

High Speed Rail (Crewe – Manchester) Environmental Statement

Volume 5: Map Book

MA02: Wimboldsley to Lostock Gralam
Landscape and visual
(LV-00, LV-02, LV-07, LV-08, LV-17)

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MA02: Wimboldsley to Lostock Gralam
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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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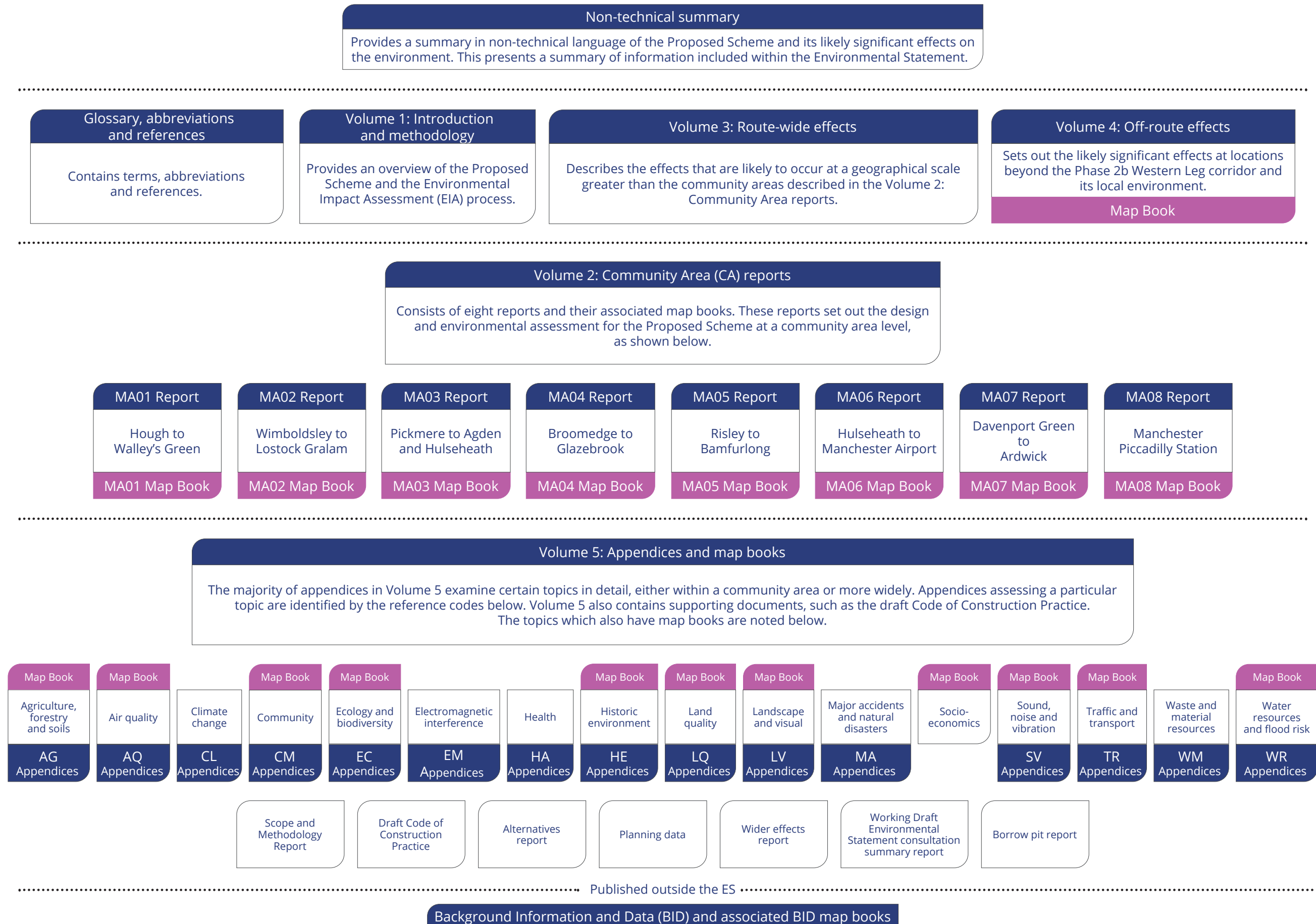
Data dictionary and definitions

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

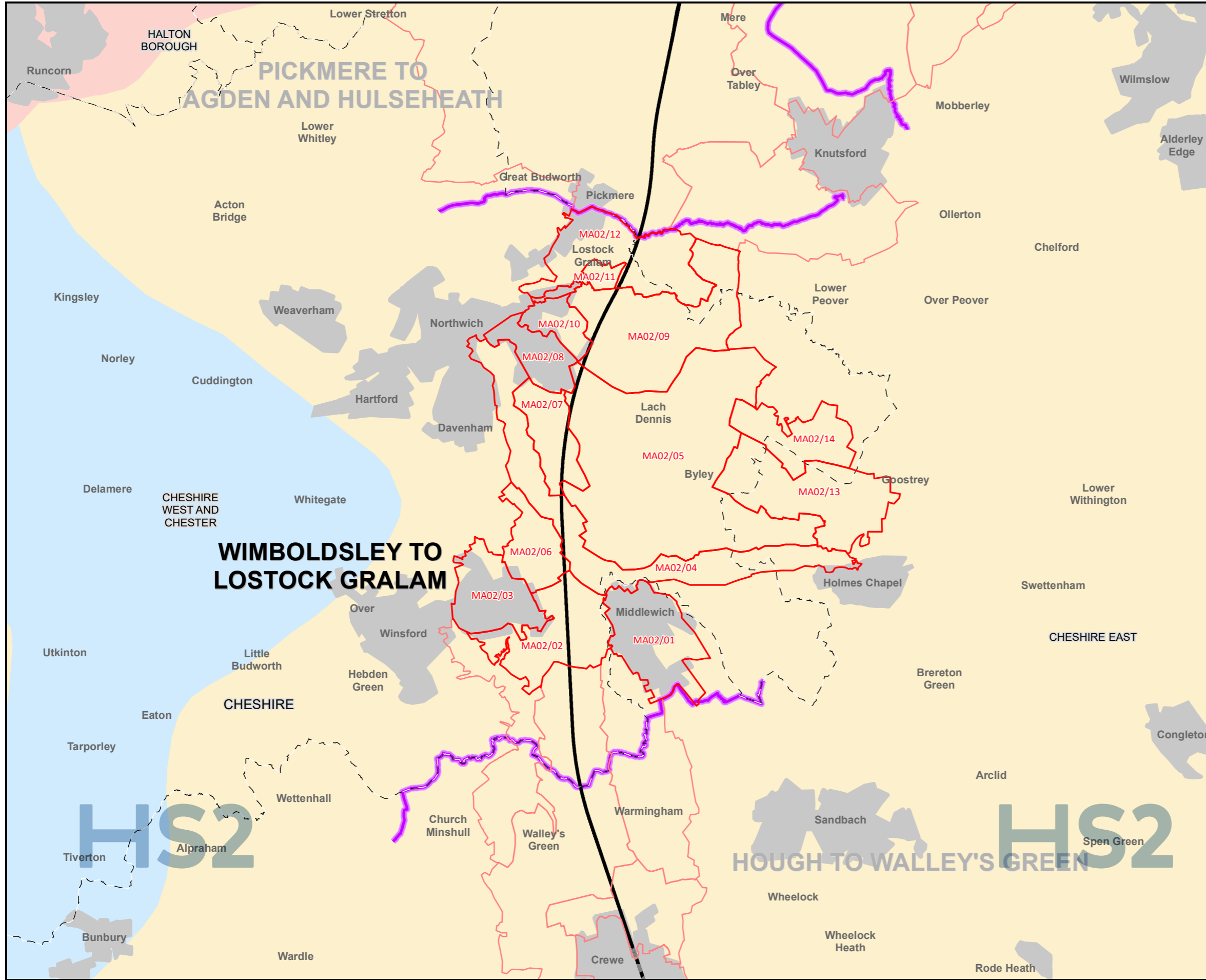
Legend features	Definition	Source	Copyright
5m contours	A contour line showing points of equal elevation (height) above a reference level, such as mean sea level and therefore gives indication of the topography, showing valleys and hills, and the steepness of slopes. Spaced at intervals of 5m.	High Speed 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**
- MA02/01 - Middlewich
 - MA02/02 - Winsford and Middlewich Fringe Farmland
 - MA02/03 - Winsford East
 - MA02/04 - Dane Valley
 - MA02/05 - Stublach Plain
 - MA02/06 - Bostock Hall Estate
 - MA02/07 - Whatcroft and Billinge Green Flashes
 - MA02/08 - Rudheath
 - MA02/09 - Lostock Plain
 - MA02/10 - Rudheath Lime Beds
 - MA02/11 - Lostock Gralam
 - MA02/12 - Wincham Brook and Holford Lower Wooded Farmland
 - MA02/13 - Cranage and Byley Sandy Woods
 - MA02/14 - Rudheath Woods, Shakerley and New Platt Meres Sandy Woods

Legend

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

Map Number: LV-00-MA02

Map Name: Route Wide Landscape Character Areas and National Character Areas

Community Area MA02: Wimboldsley to Lostock Gralam

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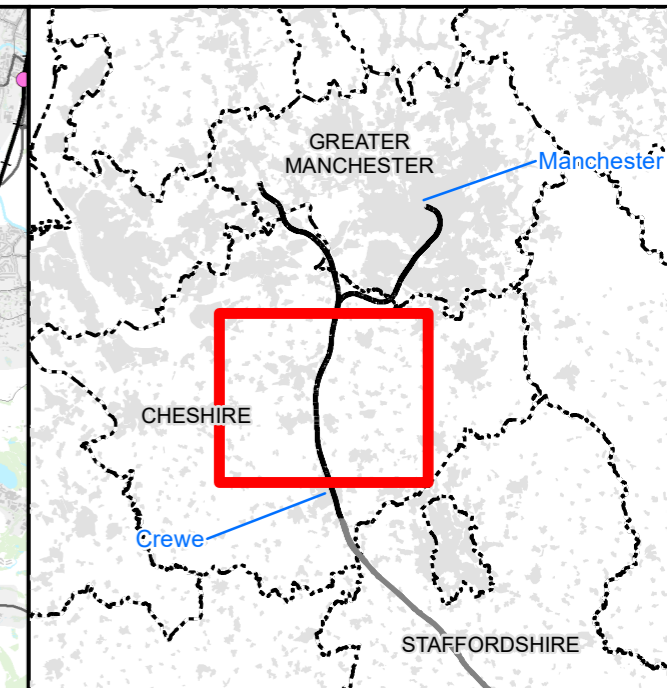
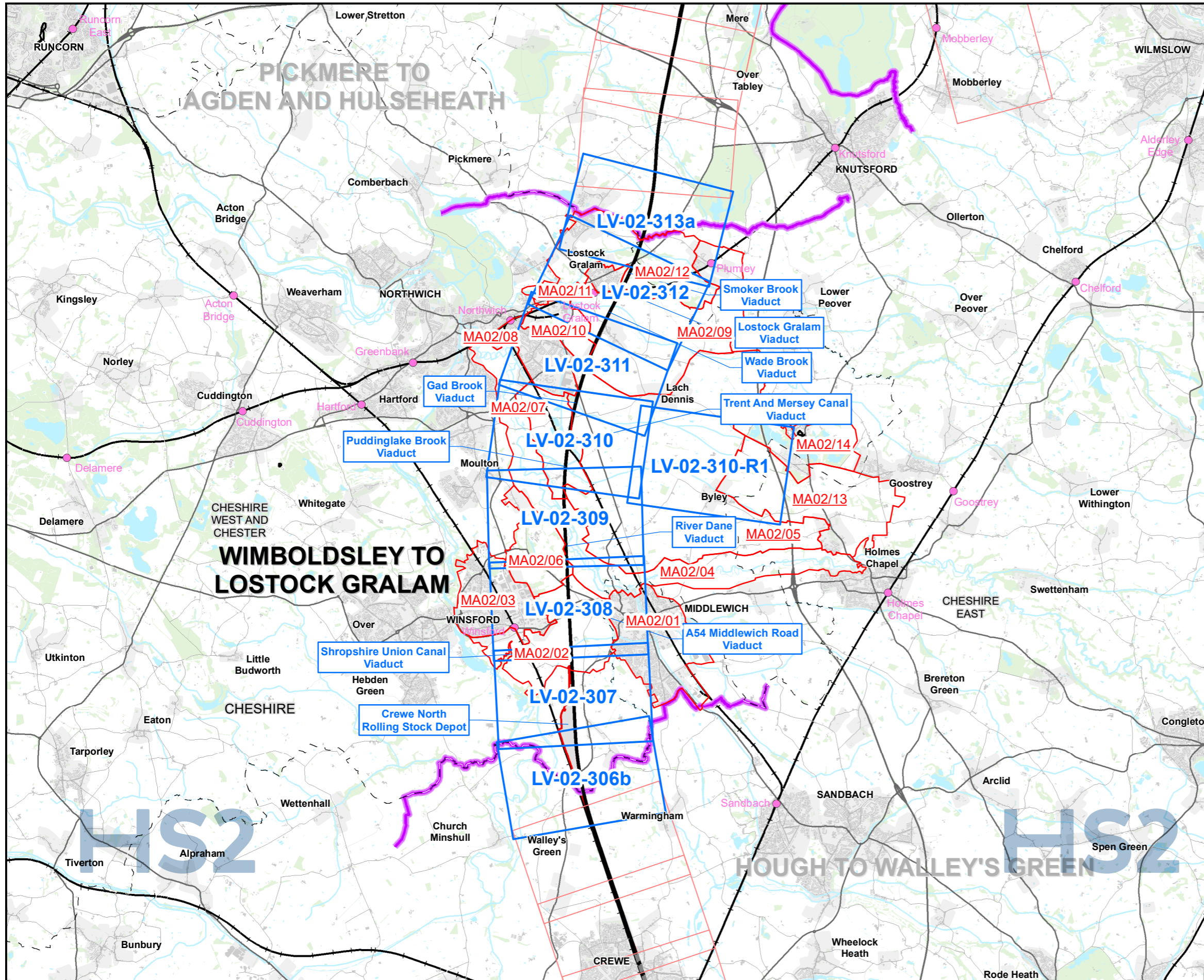
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**High Speed Rail
(Crewe – Manchester)
Environmental Statement**

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
MA02/01	Middlewich
MA02/02	Winsford and Middlewich Fringe Farmland
MA02/03	Winsford East
MA02/04	Dane Valley
MA02/05	Stublach Plain
MA02/06	Bostock Hall Estate
MA02/07	Whatcroft and Billinge Green Flashes
MA02/08	Rudheath
MA02/09	Lostock Plain
MA02/10	Rudheath Lime Beds
MA02/11	Lostock Gralam
MA02/12	Wincham Brook and Holford Lower Wooded Farmland
MA02/13	Cranage and Byley Sandy Woods
MA02/14	Rudheath Woods, Shakerley and New Platt Meres Sandy Woods

Main Map Legend

Map Number	LV-02-INDEX-MA02
Map Name	Index Map of: Landscape Character Areas
	Community Area MA02: Wimboldsley to Lostock Gralam

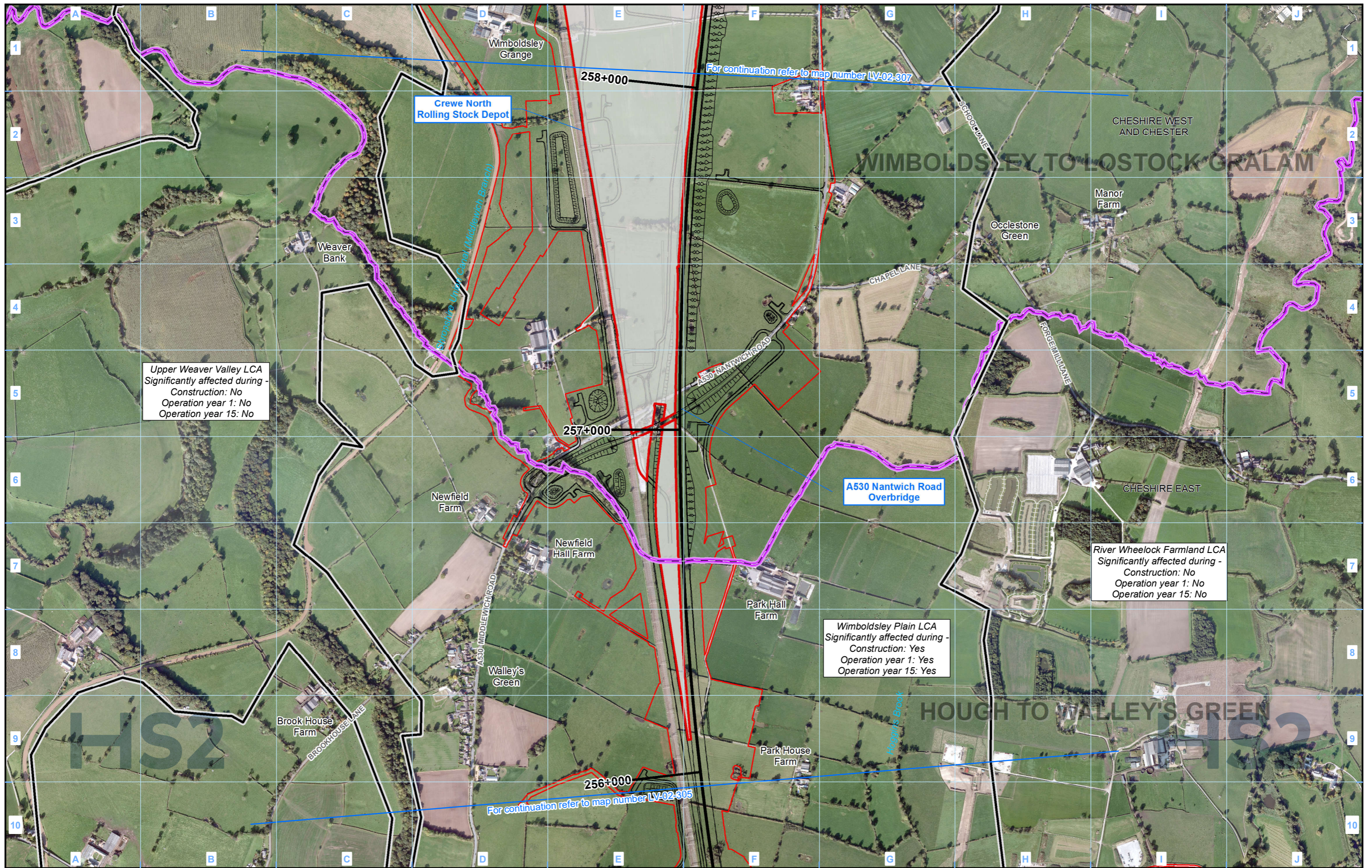
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Upper Weaver Valley LCA
Significantly affected during -
Construction: No
Operation year 1: No
Operation year 15: No

