

High Speed Rail (Crewe – Manchester)

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

Volume 5: Map Book

Landscape and visual (LV-00, LV-02, LV-07, LV-08, LV-17)

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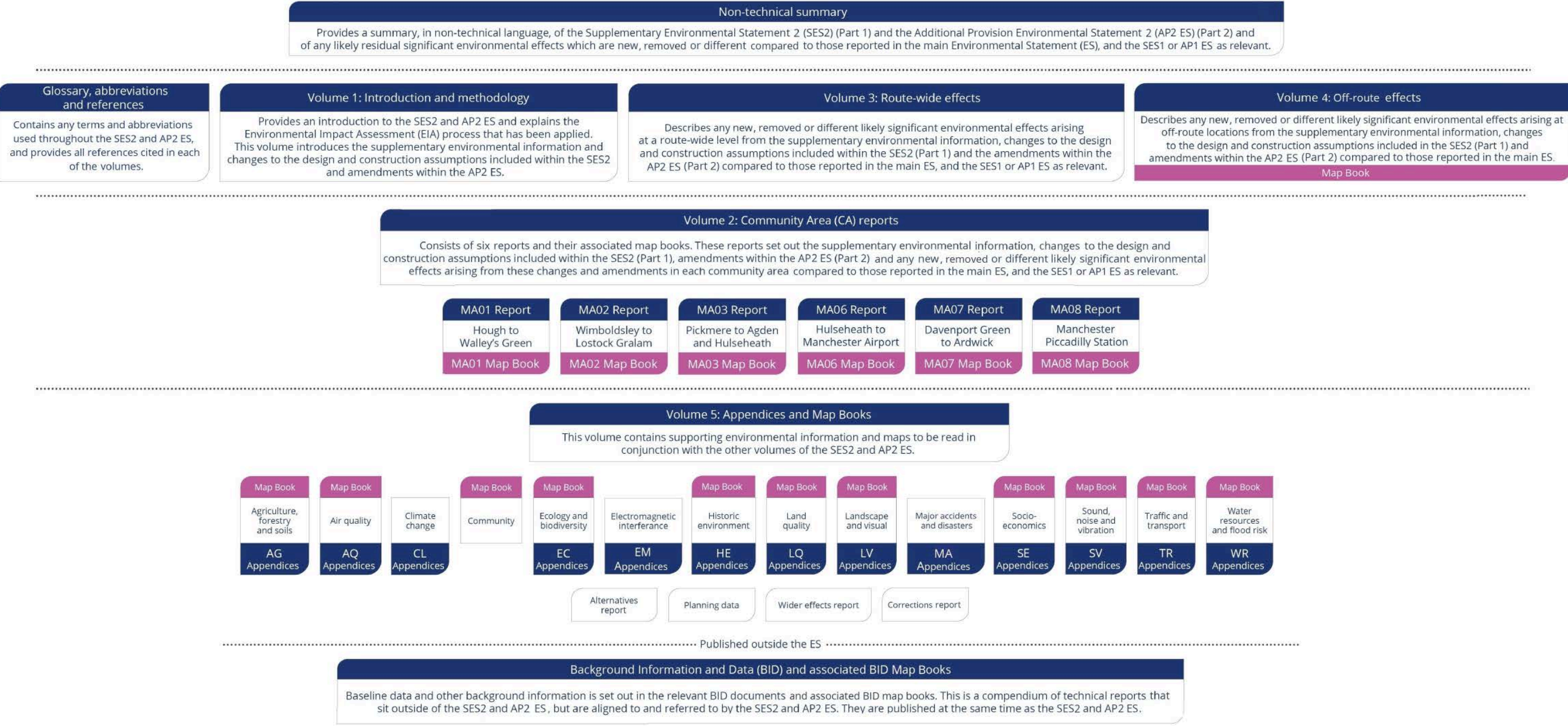
Data dictionary and definitions

Map series name	LV-00 – Route Wide Landscape Character Areas and National Character Areas	LV-02 – Landscape Character Areas	LV-07 – Construction Phase Zone of Theoretical Visibility (ZTV) and Viewpoints	LV-08 – Operational Phase Zone of Theoretical Visibility (ZTV) and Viewpoints	LV-17 – Route-wide Landscape Context
Map series description	Map showing the Landscape Character Areas (LCAs) in context with the National Character Areas (NCAs).	Maps showing the landscape character areas that have been considered for assessment and illustrating new or different significant effects during construction and operation.	Maps showing the construction phase zone of theoretical visibility (ZTV) and the viewpoint locations from which the visual assessment of the AP2 revised scheme has been undertaken. (All significant and non-significant viewpoint and photomontage locations are shown).	Maps showing the operational phase year one and year fifteen zone of theoretical visibility (ZTV) and the viewpoint locations from which the visual assessment of the AP2 revised scheme has been undertaken. (All significant and non-significant viewpoint and photomontage locations are shown).	Maps showing the AP2 revised scheme and planting in context with the wider landscape.
Community Area name					
MA01 Hough to Walley's Green			✓	✓	✓
MA02 Wimboldsley to Lostock Gralam			✓	✓	✓
MA03 Pickmere to Agden and Hulseheath			✓	✓	✓
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 Supplementary Environmental Statement 2 and the Additional Provision 2 Environmental Statement

This map book is part of the suite of documents that make up the Supplementary Environmental Statement 2 (SES2) and the Additional Provision 2 Environmental Statement (AP2 ES) for the High Speed Rail (Crewe – Manchester) scheme. The SES2 and the AP2 ES are separate documents; however, they are bound together and presented in a number of volumes shown in the figure 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 SES2 and AP2 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 SES2 and AP2 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 dependent 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 sheet layout

Each map in Volume 2 is presented twice, with the main ES map (In Parliament - Session 2021 - 2022) on the left-hand page and the SES2 and the AP2 ES map on the right. For the CT-05 and CT-06 map series, the SES2 and the AP2 ES is shown with different coloured hatching, annotated with labels, which highlights the areas of change. The coloured text box provides a brief description of the design change and amendment, and gives the SES2 and the AP2 ES reference number. In some instances where the effect covers a large area, a box without hatching but with a label, is shown. Only maps which have been amended as a result of the SES2 and the AP2 ES are included within the map books. Other design changes which are within the existing limits of the Bill and do not result in new or different likely significant effects are also shown on the maps, but are not indicated by hatching.

Each Volume 5 map is annotated to describe the change to a receptor or significant effect, and to give the SES2 and the AP2 ES reference number. For more detailed information about the SES2 and the AP2 ES annotation, refer to the map series legend. Only maps which have been amended as a result of the SES2 and the AP2 ES are included within the map book. Changes to receptors or significant effects relating to SES1 or AP1 ES are also provided for reference. Where this is the case they are shown in a faded box.

Where a significant effect has been changed due to a correction to mapping produced in the main ES or previous SES/AP, the significant effect reference is suffixed with a double asterisk (**). The map now shows the correct effect.

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.

Further details on the approach to mapping is set out in Section 6 of Volume 1 of the SES2 and AP2 ES.

Map books

In total, there are 19 map books included in the SES2 and AP2 ES Volume 2, Volume 4 and Volume 5. A list of the map book titles and map series is provided below for reference.

Map book title (map series)	Map book title (map series)
Volume 2: Map Book – MA01: Hough to Walley’s Green (CT-05, CT-06, CT-10, LV-03, SV-05)	Volume 5: Map Book – Planning Data / Committed Developments (CT-13)
Volume 2: Map Book – MA02: Wimboldsley to Lostock Gralam (CT-05, CT-06, CT-10, LV-03, SV-05)	Volume 5: Map Book – Ecology and biodiversity (EC-01)
Volume 2: Map Book – MA03: Pickmere to Agden and Hulseheath (CT-05, CT-06, CT-10, LV-03, LV-04, SV-05)	Volume 5: Map Book – Historic environment (HE-01, HE-02)
Volume 2: Map Book – MA06: Hulseheath to Manchester Airport (CT-05, CT-06, CT-10, LV-01, LV-03, LV-04, SV-05)	Volume 5: Map Book – Land quality (LQ-01)
Volume 2: Map Book – MA07: Davenport Green to Ardwick (CT-05, CT-06, CT-10, LV-01, LV-03, LV-04)	Volume 5: Map Book – Landscape and visual (LV-00, LV-02, LV-07, LV-08, LV-17)
Volume 2: Map Book – MA08: Manchester Piccadilly Station (CT-05, CT-06, CT-10, LV-03, LV-04, SV-05)	Volume 5: Map Book – Socio-economics (SE-01)
Volume 4: Off-route effects map book	Volume 5: Map Book – Sound, noise and vibration (SV-02, SV-03, SV-08, SV-09)
Volume 5: Map Book – Agriculture, forestry and soils (AG-01, AG-04)	Volume 5: Map Book – Traffic and transport (TR-01, TR-03, TR-04, TR-08)
Volume 5: Map Book – Air quality (AQ-01)	Volume 5: Map Book – Water resources and flood risk (WR-01, WR-03, WR-05, WR-06)
Volume 5: Map Book – Community (CM-01)	

High Speed Rail (Crewe – Manchester)

Supplementary Environmental Statement 2 and Additional Provision 2 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	
Balancing pond	Part of a drainage system that is used to temporarily store, and thereby attenuate, the flow of surface water runoff.	High Speed Two (HS2) Ltd	
Community area boundary	The Environmental Statement has been split into 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 2021.
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 2021.
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	

Legend features	Definition	Source	Copyright
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	
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 (LCA)	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	
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	
Public Rights of Way (PRoW)	Public rights of way are highways which can be used for the following purposes: <ul style="list-style-type: none"> - 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	© 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.
Route in tunnel	Represents the proposed route of HS2, split into route on surface and tunnelled sections.	High Speed Two (HS2) Ltd	

Legend features	Definition	Source	Copyright
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 Non 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 or photomontage number 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 and shows whether or not the impact is significant or non-significant during construction and operation.	High Speed Two (HS2) Ltd	
Significantly affected viewpoint Non significantly affected viewpoint	This dataset shows the locations of the visual receptors from which the schemes visual impact has been assessed and shows whether or not the impact is significant or non-significant during construction and 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 2022.
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	

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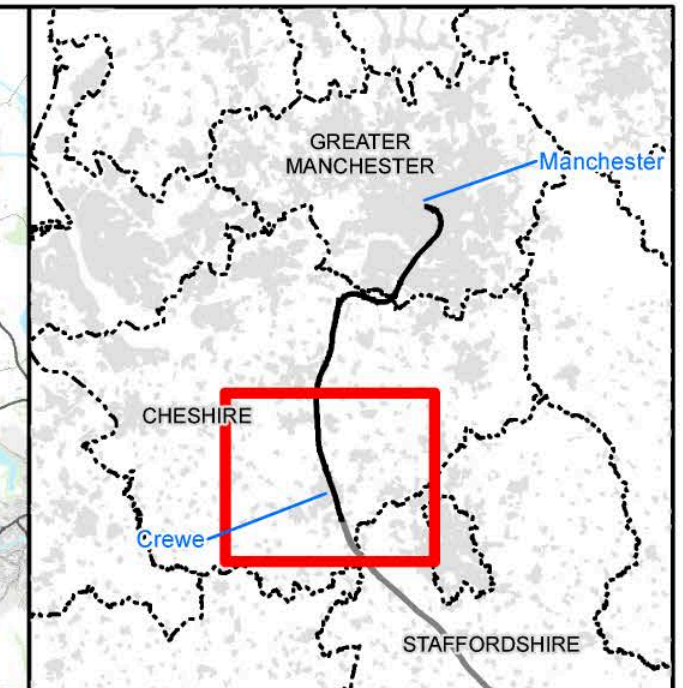
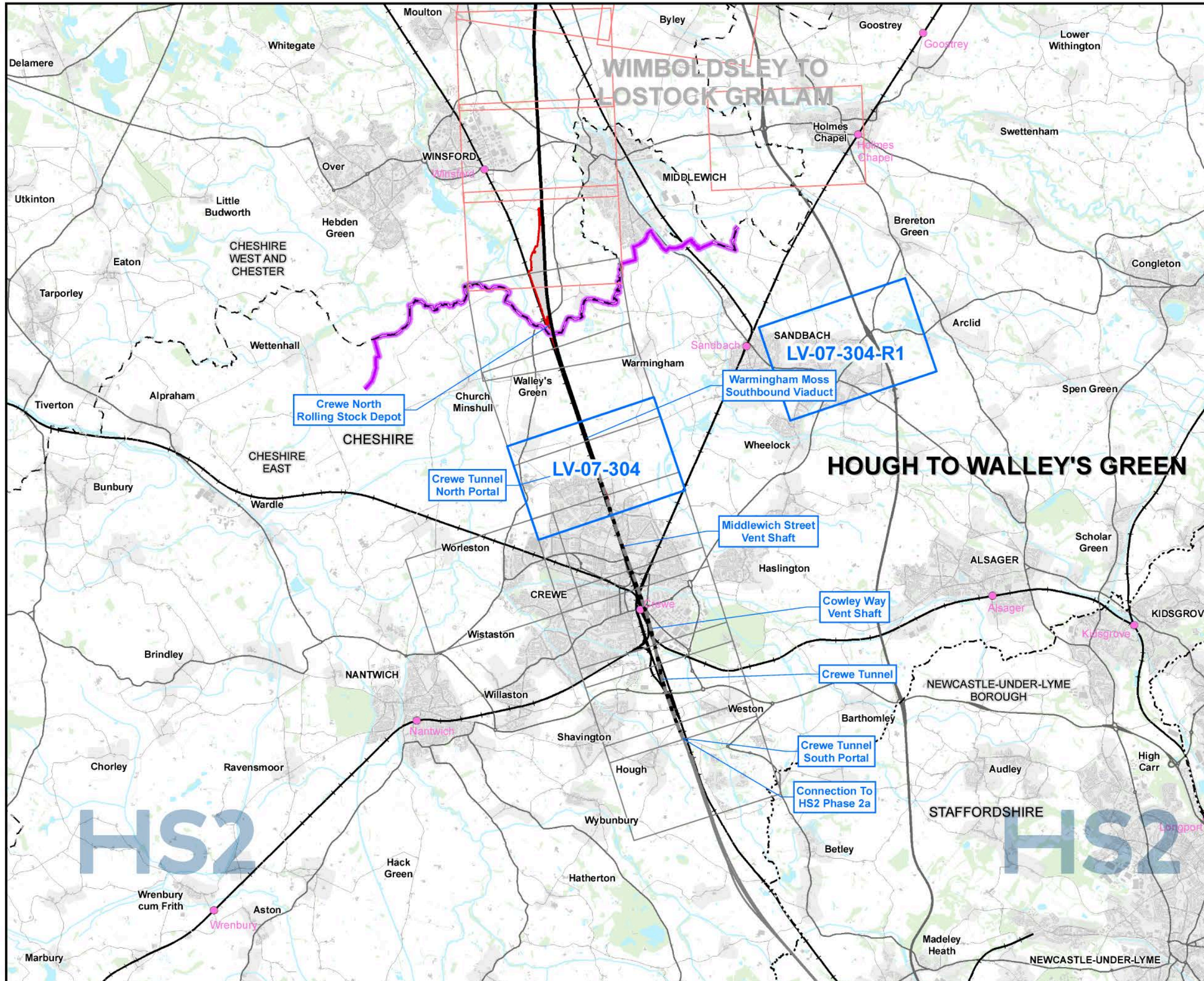
Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

MA01: Hough to Walley's Green

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

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

LV-17 - Route-wide Landscape Context



Map Series Information:

Maps showing the construction phase zone of theoretical visibility (ZTV) and the viewpoint locations from which the visual assessment of the AP2 revised scheme has been undertaken. (All significant and non-significant viewpoint and photomontage locations are shown).

Main Map Legend

Route in tunnel	Map sheets included in this community area
Route on surface	Map sheets included in this community area with no amendment
Depot, station, headhouse or portal building	Map sheets not included in this community area
Community area boundary	
Existing railway station	
County boundary	
District/Borough boundary	

Map Number	LV-07-INDEX-MA01
Map Name	Index Map of: Construction Phase Zone of Theoretical Visibility (ZTV) and Viewpoints SES2 and AP2 ES Community Area MA01: Hough to Walley's Green

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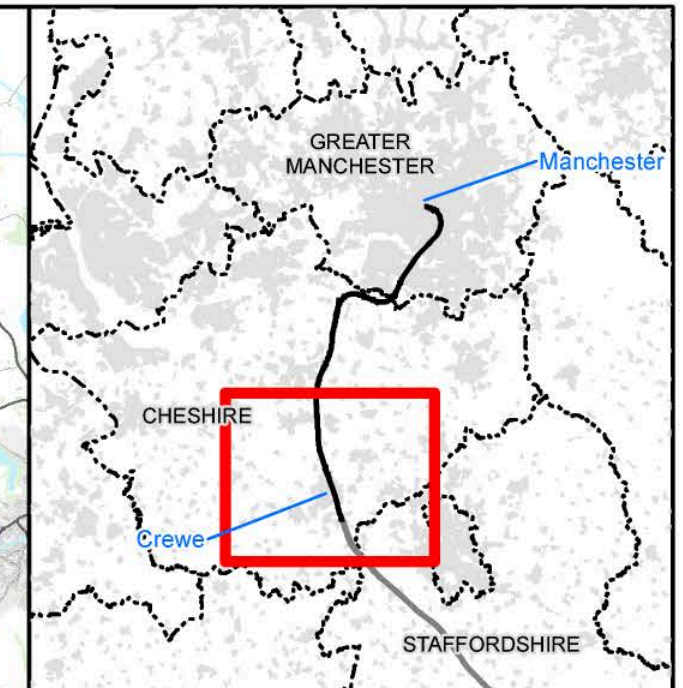
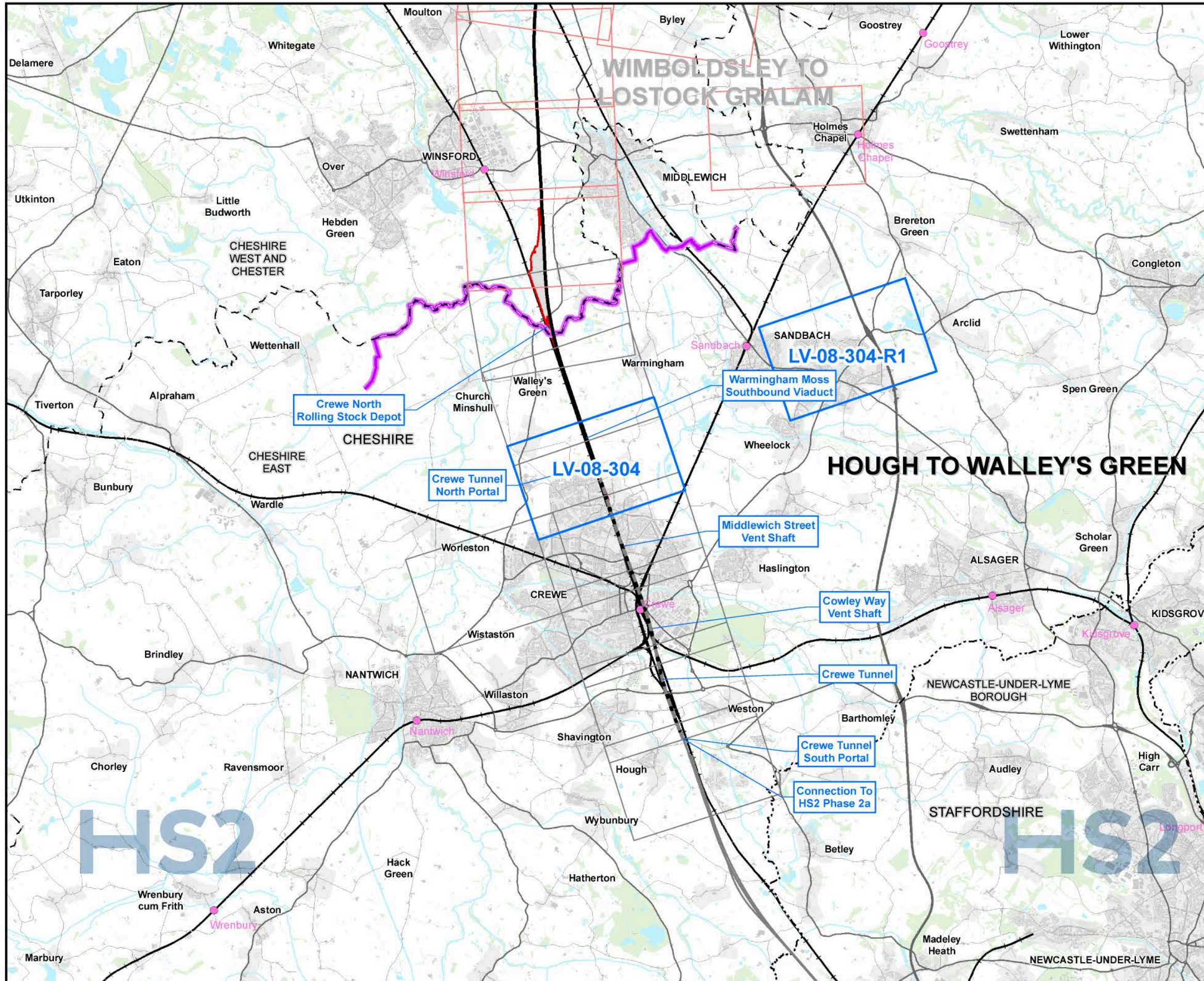
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Date: 11/04/23

Note: Not all data layers in the legend are represented on every map.



Map Series Information:

Maps showing the operational phase year one and year fifteen zone of theoretical visibility (ZTV) and the viewpoint locations from which the visual assessment of the AP2 revised scheme has been undertaken. (All significant and non-significant viewpoint and photomontage locations are shown).

- 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 included in this community area with no amendment
 - Map sheets not included in this community area

Map Number: LV-08-INDEX-MA01

Map Name: Index Map of:
Operational Phase Zone of Theoretical Visibility (ZTV) and Viewpoints SES2 and AP2 ES

Community Area MA01:
Hough to Walley's Green

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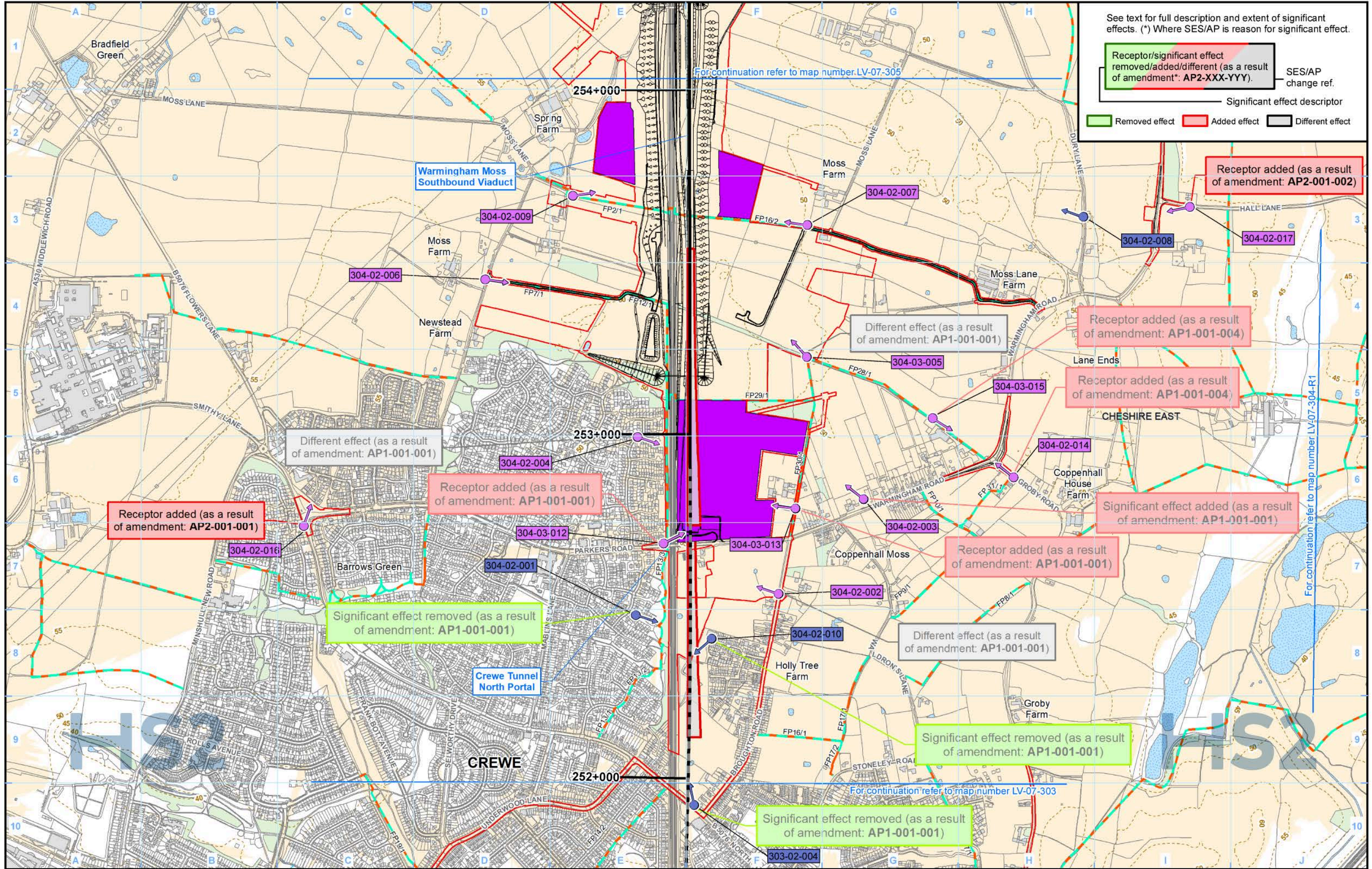
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See text for full description and extent of significant effects. (*) Where SES/AP is reason for significant effect.

Receptor/significant effect removed/added/different (as a result of amendment*: AP2-XXX-YYY). SES/AP change ref.

Significant effect descriptor

Removed effect Added effect Different effect

Legend

Route in tunnel	District/Borough boundary	ZTV construction	Non significantly affected viewpoint	Engineering earthworks:
Route on surface	Public Rights of Way (PRoW)		Significantly affected viewpoint	Embankment
Depot, station, headhouse or portal building	5m contours	001-01-001 Non significantly affected viewpoint or photomontage number	Non significantly affected photomontage location	Cutting
Land potentially required during construction	Water body	001-01-001 Significantly affected viewpoint or photomontage number	Significantly affected photomontage location	Non engineering earthworks:
Community area boundary	Existing woodland and tree belts			Embankment
County boundary	Construction compounds			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-07-304

Map Name: Construction Phase Zone of Theoretical Visibility (ZTV) and Viewpoints SES2 and AP2 ES

Community Area MA01: Hough to Walley's Green

HS2

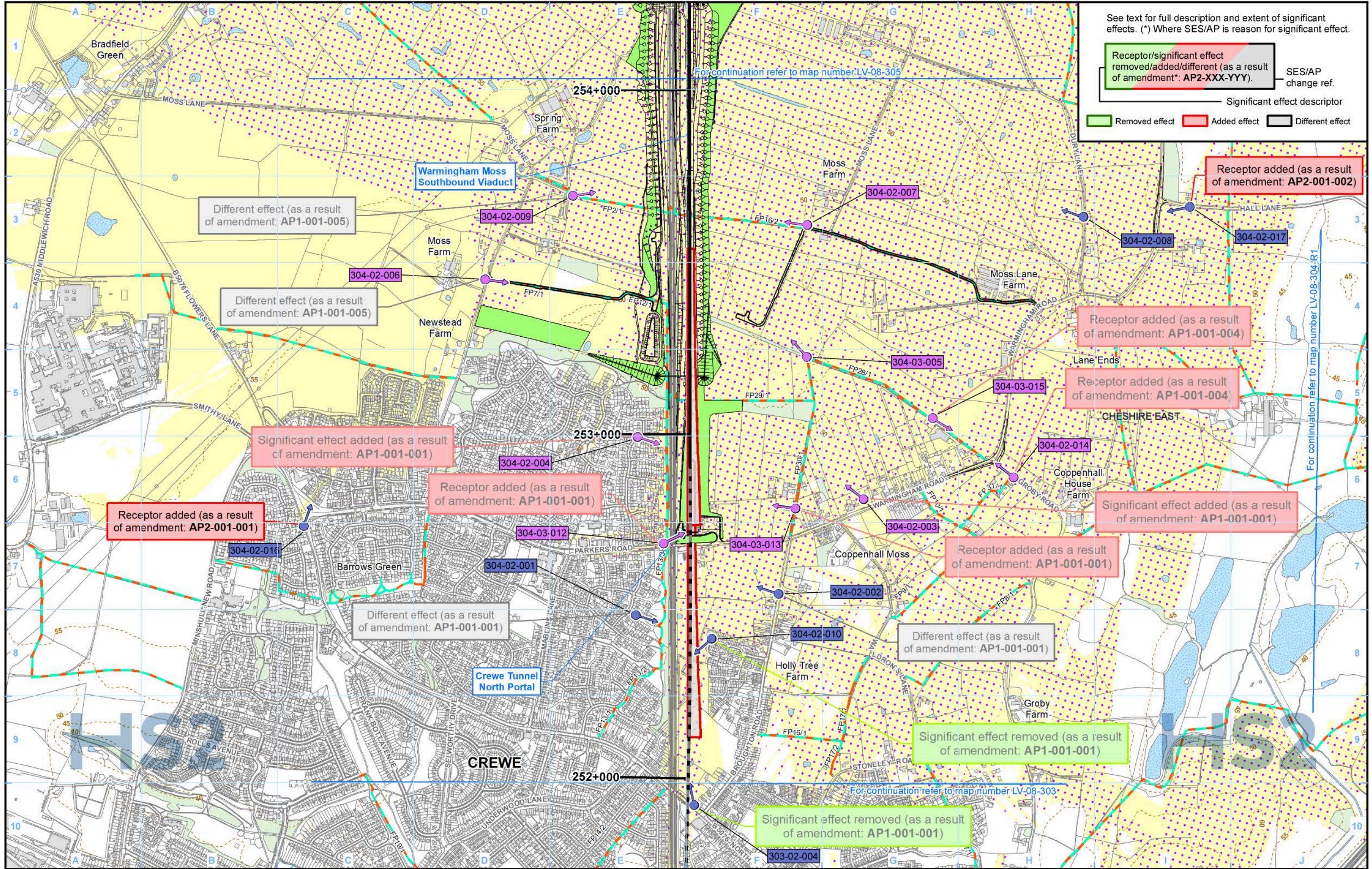
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Date: 12/04/23



Legend

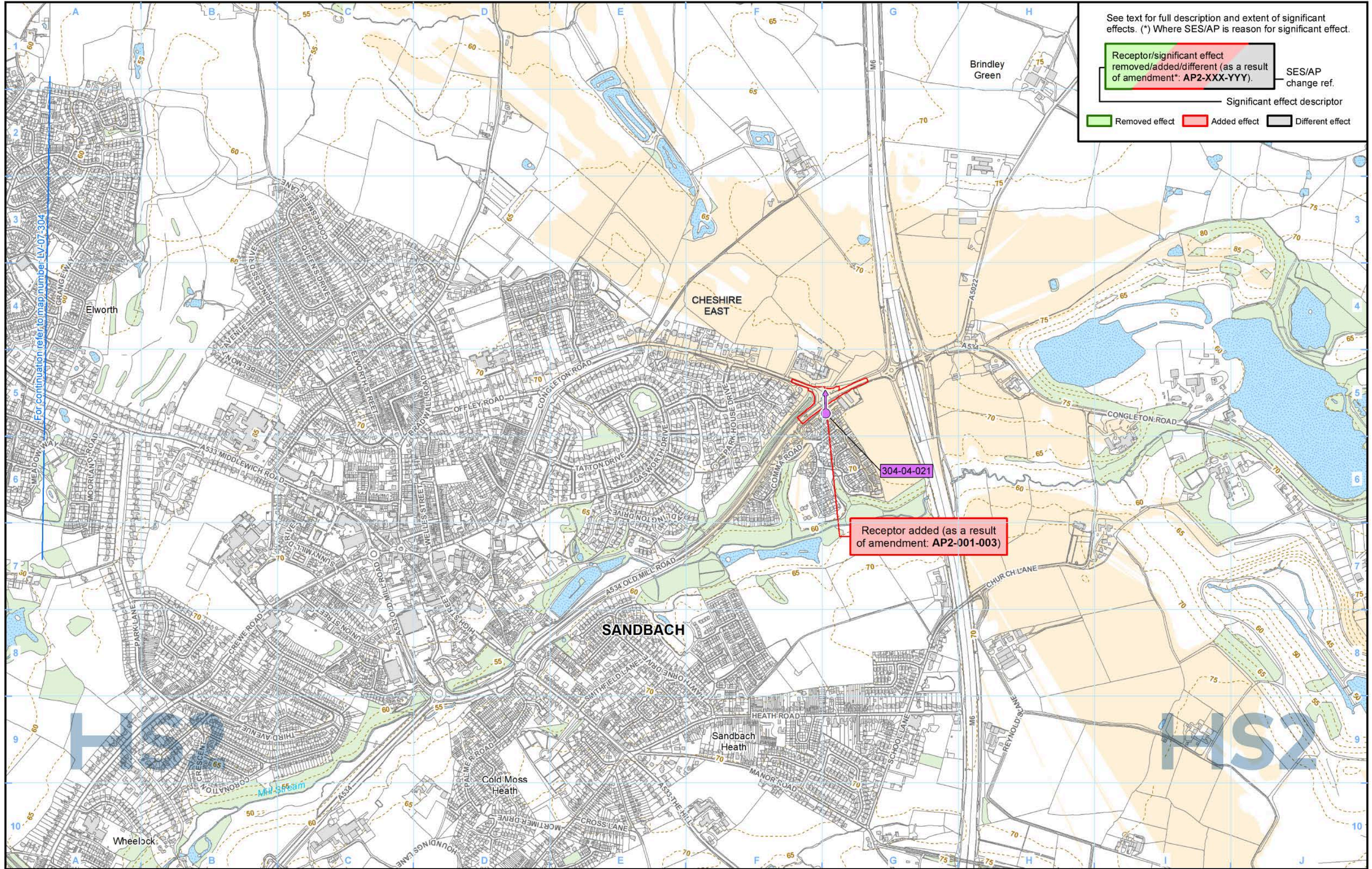
Route in tunnel	Public Rights of Way (PRoW)	ZTV operation year 1	Non significantly affected viewpoint	Engineering earthworks:
Route on surface	5m contours	ZTV operation year 15	Significantly affected viewpoint	Embankment
Depot, station, headhouse or portal building	Water body	001-01-001 Non significantly 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	Embankment
County boundary	Proposed tree planting			Cutting
District/Borough boundary				

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-08-304
 Map Name: Operational Phase Zone of Theoretical Visibility (ZTV) and Viewpoints SES2 and AP2 ES
 Community Area MA01: Hough to Walley's Green

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See text for full description and extent of significant effects. (*) Where SES/AP is reason for significant effect.

