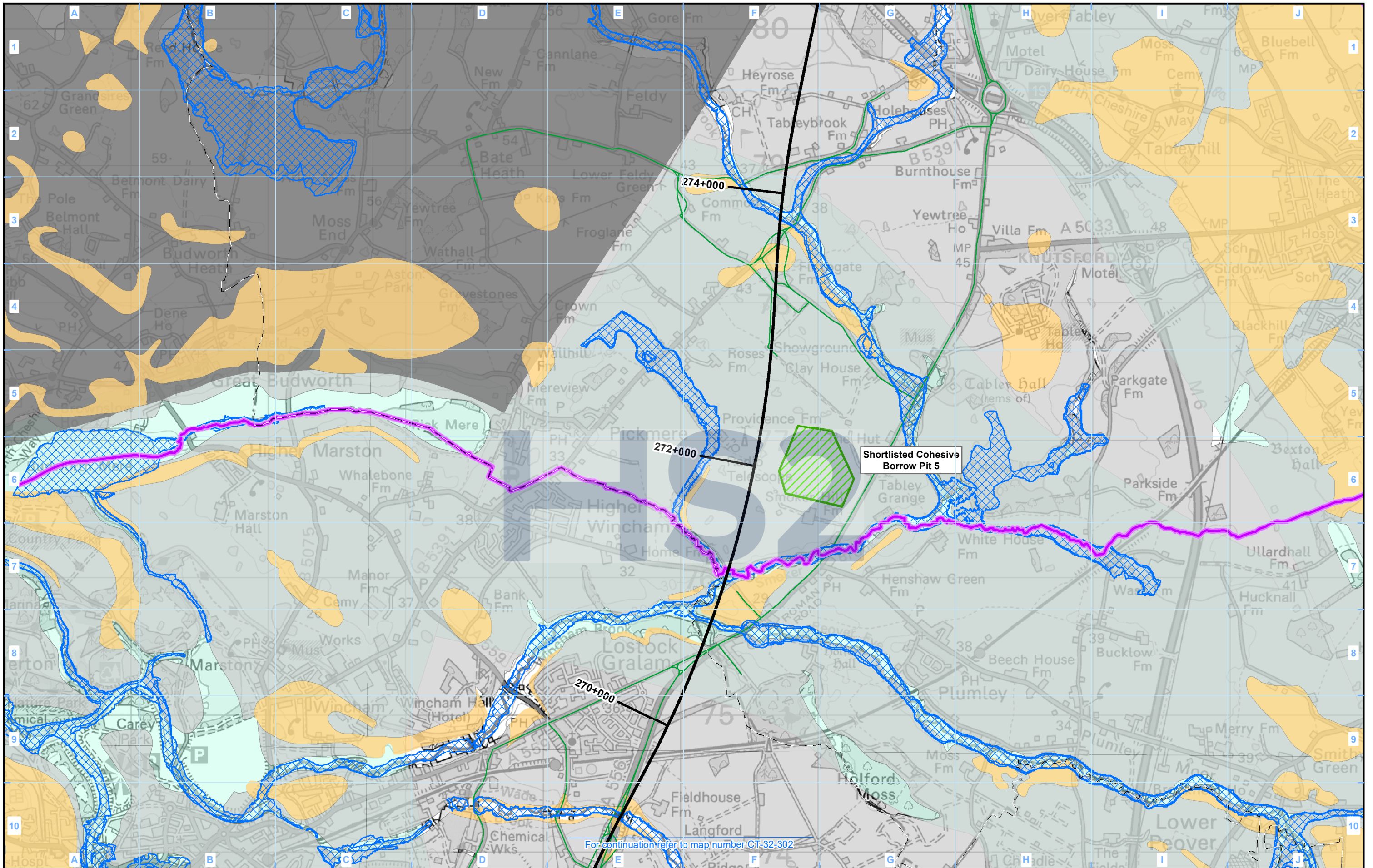
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## **High Speed Rail (Crewe – Manchester) Environmental Statement**

MA03: Pickmere to Agden and Hulseheath

CT-32 – Shortlisted Locations for Potential Borrow Pits





For continuation refer to map number CT-32-302

**Legend**

- Route in tunnel
- Route on surface
- Depot, station, headhouse or portal building
- Community area boundary
- County boundary
- District/Borough boundary
- Cohesive Borrow Pit Locations - Selected
- Cohesive Borrow Pit Locations - Shortlisted
- Granular Borrow Pit Locations - Selected
- Granular Borrow Pit Locations - Shortlisted
- Construction Traffic Route
- Flood Zone 2
- Flood Zone 3
- Superficial Resource - Sand
- Superficial Resource - Sand and Gravel
- Superficial Resource - Clay and/or Silt, Sand, Gravel
- Bedrock Resource - Mudstone
- Bedrock Resource - Sandstone
- Bedrock Resource - Halite

Map Number **CT-32-303**

Map Name **Shortlisted Locations for Potential Borrow Pits**

Community Area MA03:  
Pickmere to Agden and Hulseheath

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