River Wheelock Farmland LCA
Significantly affected during -
Construction: No
Operation year 1: No
Operation year 15: No

Wimboldsley Plain 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

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

Landscape character areas (LCA)

Map Number LV-02-306b

Map Name
Landscape Character Areas

Community Area MA02:
Wimboldsley to Lostock Gralam

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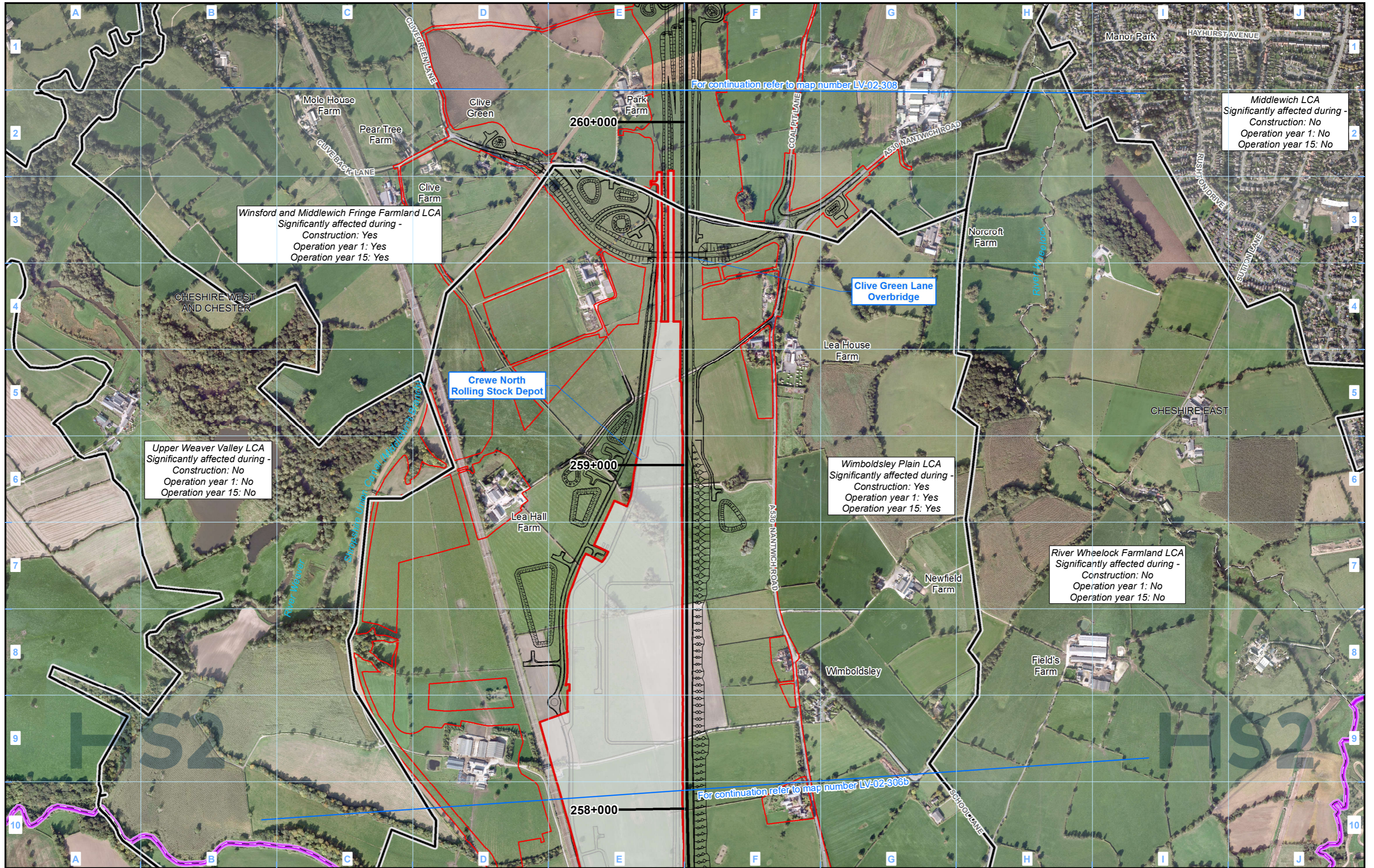
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- Legend**
- Route in tunnel
 - Route on surface
 - Community area boundary
 - Depot, station, headhouse or portal building
 - Land potentially required during construction
 - County boundary
 - District/Borough boundary

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

Landscape character areas (LCA)

Map Number LV-02-307

Map Name Landscape Character Areas

Community Area MA02:
Wimboldsley to Lostock Gralam

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Bostock Hall Estate LCA
Significantly affected during -
Construction: No
Operation year 1: No
Operation year 15: No

Dane Valley LCA
Significantly affected during -
Construction: Yes
Operation year 1: Yes
Operation year 15: Yes

Winsford East LCA
Significantly affected during -
Construction: No
Operation year 1: No
Operation year 15: No

Winsford and Middlewich Fringe Farmland LCA
Significantly affected during -
Construction: Yes
Operation year 1: Yes
Operation year 15: Yes

Middlewich 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-02-308

Map Name
Landscape Character Areas

Community Area MA02:
Wimboldsley to Lostock Grlam

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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-02-309

Map Name Landscape Character Areas

Community Area MA02:
Wimboldsley to Lostock Gralam

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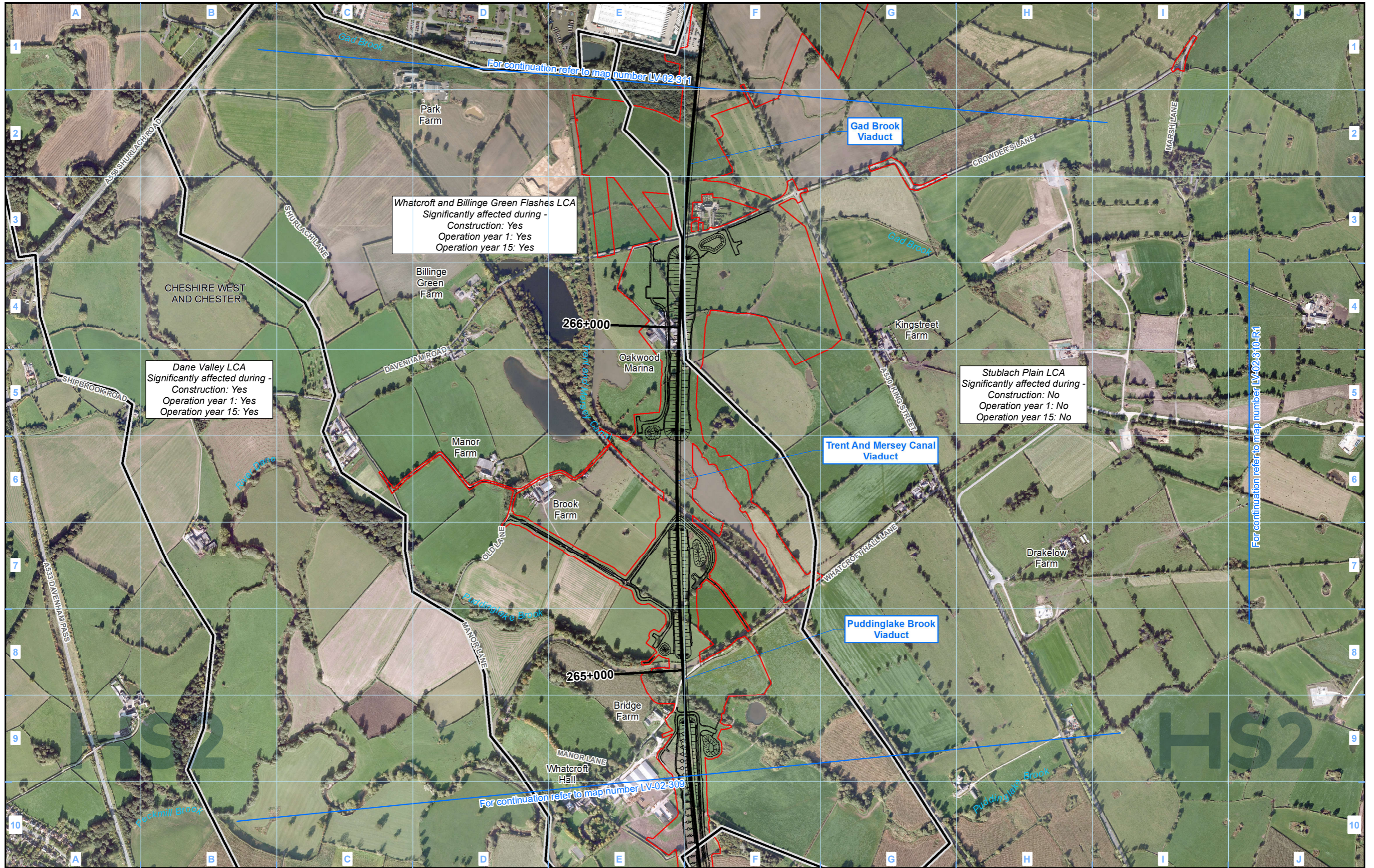
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- Legend**
- Route in tunnel
 - Route on surface
 - Community area boundary
 - Depot, station, headhouse or portal building
 - Land potentially required during construction
 - County boundary
 - District/Borough boundary

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

Whatcroft and Billinge Green Flashes LCA
 Significantly affected during -
 Construction: Yes
 Operation year 1: Yes
 Operation year 15: Yes

Dane Valley LCA
 Significantly affected during -
 Construction: Yes
 Operation year 1: Yes
 Operation year 15: Yes

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

Gad Brook Viaduct

Trent And Mersey Canal Viaduct

Puddinglake Brook Viaduct

For continuation refer to map number LV-02-310-R1

For continuation refer to map number LV-02-309

For continuation refer to map number LV-02-311

Map Number LV-02-310
 Map Name Landscape Character Areas
 Community Area MA02:
 Wimboldsley to Lostock Gralam

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Rudheath Woods, Shakerley and New Platt Meres Sandy Woods LCA
 Significantly affected during -
 Construction: No
 Operation year 1: No
 Operation year 15: No

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

Cranage and Byley Sandy Woods LCA
 Significantly affected during -
 Construction: No
 Operation year 1: No
 Operation year 15: No

For continuation refer to map number LV-02-310

- 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-02-310-R1
 Map Name: Landscape Character Areas
 Community Area MA02:
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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-02-311

Map Name: Landscape Character Areas

Community Area MA02:
Wimboldsley to Lostock Gralam

Map Number: LV-02-311

Map Name: Landscape Character Areas

Community Area MA02:
Wimboldsley to Lostock Gralam

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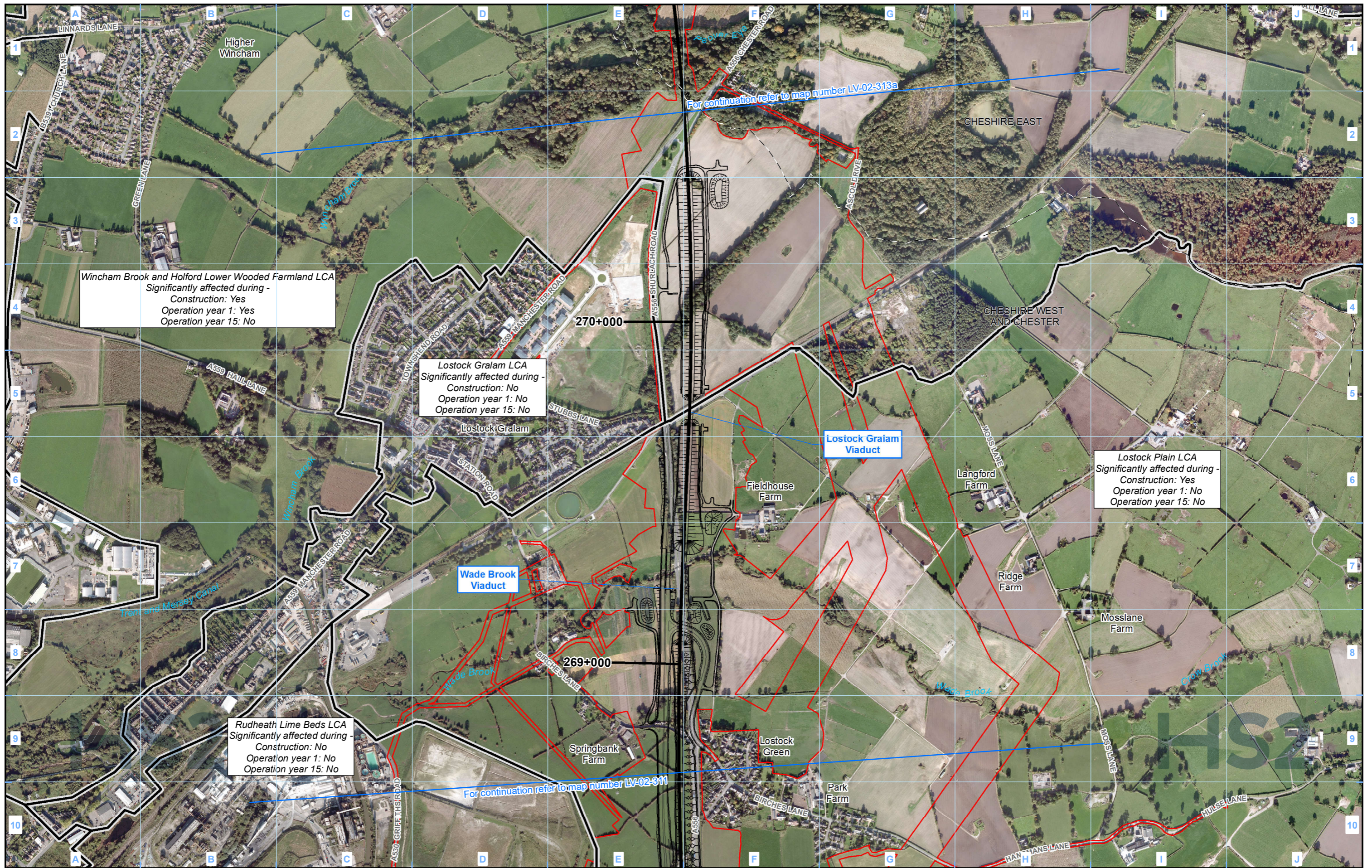
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- Legend**
- Route in tunnel
 - Route on surface
 - Community area boundary
 - Depot, station, headhouse or portal building
 - Land potentially required during construction
 - County boundary
 - District/Borough boundary

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

Map Number: LV-02-312

Map Name: Landscape Character Areas

Community Area MA02:
Wimboldsley to Lostock Gralam

HS2

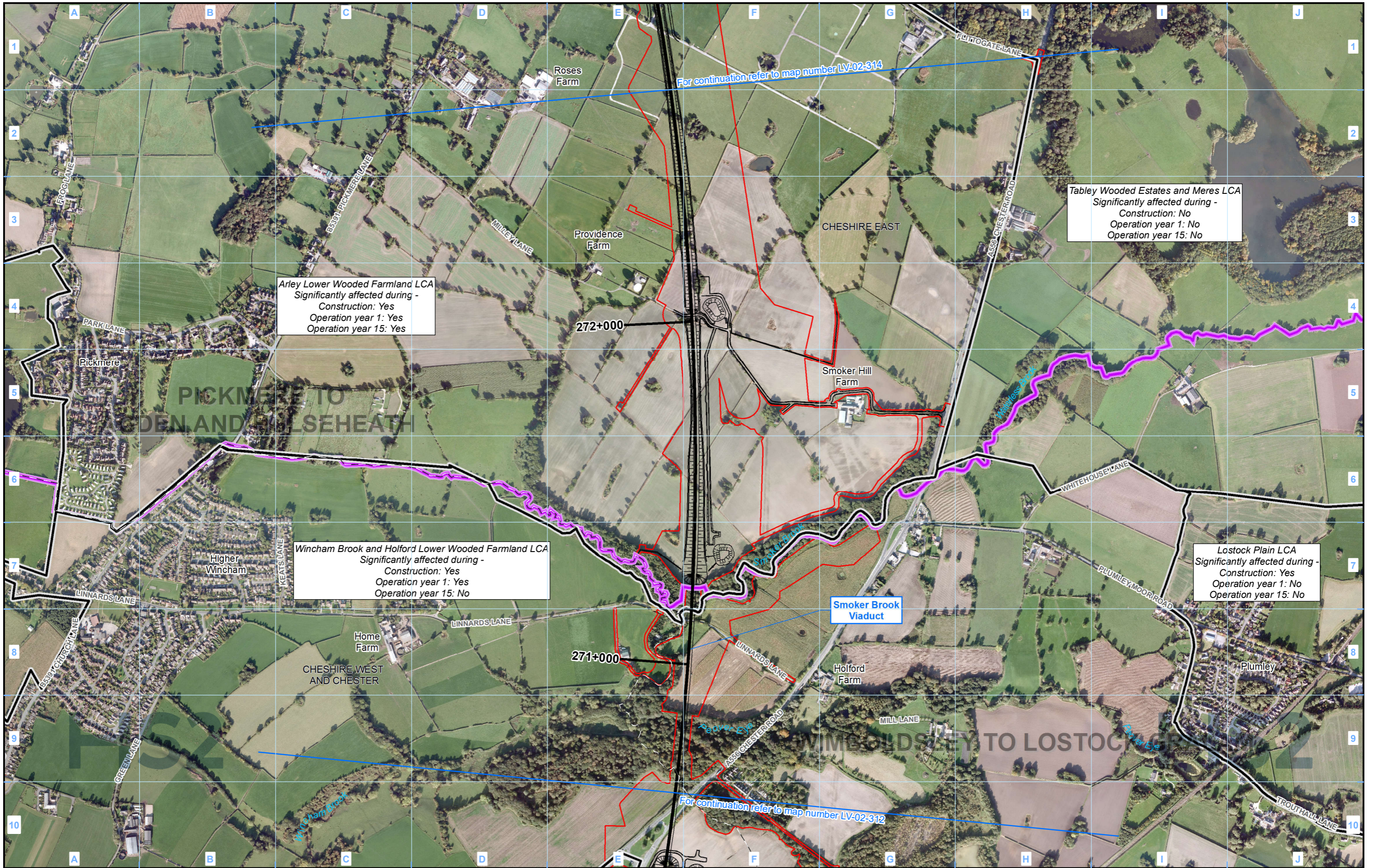
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Arley Lower Wooded Farmland LCA
 Significantly affected during -
 Construction: Yes
 Operation year 1: Yes
 Operation year 15: Yes