Receptor/significant effect removed/added/different (as a result of amendment*: AP2-XXX-YYY).	SES/AP change ref.
Significant effect descriptor	
Removed effect	Added effect
Different effect	

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, 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-07-304-R1
Map Name	Construction Phase Zone of Theoretical Visibility (ZTV) and Viewpoints SES2 and AP2 ES
Community Area	MA01: Hough to Walley's Green

HS2

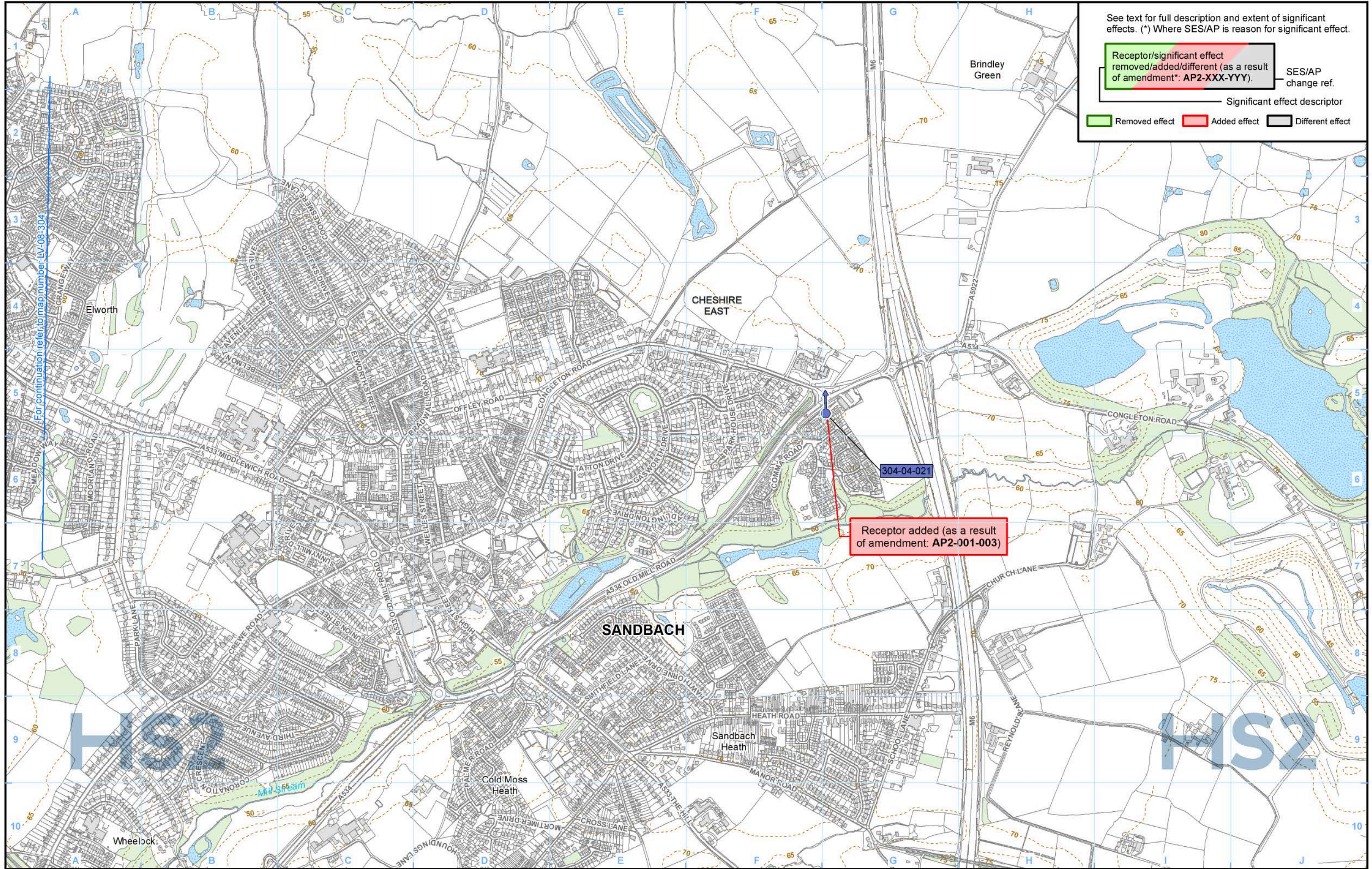
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Receptor/significant effect removed/added/different (as a result of amendment*: AP2-XXX-YYY). SES/AP change ref.

Significant effect descriptor

Removed effect Added effect Different effect

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	Embankment
County boundary	Proposed tree planting			Cutting
District/Borough boundary				

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-08-304-R1

Map Name: Operational Phase Zone of Theoretical Visibility (ZTV) and Viewpoints SES2 and AP2 ES

Community Area MA01: Hough to Walley's Green

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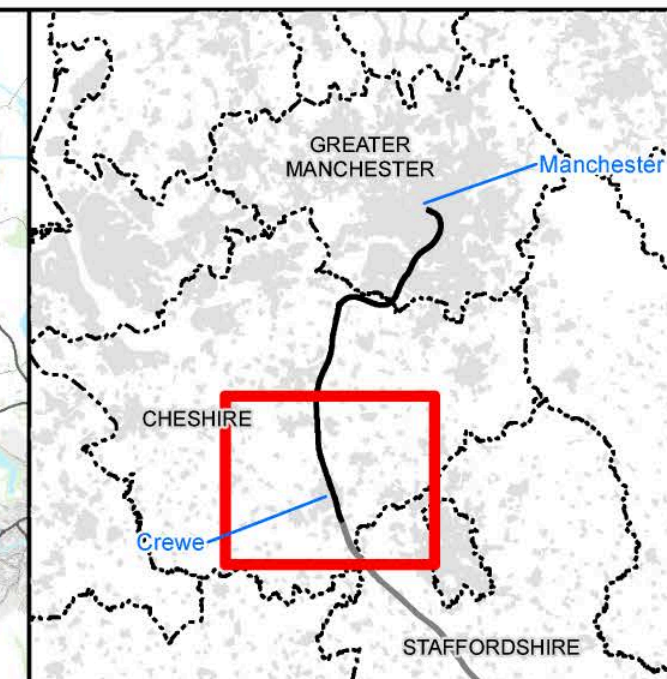
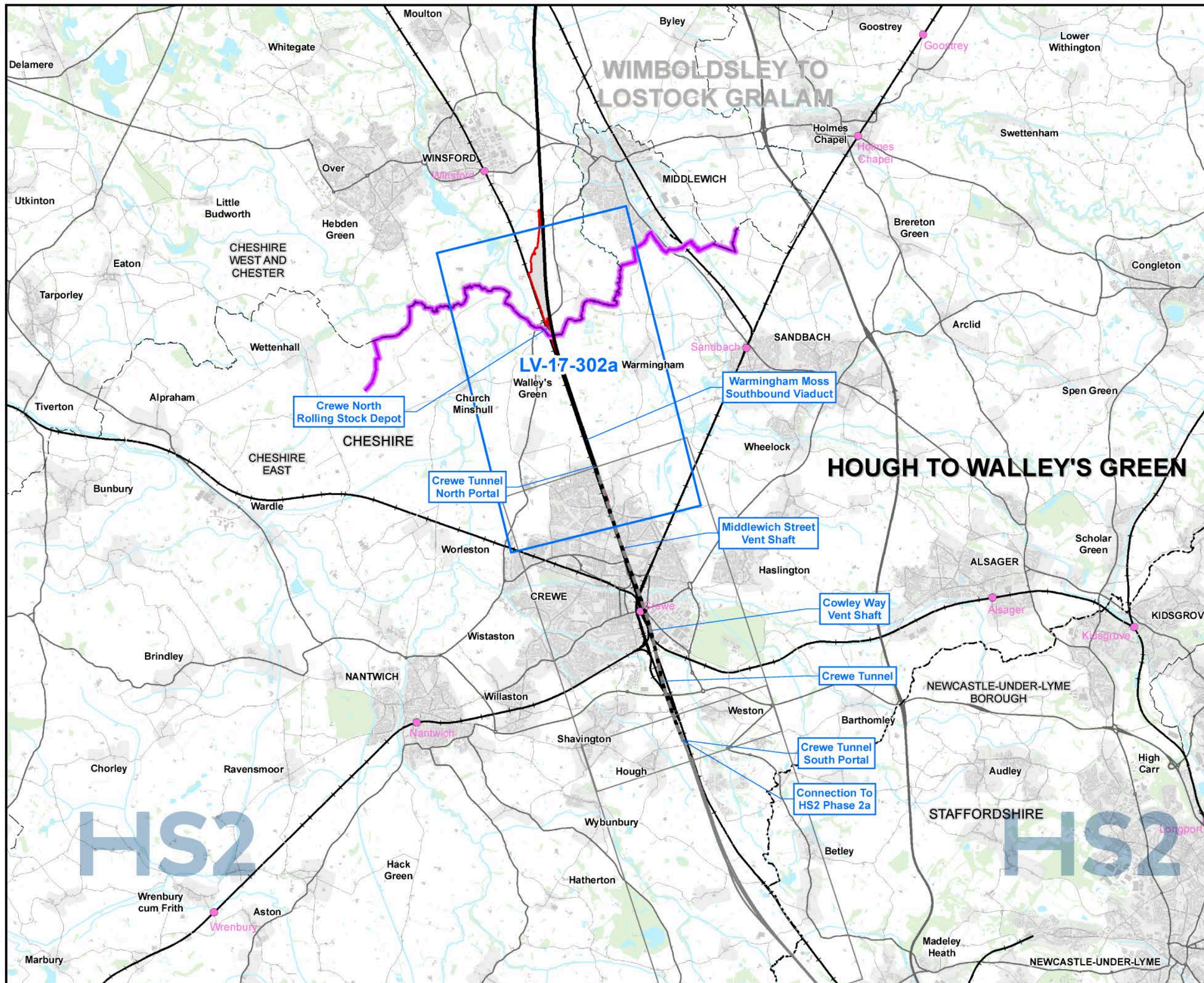
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Metres



Map Series Information:
 Maps showing the AP2 revised scheme and planting in context with the wider landscape.

Main Map Legend

Route in tunnel	Map sheets included in this community area
Route on surface	Map sheets included in this community area with no amendment
Depot, station, headhouse or portal building	Map sheets not included in this community area
Community area boundary	
Existing railway station	
County boundary	
District/Borough boundary	

Map Number: LV-17-INDEX-MA01
 Map Name: Index Map of:
 Route-wide Landscape Context
 SES2 and AP2 ES
 Community Area MA01:
 Hough to Walley's Green

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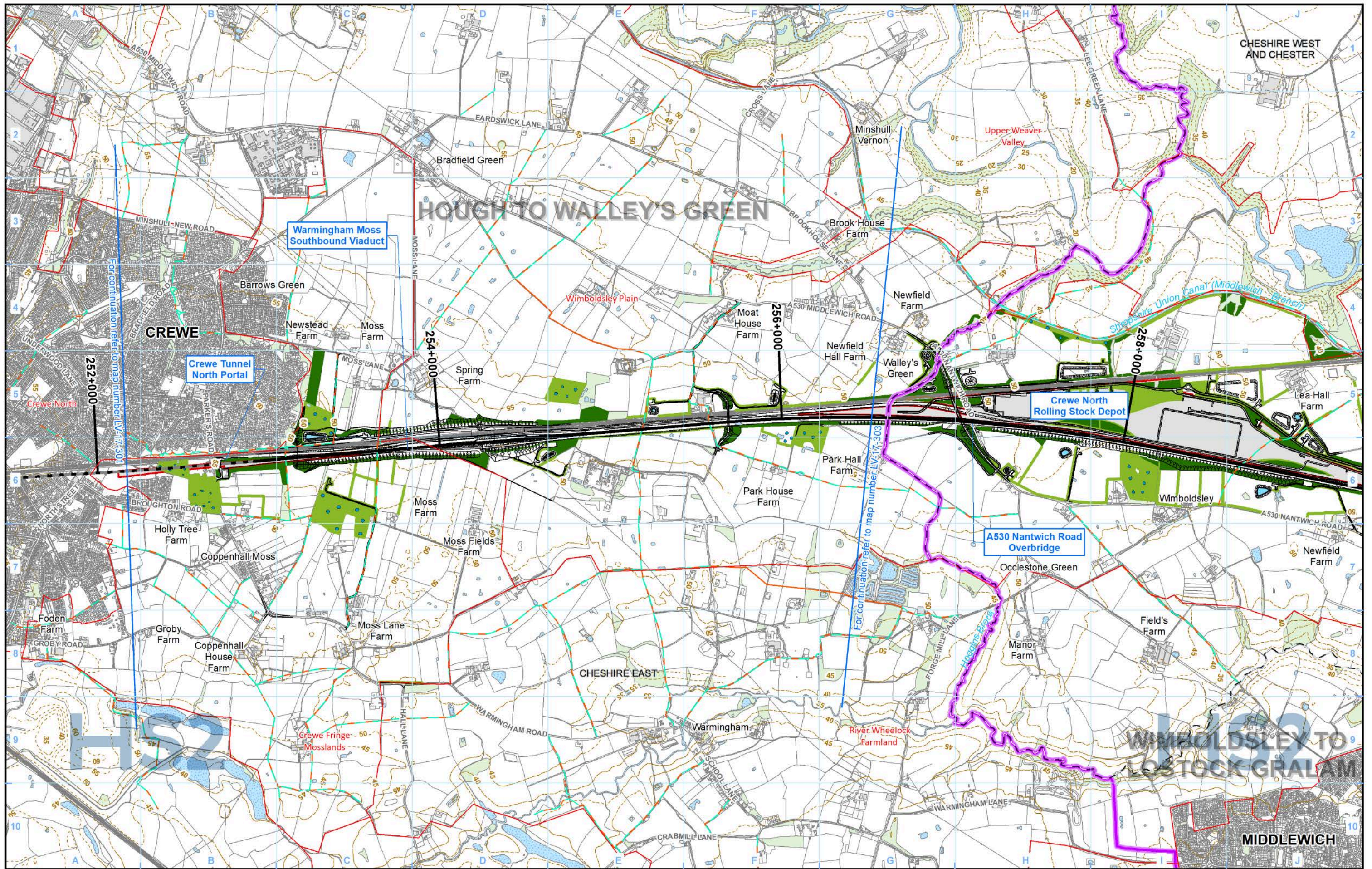
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Doc Number: 2PT27-MWJ-EV-MAP-M000-001937-P01 **Date: 06/04/23**

Note: Not all data layers in the legend are represented on every map.



Legend

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

Engineering earthworks:

Embankment
Cutting

Non engineering earthworks:

Embankment
Cutting

Map Number: LV-17-302a

Map Name: Route-wide Landscape Context SES2 and AP2 ES

Community Area MA01: Hough to Walley's Green

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Doc Number: 2PT27-MWJ-EV-MAP-M000-001916-P01

Date: 25/04/23

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High Speed Rail (Crewe – Manchester)

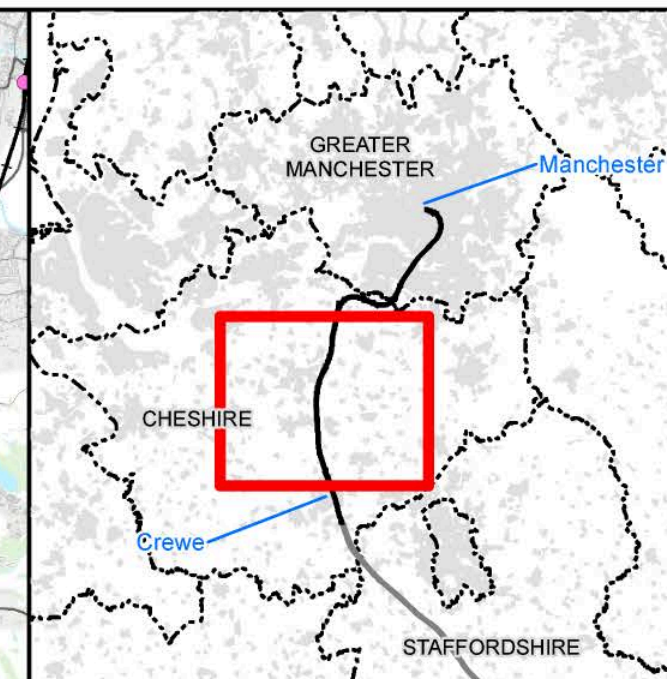
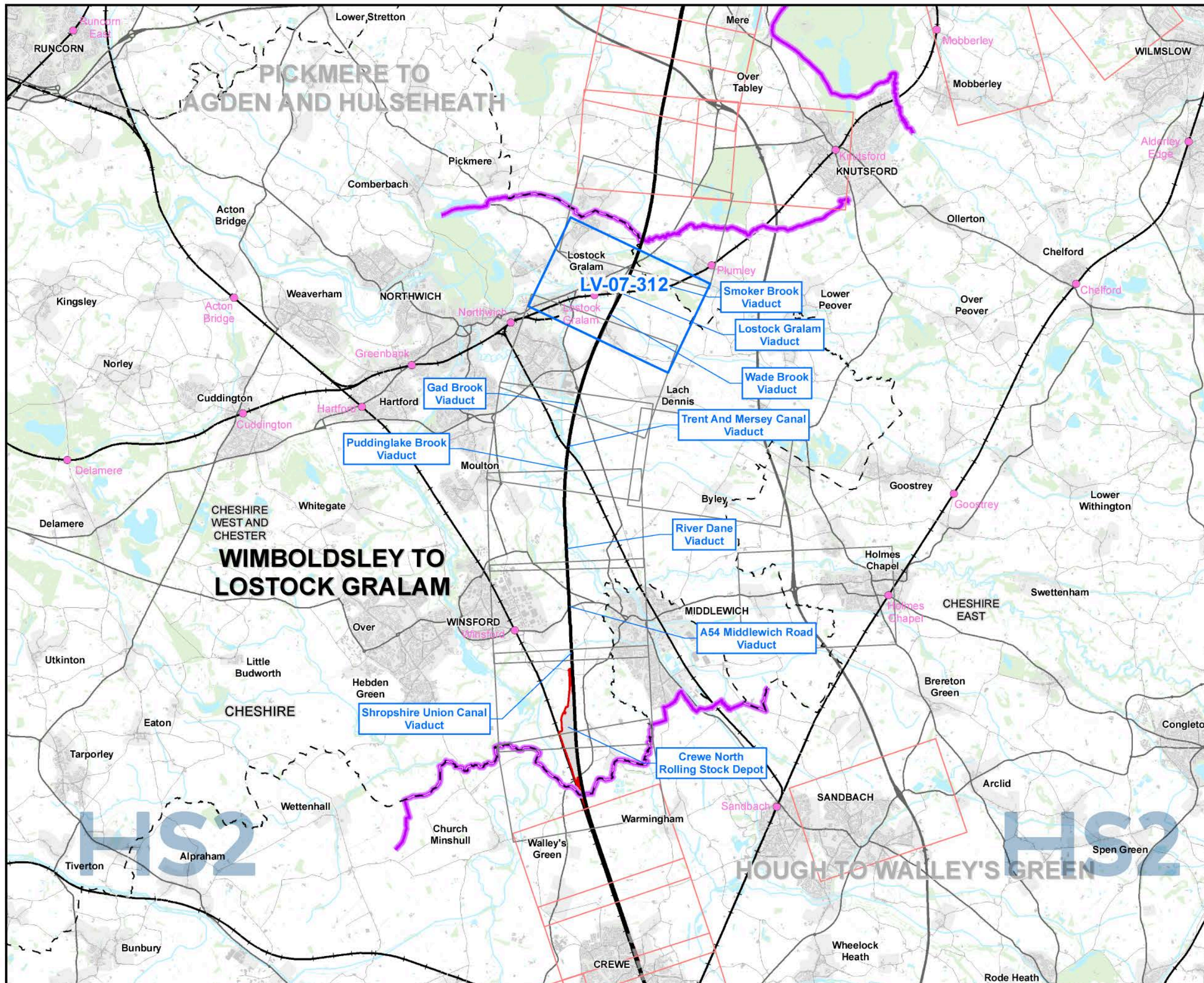
Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

MA02: Wimboldsley to Lostock Gralam

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

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

LV-17 – Route-wide Landscape Context



Map Series Information:

Maps showing the construction phase zone of theoretical visibility (ZTV) and the viewpoint locations from which the visual assessment of the AP2 revised scheme has been undertaken. (All significant and non-significant viewpoint and photomontage locations are shown).

- 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 included in this community area with no amendment
 - 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 SES2 and AP2 ES

Community Area MA02: Wimboldsley to Lostock Gralam

HS2

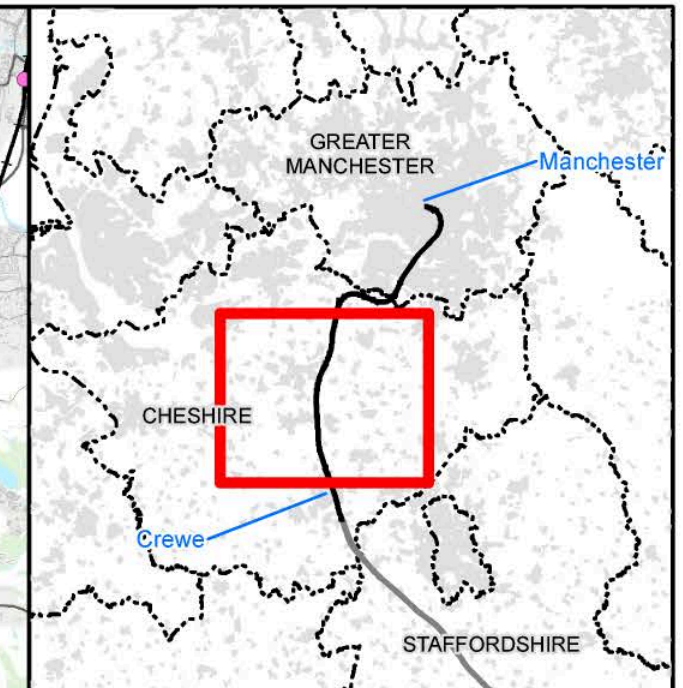
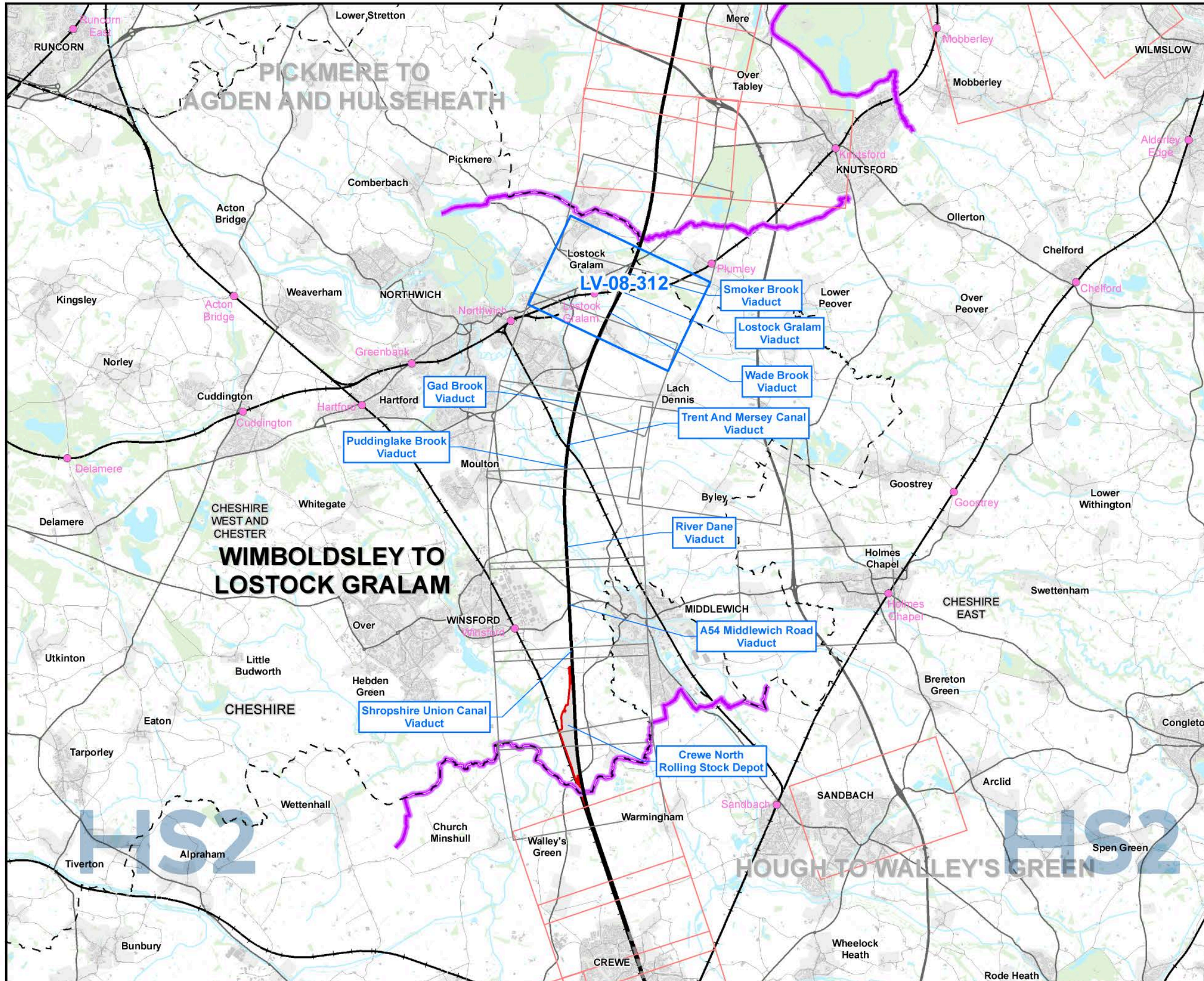
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Scale at A3: 1:100,000

Doc Number: 2PT27-MWJ-EV-MAP-M000-001842-P01

Date: 11/04/23

Note: Not all data layers in the legend are represented on every map.



Map Series Information:

Maps showing the operational phase year one and year fifteen zone of theoretical visibility (ZTV) and the viewpoint locations from which the visual assessment of the AP2 revised scheme has been undertaken. (All significant and non-significant viewpoint and photomontage locations are shown).

- 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 included in this community area with no amendment
 - 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 SES2 and AP2 ES

Community Area MA02: Wimboldsley to Lostock Gralam

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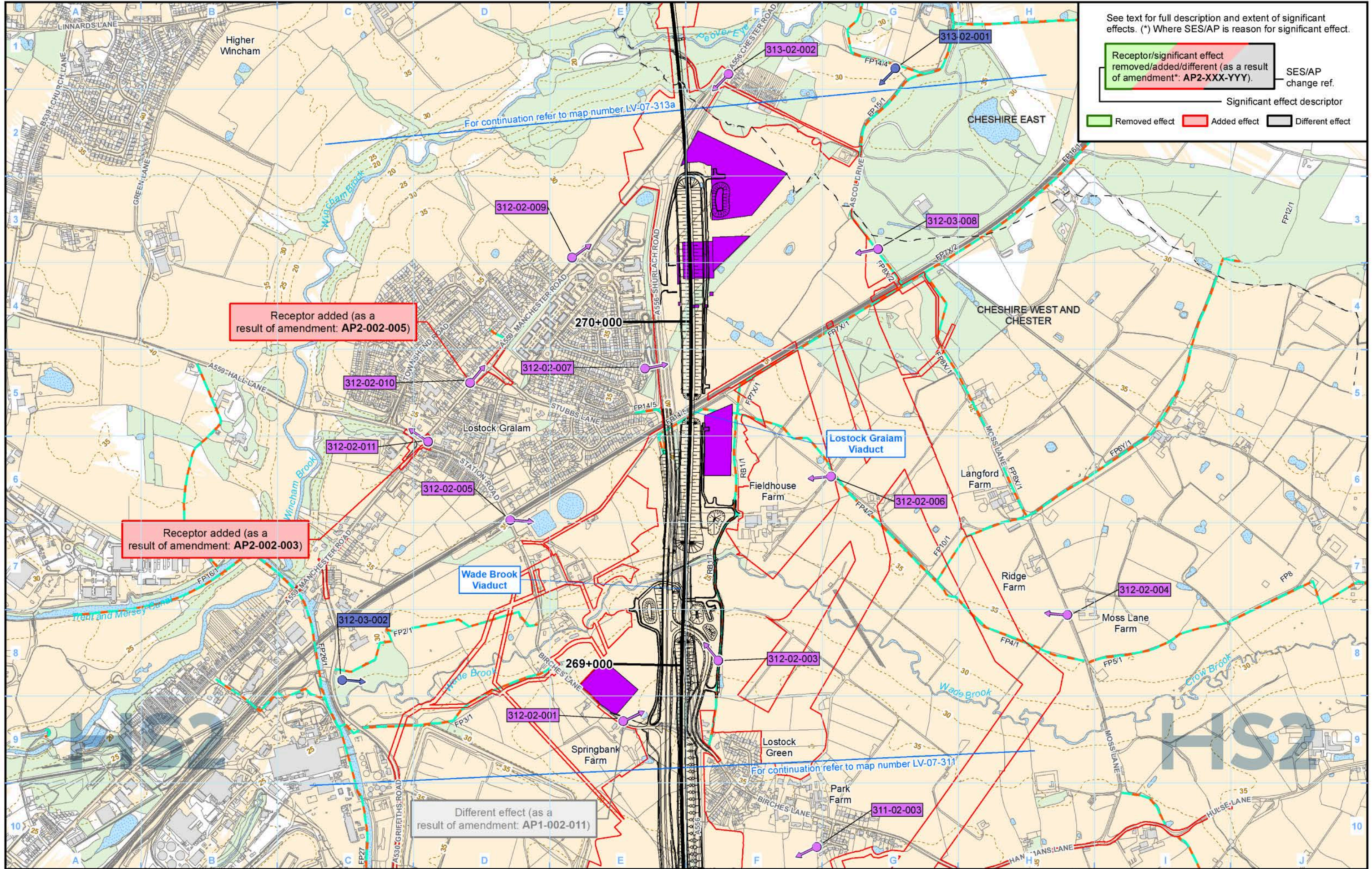
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Doc Number: 2PT27-MWJ-EV-MAP-M000-001905-P01

Date: 11/04/23

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Receptor/significant effect removed/added/different (as a result of amendment*: AP2-XXX-YYY) — SES/AP change ref.