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

Wincham Brook and Holford Lower Wooded Farmland LCA
 Significantly affected during -
 Construction: Yes
 Operation year 1: Yes
 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-02-313a

Map Name Landscape Character Areas

Community Area MA02:
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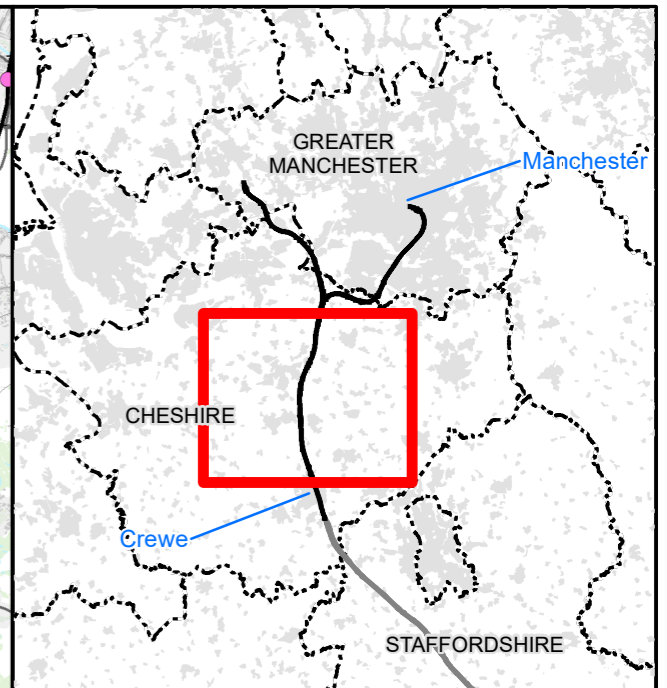
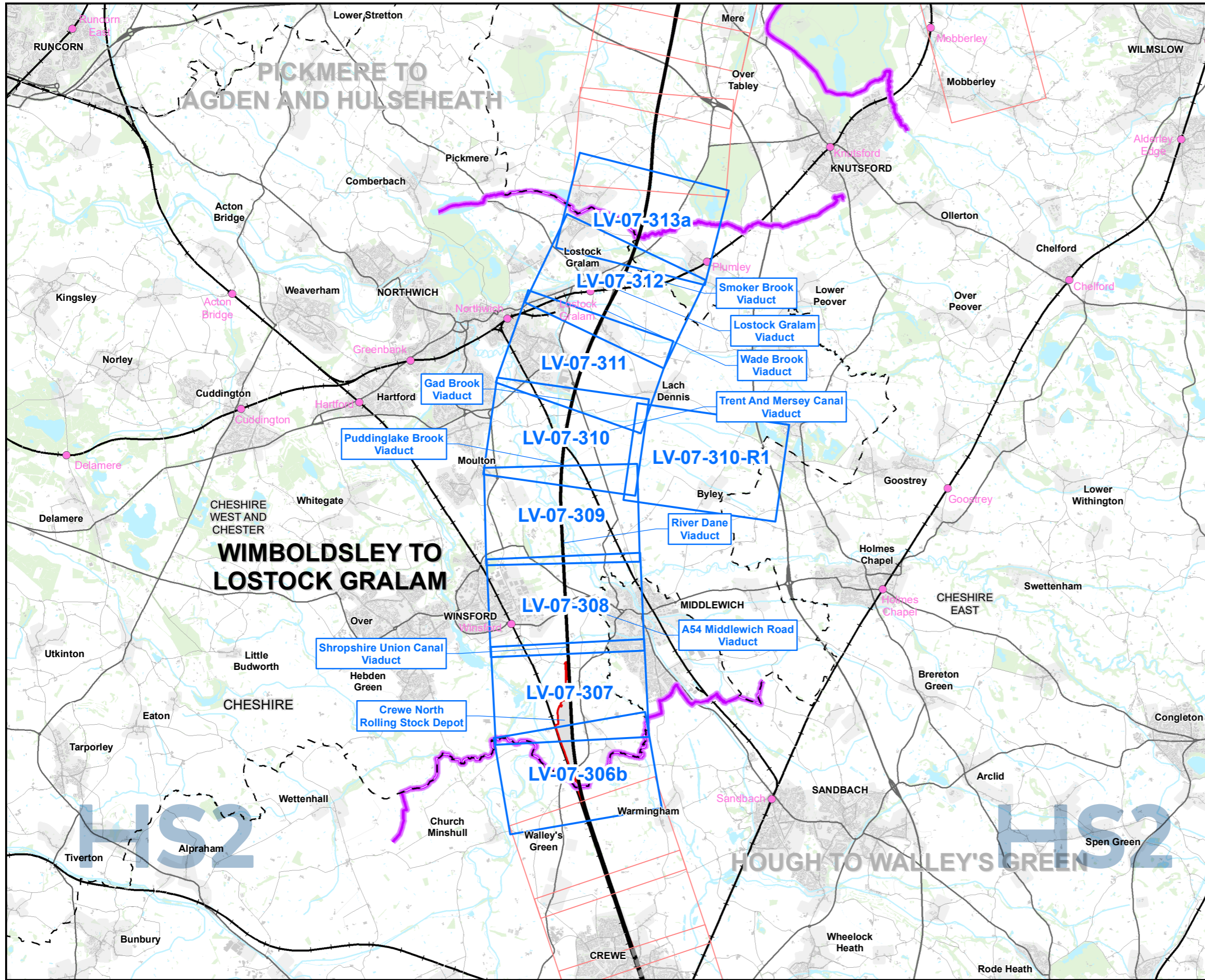
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High Speed Rail (Crewe – Manchester) Environmental Statement

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-MA02

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

Community Area MA02:
Wimboldsley to Lostock Gralam

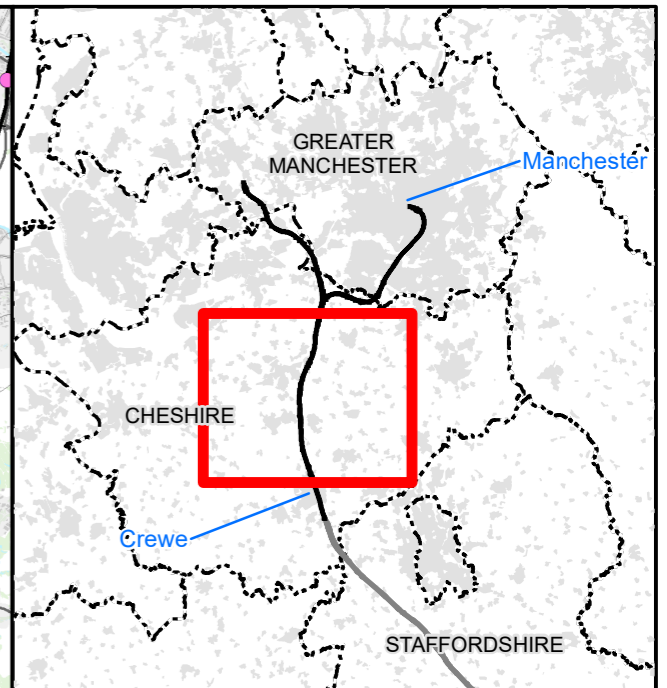
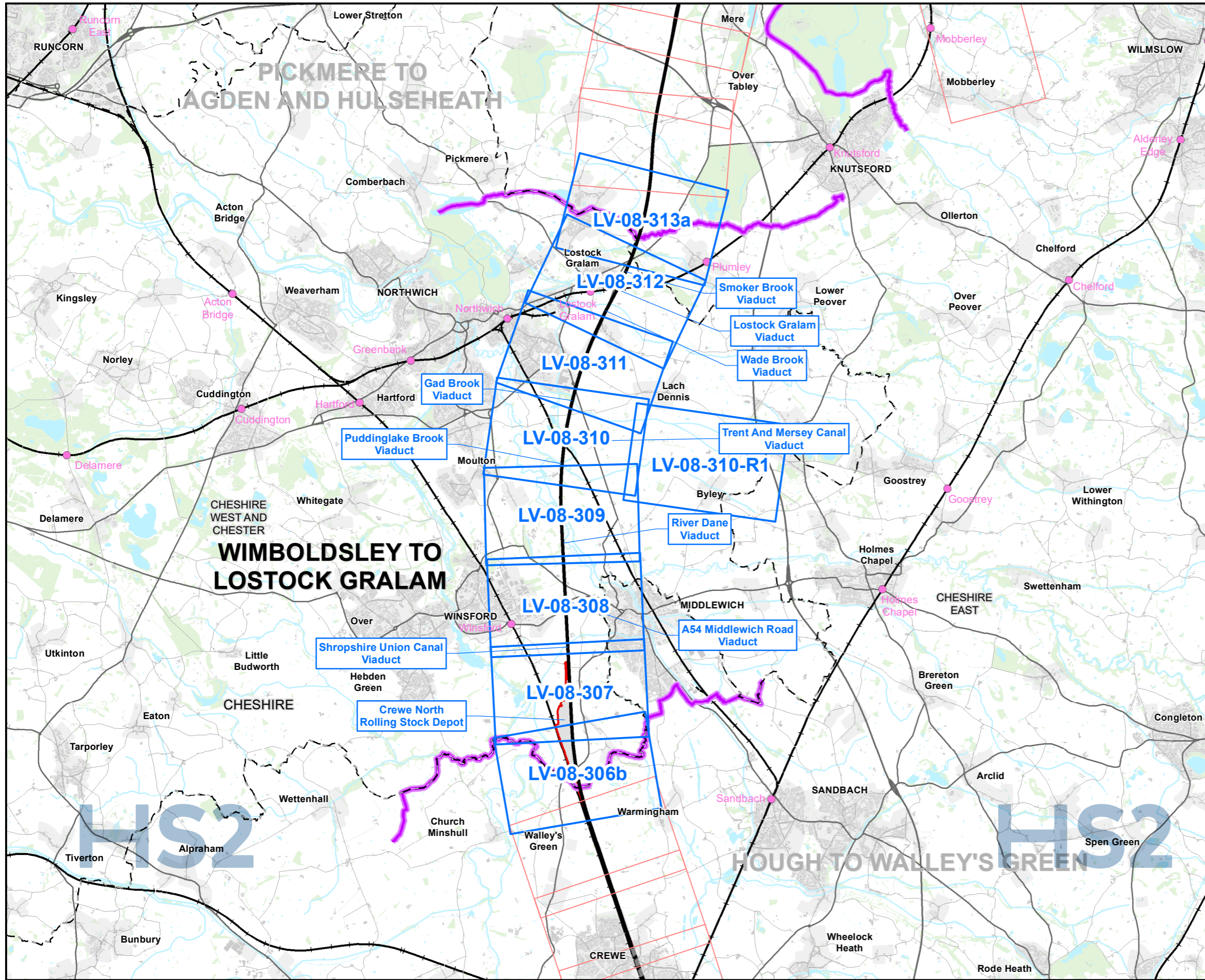
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Map Series Information:

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-MA02
Map Name	Index Map of: Operational Phase Zone of Theoretical Visibility (ZTV) and Viewpoints
	Community Area MA02: Wimboldsley to Lostock Gralam

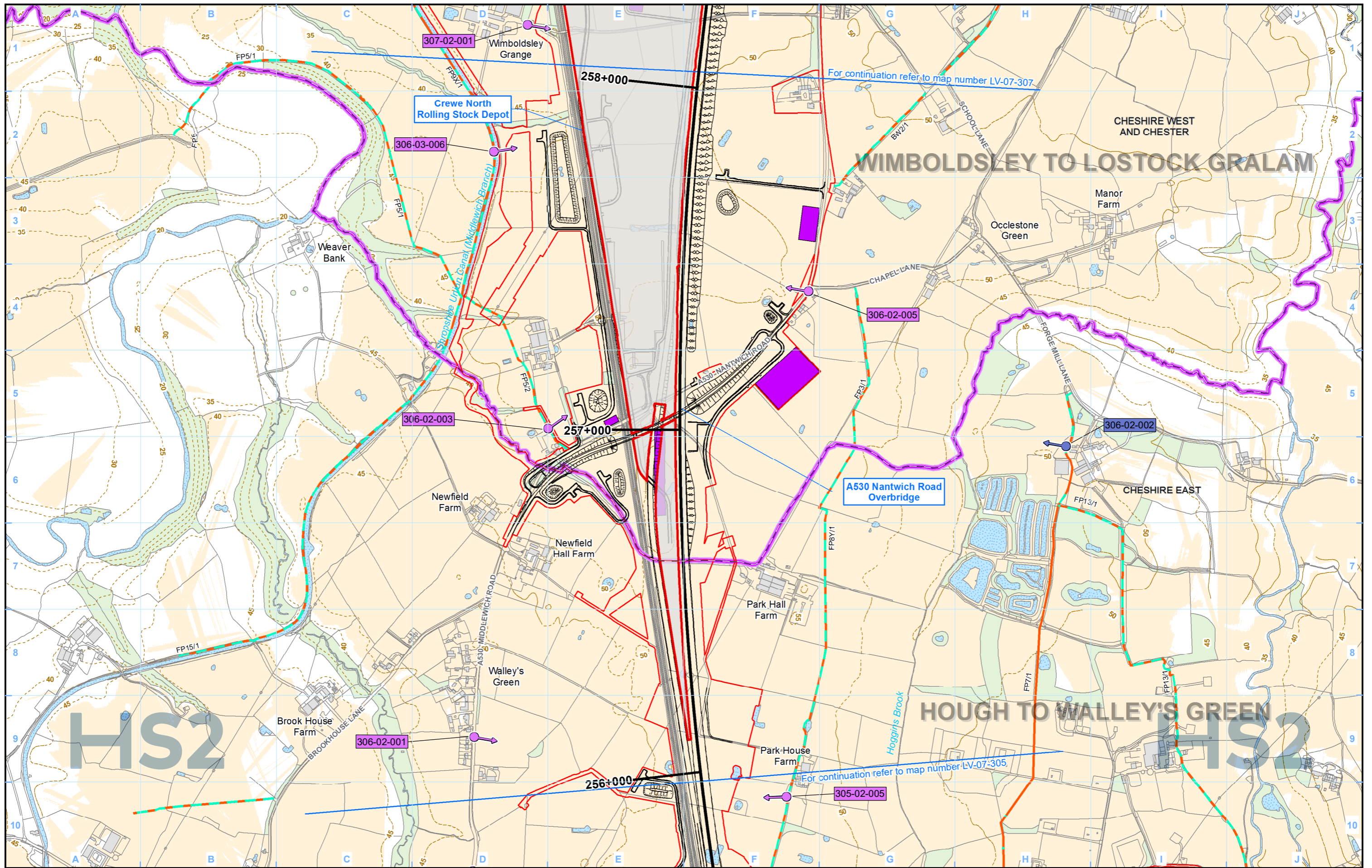
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Legend	
	Route in tunnel
	Route on surface
	Depot, station, headhouse or portal building
	Land potentially required during construction
	Community area boundary
	County boundary
	District/Borough boundary
	Public Rights of Way (PRoW)
	5m contours
	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 photomontage location
	Significantly affected photomontage location
	Non significantly affected viewpoint
	Significantly affected viewpoint
	Non significantly affected photomontage location
	Significantly affected photomontage location
	Engineering earthworks: Embankment
	Cutting
	Non 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-07-306b
Map Name	Construction Phase Zone of Theoretical Visibility (ZTV) and Viewpoints
Community Area	Community Area MA02: Wimboldsley to Lostock Gralam

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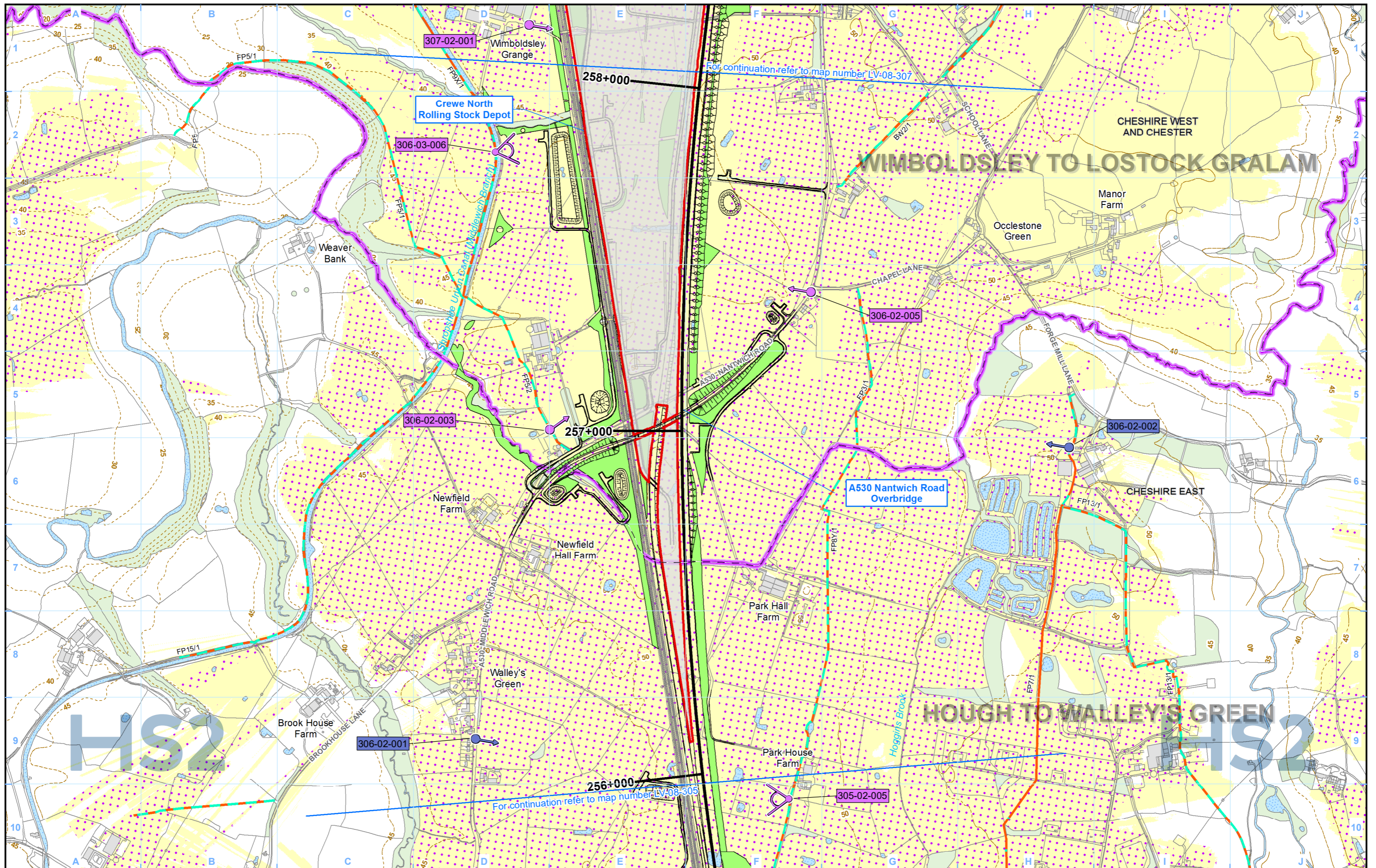
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Legend	
	Route in tunnel
	Route on surface
	Depot, station, headhouse or portal building
	Community area boundary
	County boundary
	District/Borough boundary
	Public Rights of Way (PRoW)
	5m contours
	Water body
	Existing woodland and tree belts
	Proposed tree planting
	ZTV operation year 1
	ZTV operation year 15
	Non significantly affected viewpoint
	Significantly affected viewpoint
	Non significantly affected photomontage location
	Significantly affected photomontage location
	001-01-001 Non significantly affected viewpoint or photomontage number
	001-01-001 Significantly affected viewpoint or photomontage number
	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-08-306b
Map Name	Operational Phase Zone of Theoretical Visibility (ZTV) and Viewpoints
Community Area MA02: Wimboldsley to Lostock Gralam	

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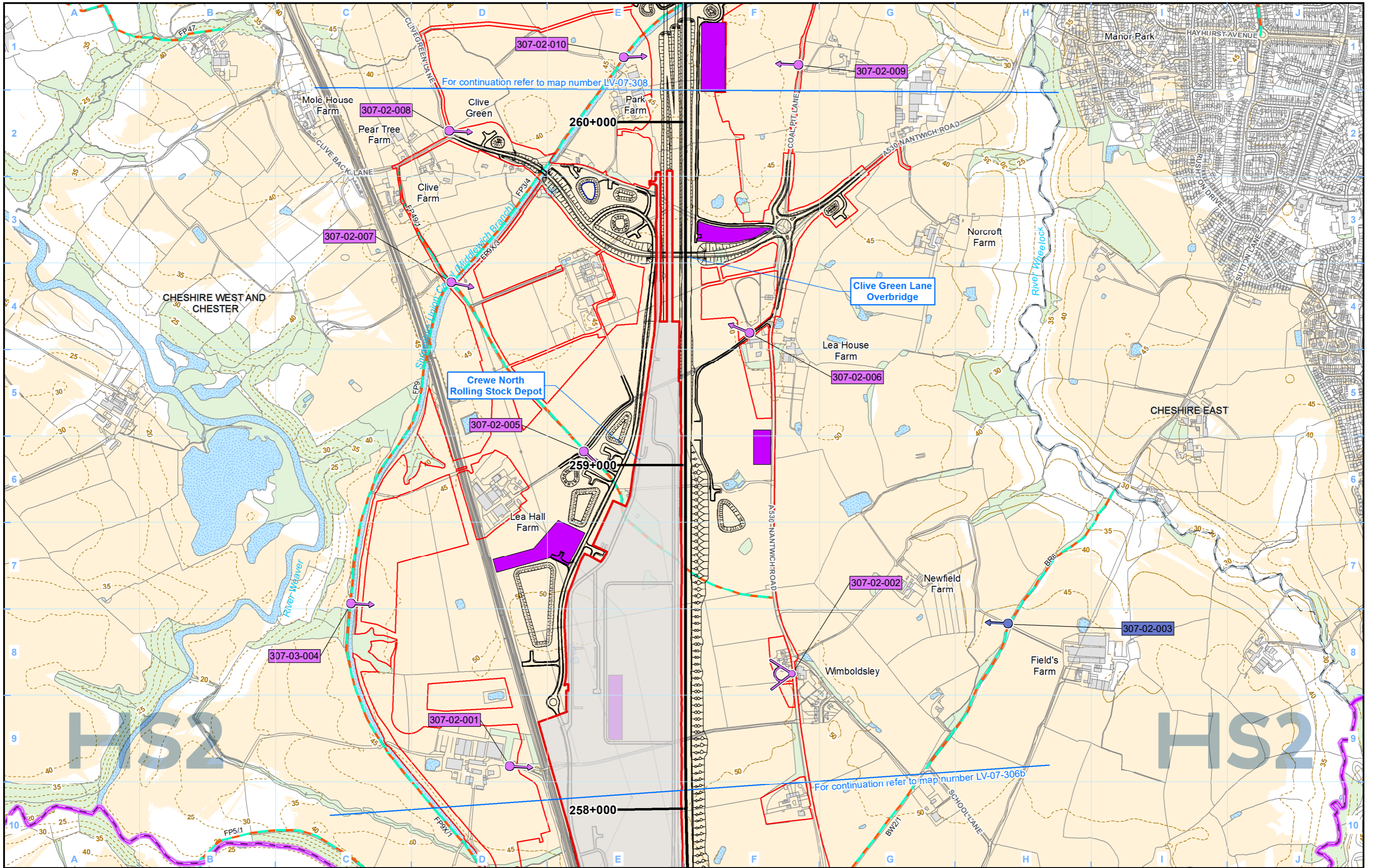
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Legend	
	District/Borough boundary
	Public Rights of Way (PRoW)
	5m contours
	Water body
	Existing woodland and tree belts
	Construction compounds
	Non significantly affected viewpoint or photomontage number
	Significantly affected viewpoint or photomontage number
	Non significantly affected photomontage location
	Significantly affected photomontage location
	Engineering earthworks:
	Embankment
	Cutting
	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-07-307
Map Name	Construction Phase Zone of Theoretical Visibility (ZTV) and Viewpoints
Community Area MA02: Wimboldsley to Lostock Gralam	

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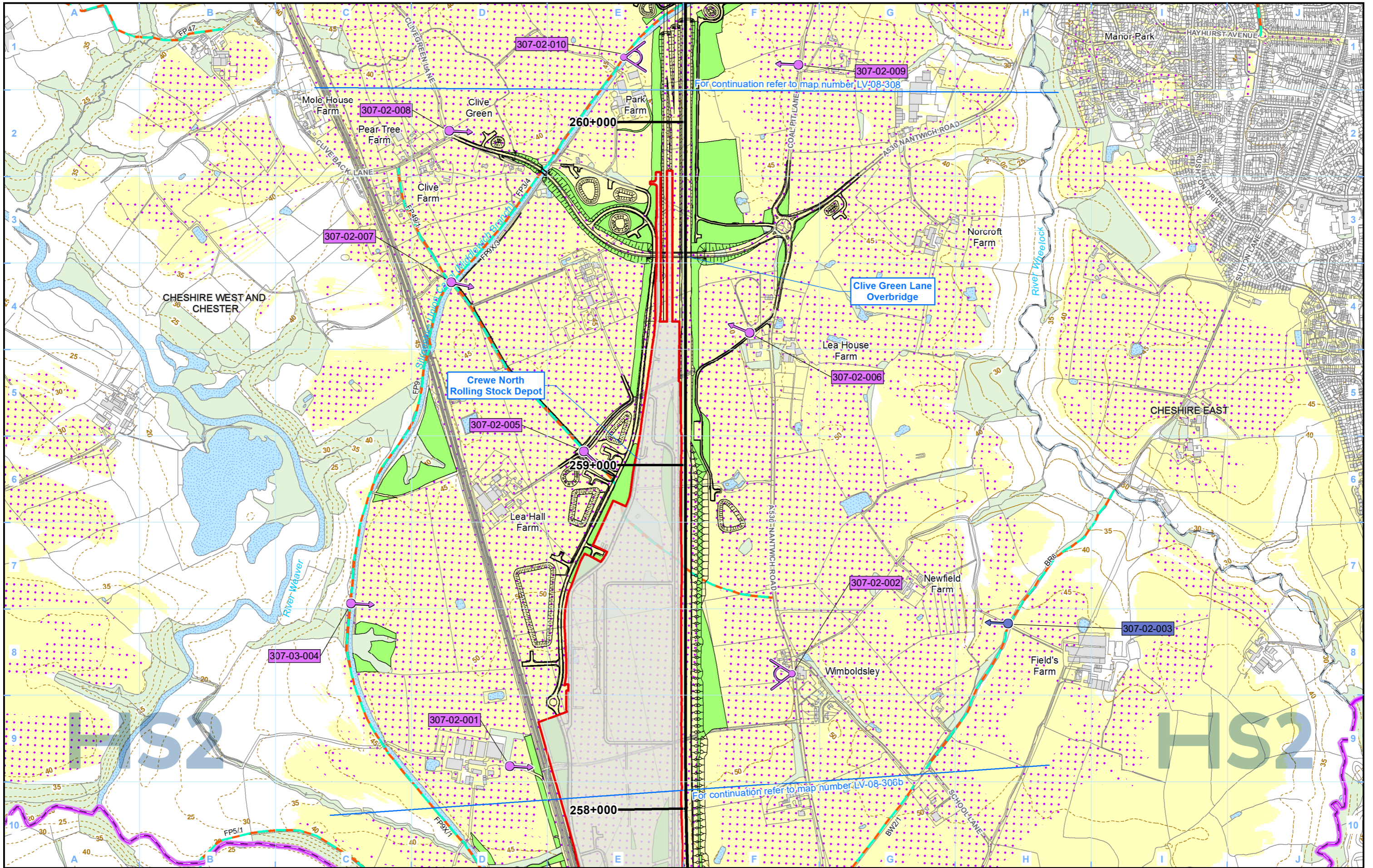
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Legend	
	Route in tunnel
	Route on surface
	Depot, station, headhouse or portal building
	Community area boundary
	County boundary
	District/Borough boundary
	Public Rights of Way (PRoW)
	5m contours
	Water body
	Existing woodland and tree belts
	Proposed tree planting
	ZTV operation year 1
	ZTV operation year 15
	Non significantly affected viewpoint
	Significantly affected viewpoint
	Non significantly affected photomontage location
	Significantly affected photomontage location
	Non significantly affected viewpoint or photomontage number
	Significantly affected viewpoint or photomontage number
	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-08-307
Map Name	Operational Phase Zone of Theoretical Visibility (ZTV) and Viewpoints
Community Area MA02: Wimboldsley to Lostock Gralam	

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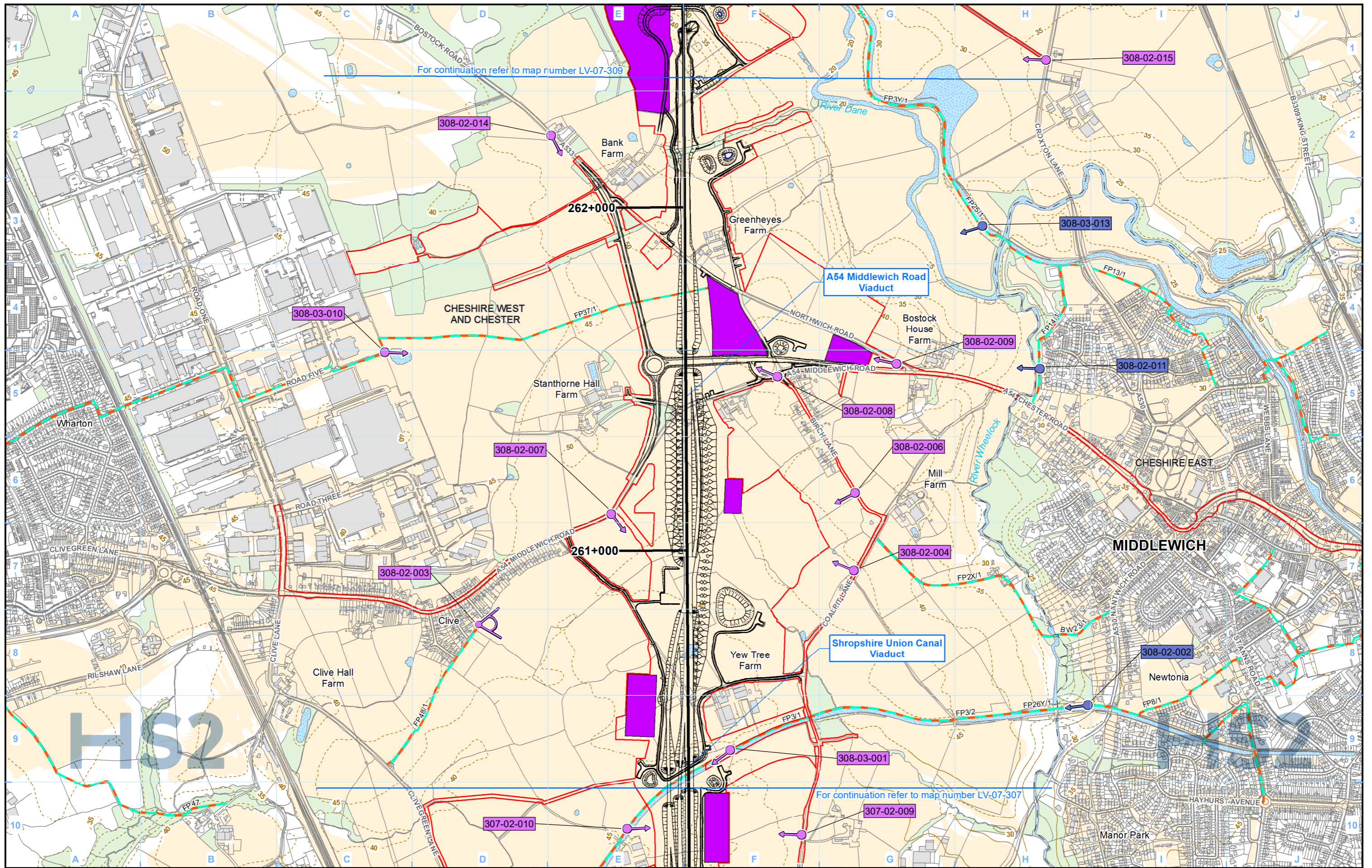
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Legend			

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-07-308
Map Name	Construction Phase Zone of Theoretical Visibility (ZTV) and Viewpoints
Community Area	MA02: Wimboldsley to Lostock Gralam

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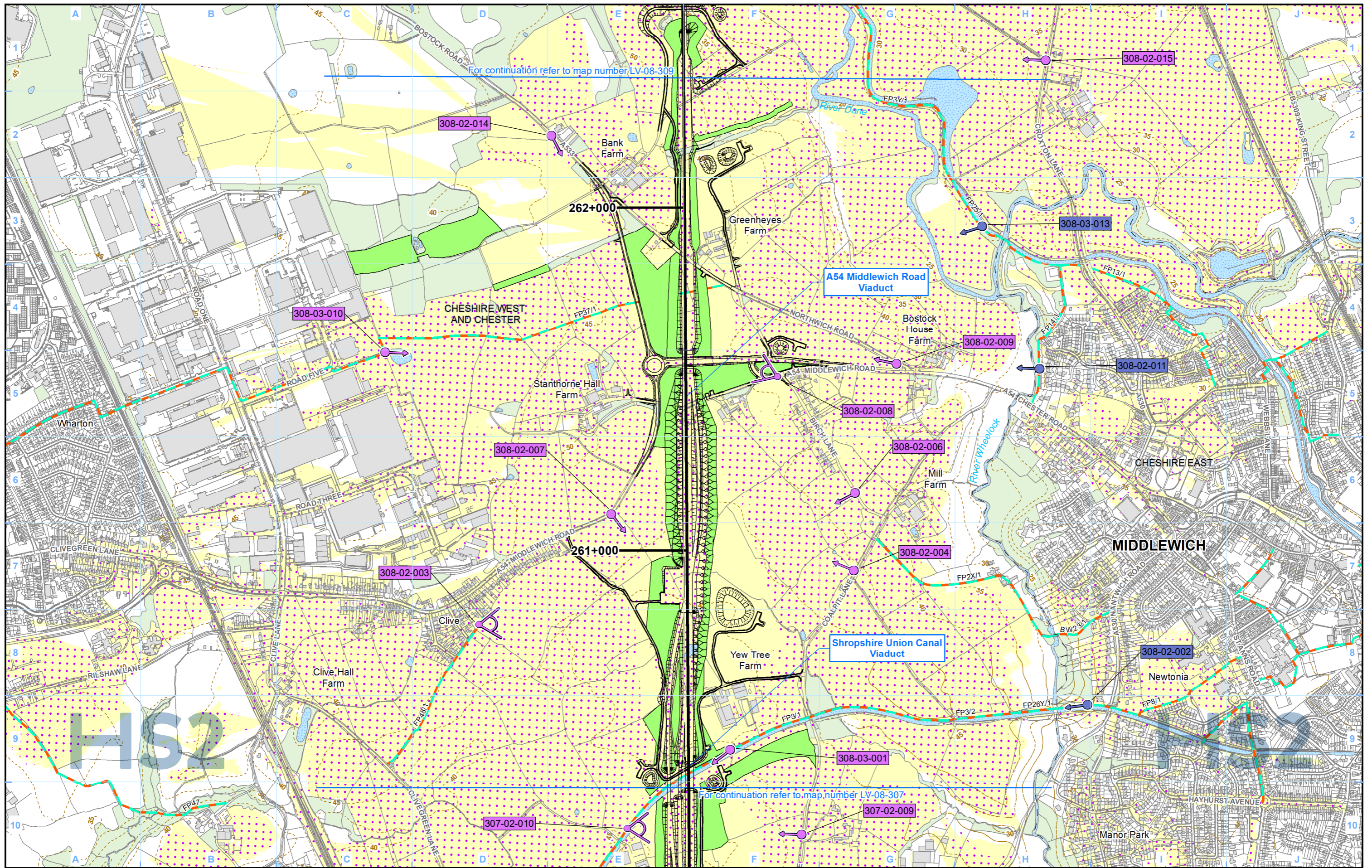
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Legend	
	Public Rights of Way (PRoW)
	5m contours
	Water body
	Existing woodland and tree belts
	Proposed tree planting