Significant effect descriptor

Removed effect (Green) Added effect (Red) Different effect (Grey)

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 (001-01-001)
	Significantly affected viewpoint or photomontage number (001-01-001)
	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 SES2 and AP2 ES
Community Area MA02: Wimboldsley to Lostock Graiam	

HS2

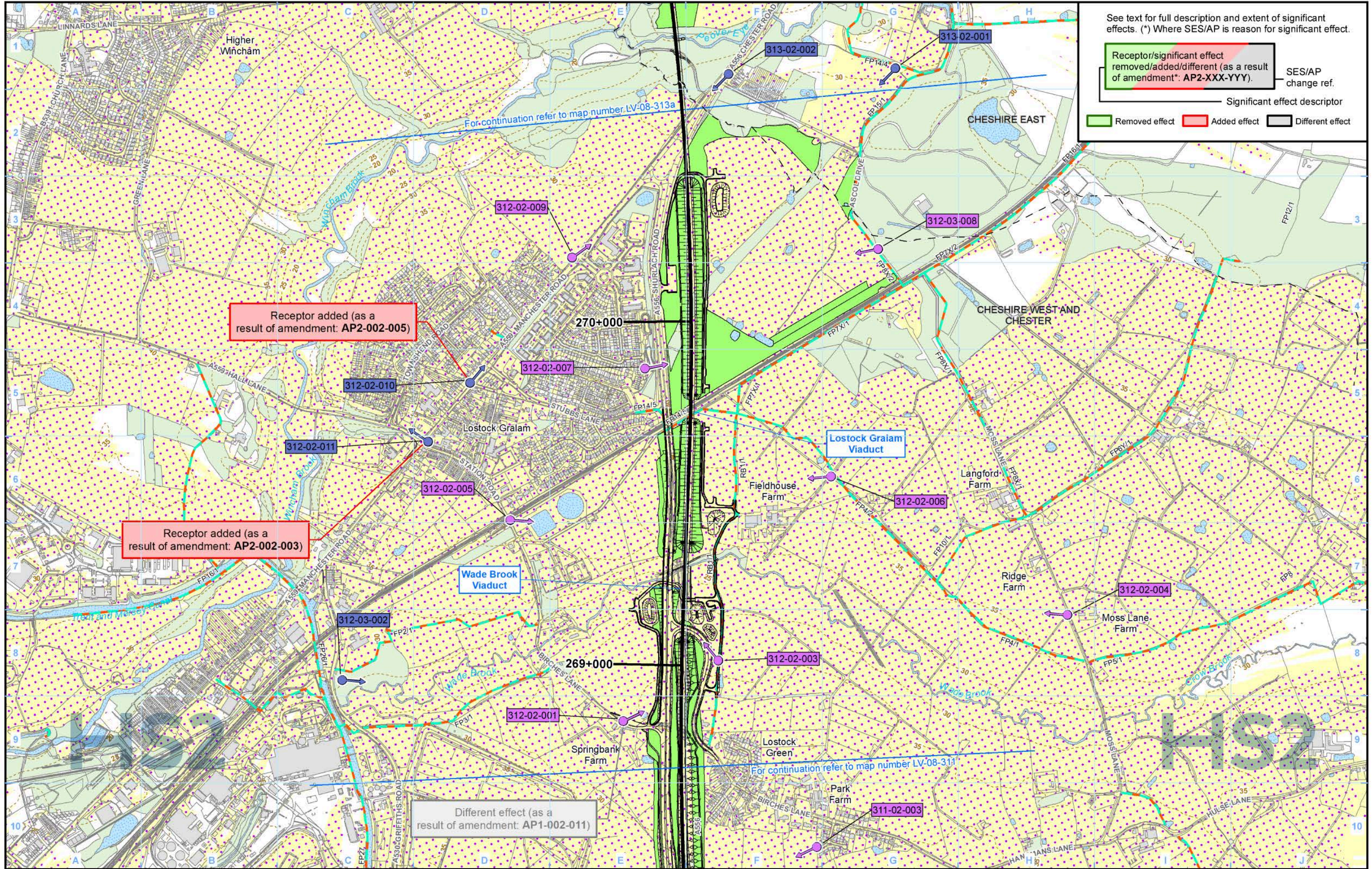
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Date: 12/04/23



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Receptor/significant effect removed/added/different (as a result of amendment*: AP2-XXX-YYY) — SES/AP change ref.

Significant effect descriptor

Removed effect (Green) Added effect (Red) Different effect (Grey)

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	Embankment
County boundary	Proposed tree planting			Cutting
District/Borough boundary				

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 SES2 and AP2 ES

Community Area MA02: Wimboldsley to Lostock Gralam

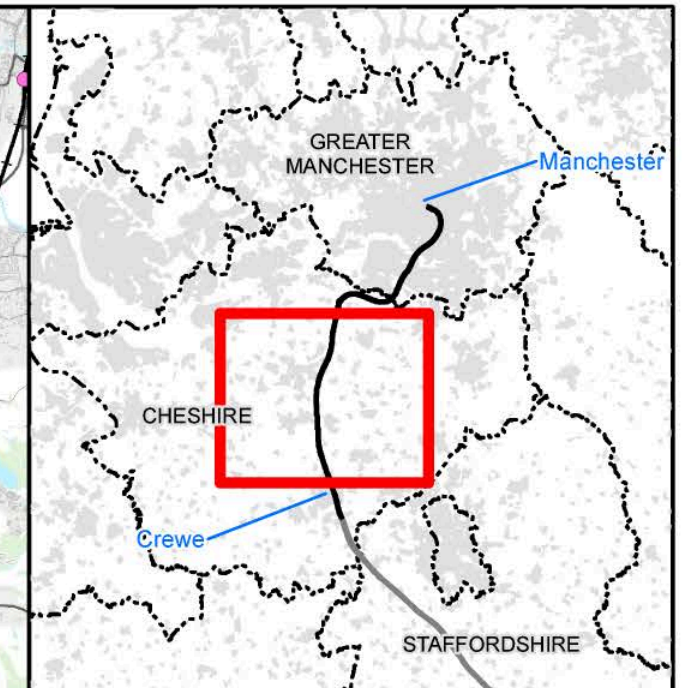
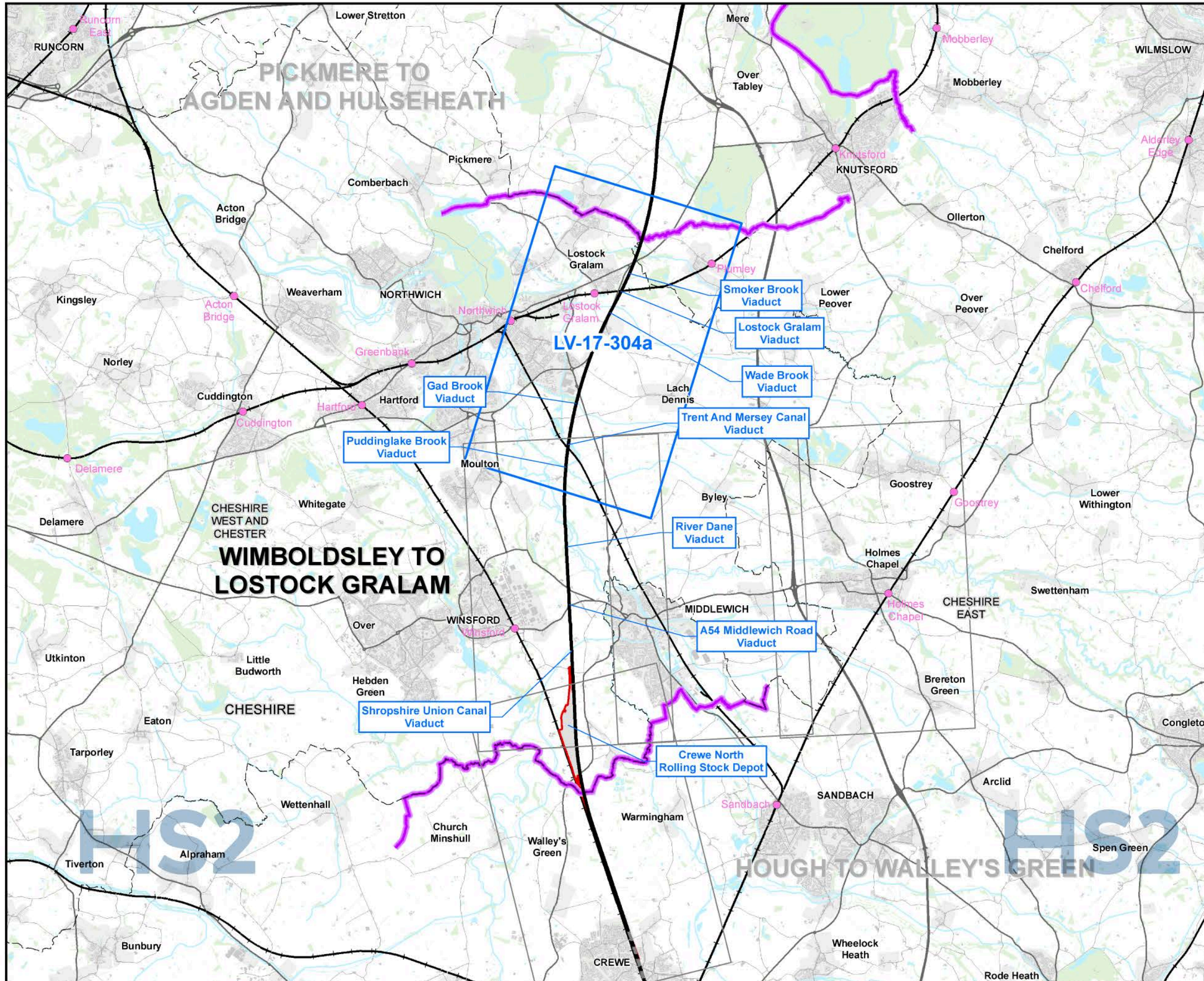
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Doc Number: 2PT27-MWJ-EV-MAP-M000-001864-P01

Date: 12/04/23

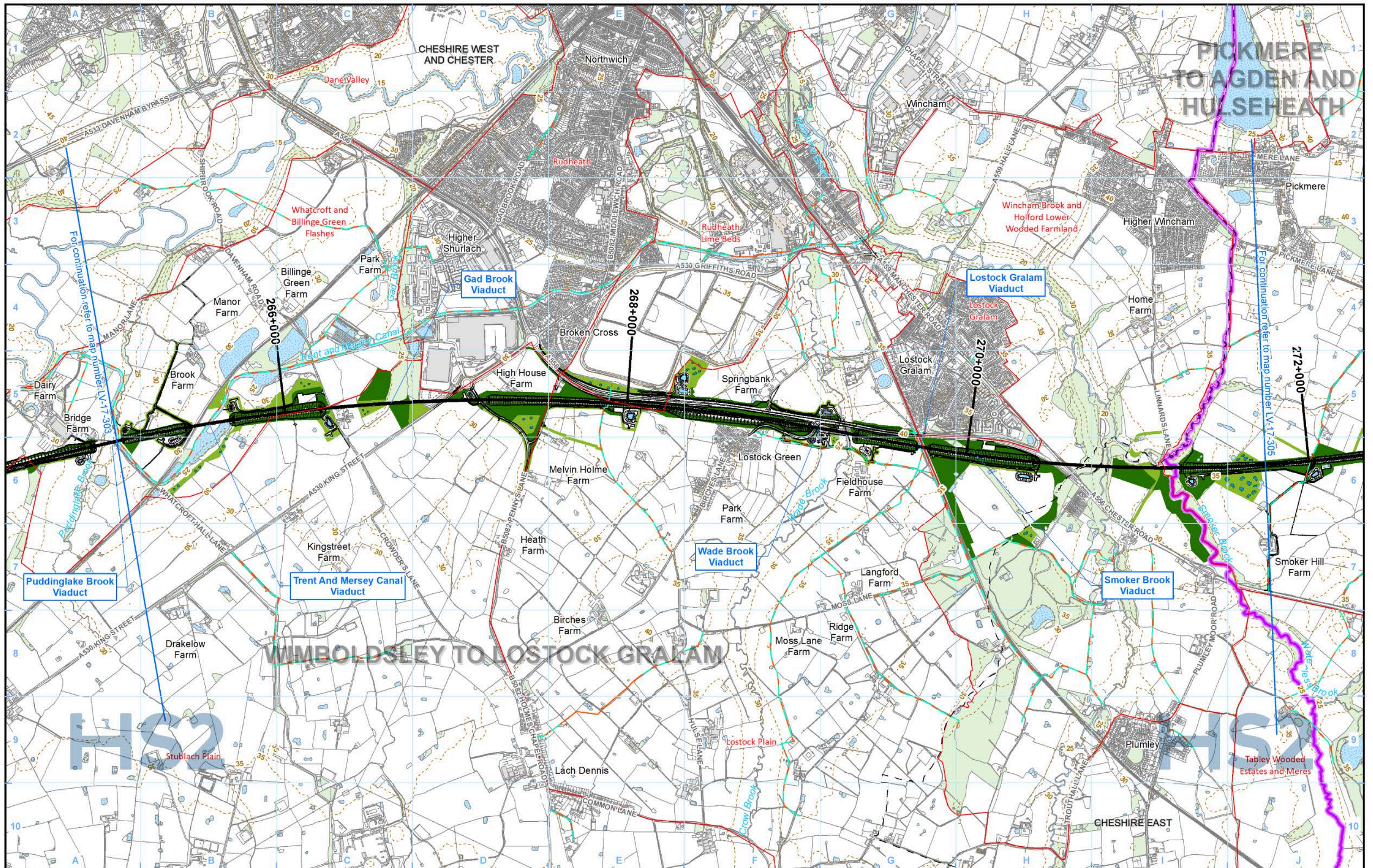


Map Series Information:

Maps showing the AP2 revised scheme and planting in context with the wider landscape.

<p>Main Map Legend</p> <ul style="list-style-type: none"> 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 included in this community area with no amendment Map sheets not included in this community area 	
<p>Map Number: LV-17-INDEX-MA02</p> <p>Map Name: Index Map of: Route-wide Landscape Context SES2 and AP2 ES Community Area MA02: Wimboldsley to Lostock Gralam</p>	<p>HS2</p> <p>Registered in England. Registration number 06791686. Registered office: Two Snowhill, Snow Hill Queensway, Birmingham B4 6QA.</p> <p>Scale at A3: 1:100,000</p> <p>© Crown copyright and database rights 2022 OS 100049190</p> <p>Doc Number: 2PT27-MWJ-EV-MAP-M000-001938-P01</p> <p>Date: 06/04/23</p>

Note: Not all data layers in the legend are represented on every map.



Legend

Map Number	LV-17-304a
Map Name	Route-wide Landscape Context SES2 and AP2 ES
Community Area MA02: Wimboldsley to Lostock Gralam	

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Date: 25/04/23

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High Speed Rail (Crewe – Manchester)

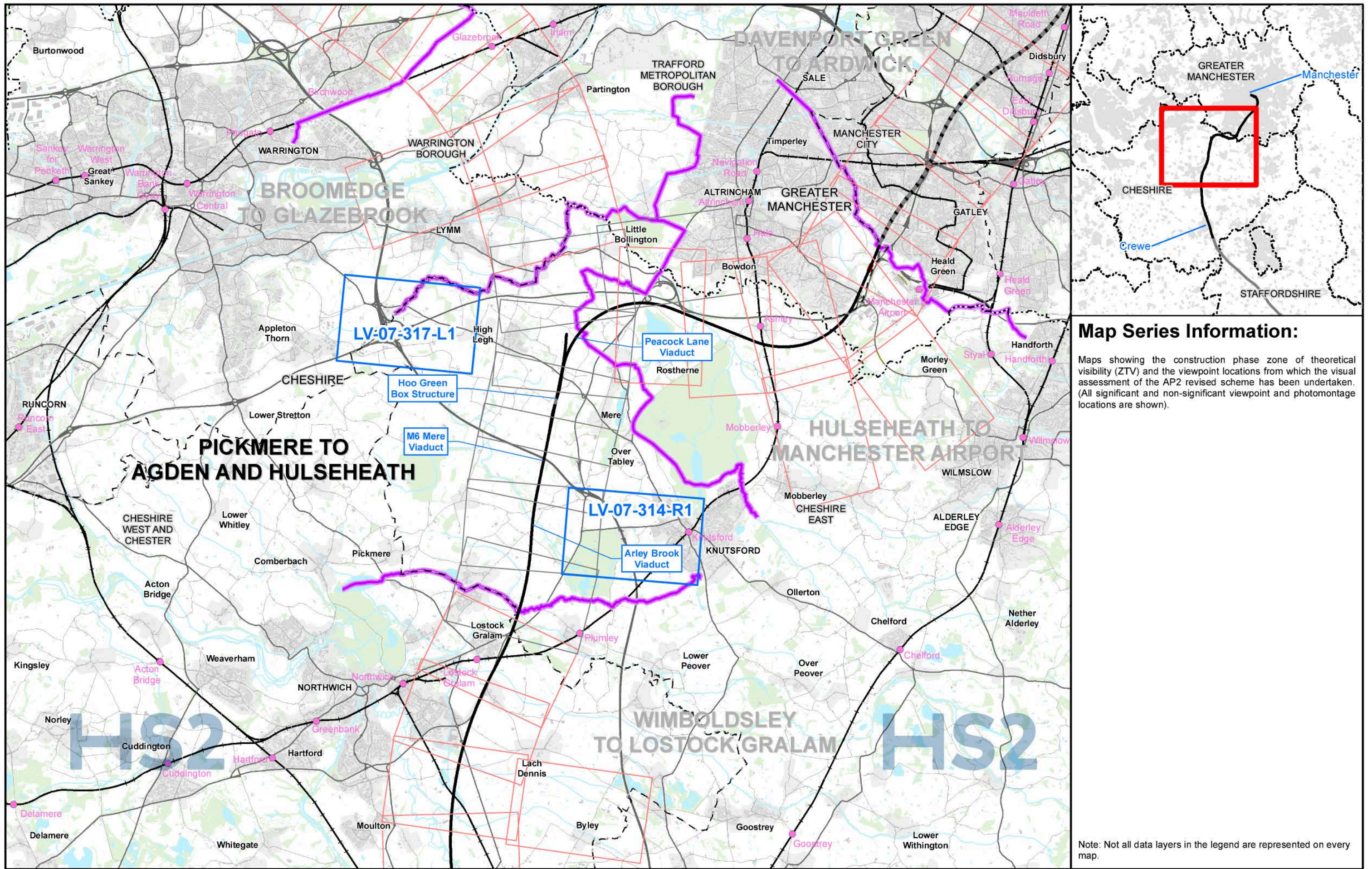
Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

MA03: Pickmere to Agden and Hulseheath

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

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

LV-17 – Route-wide Landscape Context



Map Series Information:

Maps showing the construction phase zone of theoretical visibility (ZTV) and the viewpoint locations from which the visual assessment of the AP2 revised scheme has been undertaken. (All significant and non-significant viewpoint and photomontage locations are shown).

- 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 included in this community area with no amendment
 - 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 SES2 and AP2 ES

Community Area MA03: Pickmere to Agden and Hulseheath

HS2

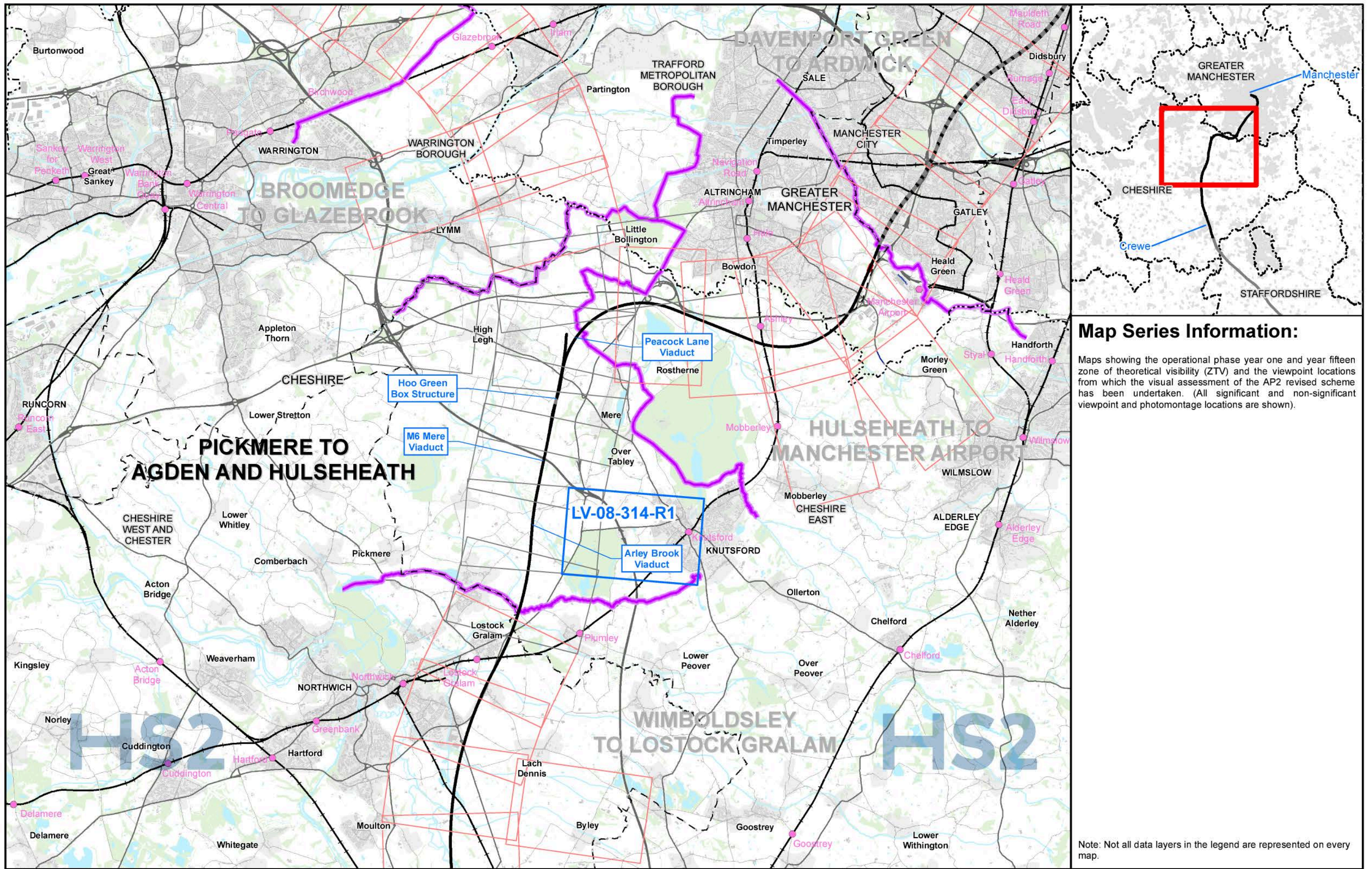
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Doc Number: 2PT27-MWJ-EV-MAP-M000-001843-P01

Date: 11/04/23

Note: Not all data layers in the legend are represented on every map.



Map Series Information:

Maps showing the operational phase year one and year fifteen zone of theoretical visibility (ZTV) and the viewpoint locations from which the visual assessment of the AP2 revised scheme has been undertaken. (All significant and non-significant viewpoint and photomontage locations are shown).

- 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 included in this community area with no amendment
 - 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 SES2 and AP2 ES

Community Area MA03: Pickmere to Agden and Hulseheath

HS2

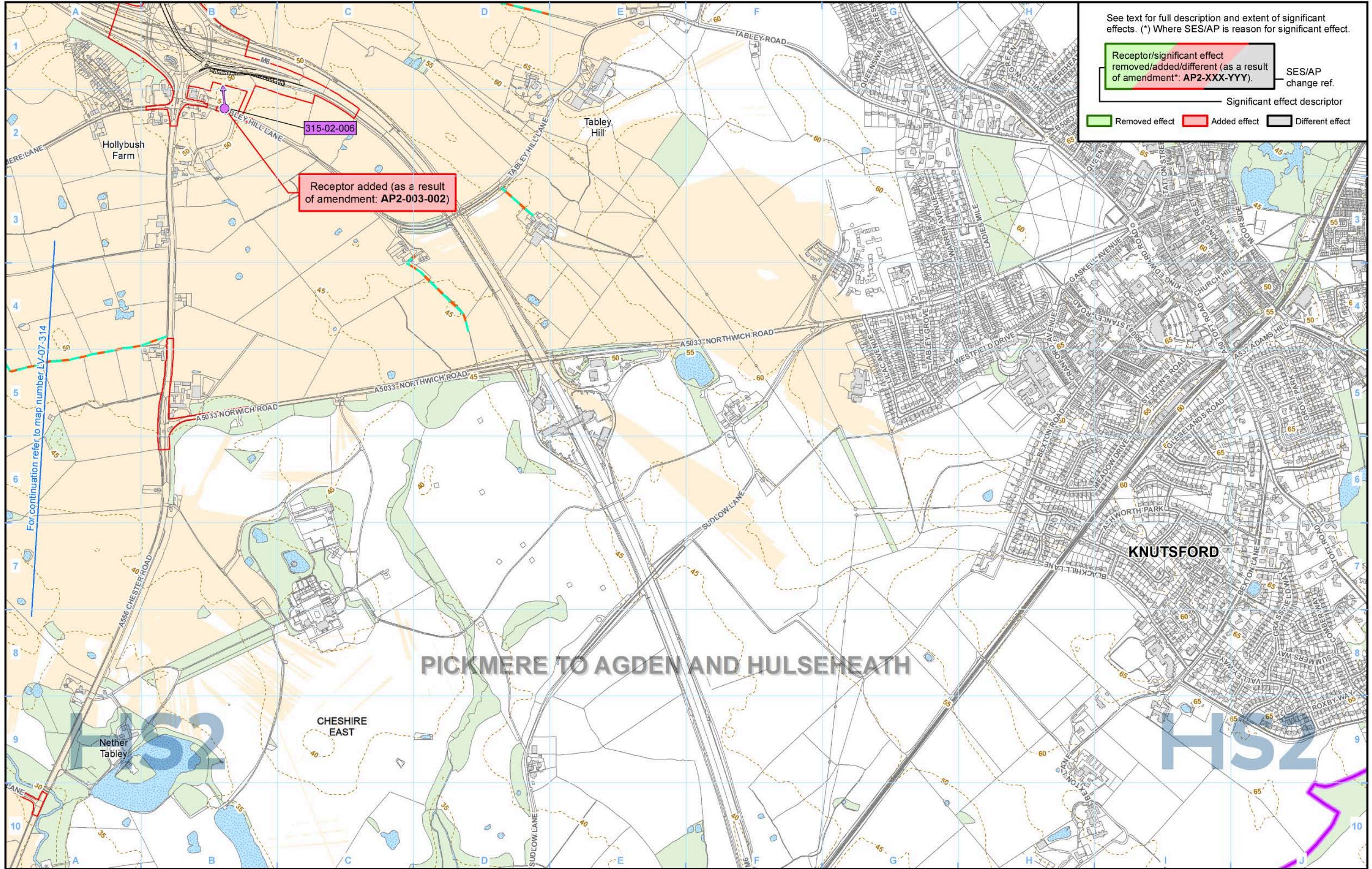
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Doc Number: 2PT27-MWJ-EV-MAP-M000-001906-P01

Date: 11/04/23

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See text for full description and extent of significant effects. (*) Where SES/AP is reason for significant effect.

Receptor/significant effect removed/added/different (as a result of amendment*: AP2-XXX-YYY).

SES/AP change ref.

Significant effect descriptor

Removed effect Added effect Different effect

PICKMERE TO AGDEN AND HULSEHEATH

Legend

Route in tunnel	District/Borough boundary	ZTV construction	Non significantly affected viewpoint	Engineering earthworks:
Route on surface	Public Rights of Way (PRoW)		Significantly affected viewpoint	Embankment
Depot, station, headhouse or portal building	5m contours	001-01-001 Non significantly affected viewpoint or photomontage number	Non significantly affected photomontage location	Cutting
Land potentially required during construction	Water body	001-01-001 Significantly affected viewpoint or photomontage number	Significantly affected photomontage location	Non engineering earthworks:
Community area boundary	Existing woodland and tree belts			Embankment
County boundary	Construction compounds			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-R1

Map Name: Construction Phase Zone of Theoretical Visibility (ZTV) and Viewpoints SES2 and AP2 ES

Community Area MA03: Pickmere to Agden and Hulseheath

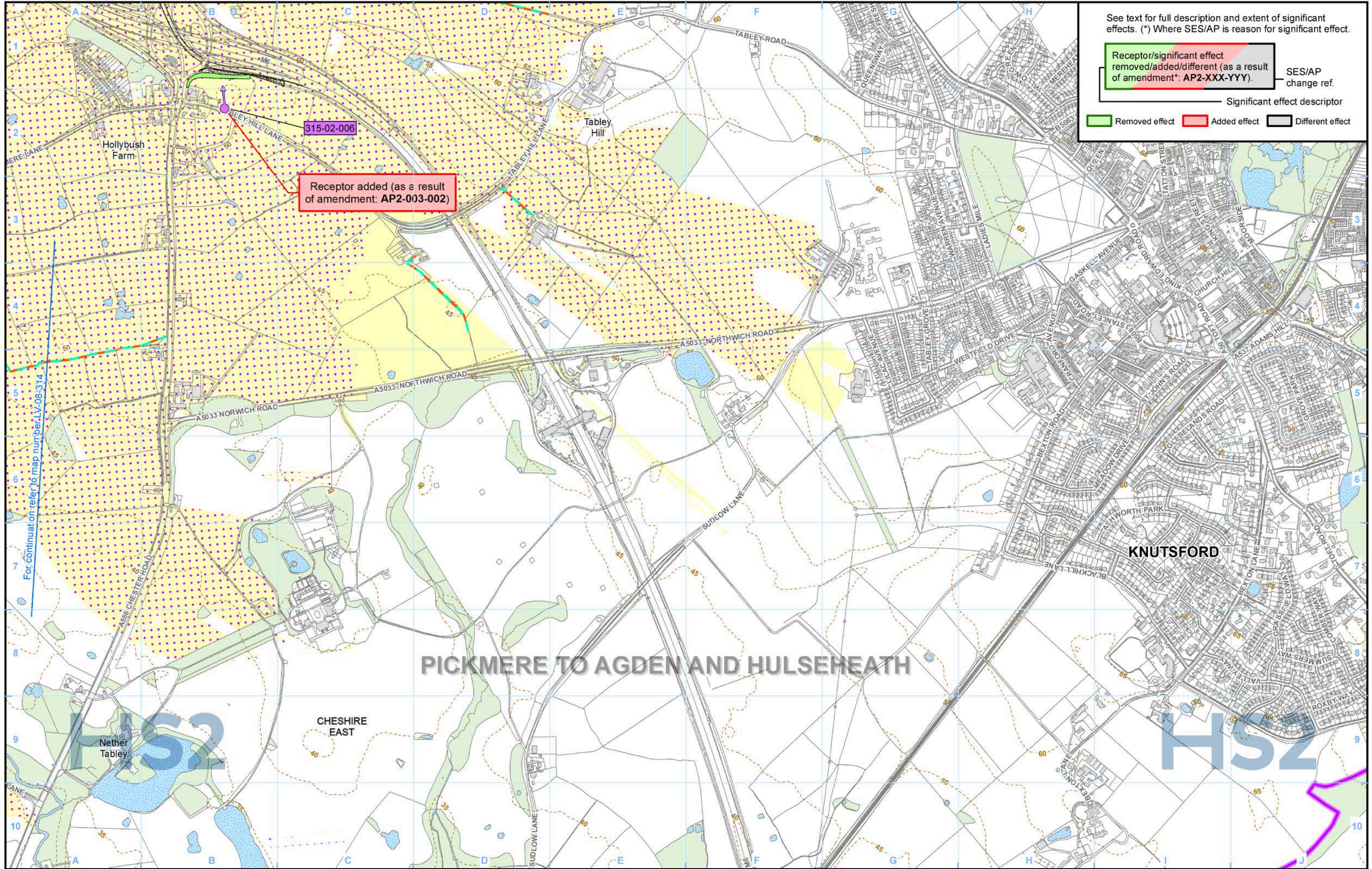
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Doc Number: 2PT27-MWJ-EV-MAP-M000-004543-P01

Date: 12/04/23



See text for full description and extent of significant effects. (*) Where SES/AP is reason for significant effect.

Receptor/significant effect removed/added/different (as a result of amendment*: AP2-XXX-YYY) — SES/AP change ref.

Significant effect descriptor

Removed effect Added effect Different effect

<p>Legend</p> <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 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 (001-01-001) Significantly affected viewpoint or photomontage number (001-01-001) Non significantly affected viewpoint Significantly affected viewpoint Non significantly affected photomontage location Significantly affected photomontage location 	<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
--	---

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-R1
Map Name	Operational Phase Zone of Theoretical Visibility (ZTV) and Viewpoints SES2 and AP2 ES
Community Area MA03: Pickmere to Agden and Hulseheath	

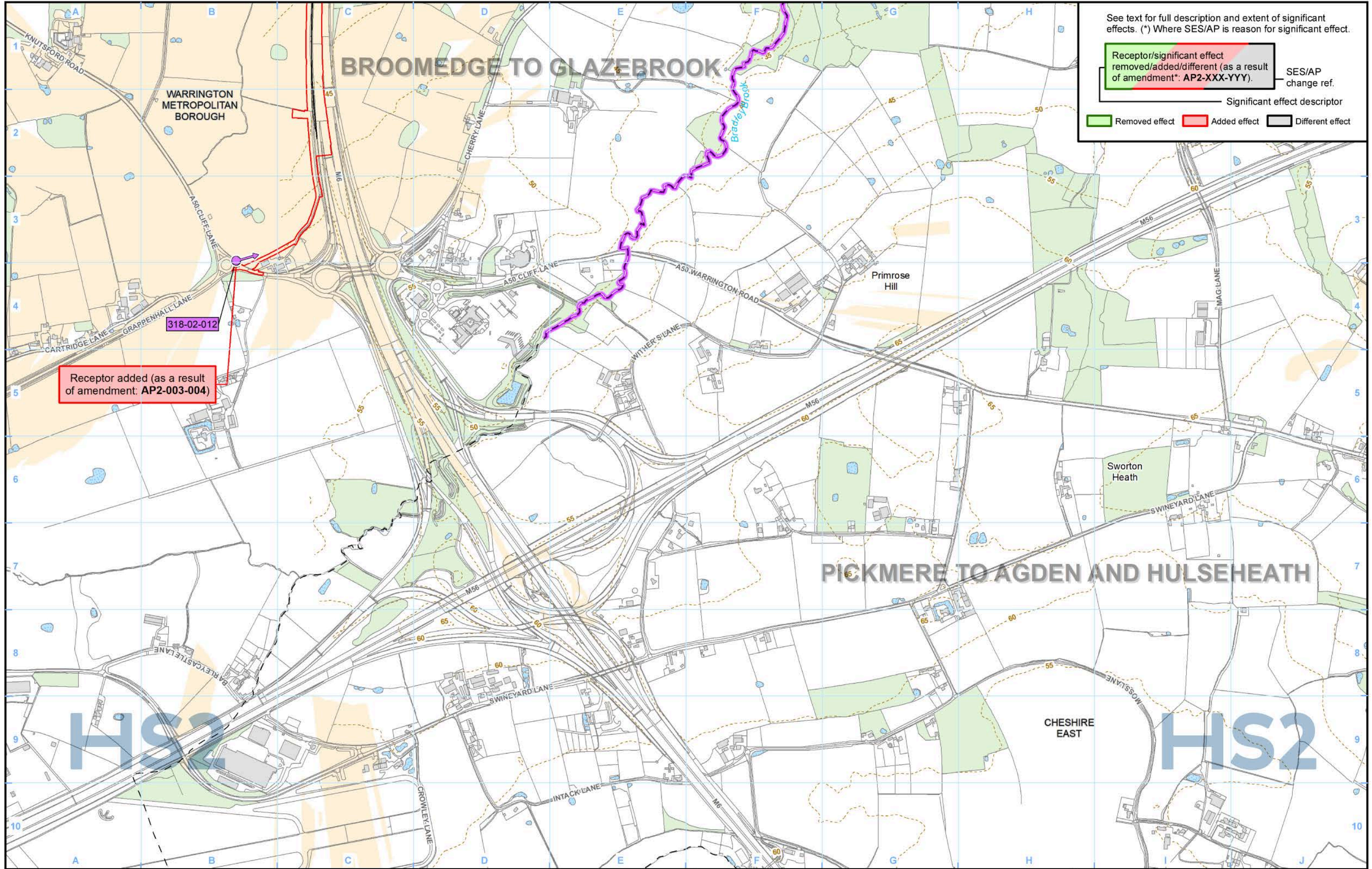
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Doc Number: 2PT27-MWJ-EV-MAP-M000-004547-P01

Date: 12/04/23



See text for full description and extent of significant effects. (*) Where SES/AP is reason for significant effect.

Receptor/significant effect removed/added/different (as a result of amendment*: AP2-XXX-YYY). SES/AP change ref.

Significant effect descriptor

Removed effect Added effect Different effect

Receptor added (as a result of amendment: AP2-003-004)

318-02-012

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 viewpoint
	Significantly affected viewpoint
	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-07-317-L1
Map Name	Construction Phase Zone of Theoretical Visibility (ZTV) and Viewpoints SES2 and AP2 ES
	Community Area MA03: Pickmere to Agden and Hulseheath

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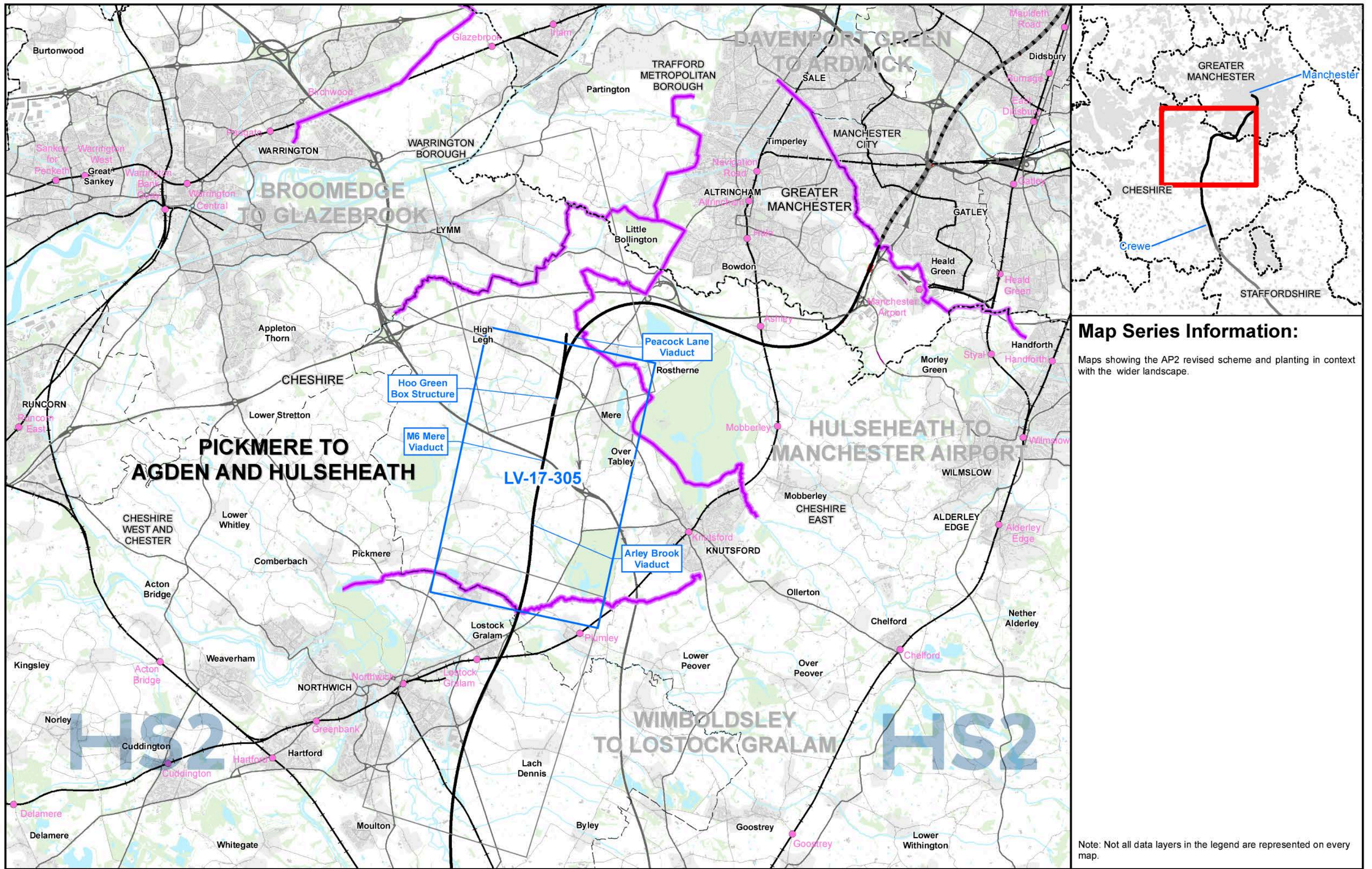
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Doc Number: 2PT27-MWJ-EV-MAP-M000-004544-P01

Date: 12/04/23

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Map Series Information:
 Maps showing the AP2 revised 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 included in this community area with no amendment
 - Map sheets not included in this community area

Map Number: LV-17-INDEX-MA03
 Map Name: Index Map of:
**Route-wide Landscape Context
 SES2 and AP2 ES**
 Community Area MA03:
 Pickmere to Agden and Hulseheath

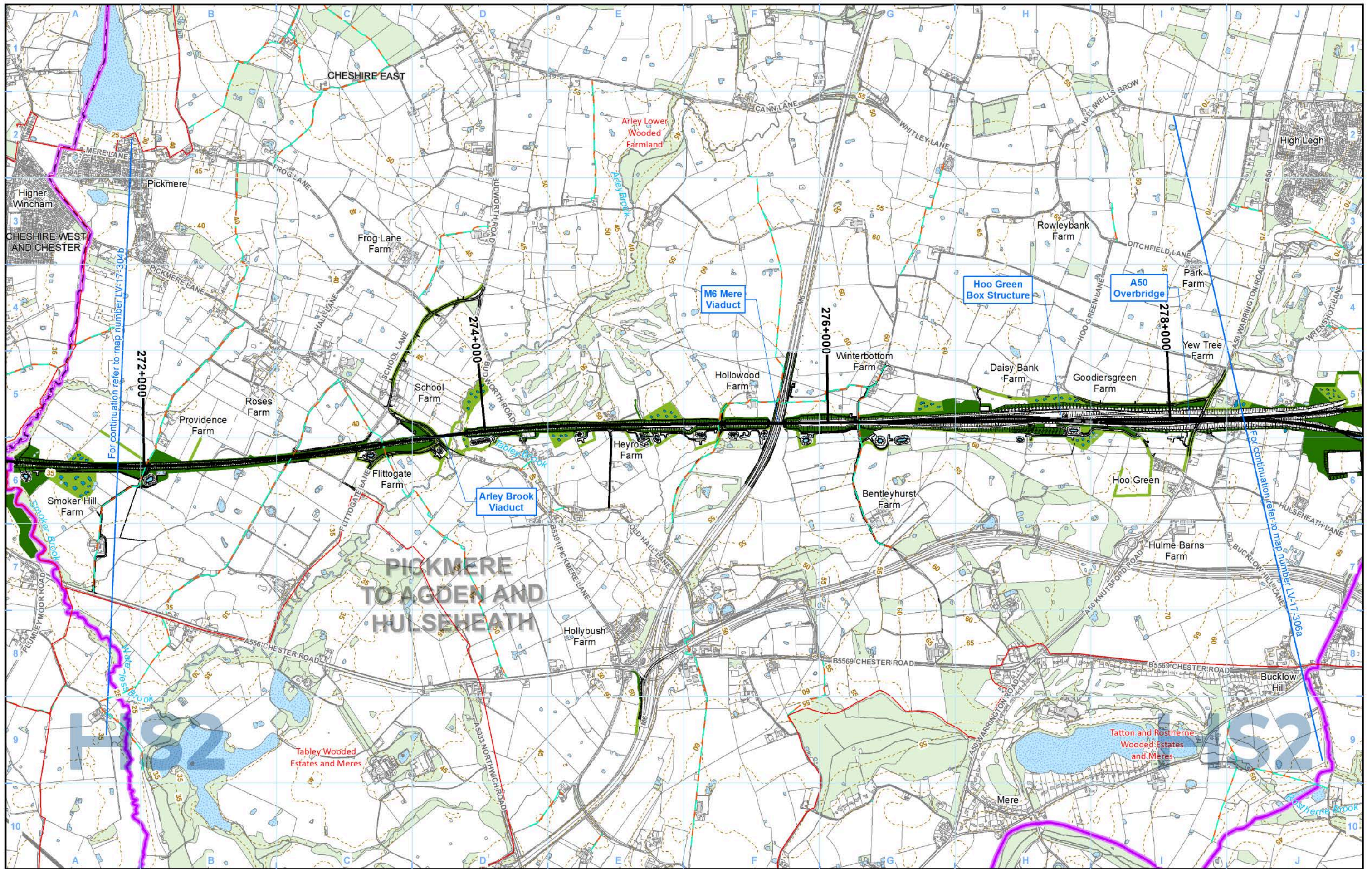
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Doc Number: 2PT27-MWJ-EV-MAP-M000-001939-P01 **Date: 06/04/23**



Legend

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

Engineering earthworks:	Embankment
	Cutting
Non engineering earthworks:	Embankment
	Cutting

Map Number LV-17-305

Map Name
**Route-wide Landscape Context
 SES2 and AP2 ES**

Community Area MA03:
 Pickmere to Agden and Hulse Heath

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Date: 25/04/23

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High Speed Rail (Crewe – Manchester)

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

MA06: Hulseheath to Manchester Airport

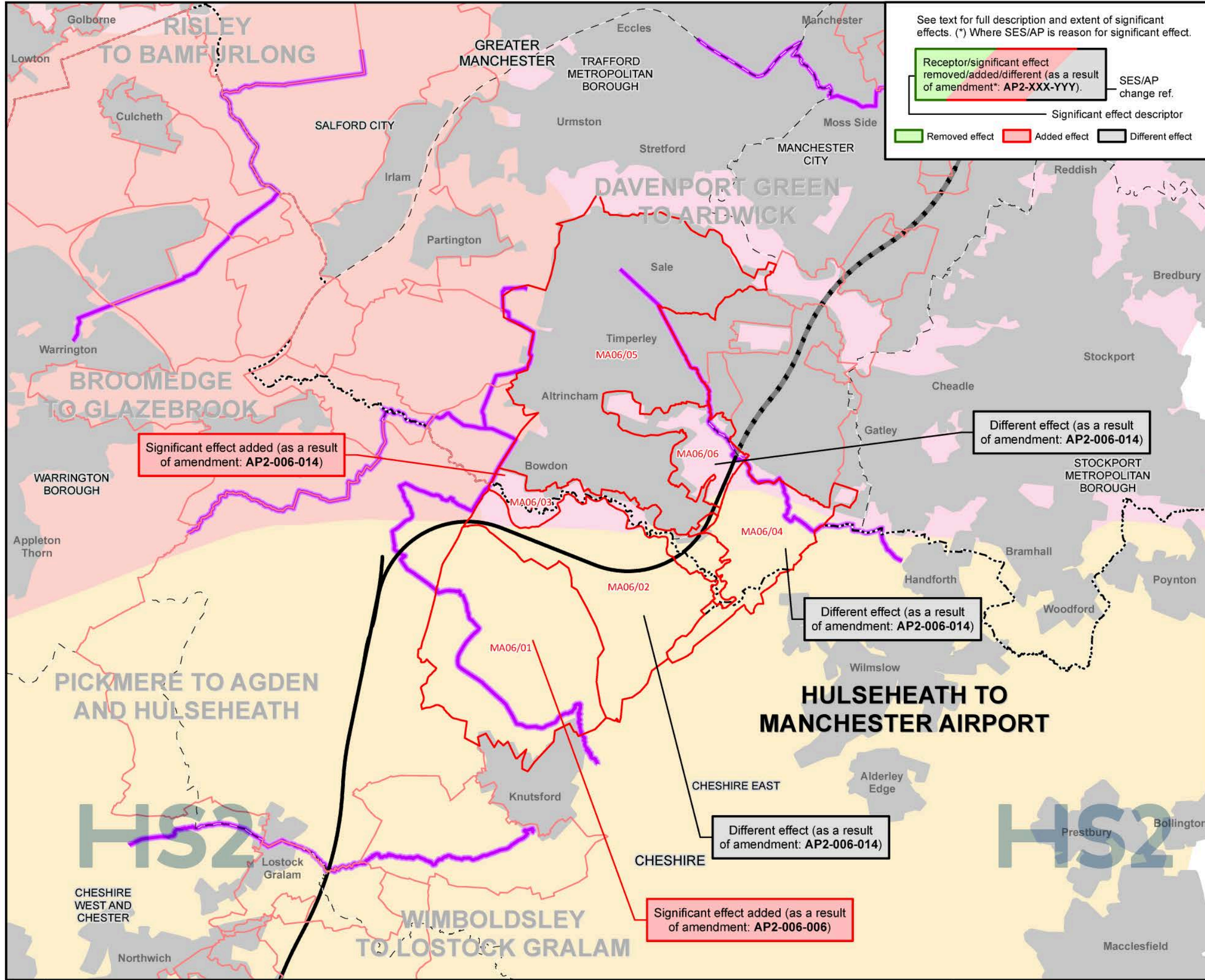
LV-00 – Route-wide Landscape Character Areas and National Character Areas

LV-02 – Landscape Character Areas

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

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

LV-17 – Route-wide Landscape Context



See text for full description and extent of significant effects. (*) Where SES/AP is reason for significant effect.

Receptor/significant effect removed/added/different (as a result of amendment*: AP2-XXX-YYY).	SES/AP change ref.
---	--------------------

Significant effect descriptor

Removed effect Added effect Different effect

- Landscape Character Areas**
- MA06/01 - Tatton and Rostherne Wooded Estates and Meres
 - MA06/02 - Ringway Lower Wooded Farmland
 - MA06/03 - River Bollin Broad Urban Fringe Valley
 - MA06/04 - Manchester Airport
 - MA06/05 - Altrincham and Hale Suburban
 - MA06/06 - Altrincham and Hale Urban Fringe Farmland

- 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)
 - Lancashire Coal Measures
 - Manchester Conurbation
 - Mersey Valley
 - Shropshire, Cheshire and Staffordshire Plain

Map Number	LV-00-MA06
Map Name	Route-wide Landscape Character Areas and National Character Areas SES2 and AP2 ES
	Community Area MA06: Hulseheath to Manchester Airport

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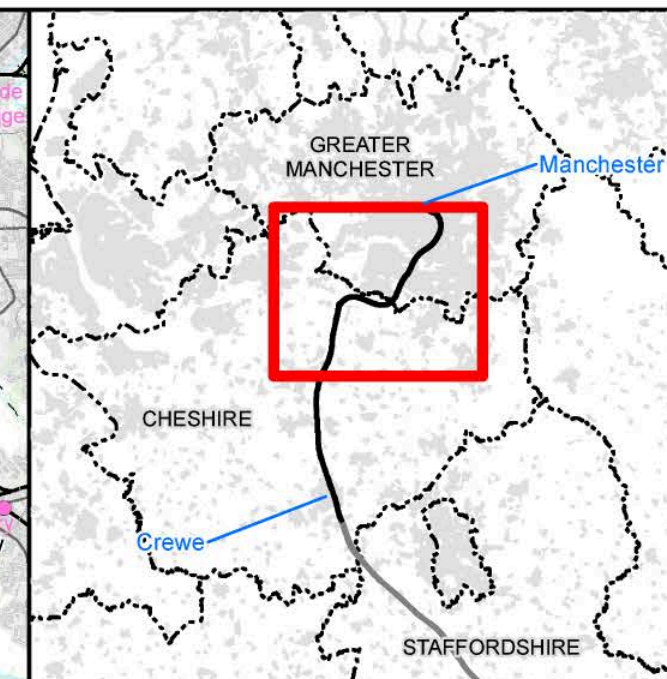
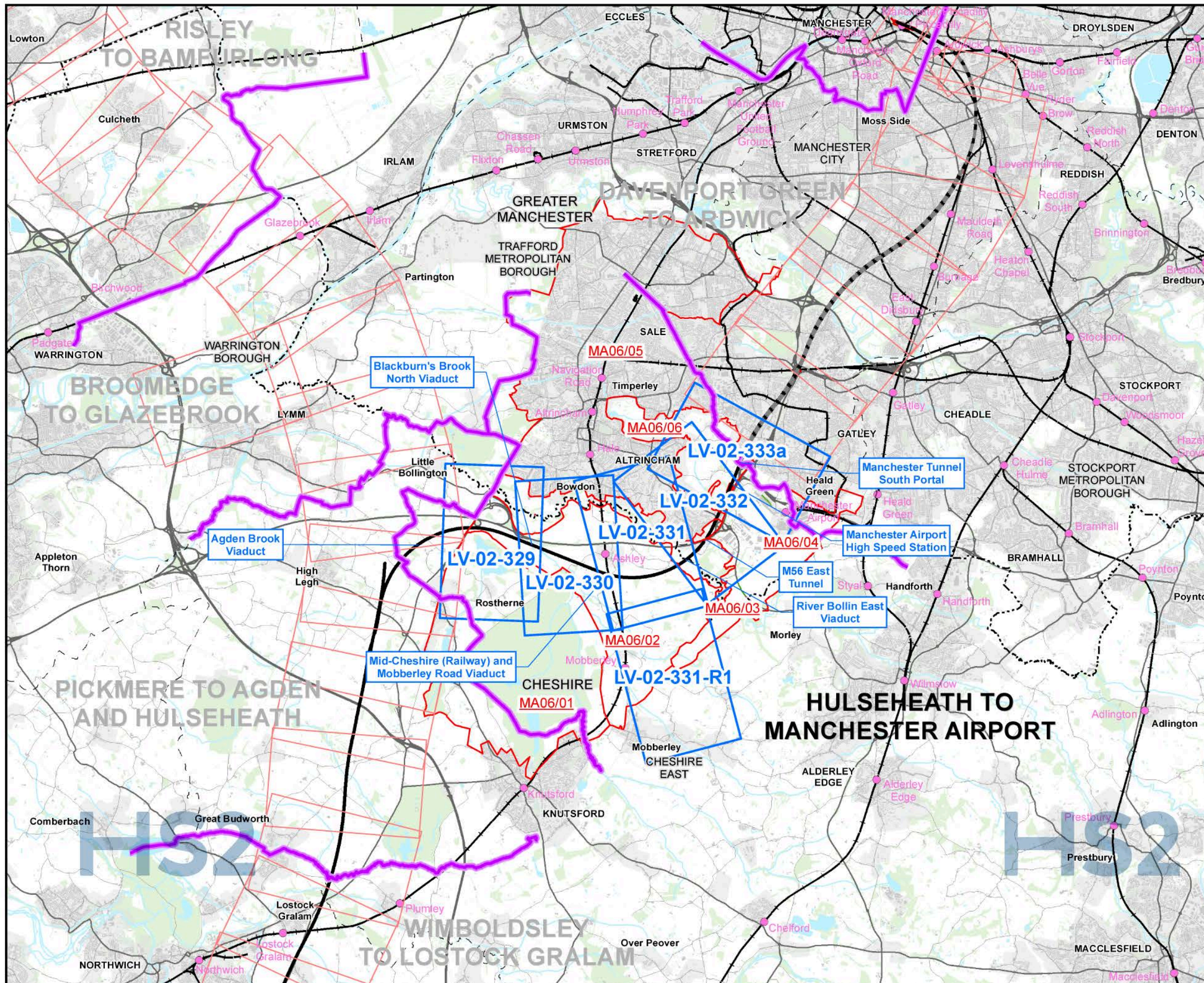
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Map Series Information:

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

LCA No.	LCA Name
MA06/01	Tatton and Rostherne Wooded Estates and Meres
MA06/02	Ringway Lower Wooded Farmland
MA06/03	River Bollin Broad Urban Fringe Valley
MA06/04	Manchester Airport
MA06/05	Altrincham and Hale Suburban
MA06/06	Altrincham and Hale Urban Fringe Farmland

Main Map Legend

	Route in tunnel		Landscape Character Area boundary
	Route on surface		Map sheets included in this community area
	Depot, station, headhouse or portal building		Map sheets included in this community area with no amendment
	Community area boundary		Map sheets not included in this community area
	Existing railway station		Landscape Character Area Number
	County boundary		
	District/Borough boundary		

Map Number	LV-02-INDEX-MA06
Map Name	Index Map of: Landscape Character Areas SES2 and AP2 ES
	Community Area MA06: Hulseheath to Manchester Airport

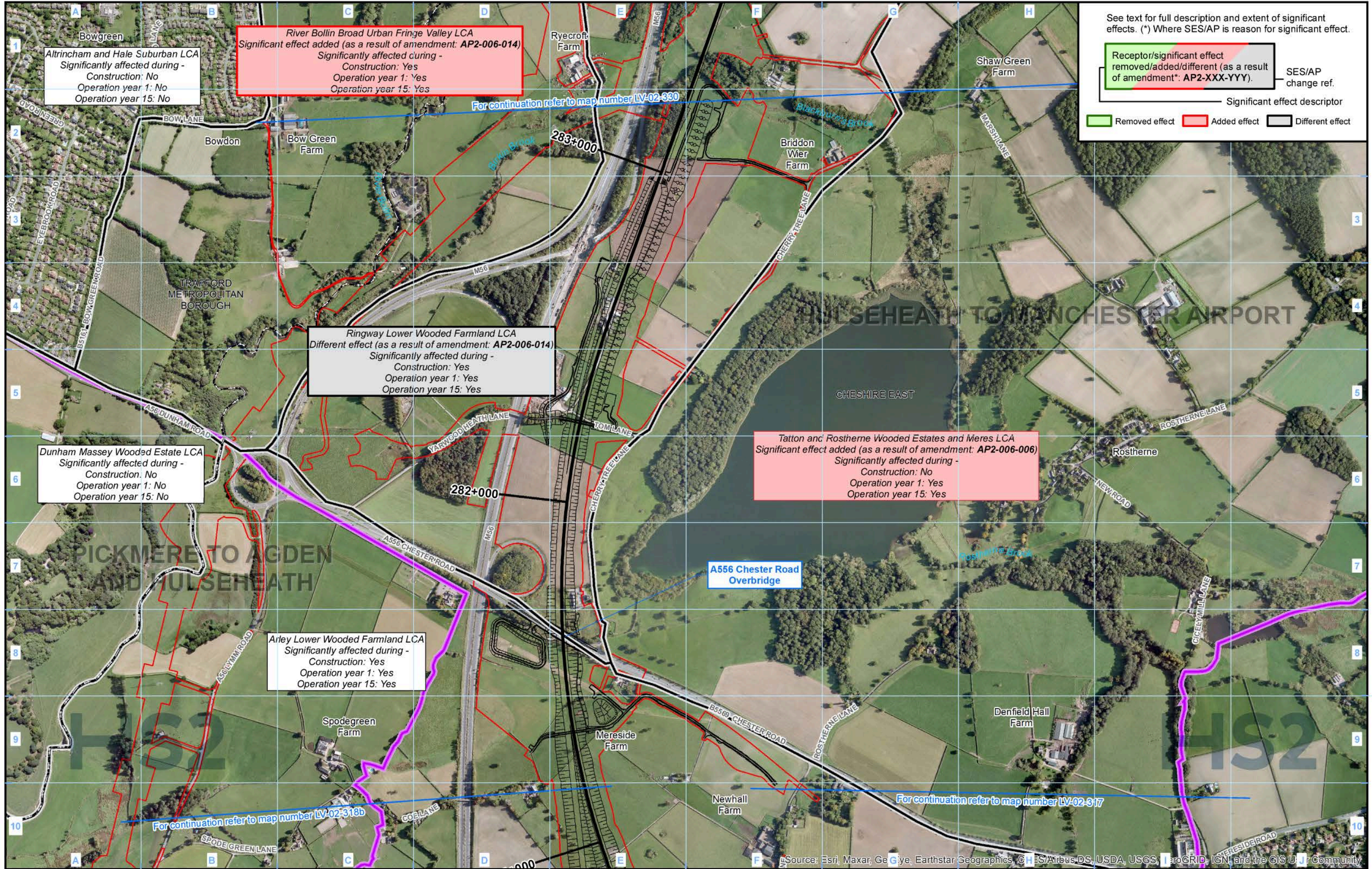
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Receptor/significant effect removed/added/different (as a result of amendment*: AP2-XXX-YYY).

SES/AP change ref.

Significant effect descriptor

Removed effect Added effect Different effect

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-02-329

Map Name: Landscape Character Areas SES2 and AP2 ES

Community Area MA06: Hulseheath to Manchester Airport

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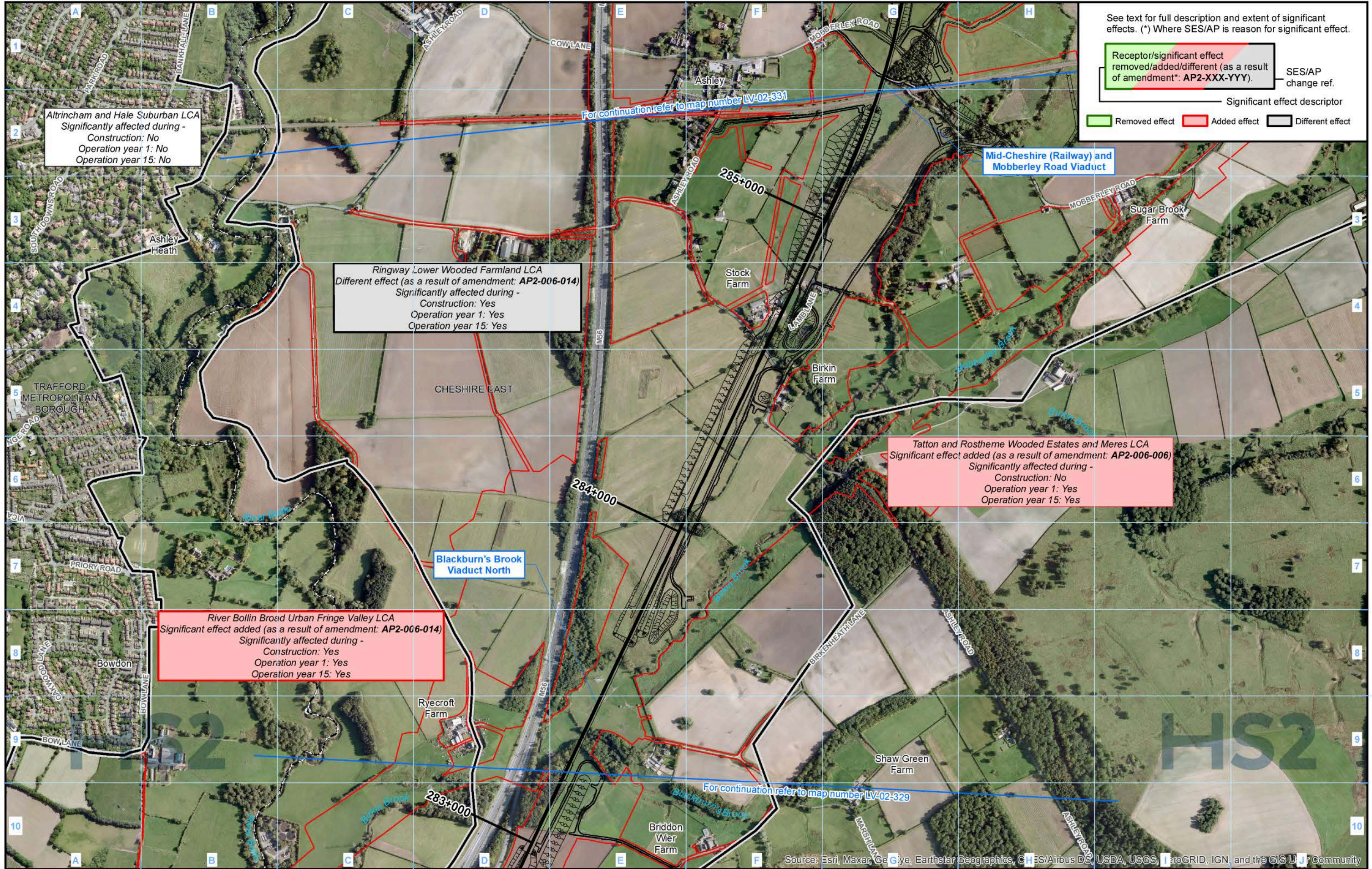
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Receptor/significant effect removed/added/different (as a result of amendment*: AP2-XXX-YYY). — SES/AP change ref.