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-08-308
Map Name	Operational Phase Zone of Theoretical Visibility (ZTV) and Viewpoints
Community Area MA02: Wimboldsley to Lostock Gralam	

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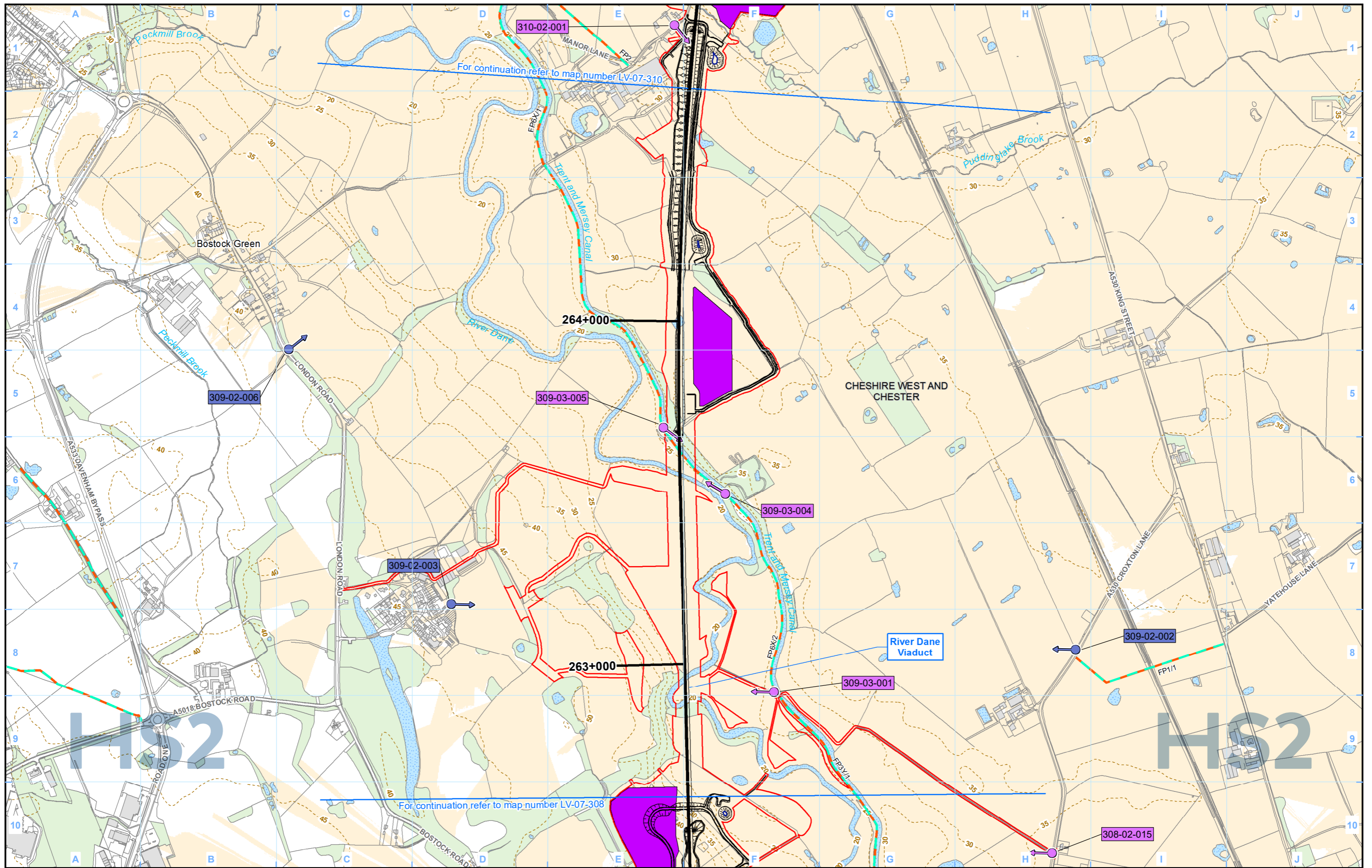
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Legend	
	District/Borough boundary
	Public Rights of Way (PRoW)
	5m contours
	Water body
	Existing woodland and tree belts
	Construction compounds
	Non significantly affected viewpoint or photomontage number
	Significantly affected viewpoint or photomontage number
	Non significantly affected photomontage location
	Significantly affected photomontage location
	Engineering earthworks:
	Embankment
	Cutting
	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-07-309
Map Name	Construction Phase Zone of Theoretical Visibility (ZTV) and Viewpoints
Community Area MA02: Wimboldsley to Lostock Gralam	

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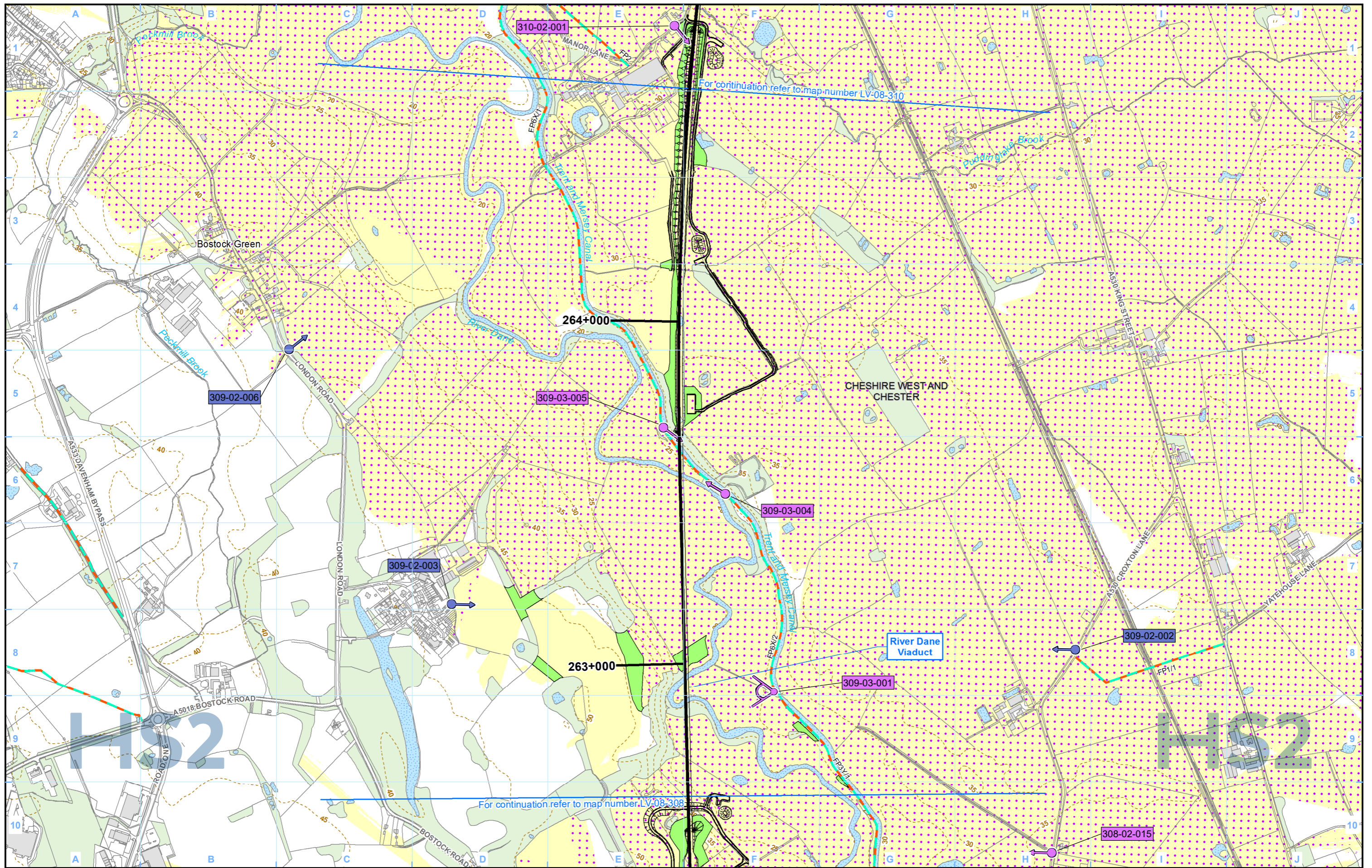
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Date: 20/09/21



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-08-309
Map Name	Operational Phase Zone of Theoretical Visibility (ZTV) and Viewpoints
Community Area MA02: Wimboldsley to Lostock Gralam	

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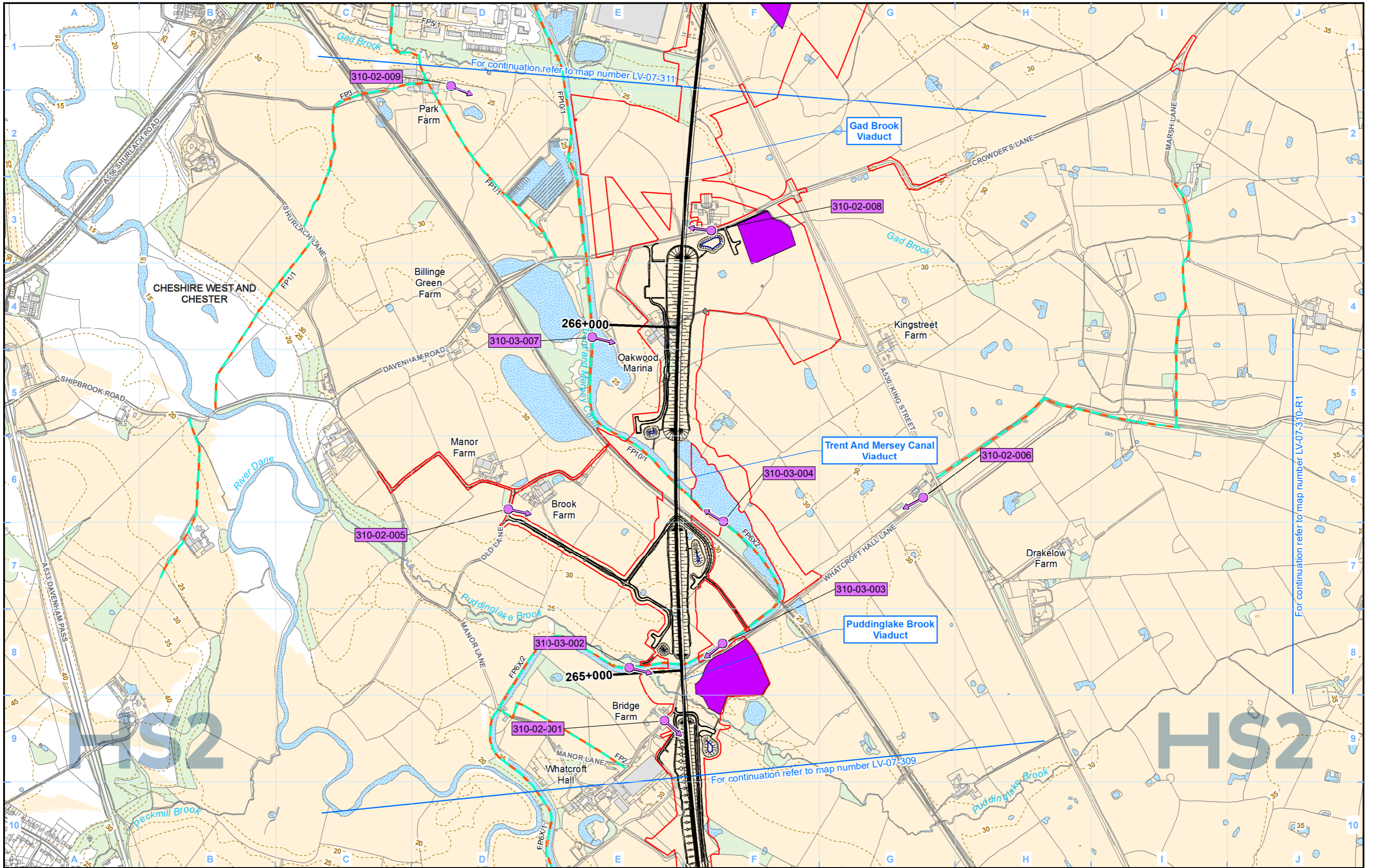
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Legend	
	District/Borough boundary
	Public Rights of Way (PRoW)
	5m contours
	Water body
	Existing woodland and tree belts
	Construction compounds
	Non significantly affected viewpoint or photomontage number
	Significantly affected viewpoint or photomontage 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-07-310
Map Name	Construction Phase Zone of Theoretical Visibility (ZTV) and Viewpoints
Community Area MA02: Wimboldsley to Lostock Gralam	

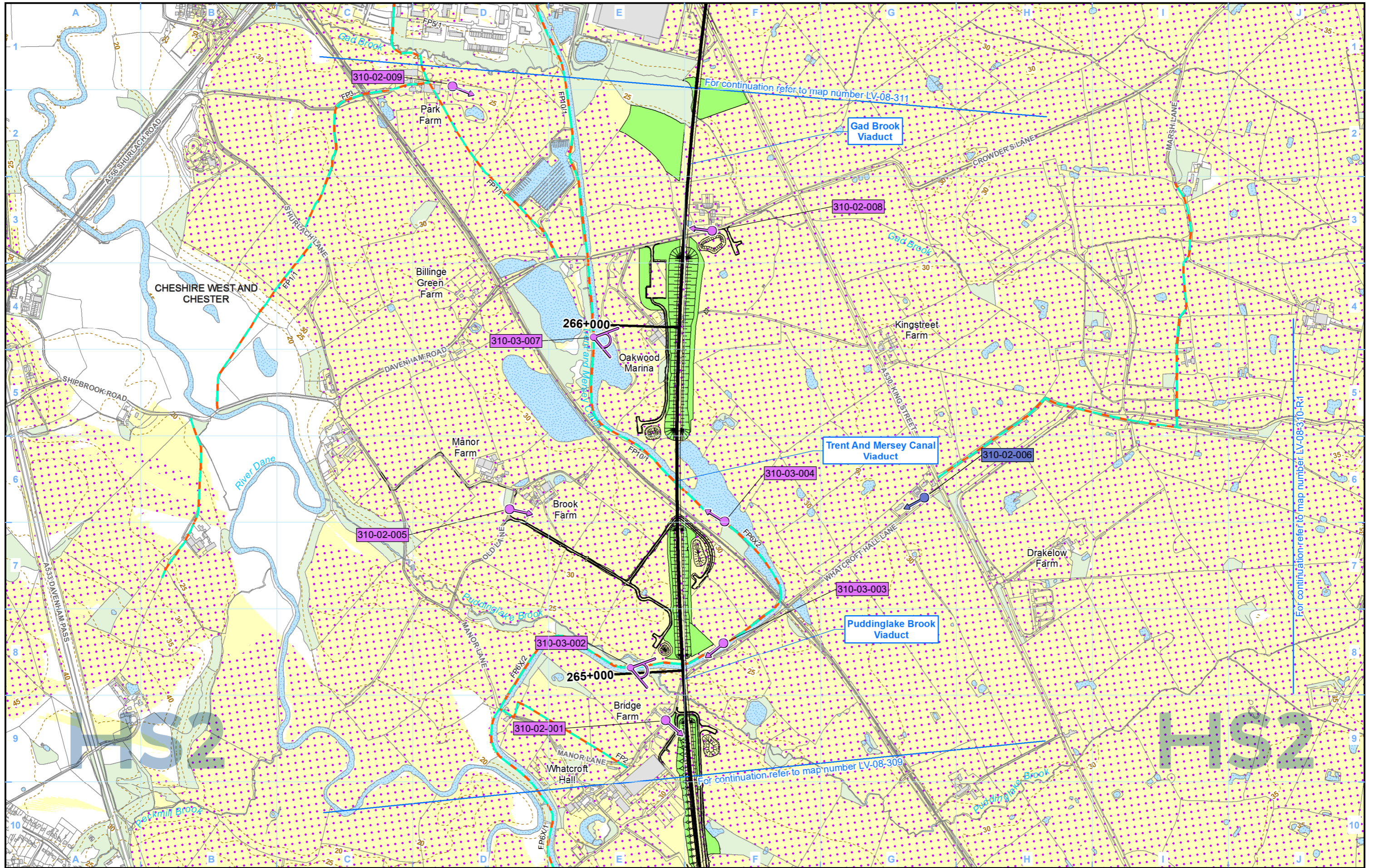
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Legend

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

Non significantly affected viewpoint
 Significantly affected viewpoint
 Non significantly affected photomontage location
 Significantly affected photomontage location

Engineering earthworks:
 Embankment
 Cutting
 Non 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-08-310
Map Name	Operational Phase Zone of Theoretical Visibility (ZTV) and Viewpoints
Community Area MA02: Wimboldsley to Lostock Gralam	