Significant effect descriptor

Removed effect (Green) Added effect (Red) Different effect (Black)

Altrincham and Hale Suburban LCA
 Significantly affected during -
 Construction: No
 Operation year 1: No
 Operation year 15: No

Ringway Lower Wooded Farmland LCA
 Different effect (as a result of amendment: AP2-006-014)
 Significantly affected during -
 Construction: Yes
 Operation year 1: Yes
 Operation year 15: Yes

Tatton and Rostheme Wooded Estates and Meres LCA
 Significant effect added (as a result of amendment: AP2-006-006)
 Significantly affected during -
 Construction: No
 Operation year 1: Yes
 Operation year 15: Yes

River Bollin Broad Urban Fringe Valley LCA
 Significant effect added (as a result of amendment: AP2-006-014)
 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-02-330

Map Name: Landscape Character Areas SES2 and AP2 ES

Community Area MA06: Hulseheath to Manchester Airport

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See text for full description and extent of significant effects. (*) Where SES/AP is reason for significant effect.

Receptor/significant effect removed/added/different (as a result of amendment*: AP2-XXX-YYY). — SES/AP change ref.

Significant effect descriptor

Removed effect (Green) Added effect (Red) Different effect (Black)

Altrincham and Hale Suburban LCA
 Significantly affected during -
 Construction: No
 Operation year 1: No
 Operation year 15: No

River Eollin Broad Urban Fringe Valley LCA
 Significant effect added (as a result of amendment: AP2-006-014)
 Significantly affected during -
 Construction: Yes
 Operation year 1: Yes
 Operation year 15: Yes

Ringway Lower Wooded Farmland LCA
 Different effect (as a result of amendment: AP2-006-014)
 Significantly affected during -
 Construction: Yes
 Operation year 1: Yes
 Operation year 15: Yes

For continuation refer to map number LV-02-332

For continuation refer to map number LV-02-330

For continuation refer to map number LV-02-331-R1

- 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-02-331

Map Name: Landscape Character Areas SES2 and AP2 ES

Community Area MA06: Hulseheath to Manchester Airport

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Receptor/significant effect removed/added/different (as a result of amendment*: AP2-XXX-YYY). SES/AP change ref.

Significant effect descriptor

Removed effect (green) Added effect (red) Different effect (black)

Manchester Airport LCA
 Different effect (as a result of amendment: AP2-006-014)
 Significantly affected during -
 Construction: No
 Operation year 1: No
 Operation year 15: No

Ringway Lower Wooded Farmland LCA
 Different effect (as a result of amendment: AP2-006-014)
 Significantly affected during -
 Construction: Yes
 Operation year 1: Yes
 Operation year 15: Yes

For continuation refer to map number LV-02-331

Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

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-02-331-R1

Map Name: Landscape Character Areas SES2 and AP2 ES

Community Area MA06: Hulseheath to Manchester Airport

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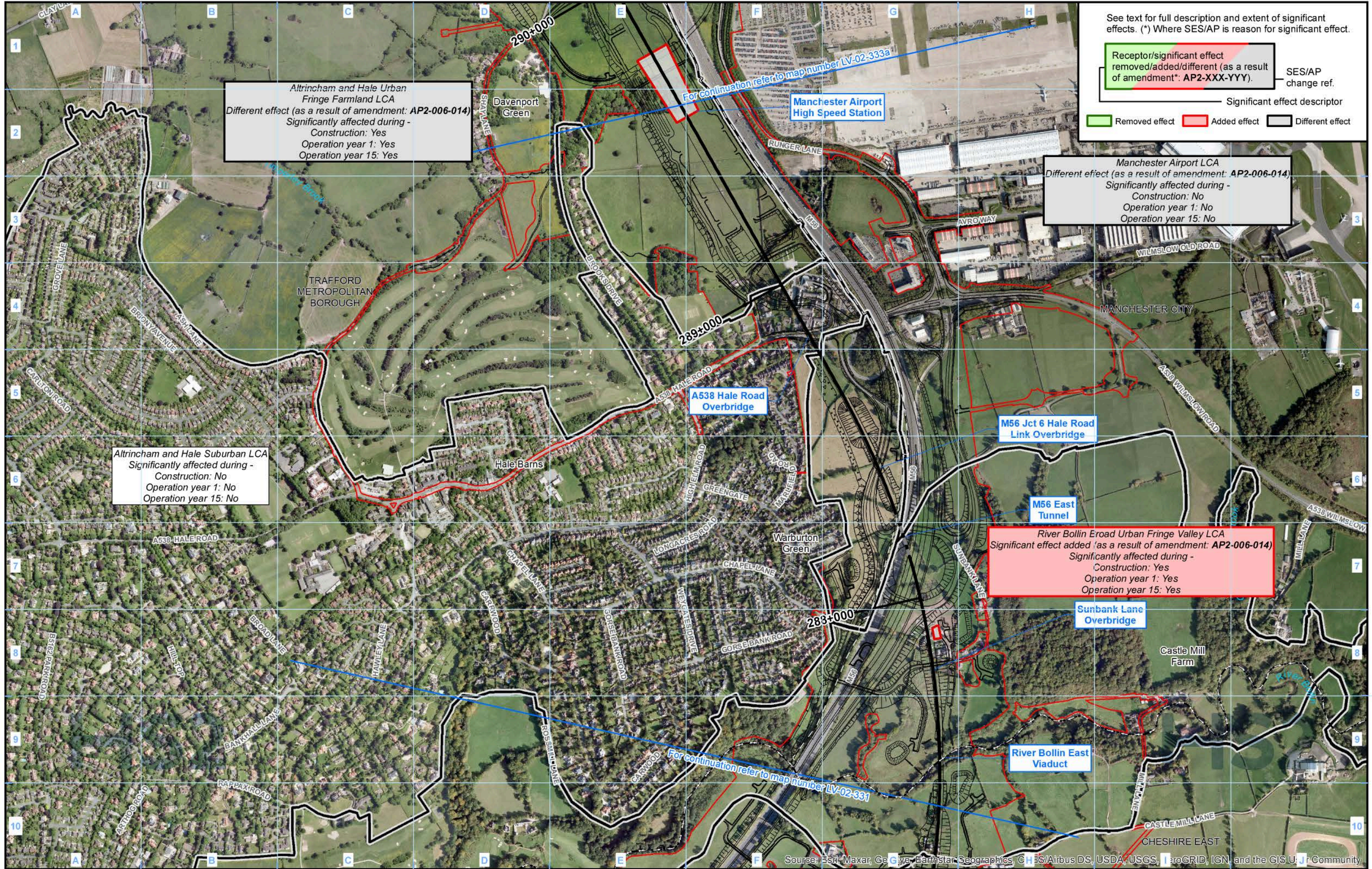
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Date: 04/04/23



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Receptor/significant effect removed/added/different (as a result of amendment*: AP2-XXX-YYY). — SES/AP change ref.

Significant effect descriptor

Removed effect Added effect Different effect

Altrincham and Hale Urban Fringe Farmland LCA
 Different effect (as a result of amendment: AP2-006-014)
 Significantly affected during -
 Construction: Yes
 Operation year 1: Yes
 Operation year 15: Yes

Manchester Airport LCA
 Different effect (as a result of amendment: AP2-006-014)
 Significantly affected during -
 Construction: No
 Operation year 1: No
 Operation year 15: No

Altrincham and Hale Suburban LCA
 Significantly affected during -
 Construction: No
 Operation year 1: No
 Operation year 15: No

River Bollin Eroad Urban Fringe Valley LCA
 Significant effect added (as a result of amendment: AP2-006-014)
 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-02-332

Map Name: Landscape Character Areas SES2 and AP2 ES

Community Area MA06: Hulseheath to Manchester Airport

HS2

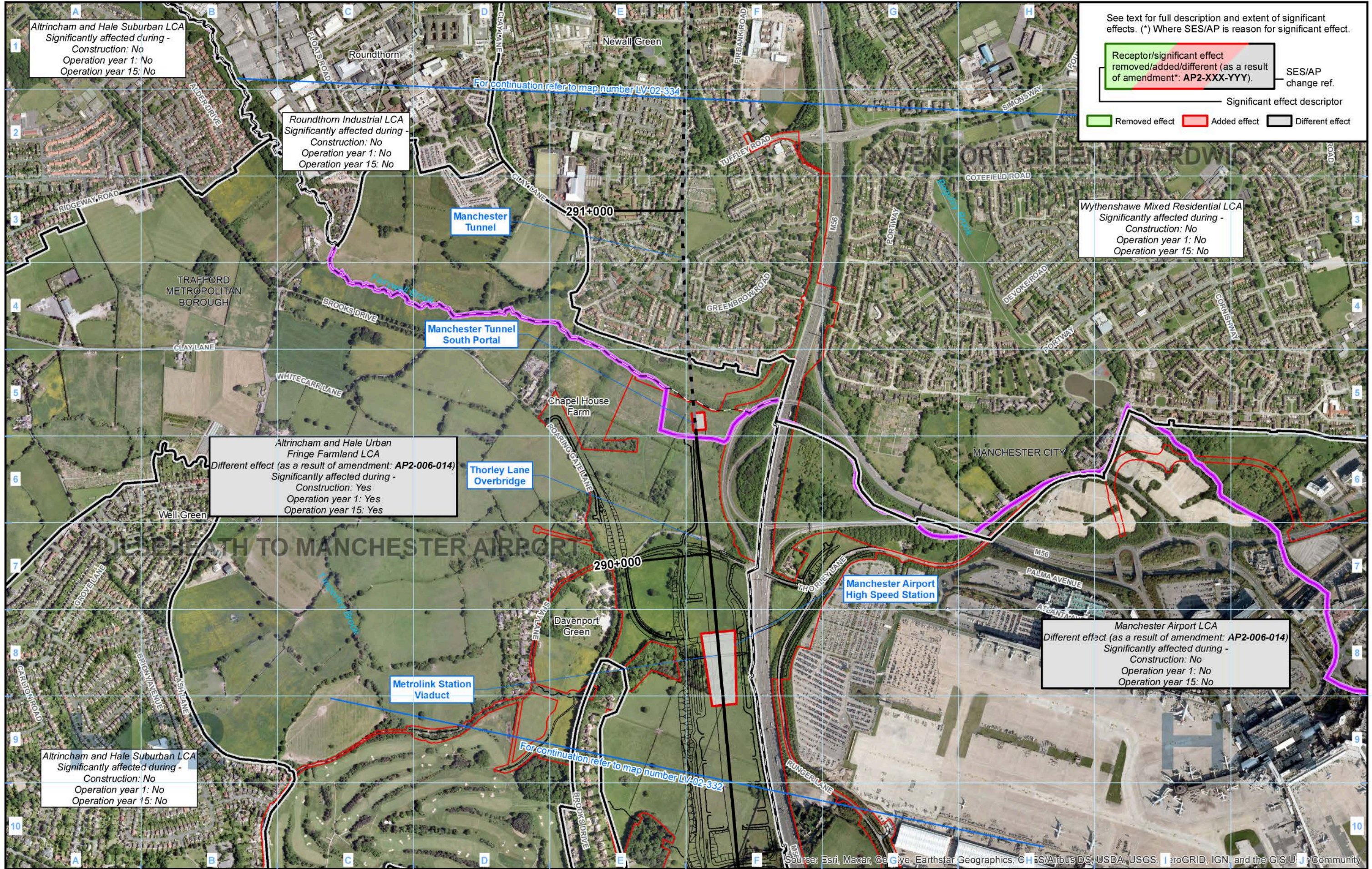
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Receptor/significant effect removed/added/different (as a result of amendment*: AP2-XXX-YYY) — SES/AP change ref.

Significant effect descriptor

Removed effect (green) Added effect (red) Different effect (black)

Altrincham and Hale Suburban LCA
Significantly affected during -
Construction: No
Operation year 1: No
Operation year 15: No

Roundthorn Industrial LCA
Significantly affected during -
Construction: No
Operation year 1: No
Operation year 15: No

Wythenshawe Mixed Residential LCA
Significantly affected during -
Construction: No
Operation year 1: No
Operation year 15: No

Altrincham and Hale Urban Fringe Farmland LCA
Different effect (as a result of amendment: AP2-006-014)
Significantly affected during -
Construction: Yes
Operation year 1: Yes
Operation year 15: Yes

Manchester Airport LCA
Different effect (as a result of amendment: AP2-006-014)
Significantly affected during -
Construction: No
Operation year 1: No
Operation year 15: No

Altrincham and Hale Suburban 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

For continuation refer to map number LV-02-334

For continuation refer to map number LV-02-332

Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Map Number: LV-02-333a

Map Name: Landscape Character Areas SES2 and AP2 ES

Community Area MA06: Hulseheath to Manchester Airport

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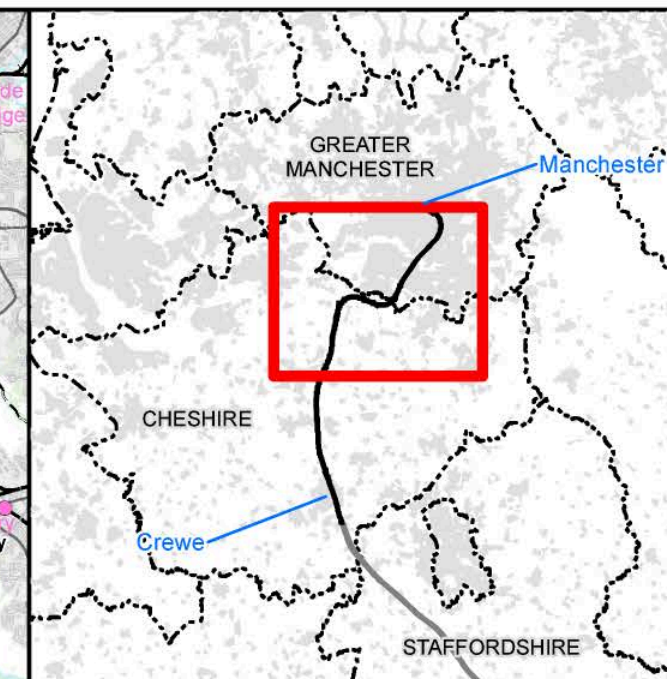
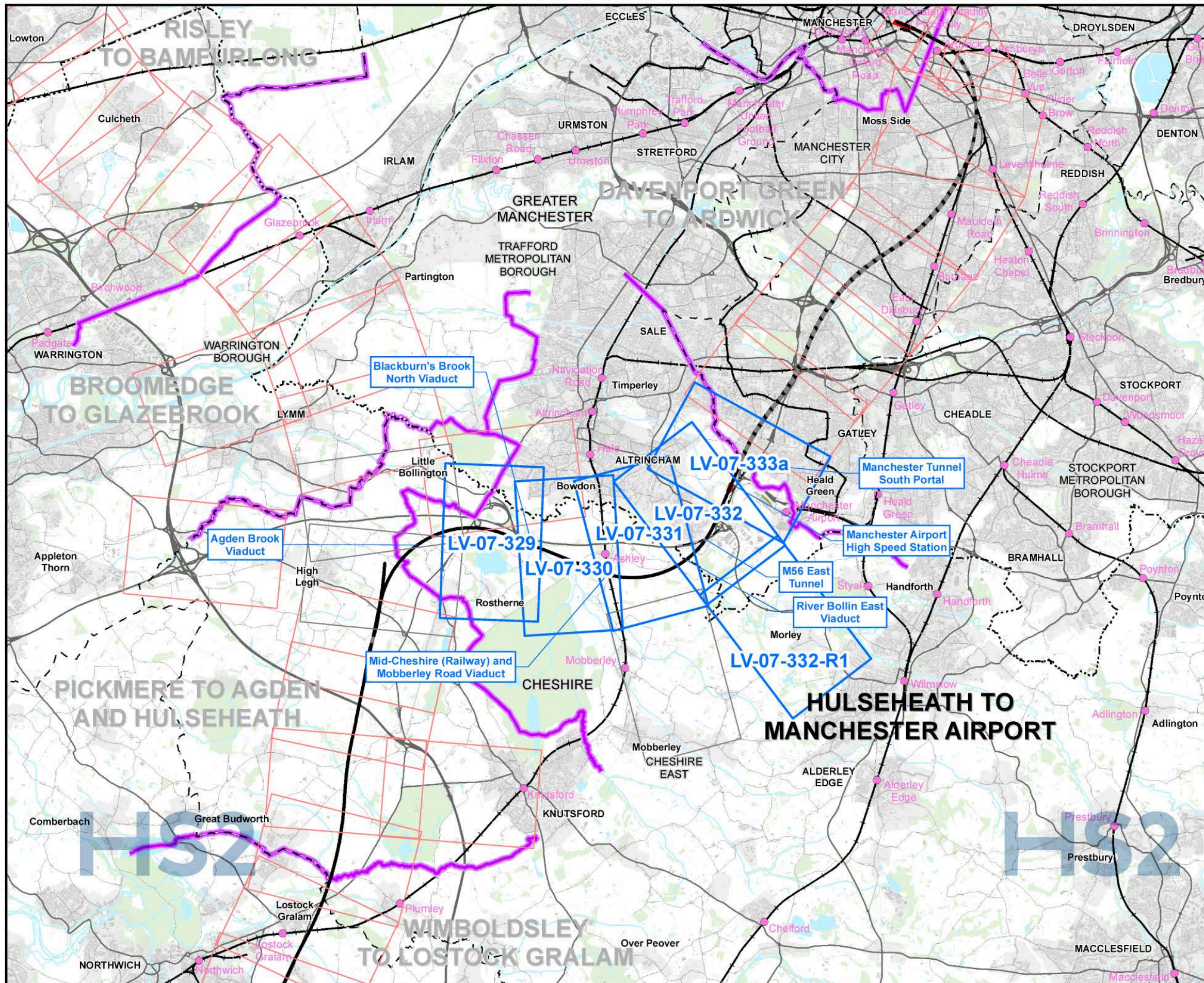
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Doc Number: 2PT27-MWJ-EV-MAP-M000-000062-P01 Date: 04/04/23

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Map Series Information:

Maps showing the construction phase zone of theoretical visibility (ZTV) and the viewpoint locations from which the visual assessment of the AP2 revised scheme has been undertaken. (All significant and non-significant viewpoint and photomontage locations are shown).

- 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 included in this community area with no amendment
 - Map sheets not included in this community area

Map Number: LV-07-INDEX-MA06

Map Name: Index Map of: Construction Phase Zone of Theoretical Visibility (ZTV) and Viewpoints SES2 and AP2 ES

Community Area MA06: Hulseheath to Manchester Airport

HS2

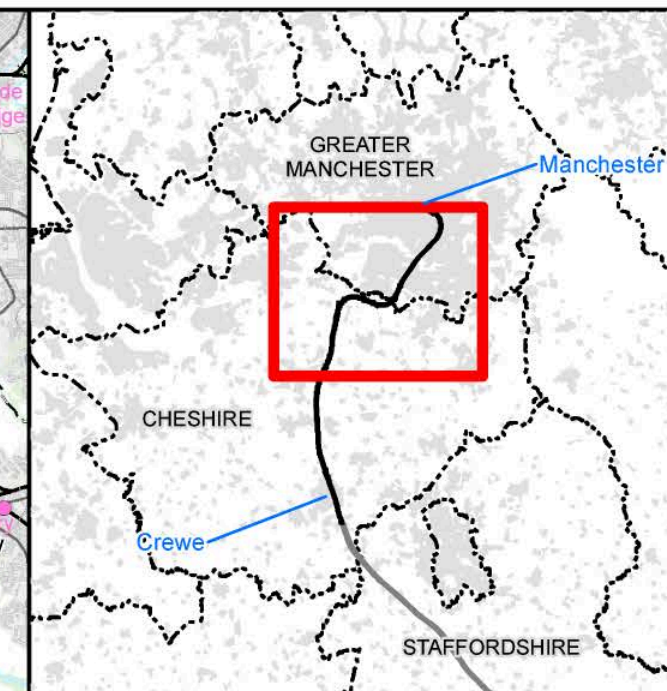
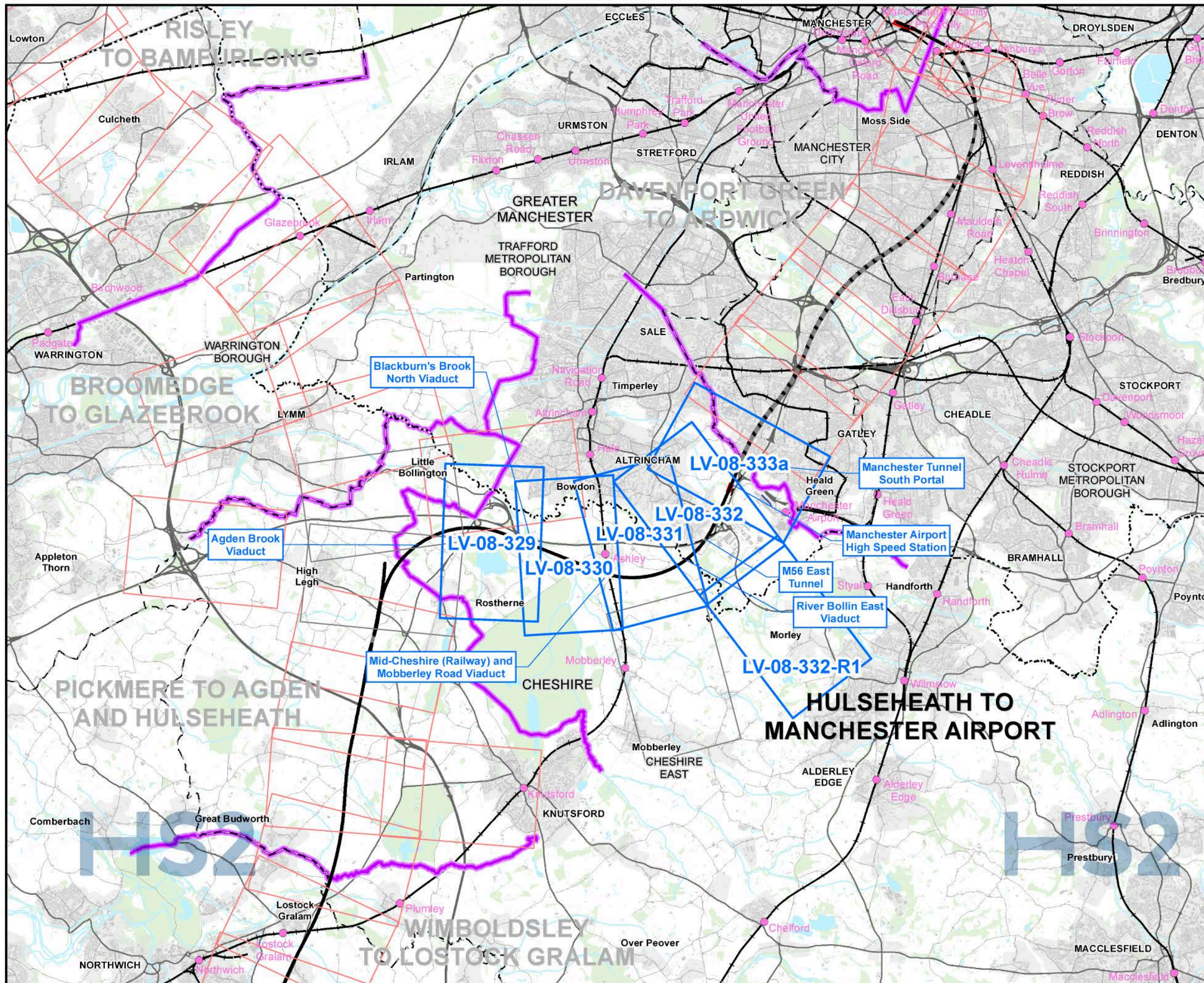
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Doc Number: 2PT27-MWJ-EV-MAP-M000-001846-P01

Date: 11/04/23

Note: Not all data layers in the legend are represented on every map.



Map Series Information:

Maps showing the operational phase year one and year fifteen zone of theoretical visibility (ZTV) and the viewpoint locations from which the visual assessment of the AP2 revised scheme has been undertaken. (All significant and non-significant viewpoint and photomontage locations are shown).

- 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 included in this community area with no amendment
 - Map sheets not included in this community area

Map Number: LV-08-INDEX-MA06

Map Name: Index Map of:
Operational Phase Zone of Theoretical Visibility (ZTV) and Viewpoints SES2 and AP2 ES
Community Area MA06:
Hulseheath to Manchester Airport

HS2

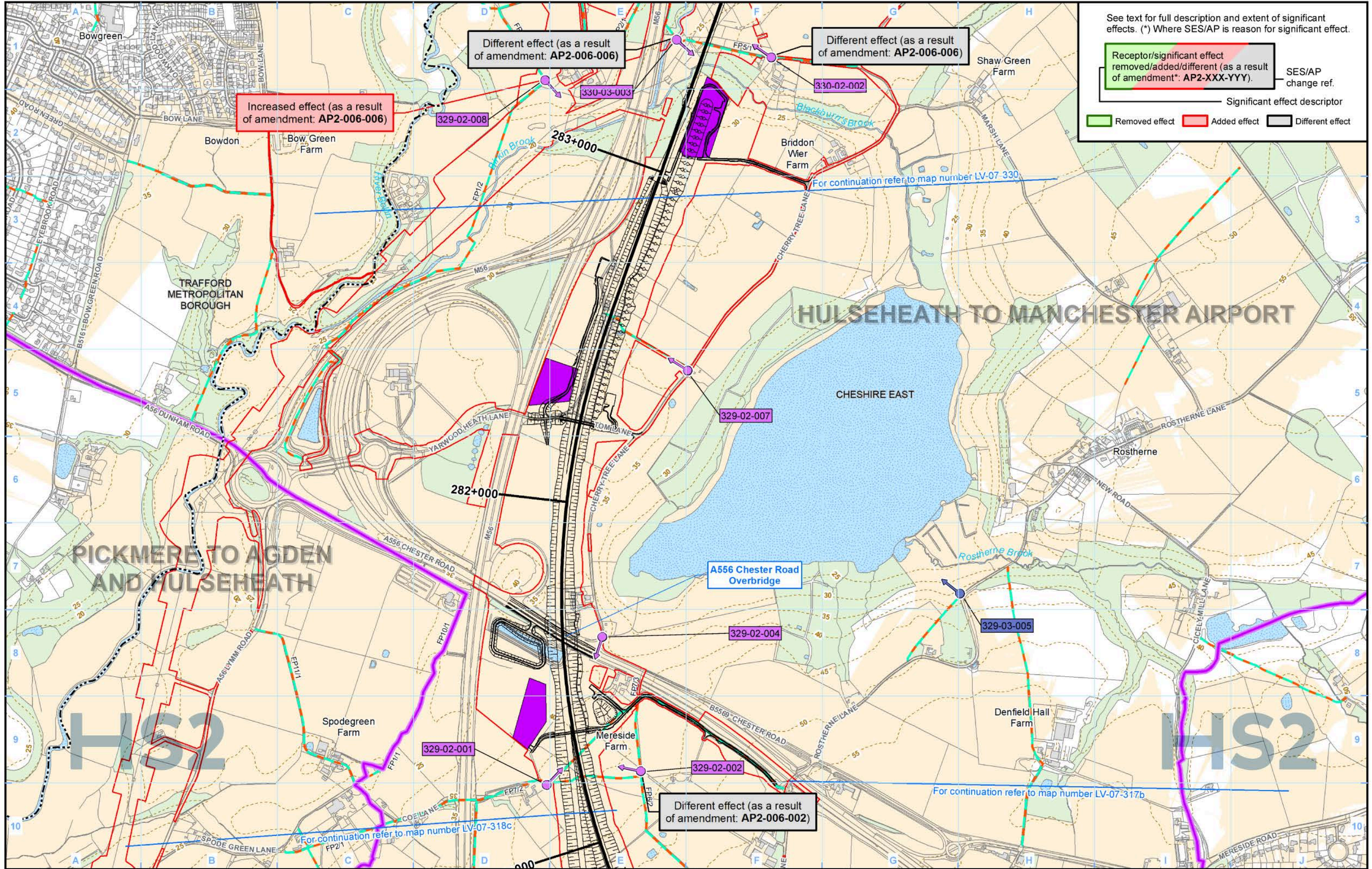
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Doc Number: 2PT27-MWJ-EV-MAP-M000-001909-P01

Date: 13/04/23

Note: Not all data layers in the legend are represented on every map.



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Receptor/significant effect removed/added/different (as a result of amendment*: AP2-XXX-YYY). SES/AP change ref.

Significant effect descriptor

Removed effect Added effect Different effect

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, 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-07-329

Map Name: Construction Phase Zone of Theoretical Visibility (ZTV) and Viewpoints SES2 and AP2 ES

Community Area MA06: Hulseheath to Manchester Airport

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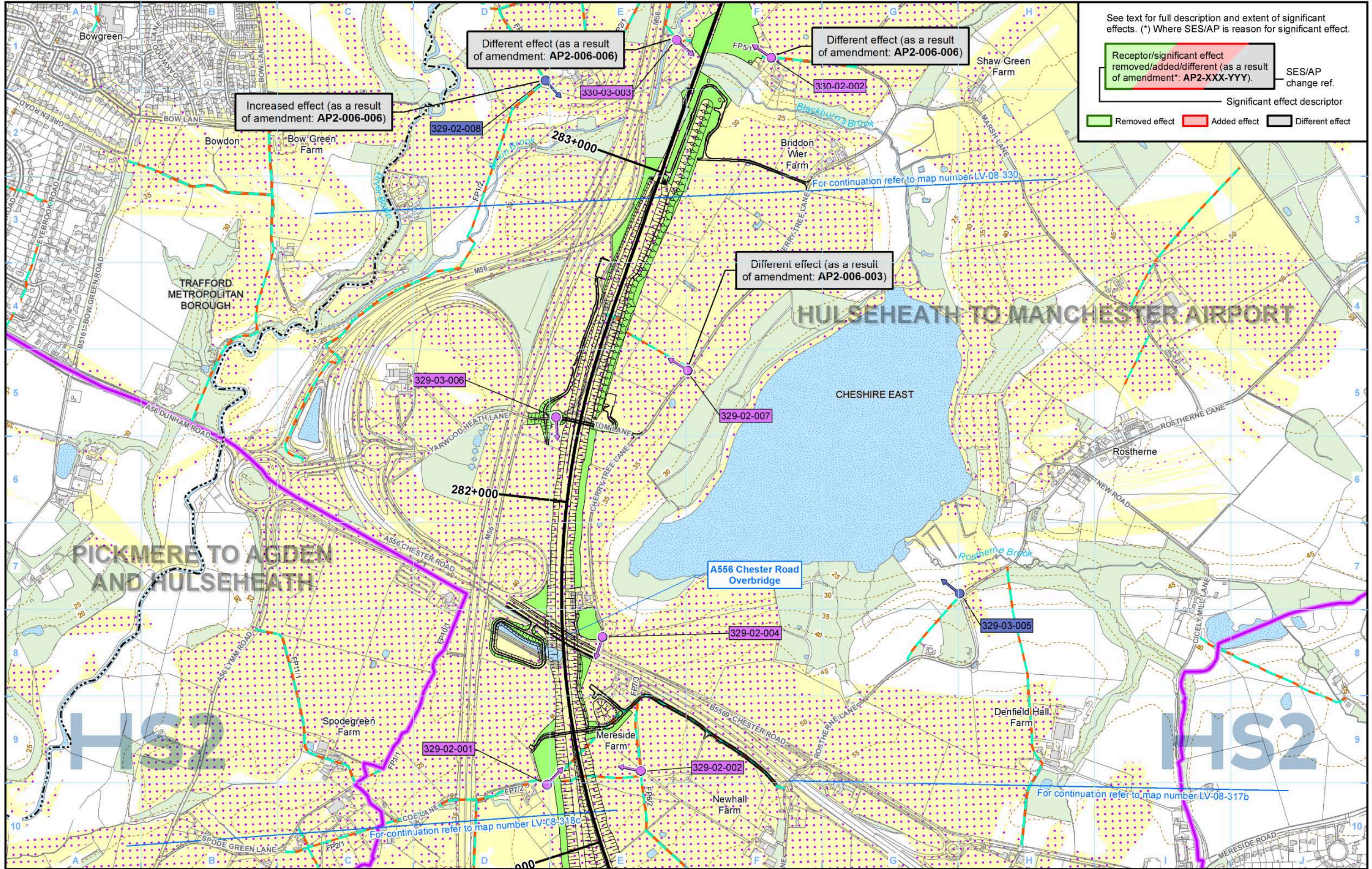
Doc Number: 2PT27-MWJ-EV-MAP-M000-001821-P01

Date: 12/04/23

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Meters



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Receptor/significant effect removed/added/different (as a result of amendment*: AP2-XXX-YYY). SES/AP change ref.

Significant effect descriptor

Removed effect (Green) Added effect (Red) Different effect (Yellow)

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-08-329

Map Name: Operational Phase Zone of Theoretical Visibility (ZTV) and Viewpoints SES2 and AP2 ES

Community Area MA06: Hulseheath to Manchester Airport

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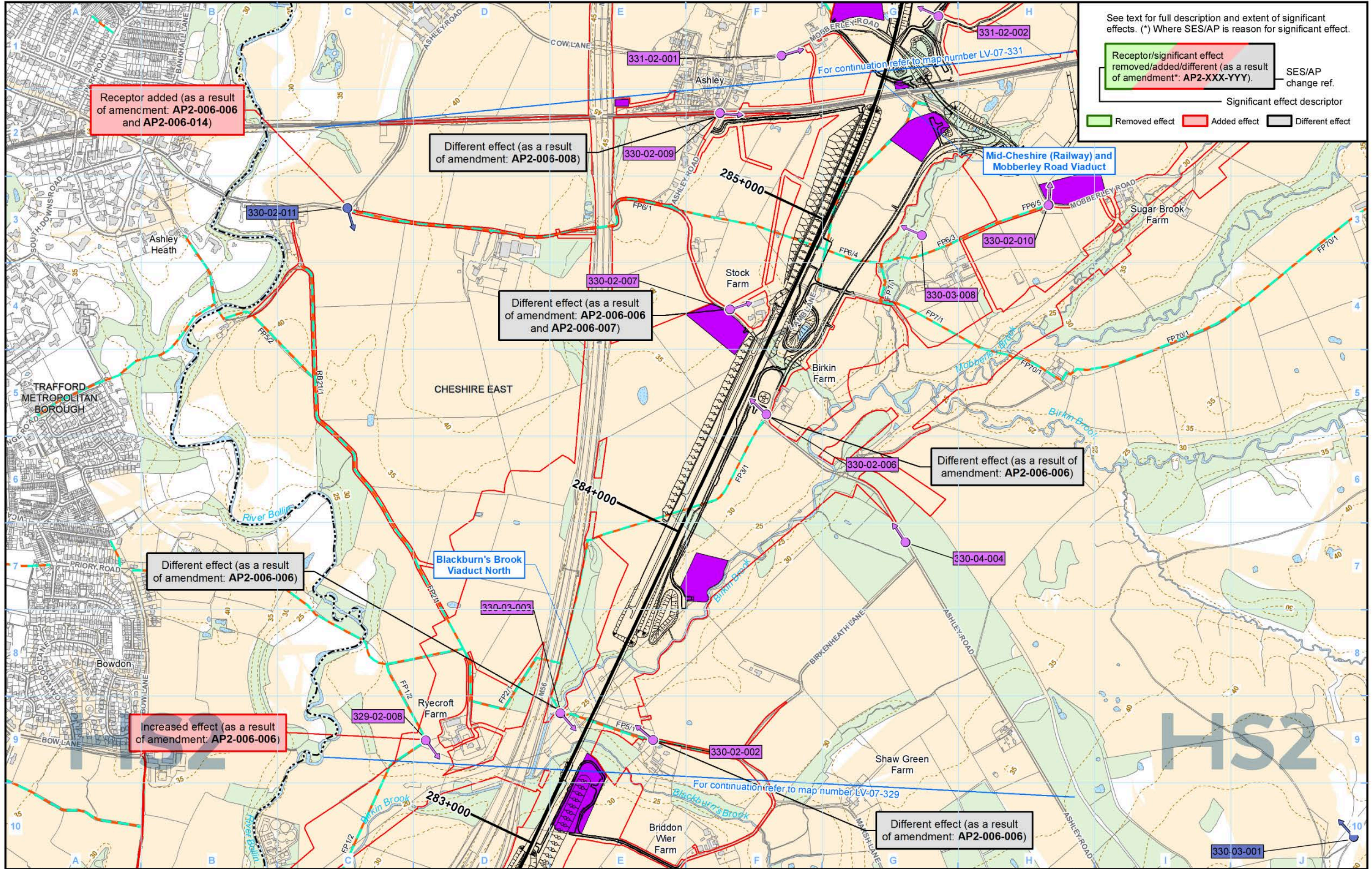
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Receptor/significant effect removed/added/different (as a result of amendment*: AP2-XXX-YYY) — SES/AP change ref.

Significant effect descriptor

Removed effect (Green) Added effect (Red) Different effect (Black)

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 (001-01-001)
- Significantly affected viewpoint or photomontage number (001-01-001)
- 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-07-330

Map Name: Construction Phase Zone of Theoretical Visibility (ZTV) and Viewpoints SES2 and AP2 ES

Community Area MA06: Hulseheath to Manchester Airport

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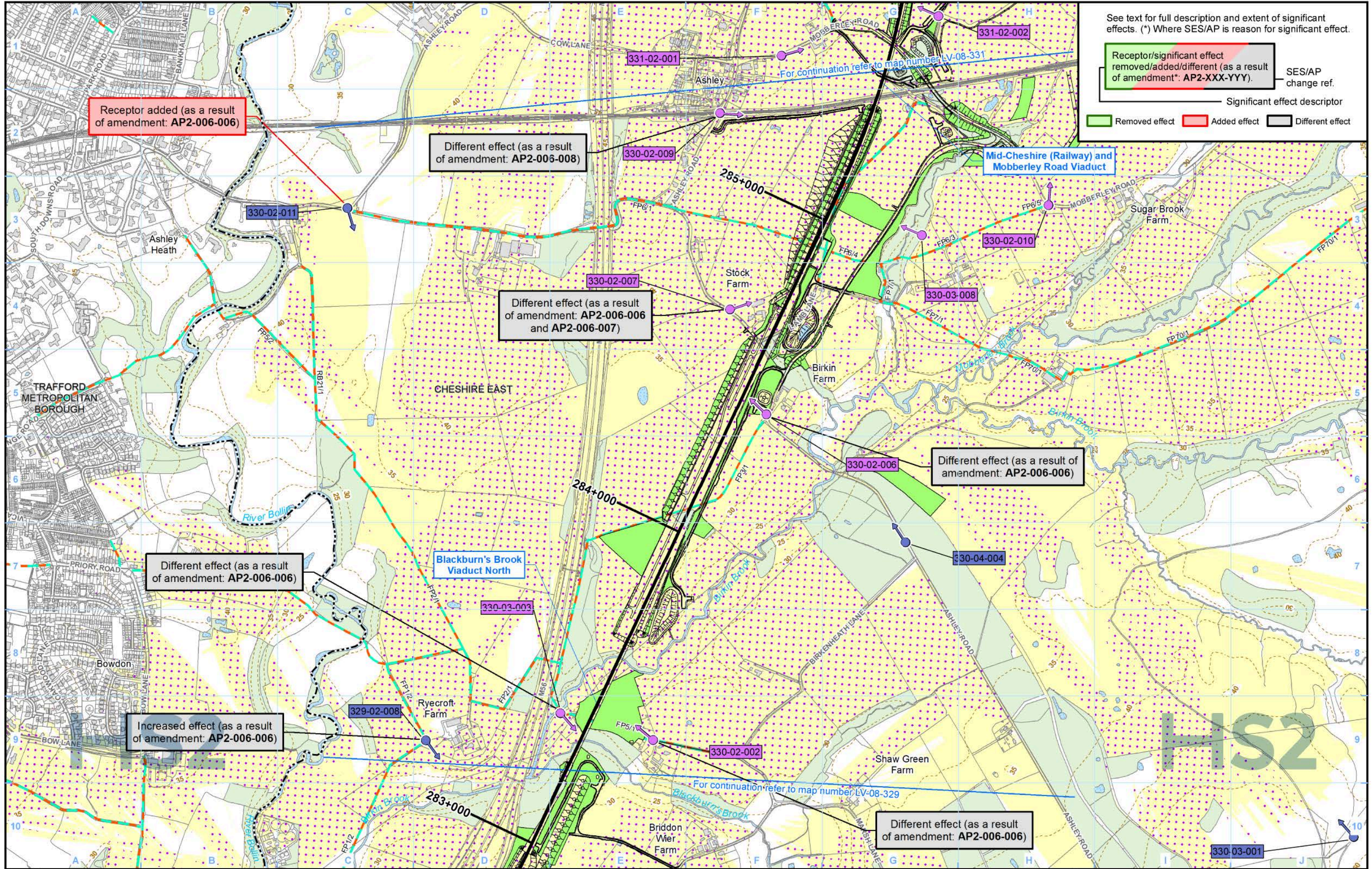
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Metres



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Receptor/significant effect removed/added/different (as a result of amendment*: AP2-XXX-YYY) — SES/AP change ref.

Significant effect descriptor

Removed effect (Green) Added effect (Red) Different effect (Black)

- 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
 - 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-08-330

Map Name: Operational Phase Zone of Theoretical Visibility (ZTV) and Viewpoints SES2 and AP2 ES

Community Area MA06: Hulseheath to Manchester Airport

HS2

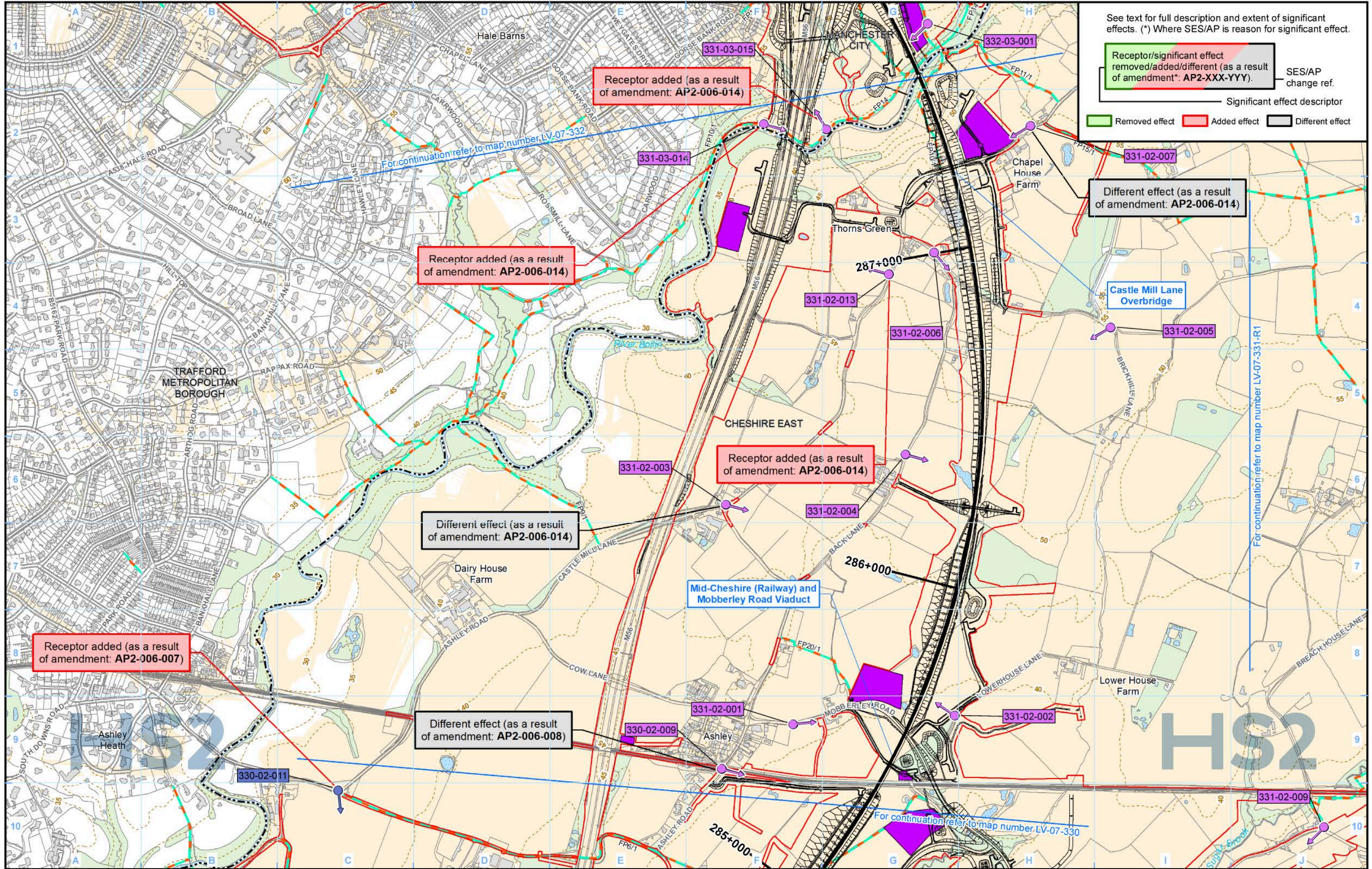
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Receptor/significant effect removed/added/different (as a result of amendment*: AP2-XXX-YYY). SES/AP change ref.

Significant effect descriptor

Removed effect Added effect Different effect

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-07-331
Map Name	Construction Phase Zone of Theoretical Visibility (ZTV) and Viewpoints SES2 and AP2 ES
Community Area MA06: Hulseheath to Manchester Airport	

HS2

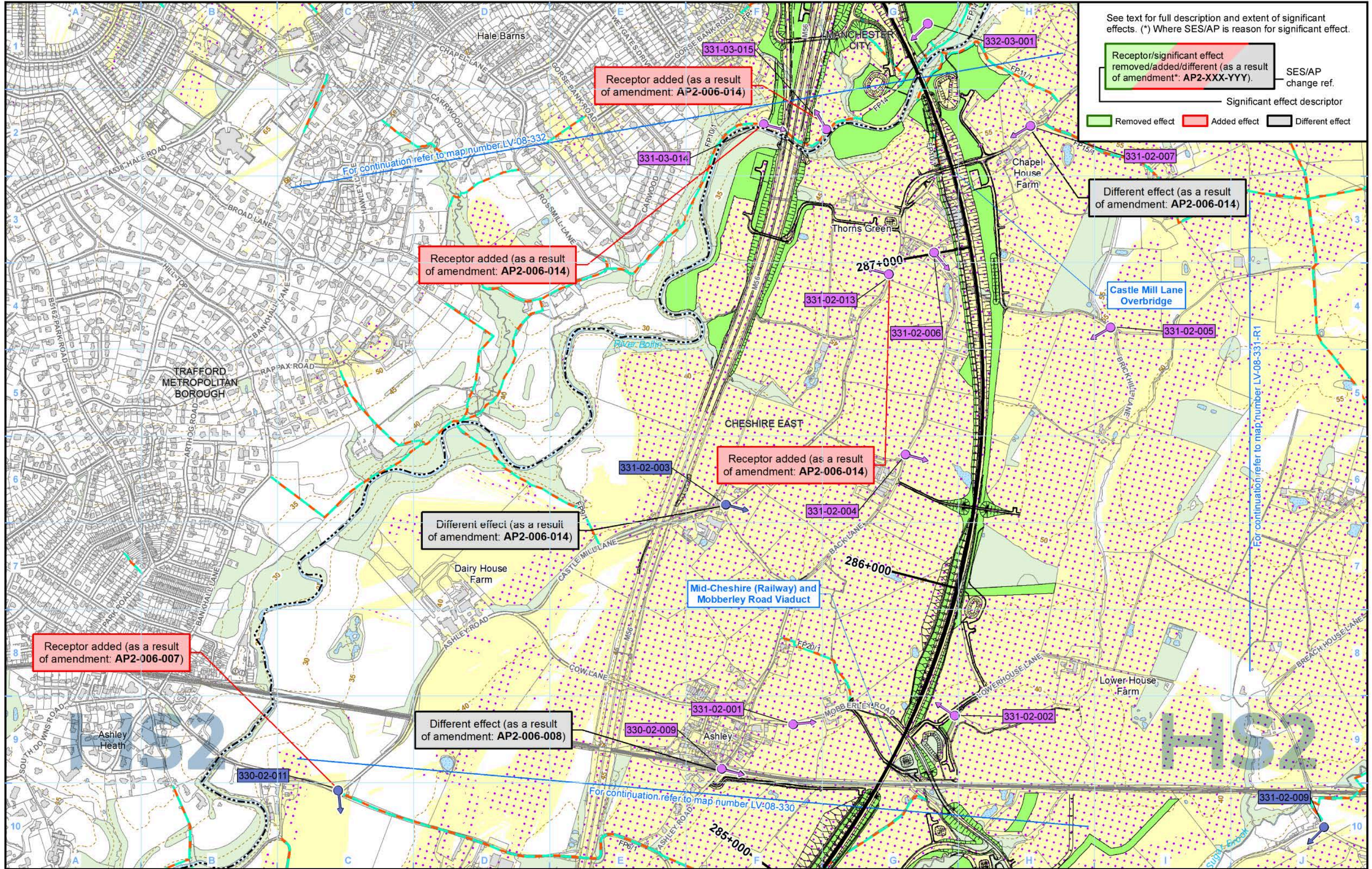
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Receptor/significant effect removed/added/different (as a result of amendment*: AP2-XXX-YYY). SES/AP change ref.

Significant effect descriptor

Removed effect Added effect Different effect

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
- 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-08-331

Map Name: Operational Phase Zone of Theoretical Visibility (ZTV) and Viewpoints SES2 and AP2 ES

Community Area MA06: Hulseheath to Manchester Airport

HS2

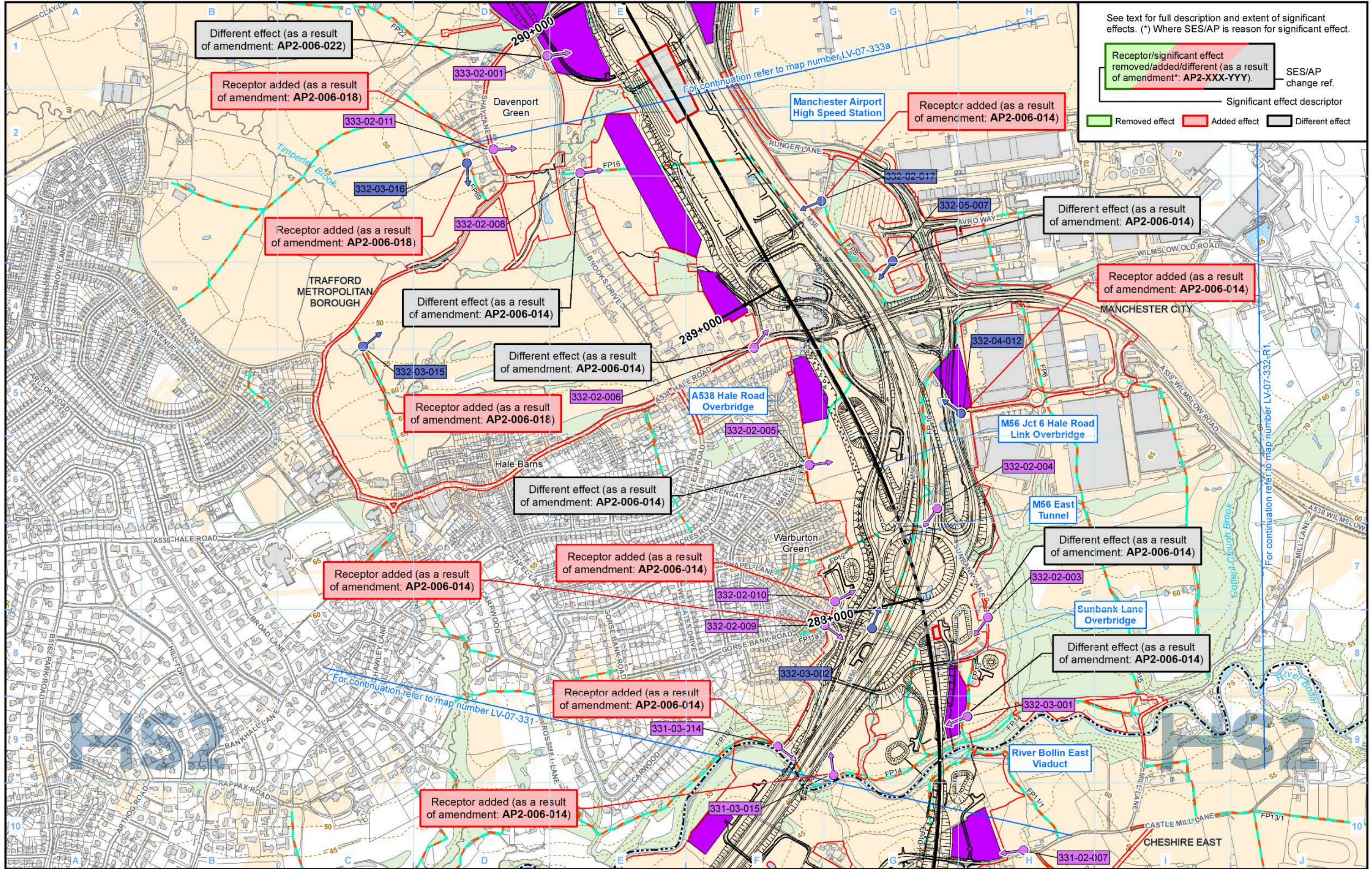
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Date: 13/04/23



See text for full description and extent of significant effects. (*) Where SES/AP is reason for significant effect.

Receptor/significant effect removed/added/different (as a result of amendment*: AP2-XXX-YYY). SES/AP change ref.

Significant effect descriptor

Removed effect (Green) Added effect (Red) Different effect (Black)

Legend

Route in tunnel	District/Borough boundary	ZTV construction	Non significantly affected viewpoint	Engineering earthworks:
Route on surface	Public Rights of Way (PRoW)		Significantly affected viewpoint	Embankment
Depot, station, headhouse or portal building	5m contours	001-01-001 Non significantly affected viewpoint or photomontage number	Non significantly affected photomontage location	Cutting
Land potentially required during construction	Water body	001-01-001 Significantly affected viewpoint or photomontage number	Significantly affected photomontage location	Embankment
Community area boundary	Existing woodland and tree belts			Cutting
County boundary	Construction compounds			

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-07-332

Map Name: Construction Phase Zone of Theoretical Visibility (ZTV) and Viewpoints SES2 and AP2 ES

Community Area MA06: Hulseheath to Manchester Airport

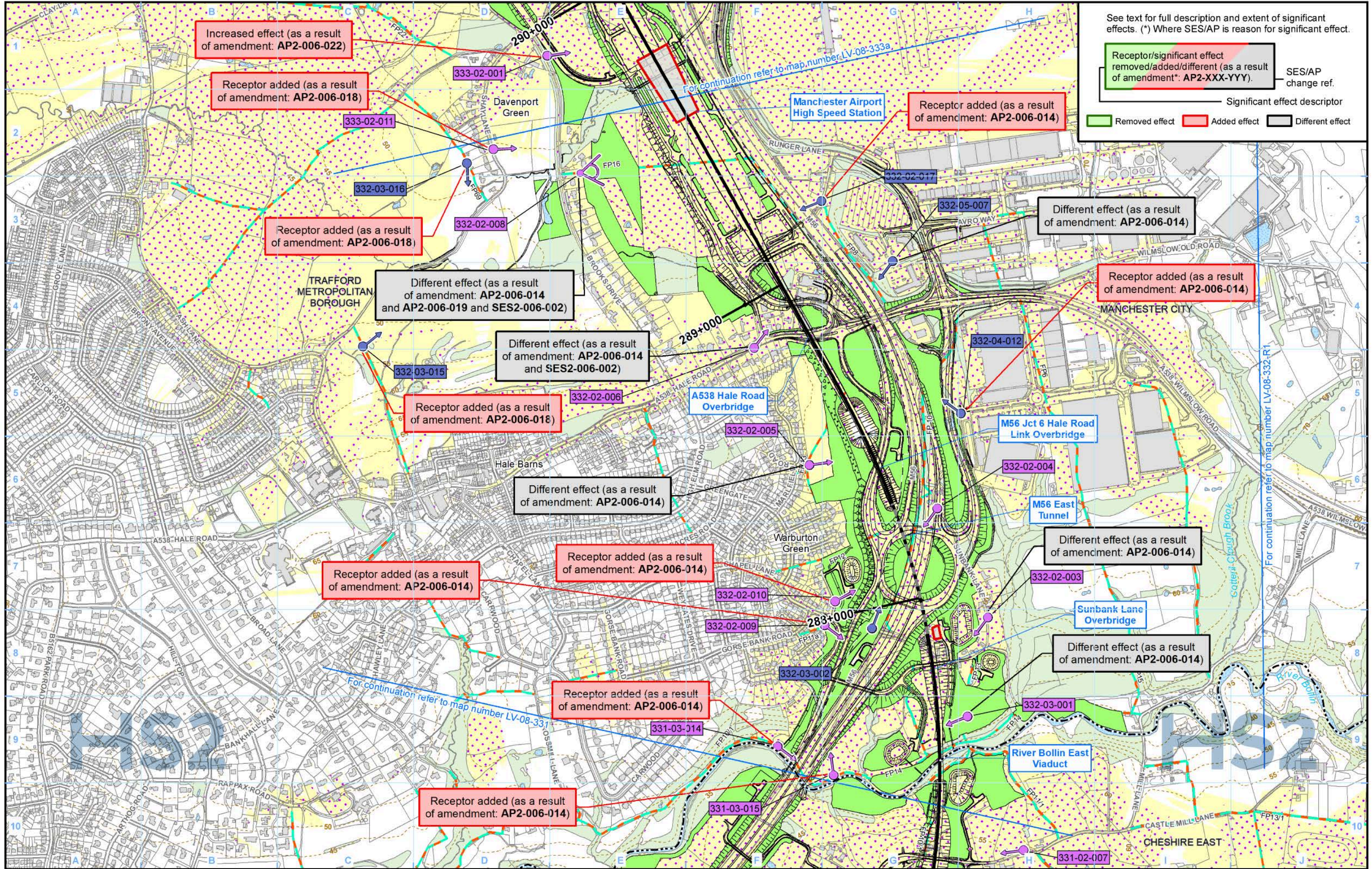
HS2

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Scale at A3: 1:10,000

Doc Number: 2PT27-MWJ-EV-MAP-M000-001824-P01

Date: 12/04/23



See text for full description and extent of significant effects. (*) Where SES/AP is reason for significant effect.

Receptor/significant effect removed/added/different (as a result of amendment*: AP2-XXX-YYY). SES/AP change ref.

Significant effect descriptor

Removed effect Added effect Different effect

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, 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-08-332

Map Name: Operational Phase Zone of Theoretical Visibility (ZTV) and Viewpoints SES2 and AP2 ES

Community Area MA06: Hulseheath to Manchester Airport

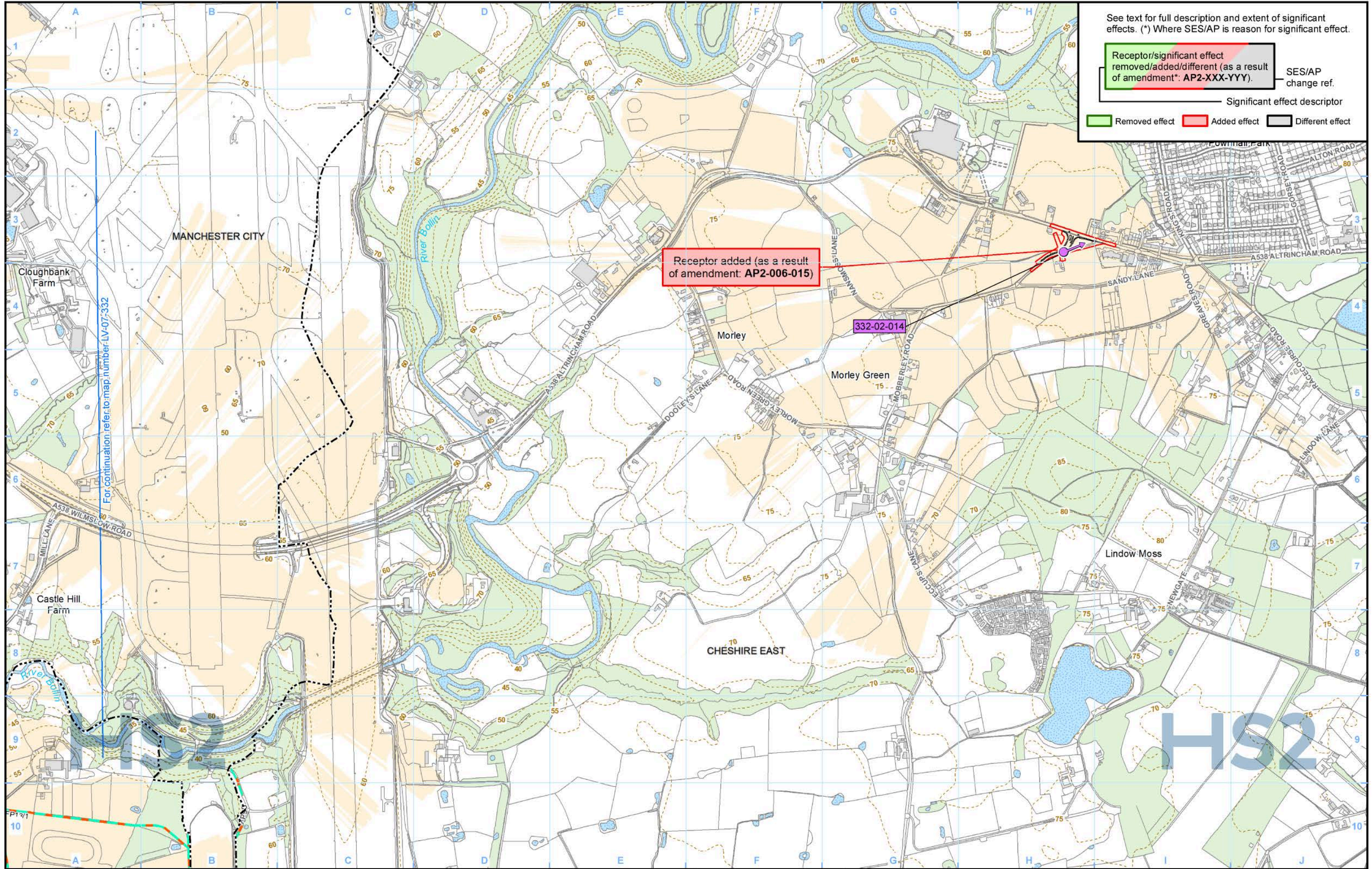
HS2

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Doc Number: 2PT27-MWJ-EV-MAP-M000-001887-P01

Date: 13/04/23



See text for full description and extent of significant effects. (*) Where SES/AP is reason for significant effect.