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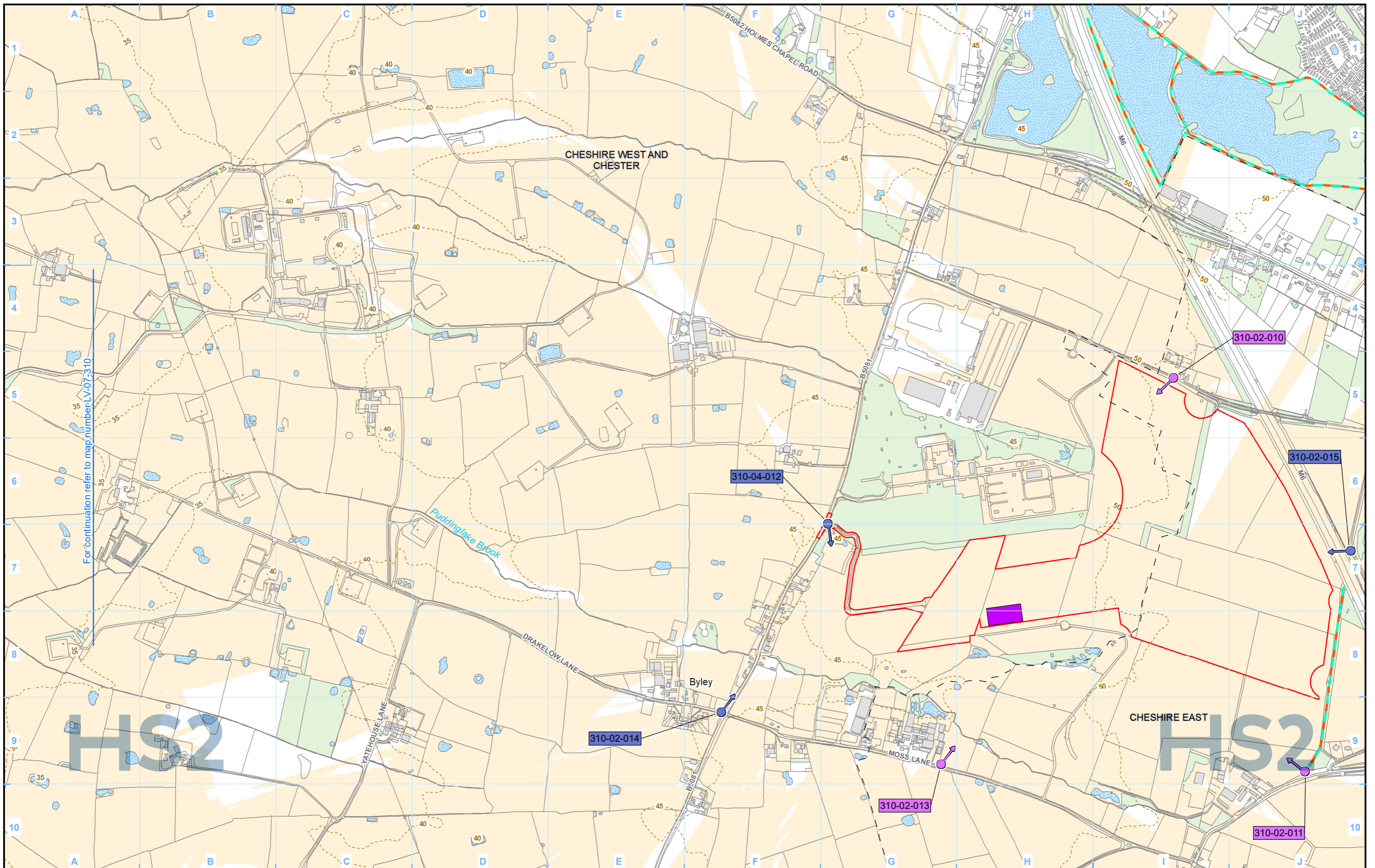
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Legend			

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-07-310-R1
Map Name	Construction Phase Zone of Theoretical Visibility (ZTV) and Viewpoints
	Community Area MA02: Wimboldsley to Lostock Gralam

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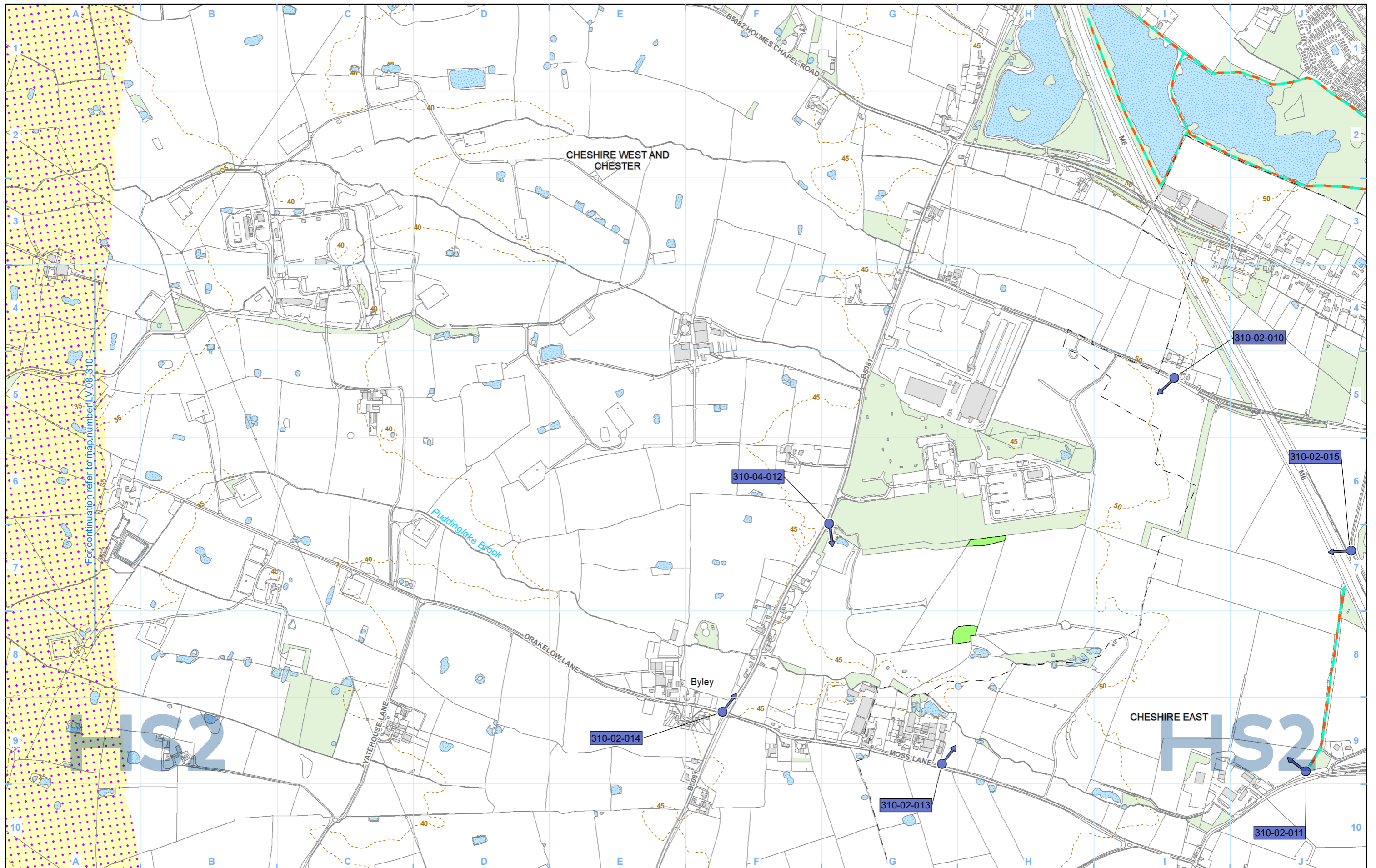
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Legend

- 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
- Non 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
 - Cutting
- Non 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-08-310-R1

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

Community Area MA02:
Wimboldsley to Lostock Gralam

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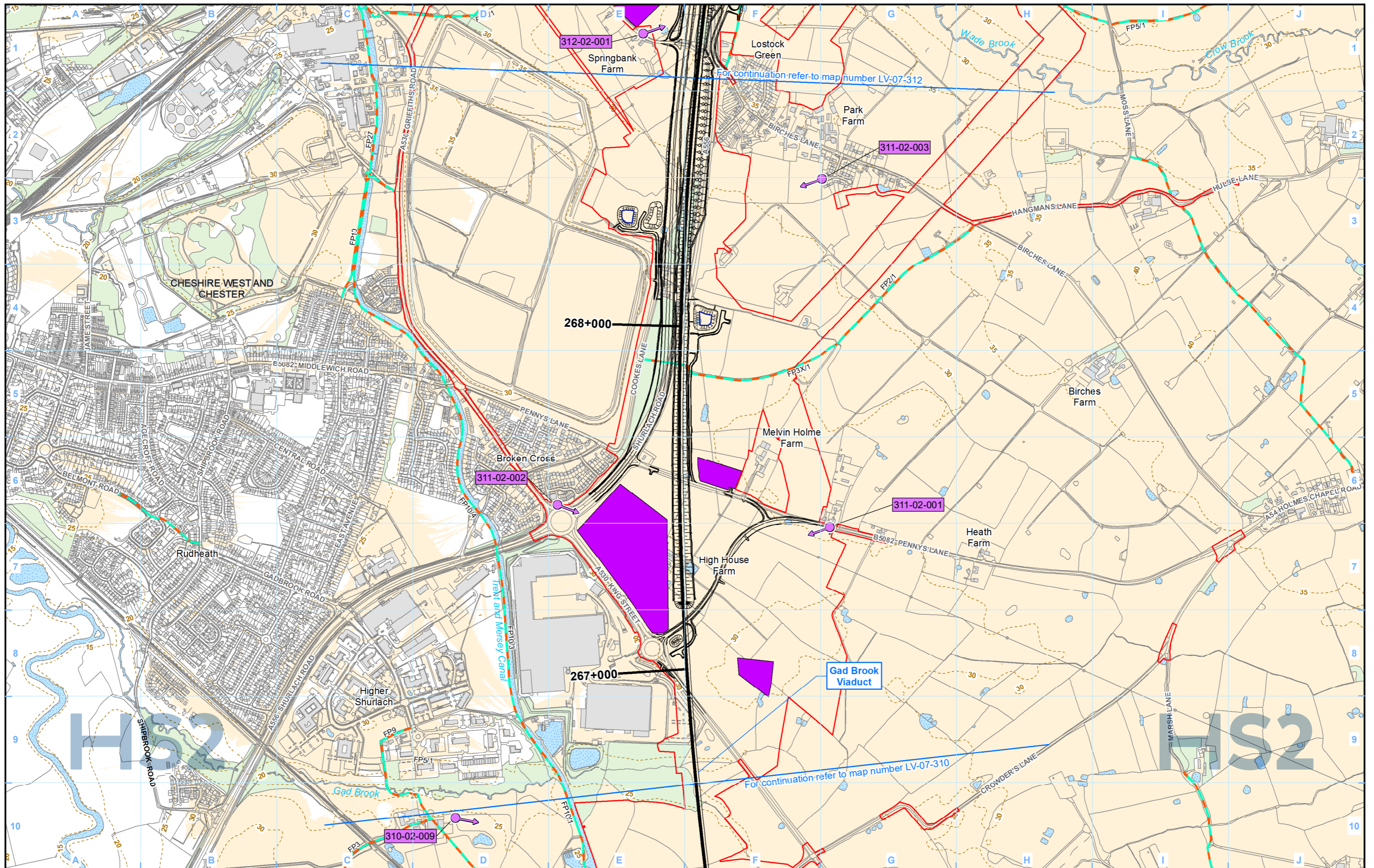
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Date: 03/08/21



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
	Cutting
	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-07-311
Map Name	Construction Phase Zone of Theoretical Visibility (ZTV) and Viewpoints
Community Area MA02: Wimboldsley to Lostock Gralam	

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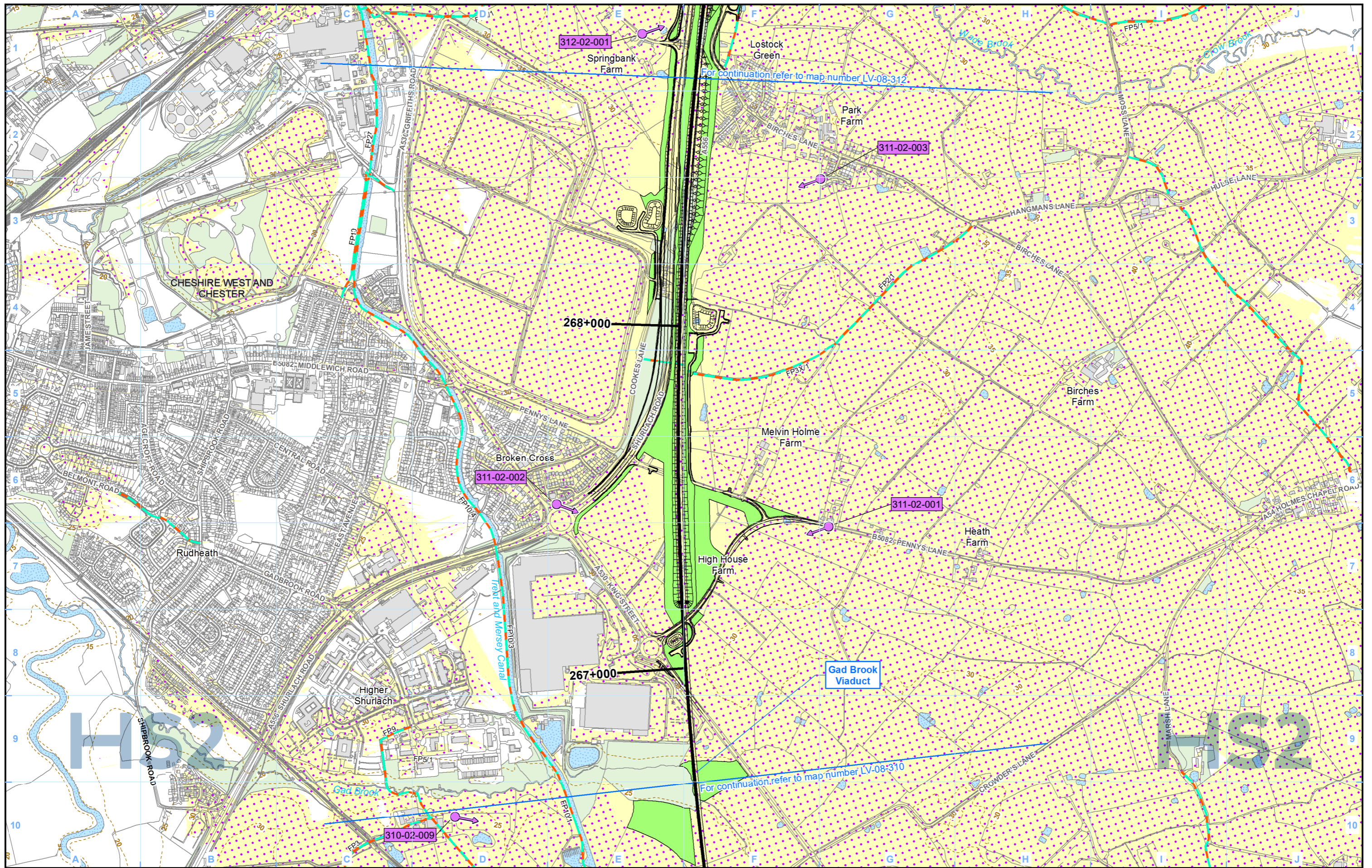
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Legend

Route in tunnel	Public Rights of Way (PRoW)	ZTV operation year 1	Non significantly affected viewpoint	Engineering earthworks:
Route on surface	5m contours	ZTV operation year 15	Significantly affected viewpoint	Embankment
Depot, station, headhouse or portal building	Water body	001-01-001 Non significantly affected viewpoint or photomontage number	Non significantly affected photomontage location	Cutting
Community area boundary	Existing woodland and tree belts	001-01-001 Significantly affected viewpoint or photomontage number	Significantly affected photomontage location	Non engineering earthworks:
County boundary	Proposed tree planting			Embankment
District/Borough boundary				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-08-311
Map Name	Operational Phase Zone of Theoretical Visibility (ZTV) and Viewpoints
Community Area MA02: Wimboldsley to Lostock Gralam	

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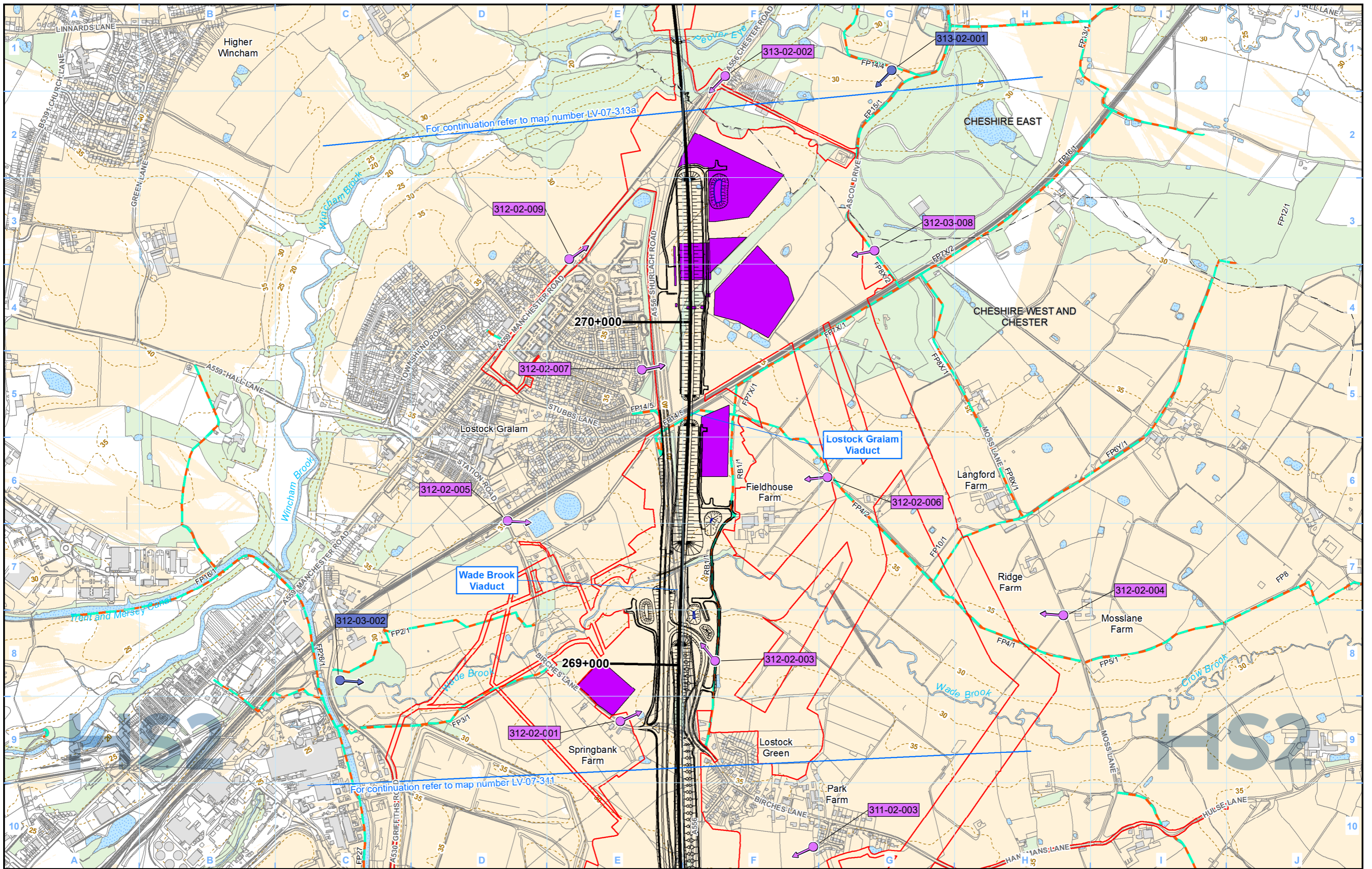
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Legend	
	District/Borough boundary
	Public Rights of Way (PRoW)
	5m contours
	Water body
	Existing woodland and tree belts
	Construction compounds
	Non significantly affected viewpoint or photomontage number
	Significantly affected viewpoint or photomontage 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-07-312
Map Name	Construction Phase Zone of Theoretical Visibility (ZTV) and Viewpoints
Community Area MA02: Wimboldsley to Lostock Gralam	

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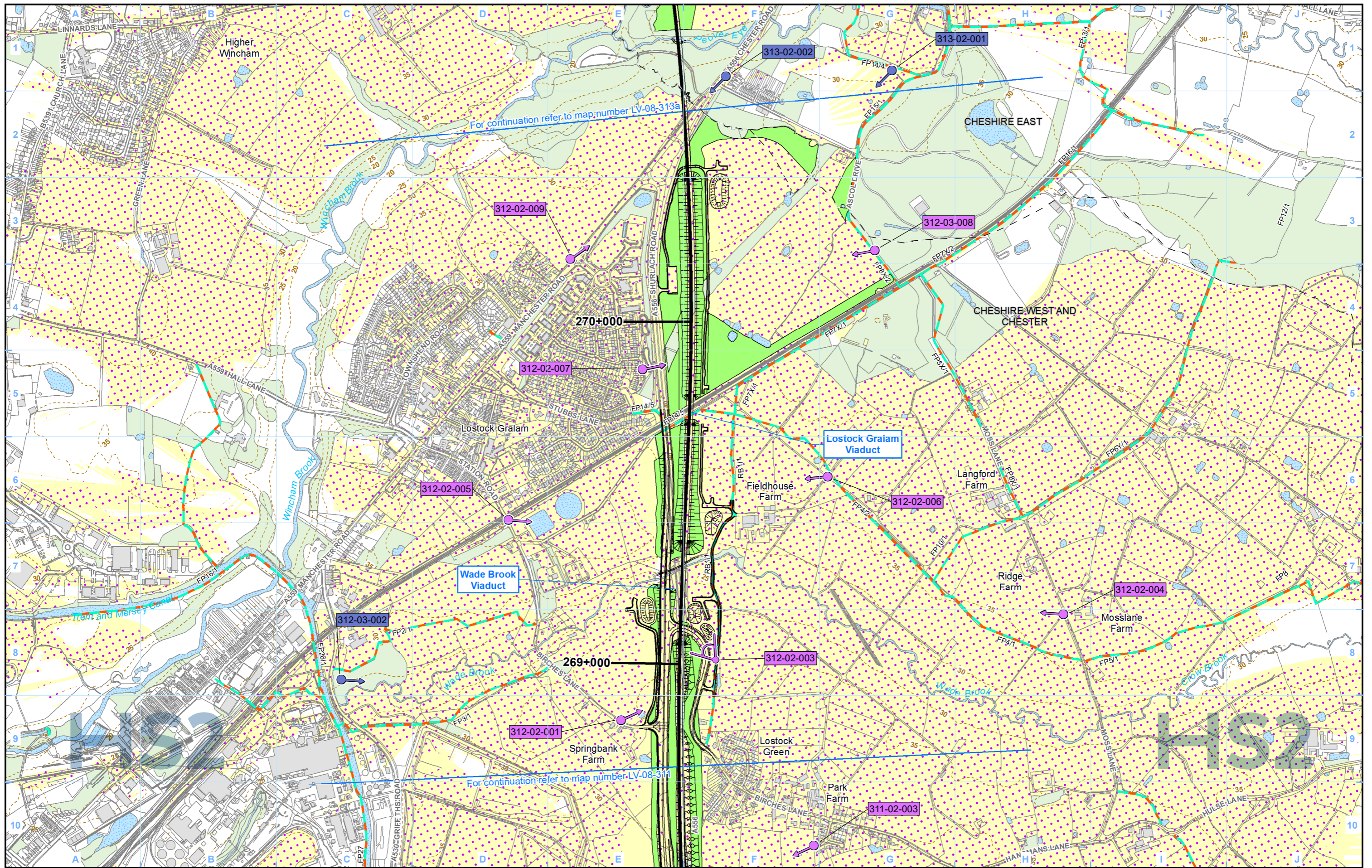
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Legend

				Engineering earthworks:

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-08-312
Map Name	Operational Phase Zone of Theoretical Visibility (ZTV) and Viewpoints
Community Area MA02: Wimboldsley to Lostock Graiam	

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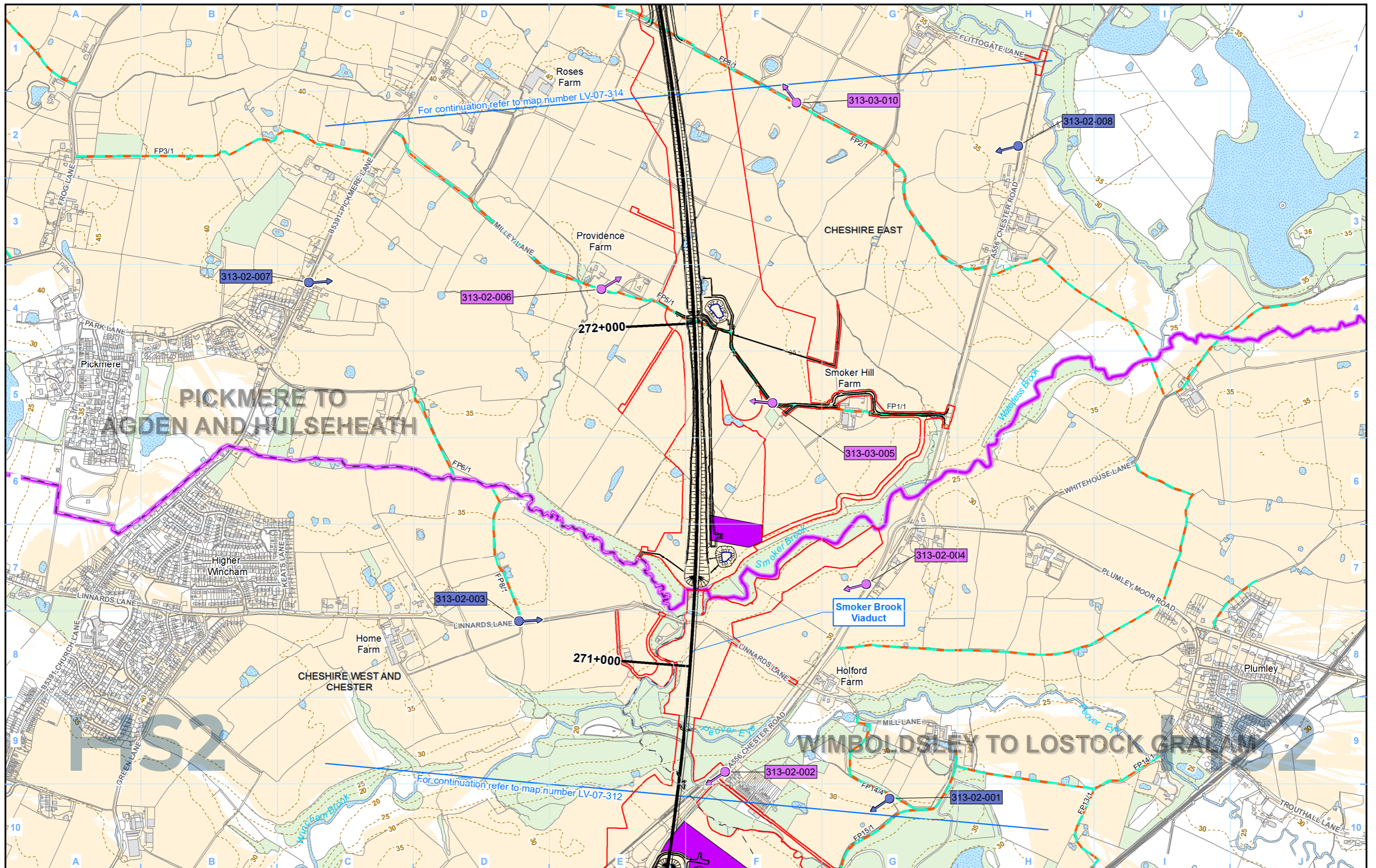
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Scale at A3: 1:10,000

Metres

Date: 03/08/21



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-07-313a
Map Name	Construction Phase Zone of Theoretical Visibility (ZTV) and Viewpoints
Community Area	MA02: Wimboldsley to Lostock Gralam

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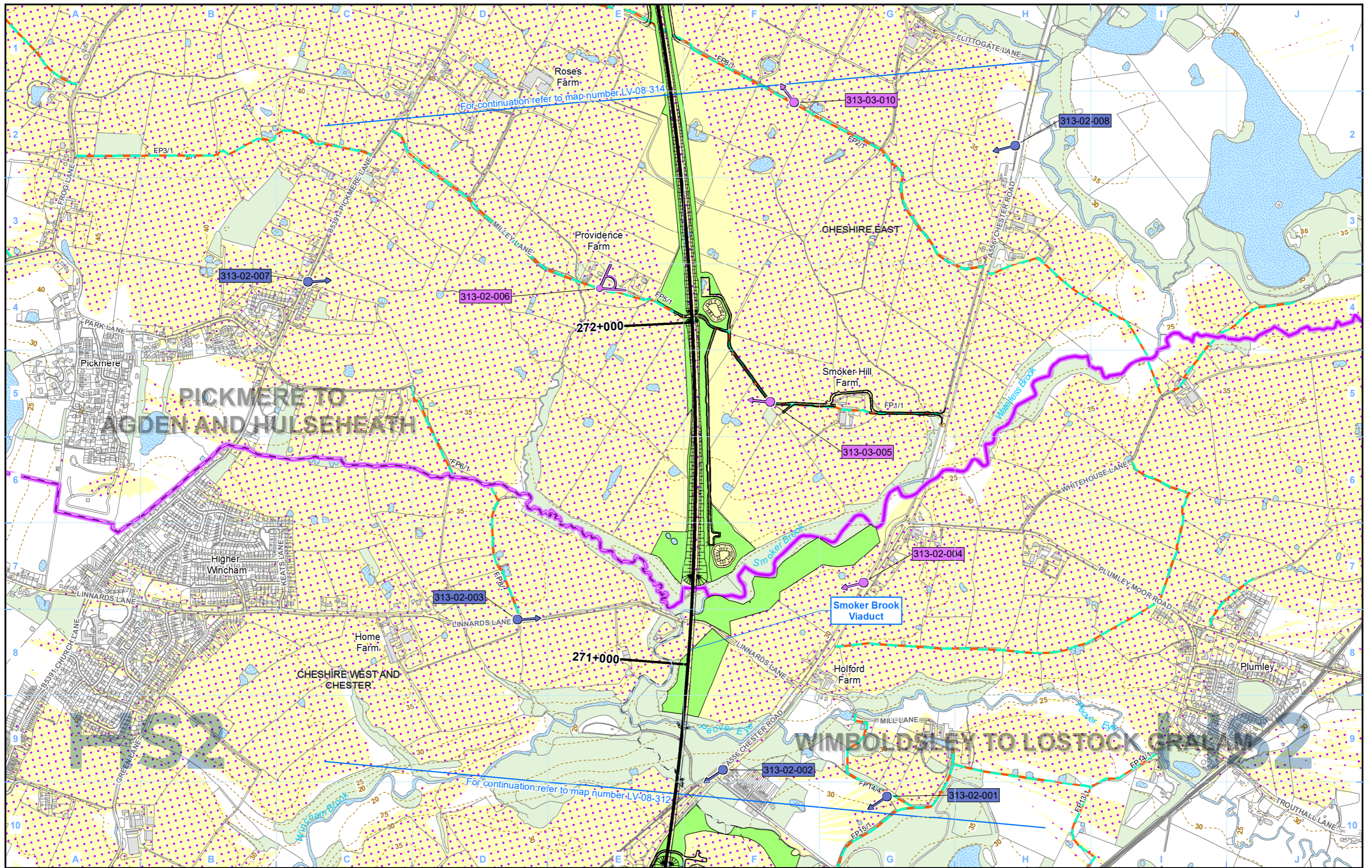
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Legend	
	Route in tunnel
	Route on surface
	Depot, station, headhouse or portal building
	Community area boundary
	County boundary
	District/Borough boundary
	Public Rights of Way (PRoW)
	5m contours
	Water body
	Existing woodland and tree belts
	Proposed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

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-08-313a
Map Name	Operational Phase Zone of Theoretical Visibility (ZTV) and Viewpoints
Community Area MA02: Wimboldsley to Lostock Gralam	

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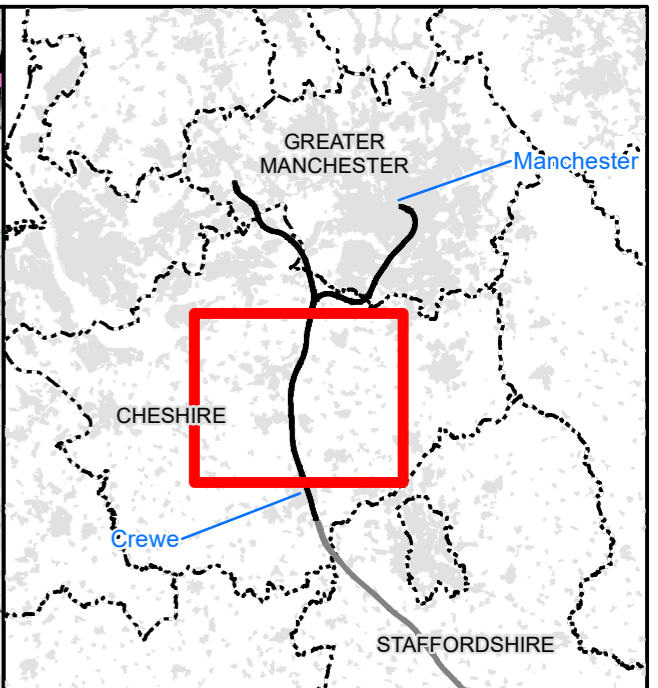
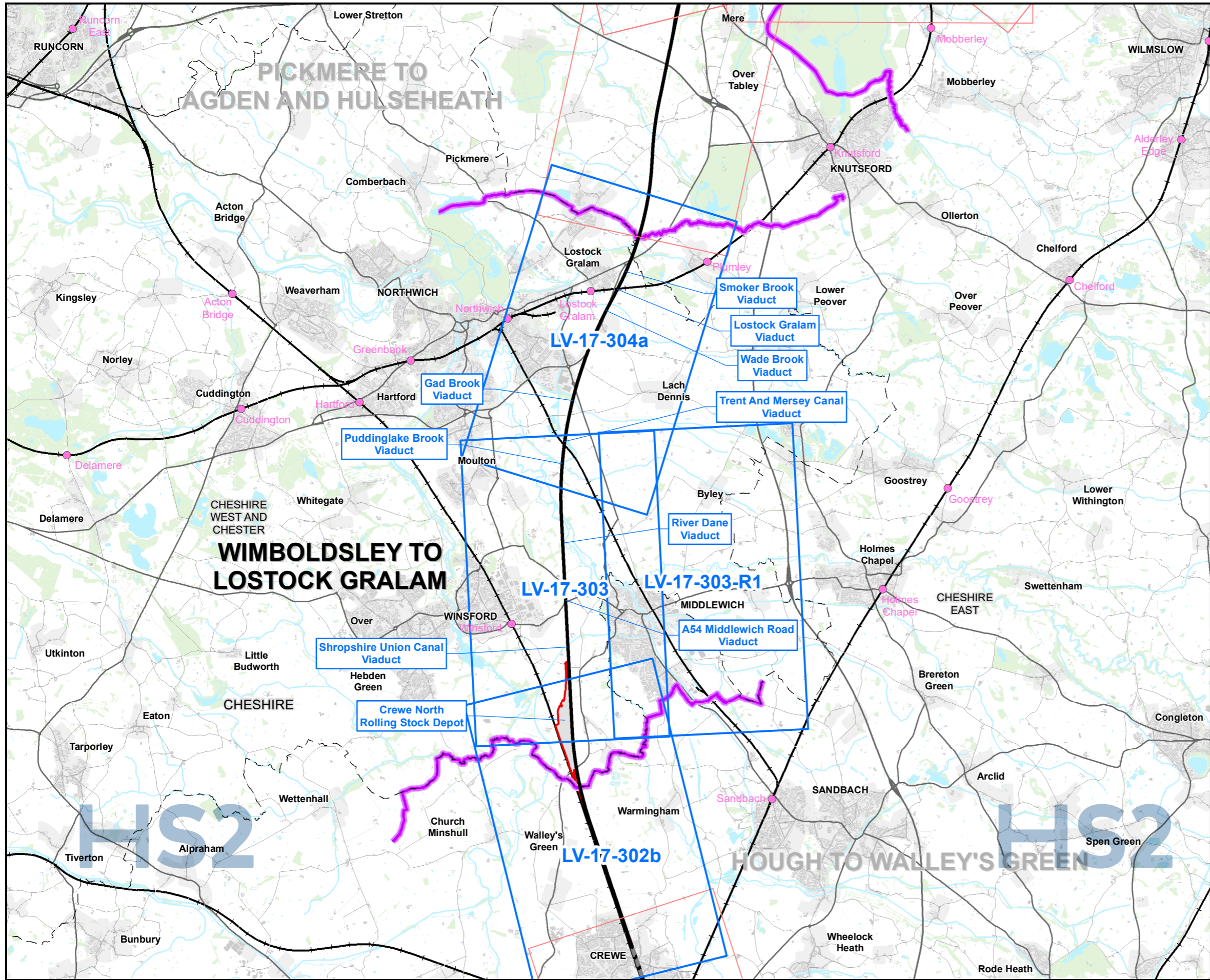
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**High Speed Rail
(Crewe – Manchester)
Environmental Statement**