Receptor/significant effect removed/added/different (as a result of amendment*: AP2-XXX-YYY).	SES/AP change ref.
Significant effect descriptor	
Removed effect	Added effect
Different effect	

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
- 001-01-001 Non significantly affected viewpoint or photomontage number
- 001-01-001 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-07-332-R1

Map Name: Construction Phase Zone of Theoretical Visibility (ZTV) and Viewpoints SES2 and AP2 ES

Community Area MA06: Hulseheath to Manchester Airport

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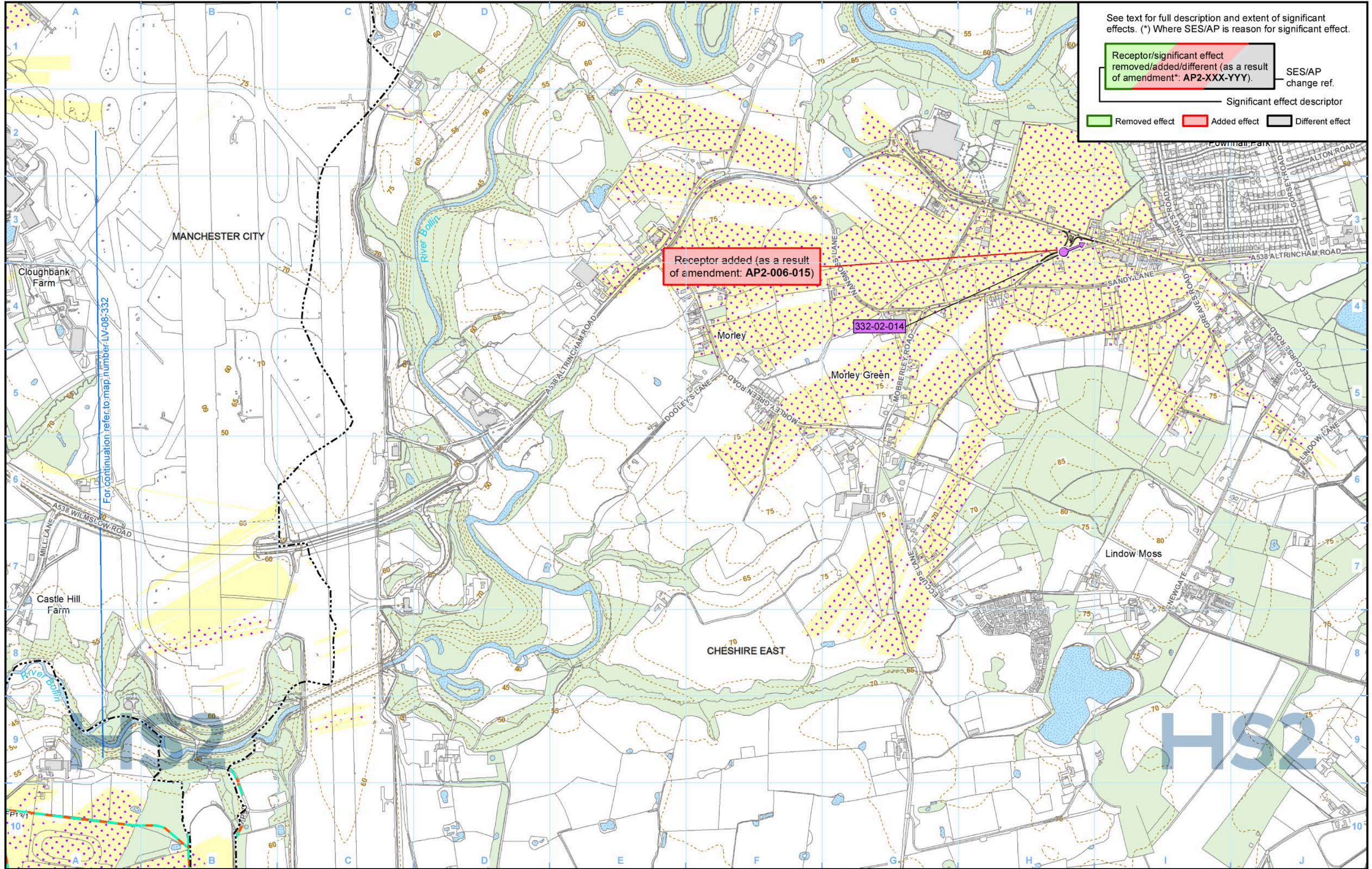
Doc Number: 2PT27-MWJ-EV-MAP-M000-004545-P01

Date: 12/04/23

Scale at A3: 1:10,000

Metres

Date: 12/04/23



See text for full description and extent of significant effects. (*) Where SES/AP is reason for significant effect.

Receptor/significant effect removed/added/different (as a result of amendment*: AP2-XXX-YYY).	SES/AP change ref.
Significant effect descriptor	
Removed effect	Added effect
Different effect	

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
- 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-08-332-R1

Map Name: Operational Phase Zone of Theoretical Visibility (ZTV) and Viewpoints SES2 and AP2 ES

Community Area MA06: Hulseheath to Manchester Airport

HS2

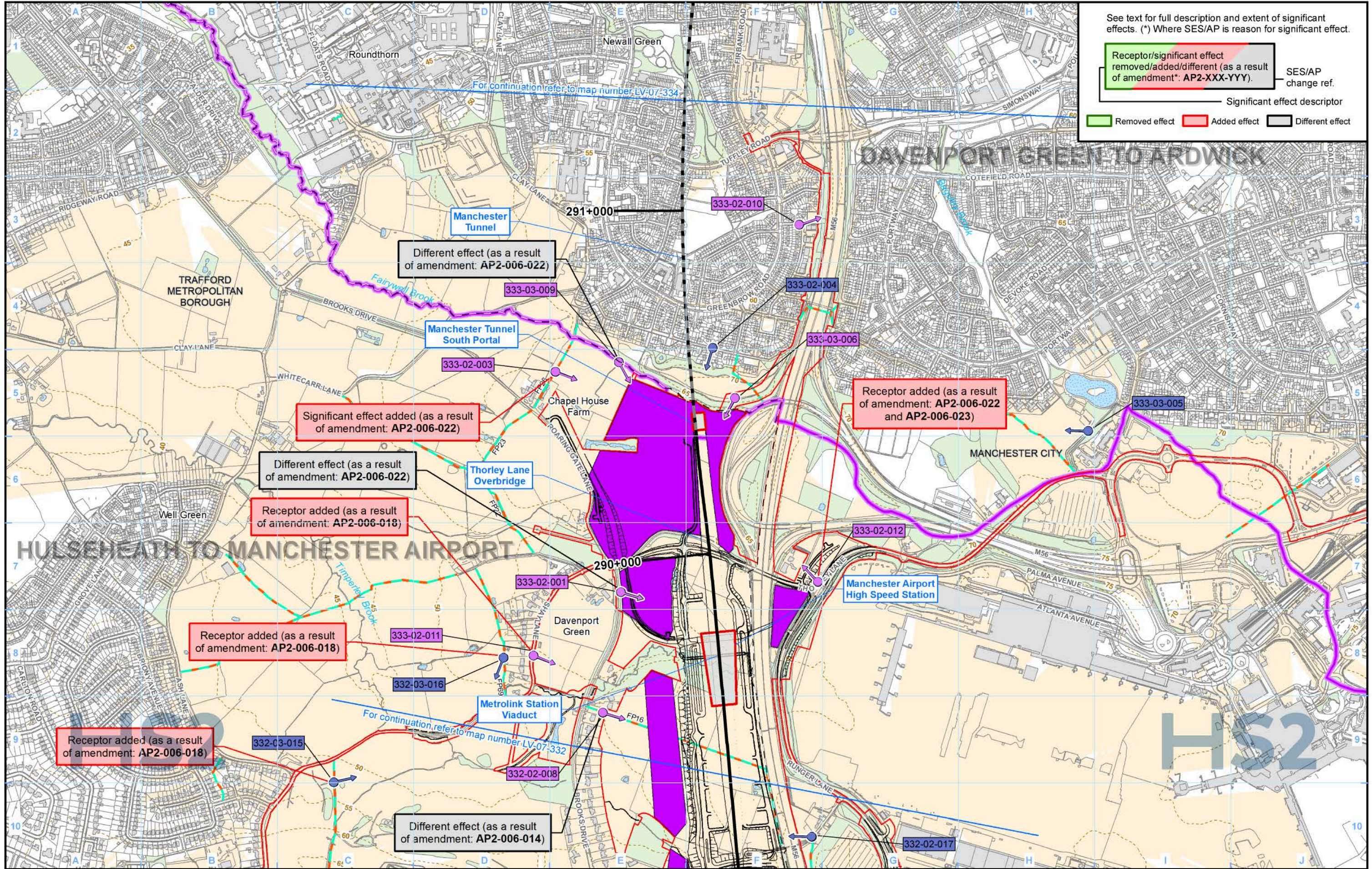
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Receptor/significant effect removed/added/different (as a result of amendment*: AP2-XXX-YYY) — SES/AP change ref.

Significant effect descriptor

Removed effect (Green) Added effect (Red) Different effect (Black)

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
- 001-01-001 Non significantly affected viewpoint or photomontage number
- 001-01-001 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-07-333a

Map Name: Construction Phase Zone of Theoretical Visibility (ZTV) and Viewpoints SES2 and AP2 ES

Community Area MA06: Hulseheath to Manchester Airport

HS2

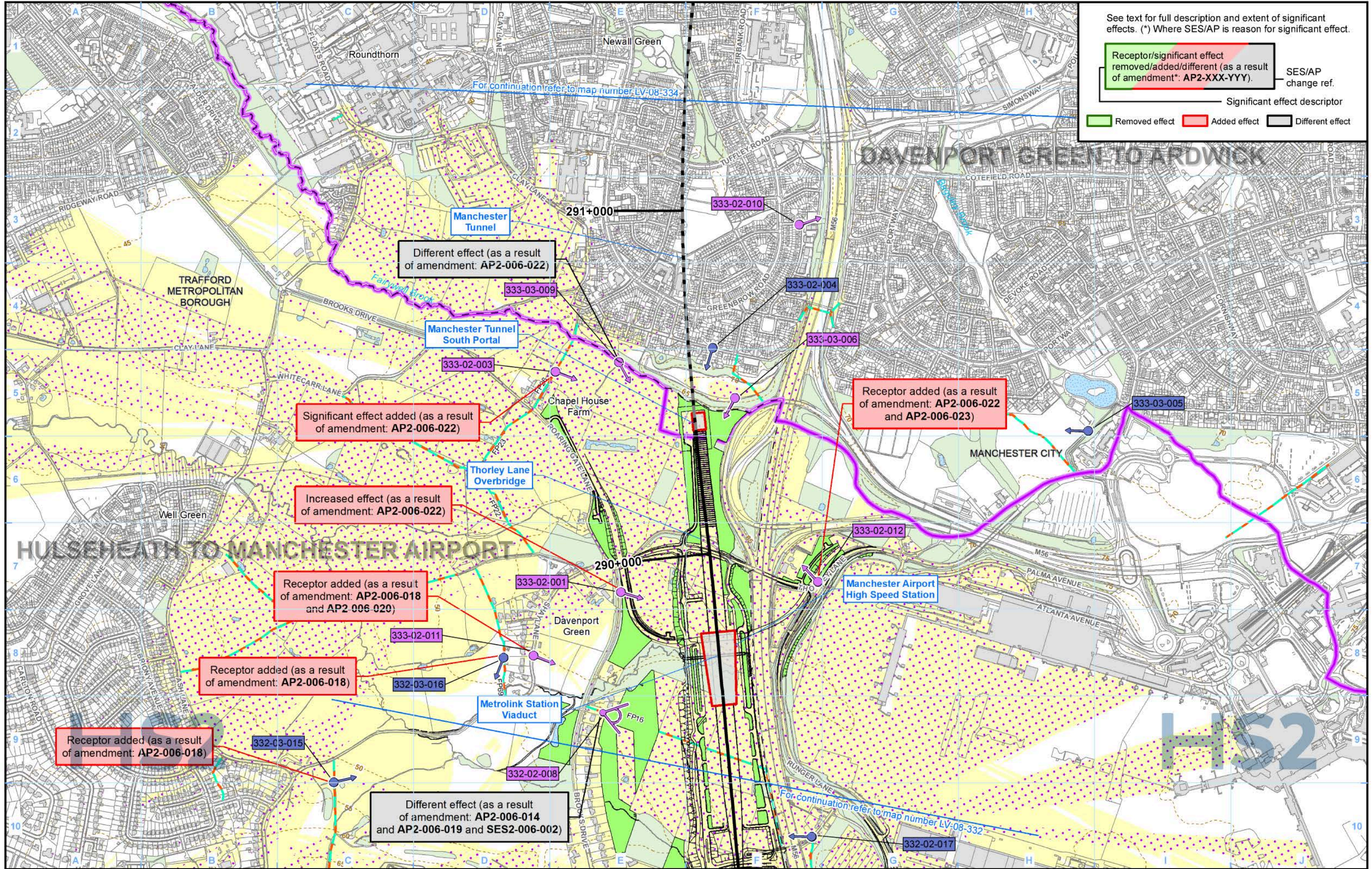
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Date: 12/04/23



See text for full description and extent of significant effects. (*) Where SES/AP is reason for significant effect.

Receptor/significant effect removed/added/different (as a result of amendment*: AP2-XXX-YYY) — SES/AP change ref.

Significant effect descriptor

Removed effect (Green) Added effect (Red) Different effect (Grey)

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	Embankment
County boundary	Proposed tree planting			Cutting
District/Borough boundary				

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-08-333a

Map Name: Operational Phase Zone of Theoretical Visibility (ZTV) and Viewpoints SES2 and AP2 ES

Community Area MA06: Hulseheath to Manchester Airport

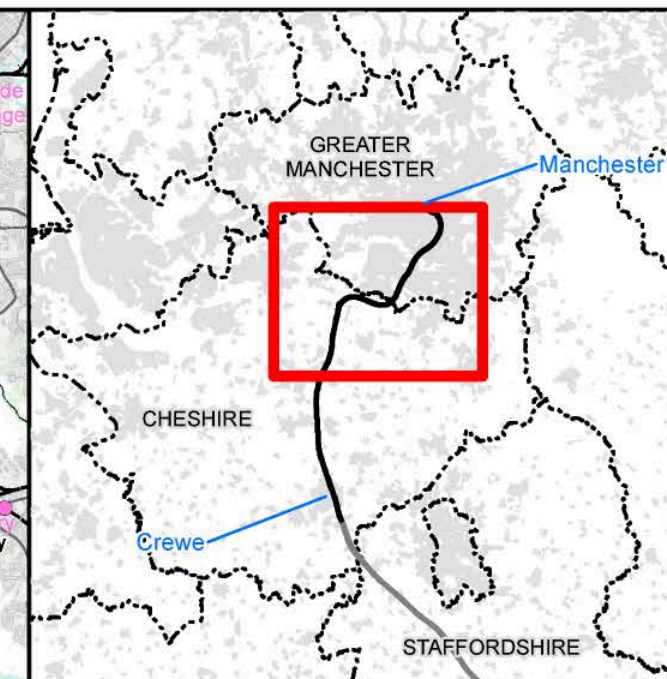
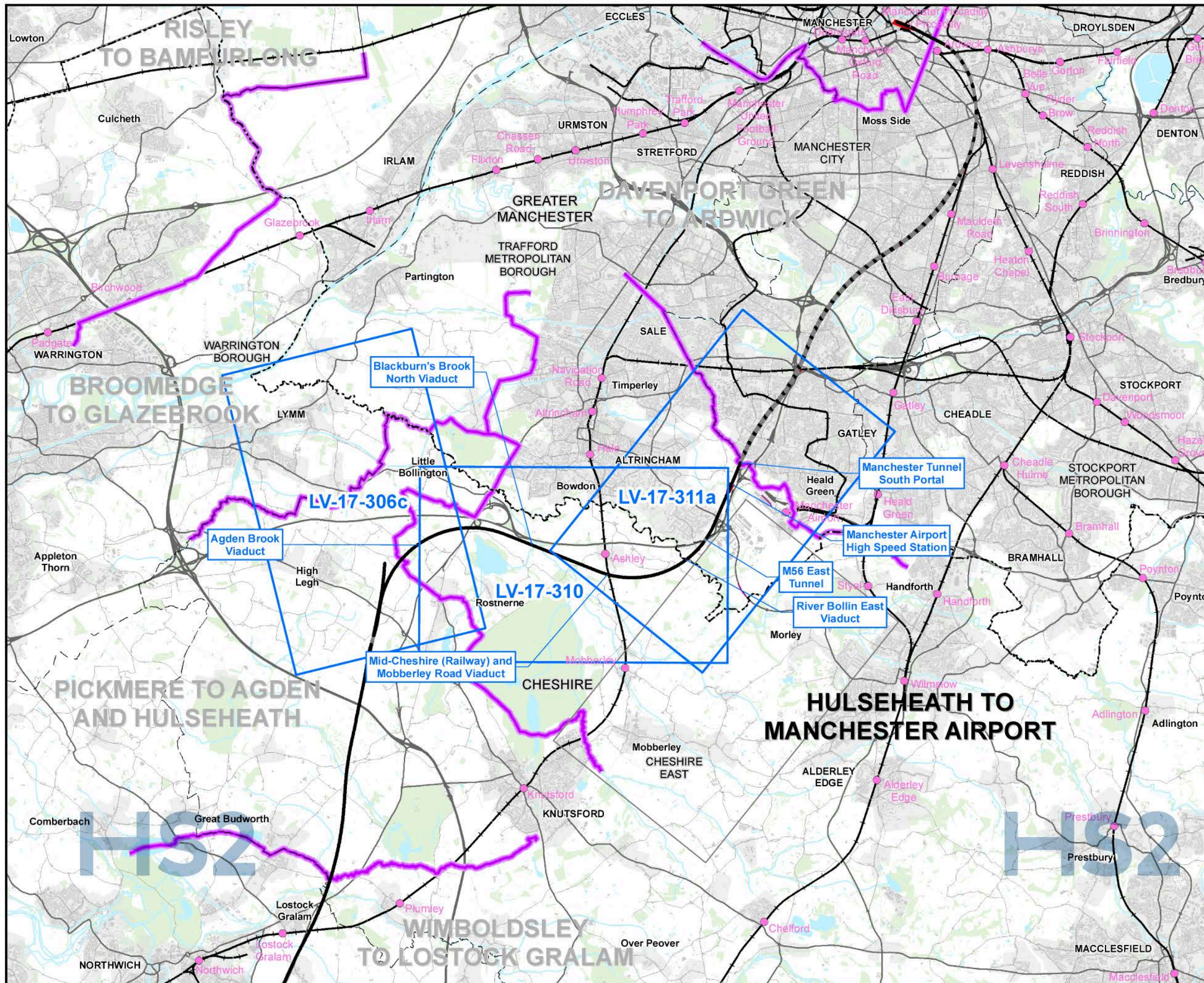
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Doc Number: 2PT27-MWJ-EV-MAP-M000-001888-P01

Date: 13/04/23



Map Series Information:
 Maps showing the AP2 revised 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 included in this community area with no amendment
 - Map sheets not included in this community area

Map Number: LV-17-INDEX-MA06
 Map Name: Index Map of:
 Route-wide Landscape Context
 SES2 and AP2 ES
 Community Area MA06:
 Hulseheath to Manchester Airport

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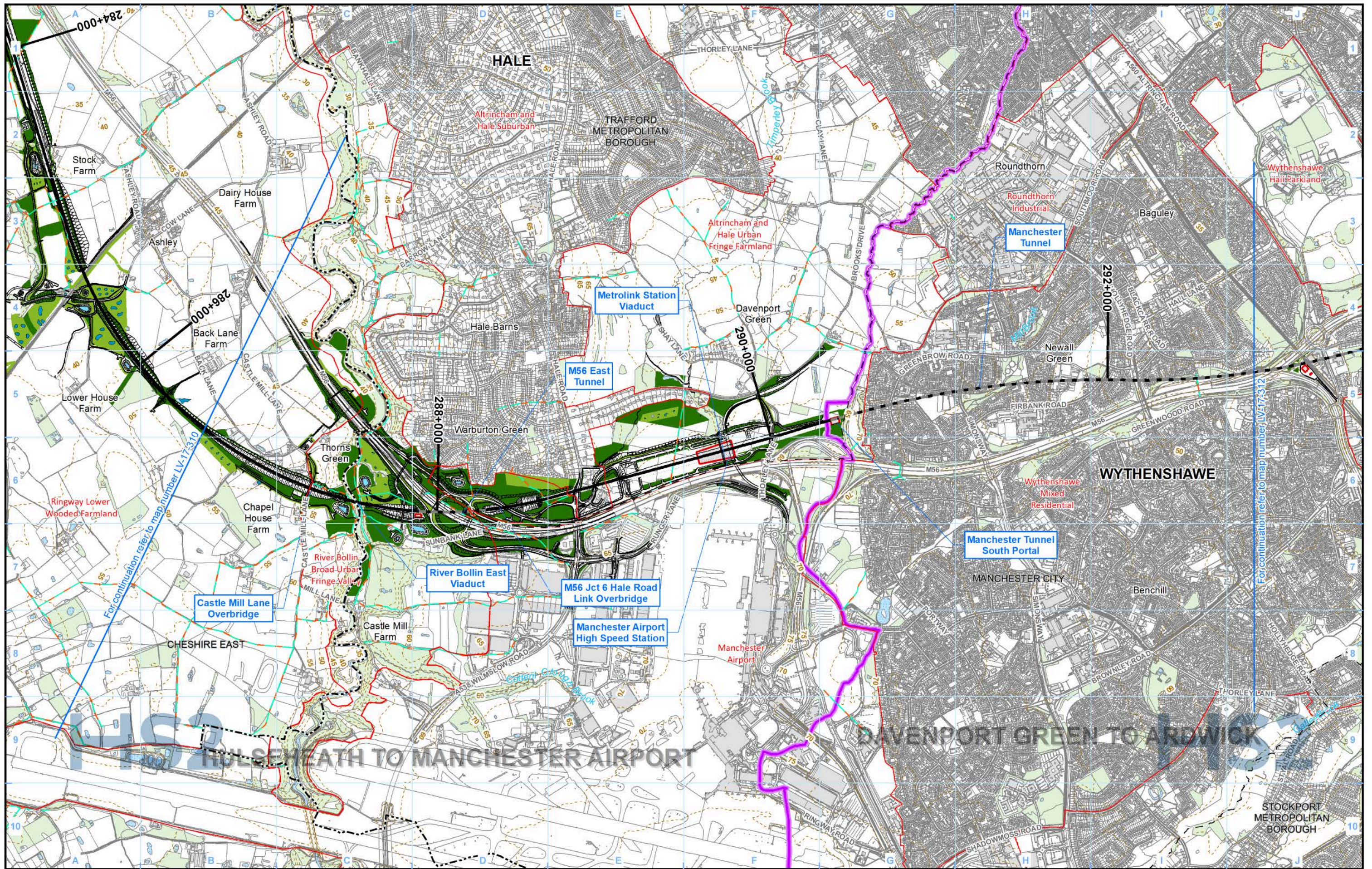
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Doc Number: 2PT27-MWJ-EV-MAP-M000-001942-P01 Date: 06/04/23

Note: Not all data layers in the legend are represented on every map.



Legend

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

Engineering earthworks:
Embankment
Cutting
Non engineering earthworks:
Embankment
Cutting

Map Number LV-17-311a

Map Name
**Route-wide Landscape Context
 SES2 and AP2 ES**

Community Area MA06:
 Hulseheath to Manchester Airport

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Doc Number: 2PT27-MWJ-EV-MAP-M000-001929-P01

Date: 25/04/23

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High Speed Rail (Crewe – Manchester)

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

MA07: Davenport Green to Ardwick

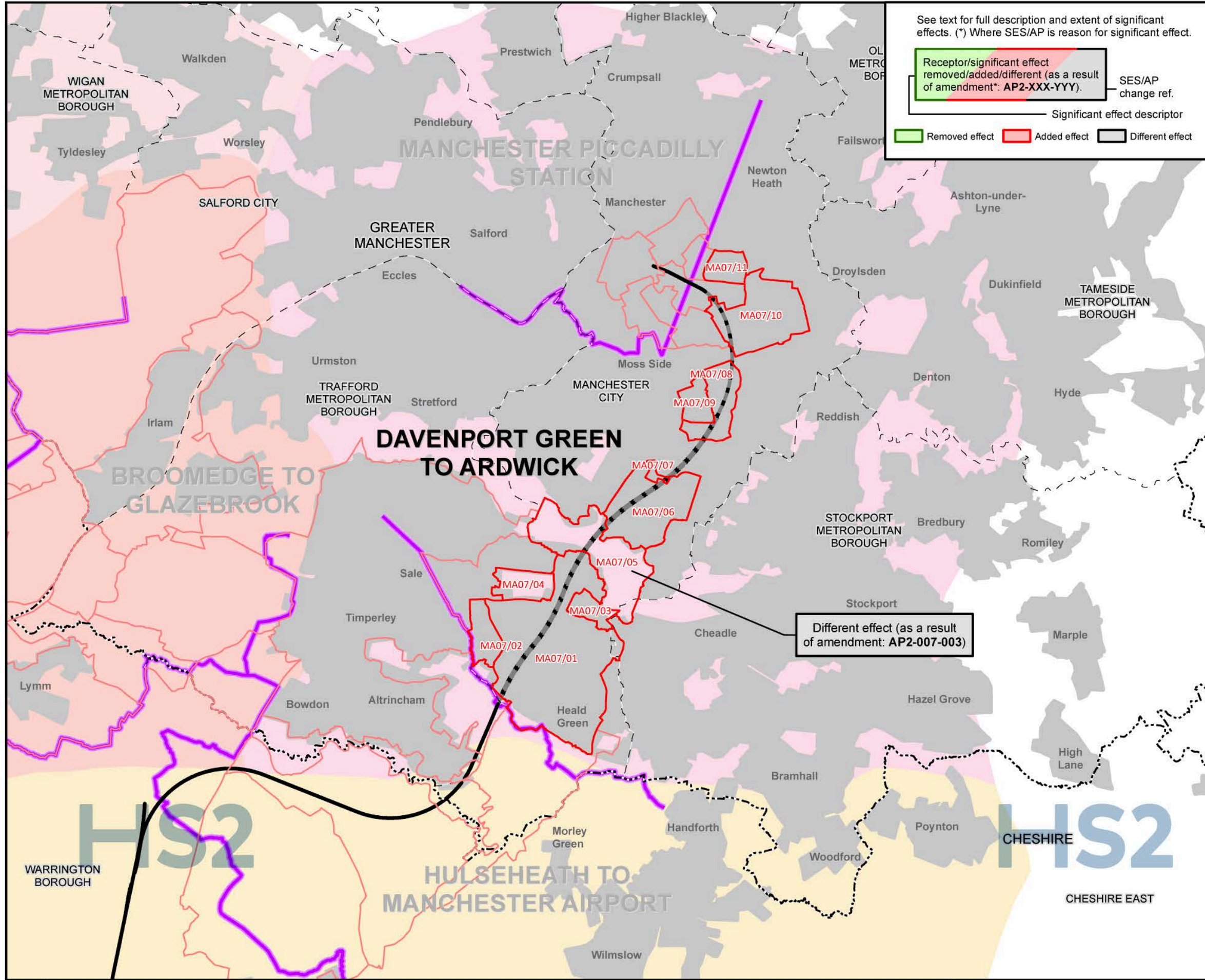
LV-00 – Route-wide Landscape Character Areas and National Character Areas

LV-02 – Landscape Character Areas

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

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

LV-17 – Route-wide Landscape Context



See text for full description and extent of significant effects. (*) Where SES/AP is reason for significant effect.

Receptor/significant effect removed/added/different (as a result of amendment*: AP2-XXX-YYY).

SES/AP change ref.