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-MA02

Map Name
Index Map of:
Route wide Landscape Context

Community Area MA02:
Wimboldsley to Lostock Gralam



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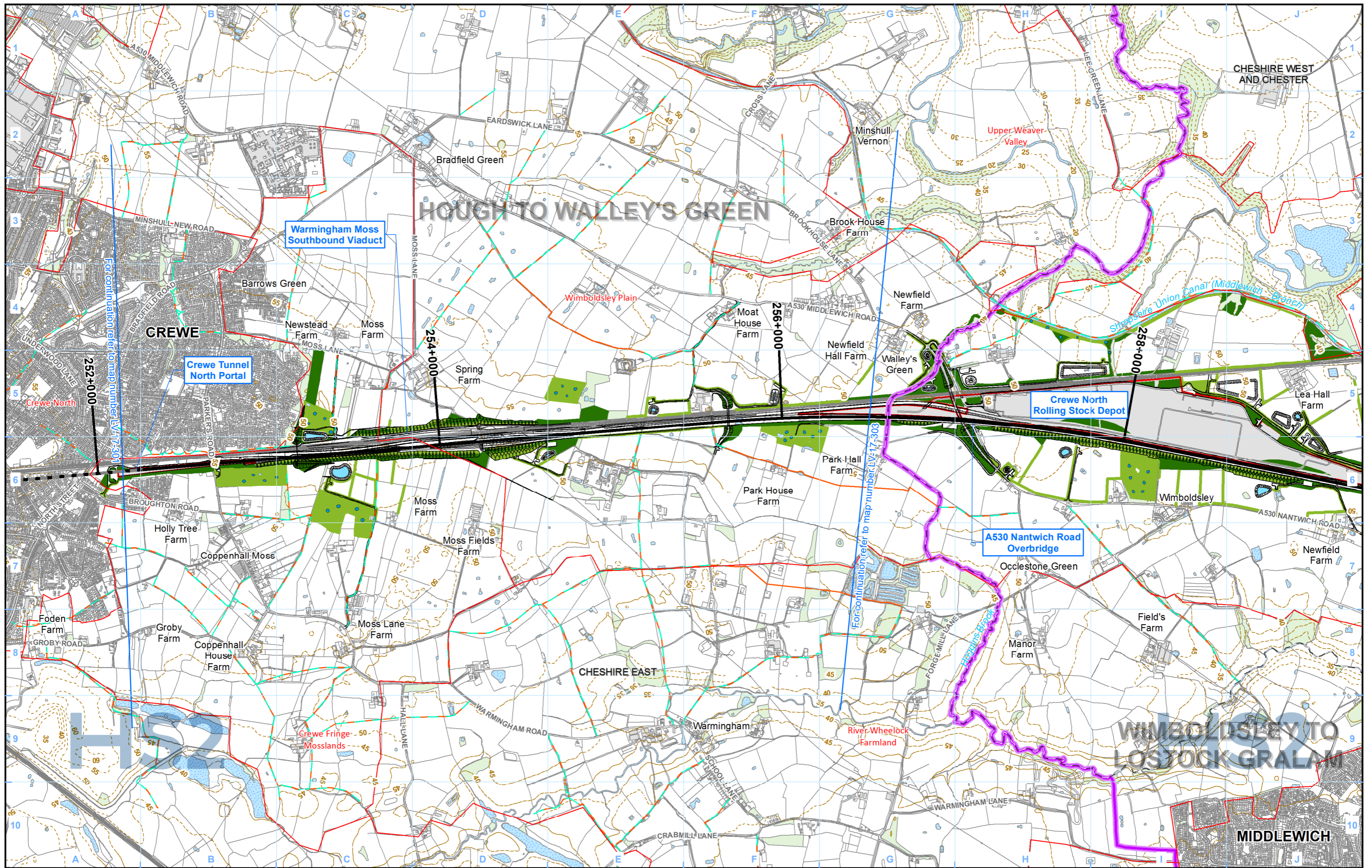
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Scale at A3: 1:100,000



Metres

Date: 02/08/21



Legend			

Map Number	LV-17-302b
Map Name	Route wide Landscape Context
Community Area MA02: Wimboldsley to Lostock Gralam	

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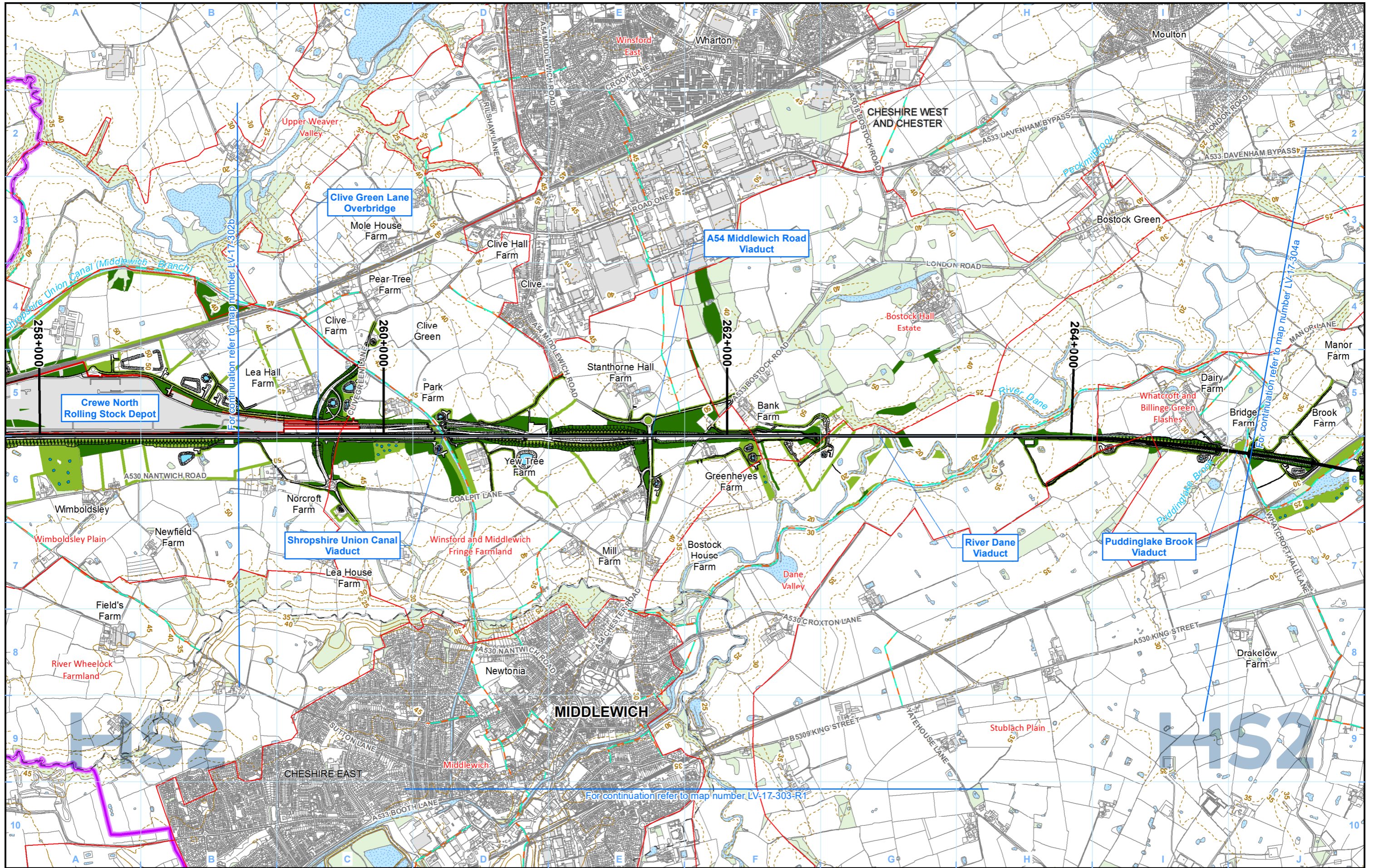
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Doc Number: 2DE01-MWJ-EV-MAP-M000-001917-P01

Scale at A3: 1:20,000

Metres

Date: 02/08/21



Legend

<ul style="list-style-type: none"> Route in tunnel Route on surface Depot, station, headhouse or portal building Community area boundary County boundary District/Borough boundary 	<ul style="list-style-type: none"> Landscape Character Area boundary Public Rights of Way (PRoW) 5m contours Water body Existing woodland and tree belts 	<ul style="list-style-type: none"> Tree planting Other planting and hedgerows Ecological mitigation pond Balancing Pond 	<p>Engineering earthworks:</p> <ul style="list-style-type: none"> Embankment Cutting <p>Non engineering earthworks:</p> <ul style="list-style-type: none"> Embankment Cutting
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Map Number: LV-17-303

Map Name: Route wide Landscape Context

Community Area MA02: Wimboldsley to Lostock Gralam

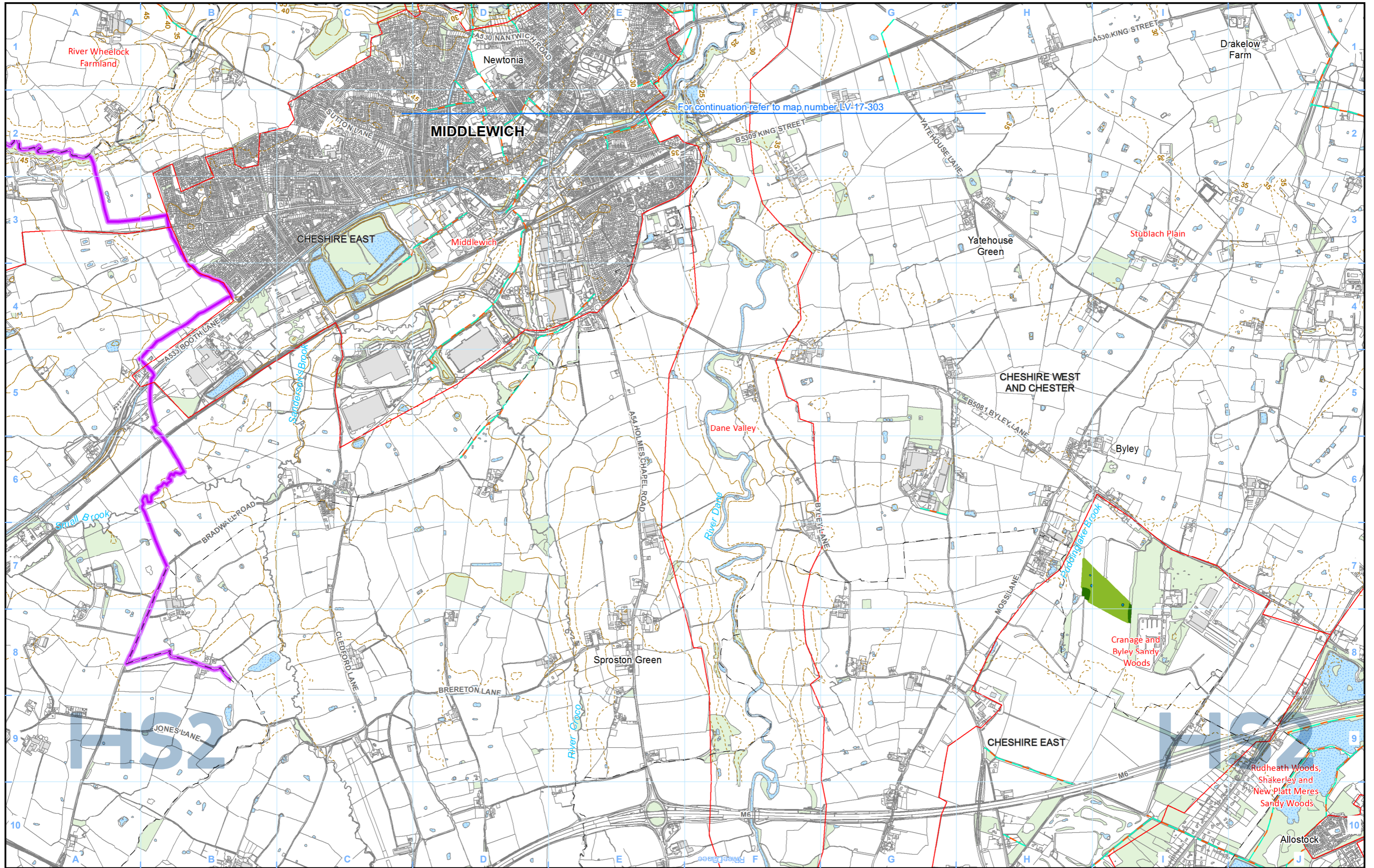
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Doc Number: 2DE01-MWJ-EV-MAP-M000-001918-P01 Date: 02/08/21



- 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-17-303-R1

Map Name: Route wide Landscape Context

Community Area MA02: Wimboldsley to Lostock Gralam

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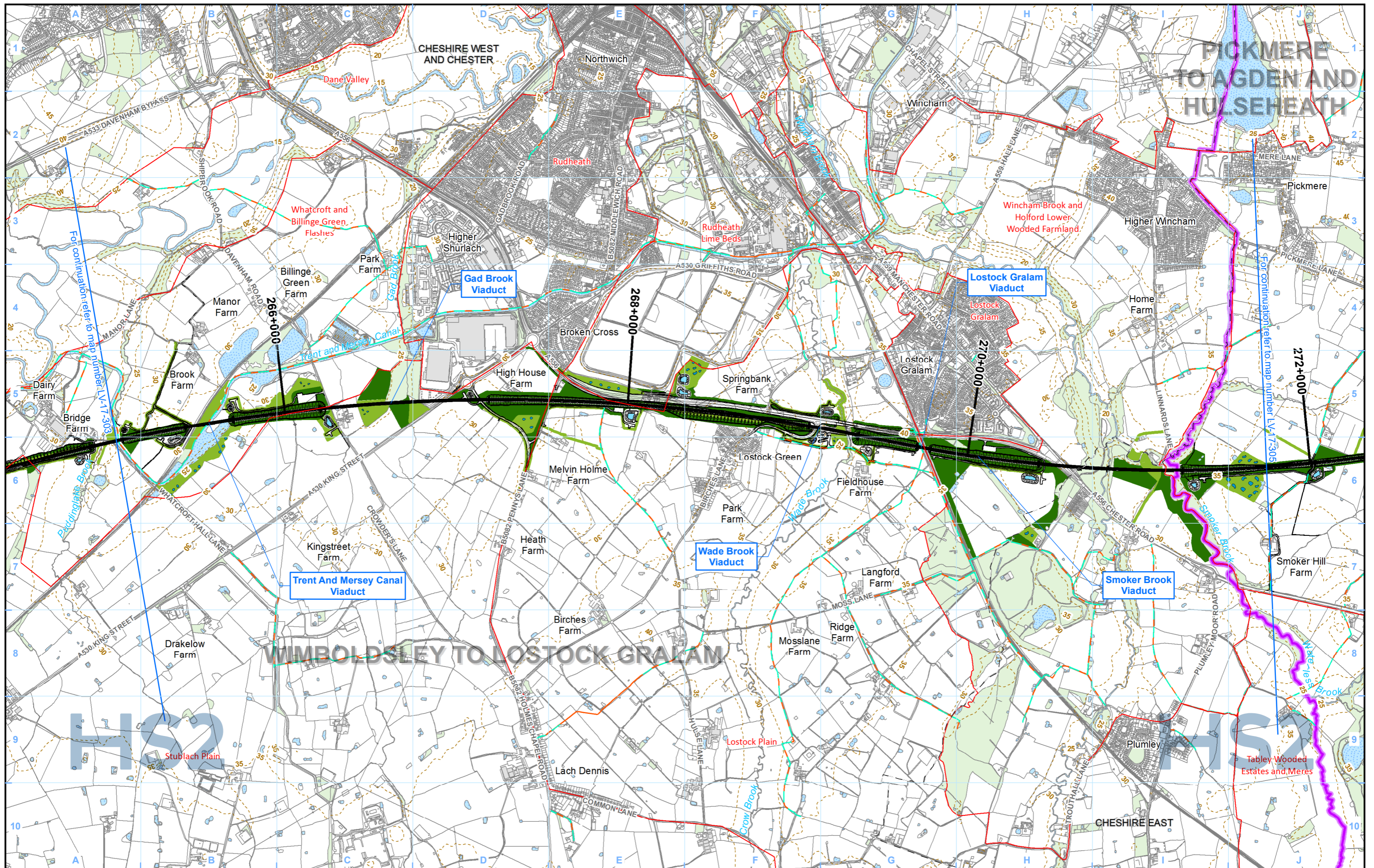
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Scale at A3: 1:20,000

0 200 400 600 800 Metres

Date: 02/08/21



Legend

Engineering earthworks:

	Embankment
	Cutting

Non engineering earthworks:

	Embankment
	Cutting

Map Number LV-17-304a

Map Name Route wide Landscape Context

Community Area MA02:
Wimboldsley to Lostock Gralam

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Metres