Significant effect descriptor

Removed effect Added effect Different effect

- Landscape Character Areas**
- MA07/01 - Wythenshawe Mixed Residential
 - MA07/02 - Roundthorn Industrial
 - MA07/03 - Sharston Industrial
 - MA07/04 - Wythenshawe Hall Parkland
 - MA07/05 - Mersey Valley Managed Open Space
 - MA07/06 - North Didsbury and Withington Mixed Residential
 - MA07/07 - The Christie NHS Foundation Trust Hospital Grounds
 - MA07/08 - Fallowfield, Levenshulme and Rusholme Mixed Residential
 - MA07/09 - Manchester University Campus
 - MA07/10 - West Gorton Mixed Industrial with Residential
 - MA07/11 - Beswick and Bradford Mixed Residential

- 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)
 - Lancashire Coal Measures
 - Manchester Conurbation
 - Mersey Valley
 - Shropshire, Cheshire and Staffordshire Plain

Map Number: LV-00-MA07

Map Name: Route-wide Landscape Character Areas and National Character Areas SES2 and AP2 ES

Community Area MA07: Davenport Green to Ardwick

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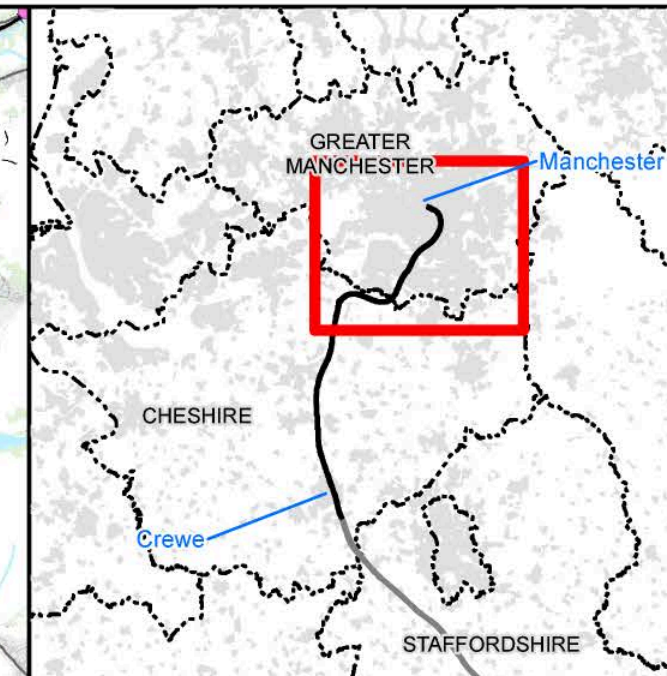
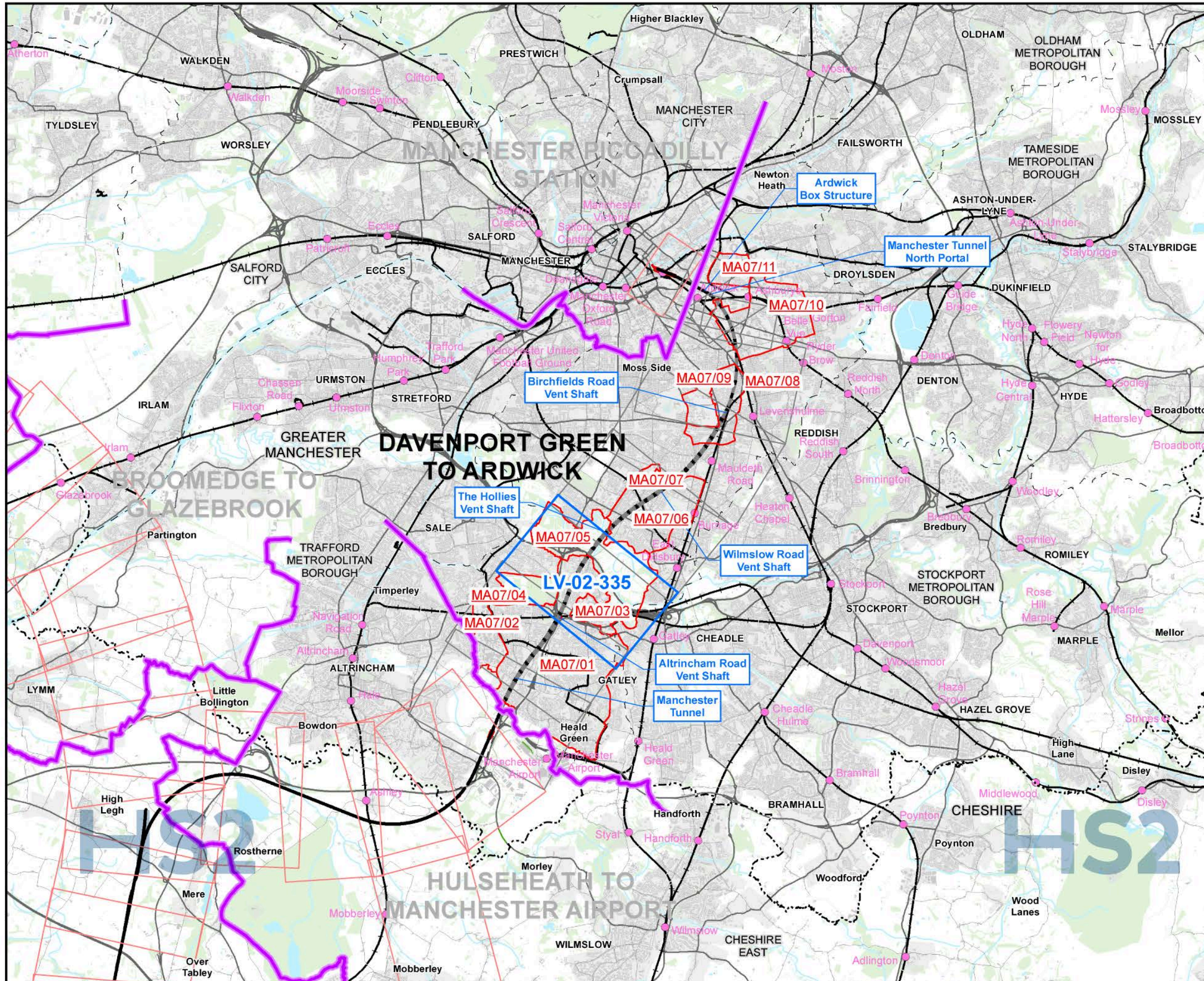
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Doc Number: 2PT27-MWJ-EV-MAP-M000-000320-P01

Date: 12/04/23

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Map Series Information:

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

LCA No.	LCA Name
MA07/01	Wythenshawe Mixed Residential
MA07/02	Roundthorn Industrial
MA07/03	Sharston Industrial
MA07/04	Wythenshawe Hall Parkland
MA07/05	Mersey Valley Managed Open Space
MA07/06	North Didsbury and Withington Mixed Residential
MA07/07	The Christie NHS Foundation Trust Hospital Grounds
MA07/08	Fallowfield, Levenshulme and Rusholme Mixed Residential
MA07/09	Manchester University Campus
MA07/10	West Gorton Mixed Industrial with Residential
MA07/11	Beswick and Bradford Mixed Residential

- 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 included in this community area with no amendment
- Map sheets not included in this community area
- Landscape Character Area Number

Map Number	LV-02-INDEX-MA07
Map Name	Index Map of: Landscape Character Areas SES2 and AP2 ES
	Community Area MA07: Davenport Green to Ardwick

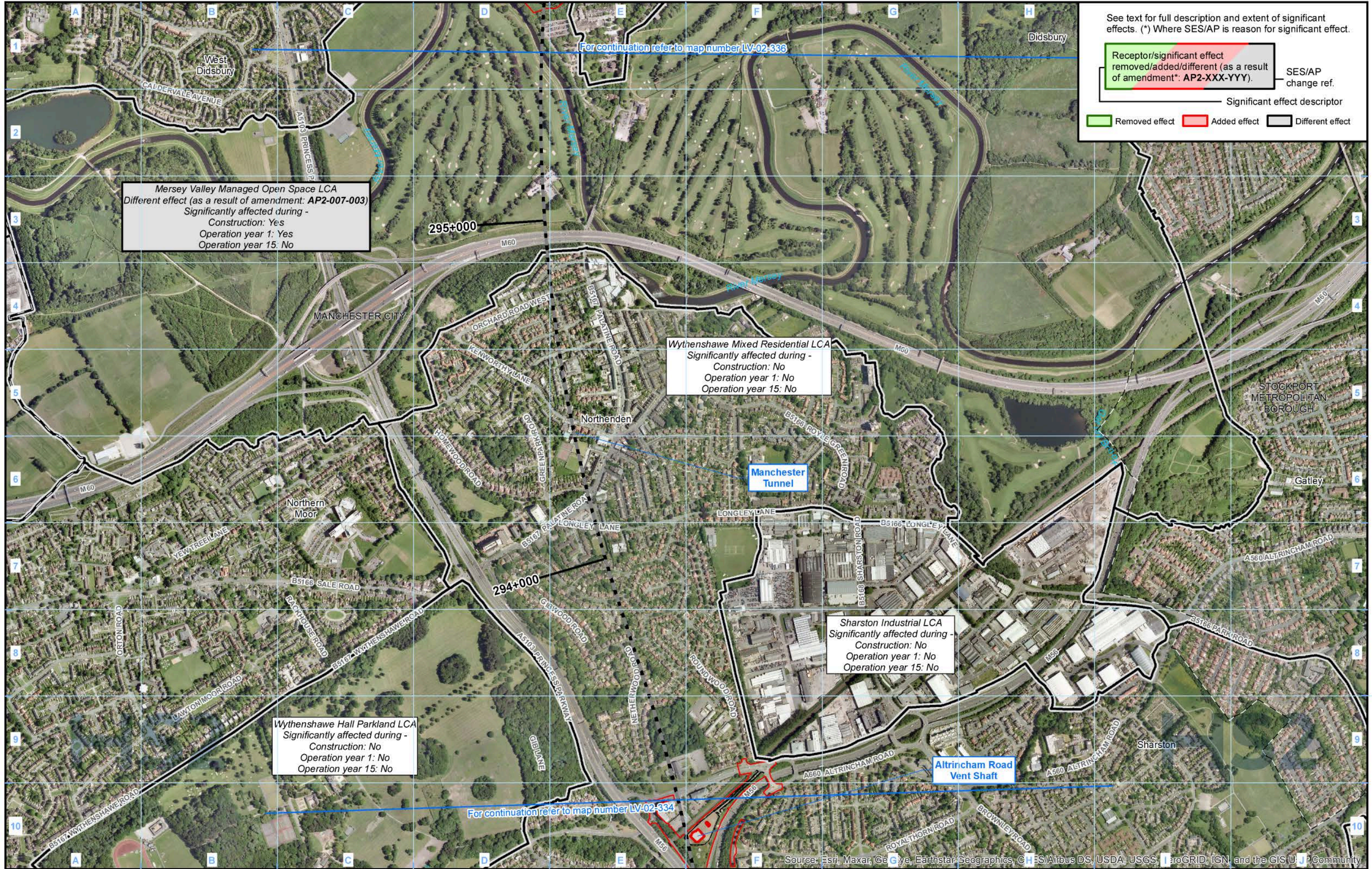
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Receptor/significant effect removed/added/different (as a result of amendment*: AP2-XXX-YYY). — SES/AP change ref.

Significant effect descriptor

Removed effect (green) Added effect (red) Different effect (black)

- 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-02-335

Map Name: Landscape Character Areas SES2 and AP2 ES

Community Area MA07: Davenport Green to Ardwick

Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

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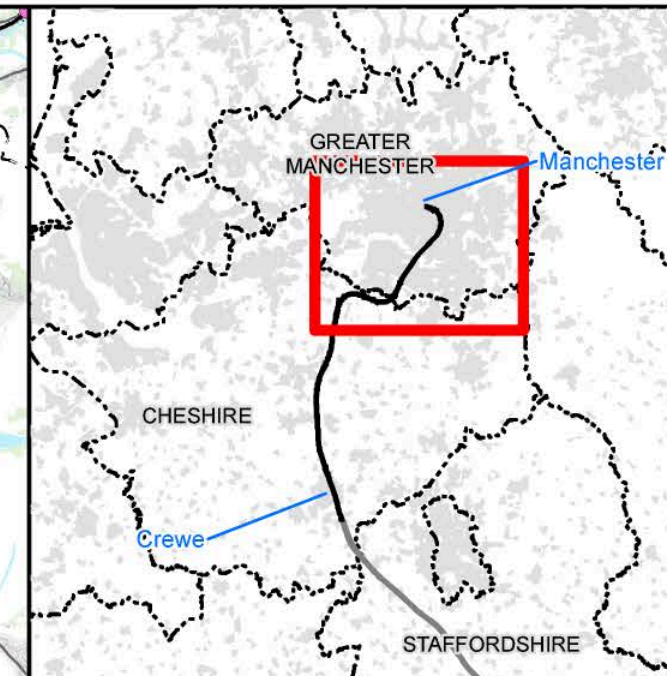
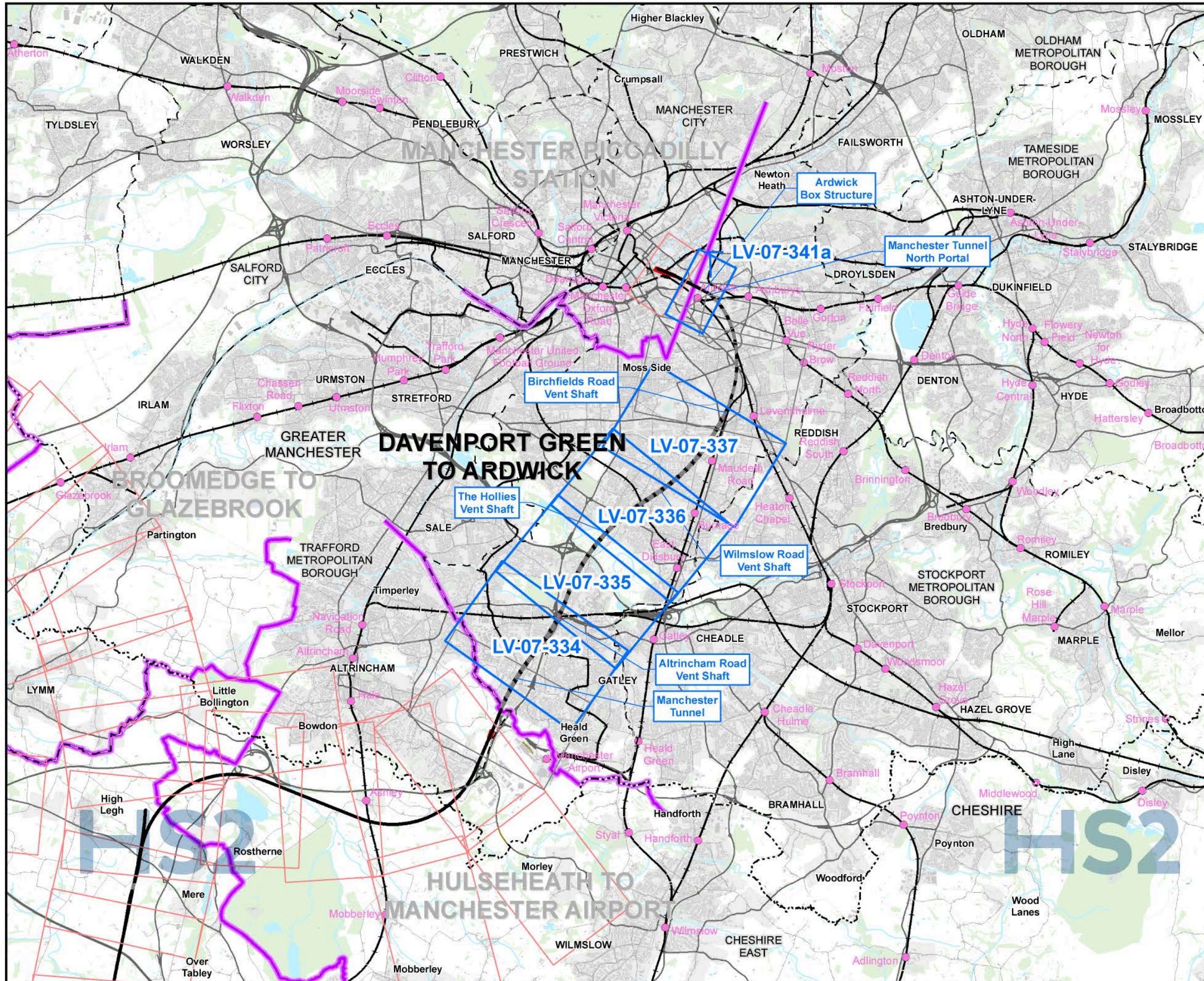
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Doc Number: 2PT27-MWJ-EV-MAP-M000-000065-P01

Date: 13/04/23



Map Series Information:

Maps showing the construction phase zone of theoretical visibility (ZTV) and the viewpoint locations from which the visual assessment of the AP2 revised scheme has been undertaken. (All significant and non-significant viewpoint and photomontage locations are shown).

- 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 included in this community area with no amendment
 - Map sheets not included in this community area

Map Number	LV-07-INDEX-MA07
Map Name	Index Map of: Construction Phase Zone of Theoretical Visibility (ZTV) and Viewpoints SES2 and AP2 ES
	Community Area MA07: Davenport Green to Ardwick

HS2

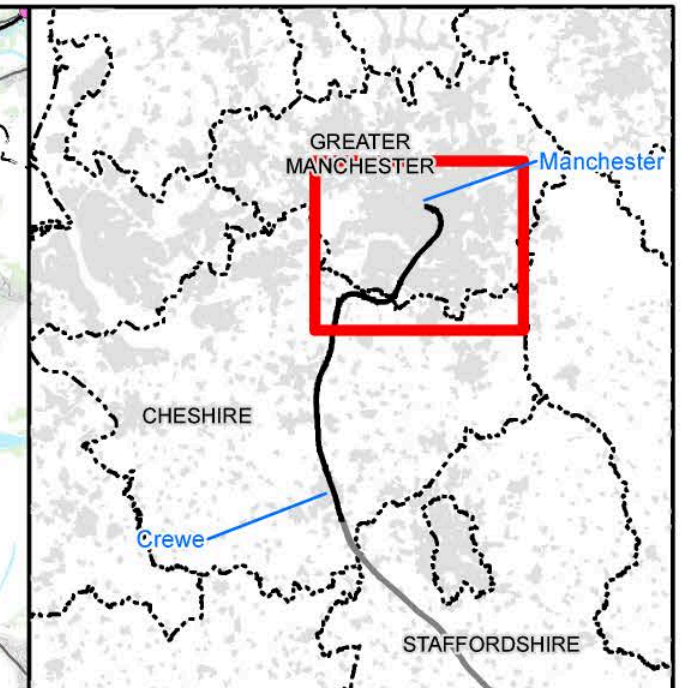
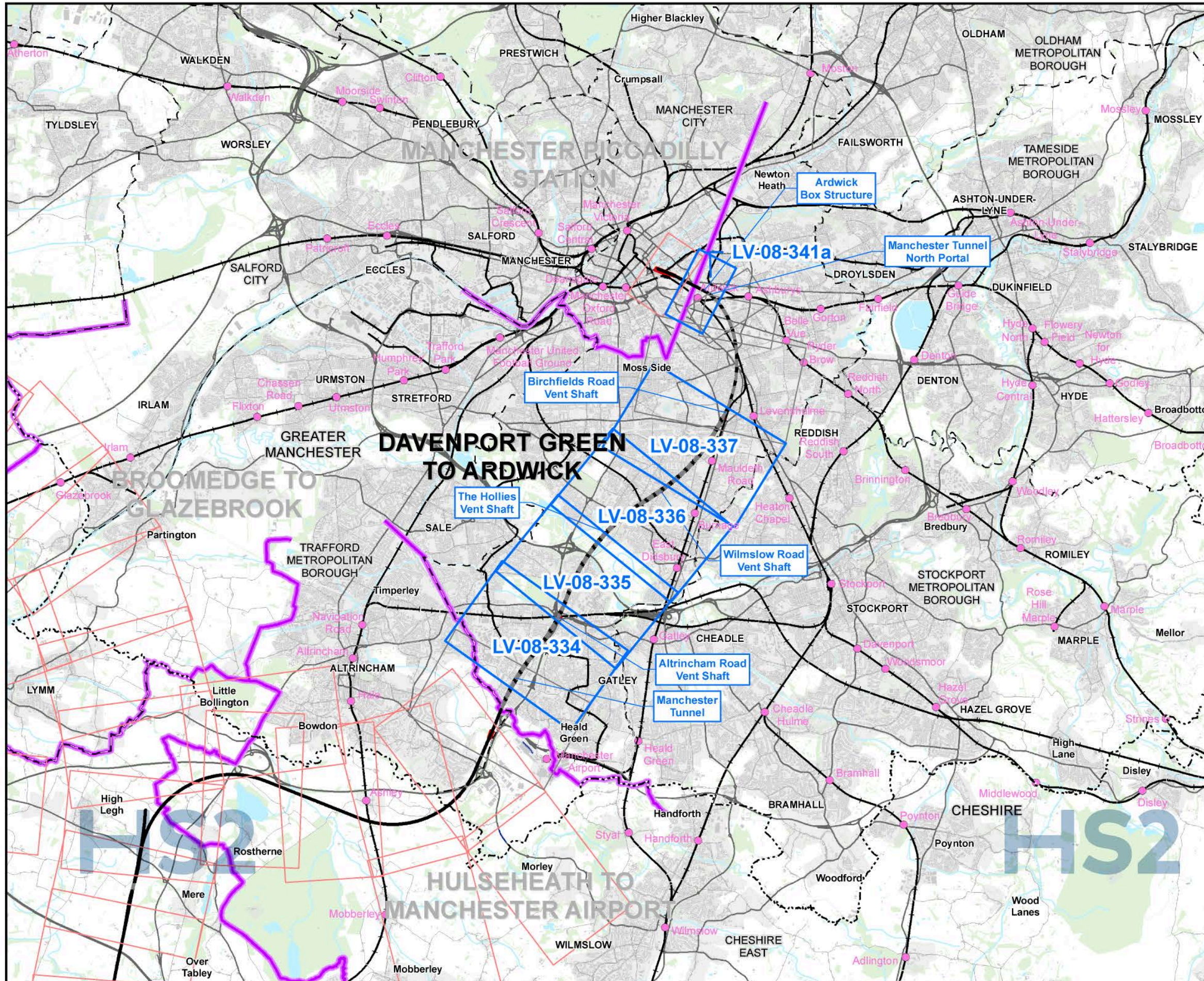
Registered in England. Registration number 06791686.
Registered office: Two Snowhill, Snow Hill Queensway, Birmingham B4 6QA.

Scale at A3: 1:100,000

Doc Number: 2PT27-MWJ-EV-MAP-M000-001847-P01

Date: 11/04/23

Note: Not all data layers in the legend are represented on every map.



Map Series Information:

Maps showing the operational phase year one and year fifteen zone of theoretical visibility (ZTV) and the viewpoint locations from which the visual assessment of the AP2 revised scheme has been undertaken. (All significant and non-significant viewpoint and photomontage locations are shown).

- 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 included in this community area with no amendment
 - Map sheets not included in this community area

Map Number: LV-08-INDEX-MA07

Map Name: Index Map of: Operational Phase Zone of Theoretical Visibility (ZTV) and Viewpoints SES2 and AP2 ES

Community Area MA07: Davenport Green to Ardwick

HS2

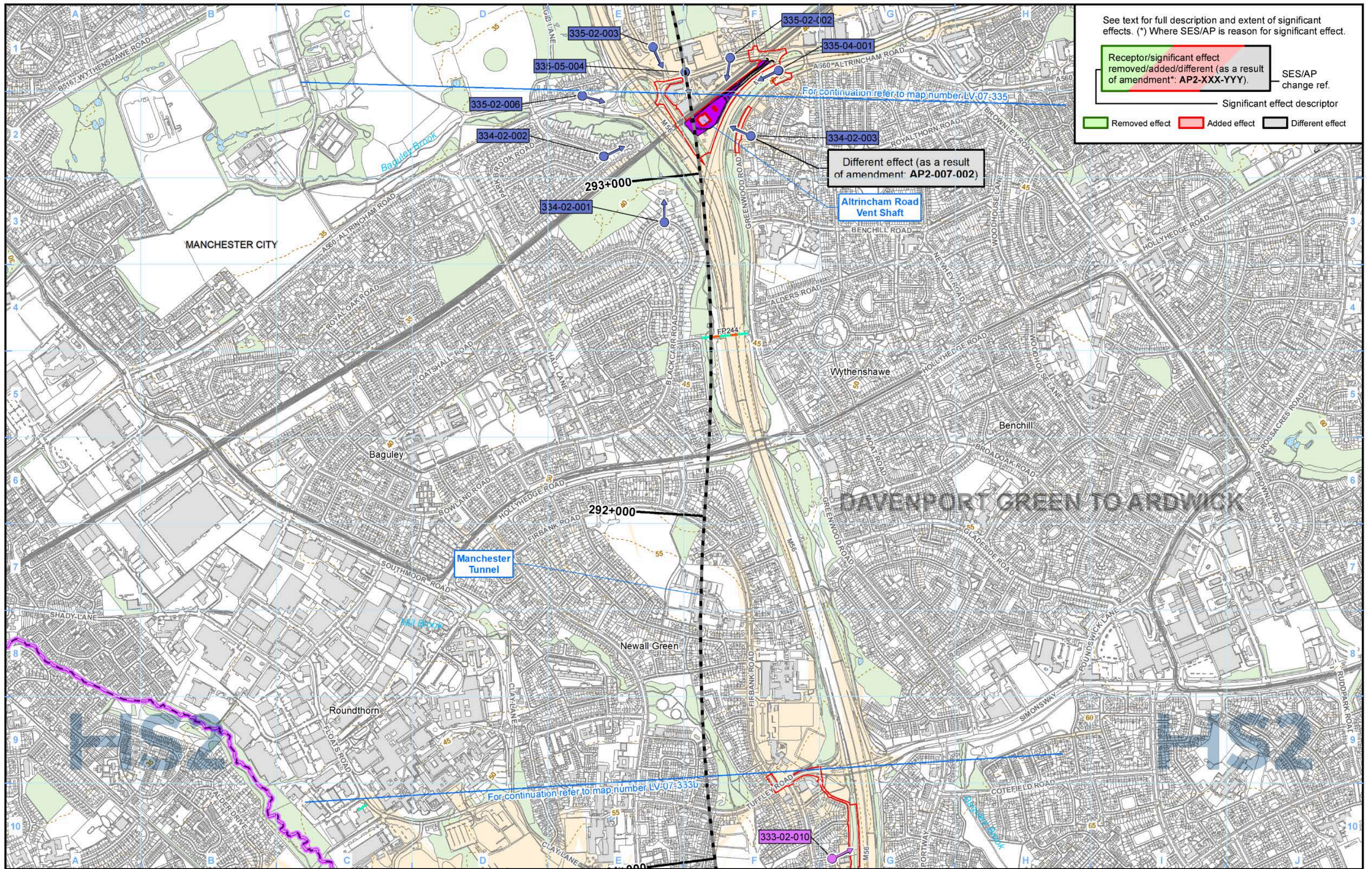
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Scale at A3: 1:100,000

Doc Number: 2PT27-MWJ-EV-MAP-M000-001910-P01

Date: 11/04/23

Note: Not all data layers in the legend are represented on every map.



See text for full description and extent of significant effects. (*) Where SES/AP is reason for significant effect.

Receptor/significant effect removed/added/different (as a result of amendment*: AP2-XXX-YYY). SES/AP change ref.

Significant effect descriptor

Removed effect Added effect Different effect

Legend

Route in tunnel	District/Borough boundary	ZTV construction	Non significantly affected viewpoint	Engineering earthworks:
Route on surface	Public Rights of Way (PRoW)		Significantly affected viewpoint	Embankment
Depot, station, headhouse or portal building	5m contours	001-01-001 Non significantly affected viewpoint or photomontage number	Non significantly affected photomontage location	Cutting
Land potentially required during construction	Water body	001-01-001 Significantly affected viewpoint or photomontage number	Significantly affected photomontage location	Embankment
Community area boundary	Existing woodland and tree belts			Cutting
County boundary	Construction compounds			

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-07-334

Map Name: Construction Phase Zone of Theoretical Visibility (ZTV) and Viewpoints SES2 and AP2 ES

Community Area MA07: Davenport Green to Ardwick

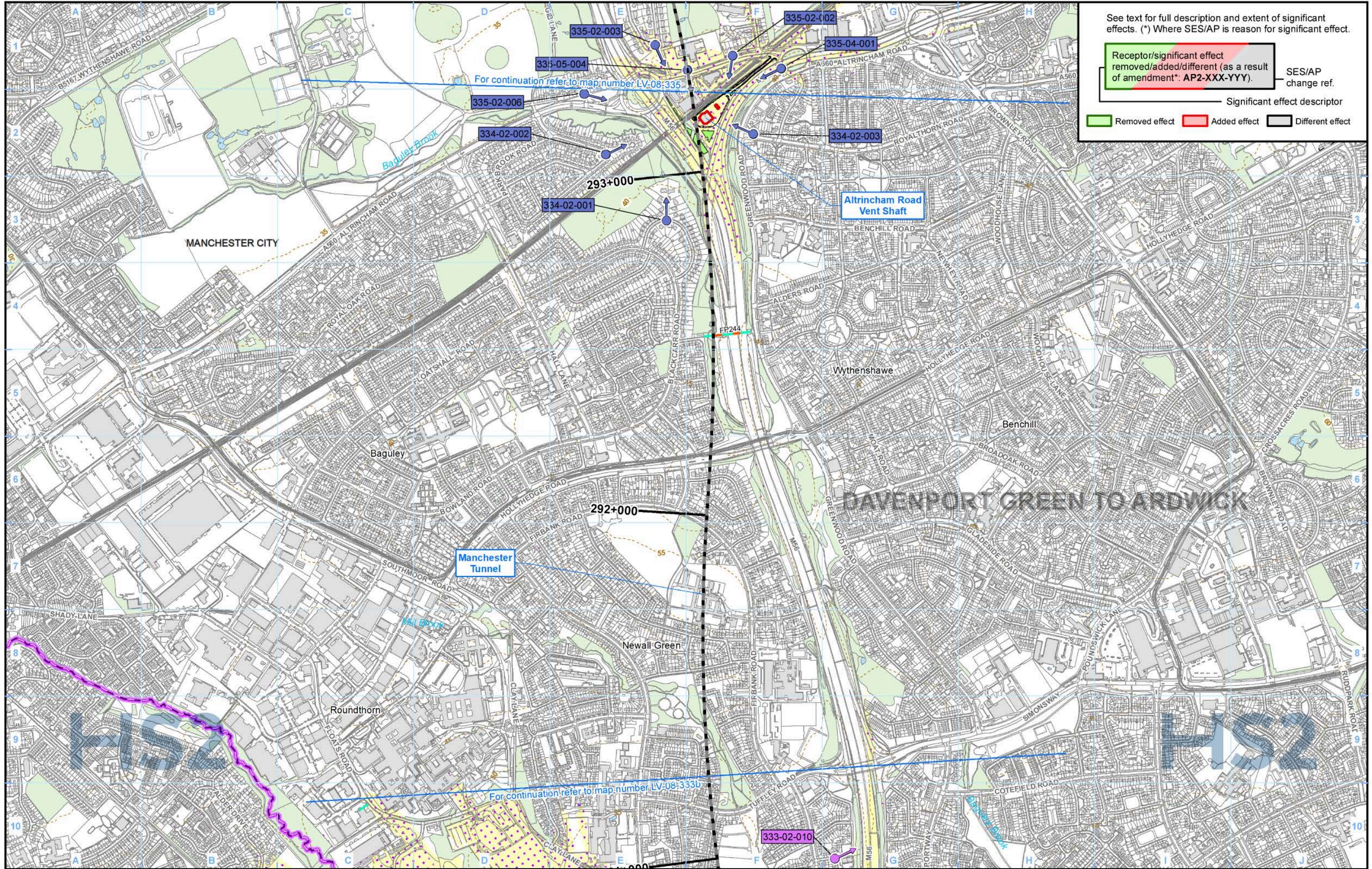
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Doc Number: 2PT27-MWJ-EV-MAP-M000-001827-P01

Date: 12/04/23



See text for full description and extent of significant effects. (*) Where SES/AP is reason for significant effect.

Receptor/significant effect removed/added/different (as a result of amendment*: AP2-XXX-YYY). SES/AP change ref.

Significant effect descriptor

Removed effect Added effect Different effect

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, 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-08-334

Map Name: Operational Phase Zone of Theoretical Visibility (ZTV) and Viewpoints SES2 and AP2 ES

Community Area MA07: Davenport Green to Ardwick

HS2

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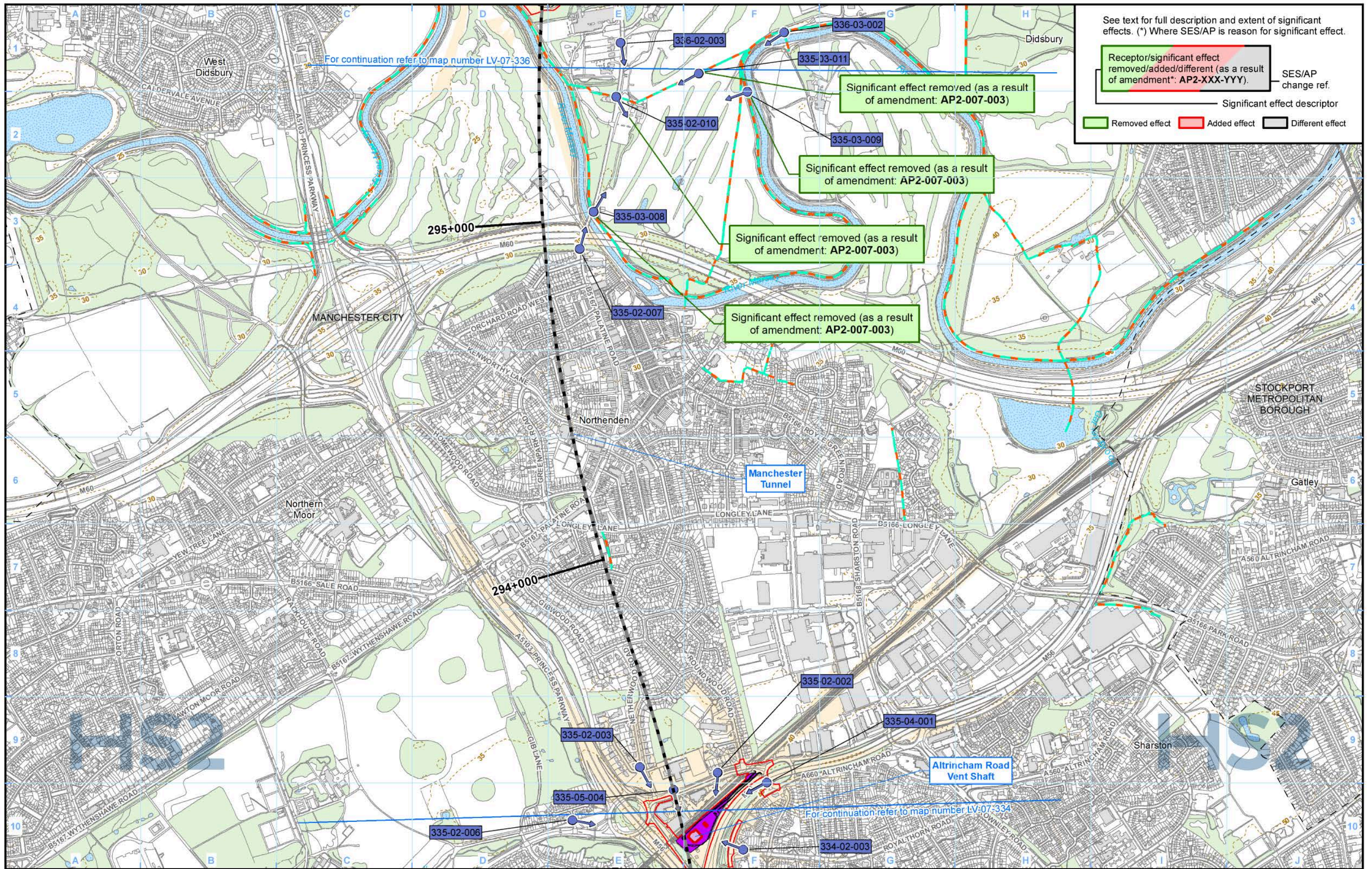
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Date: 12/04/23

Scale at A3: 1:10,000

Metres



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Receptor/significant effect removed/added/different (as a result of amendment*: AP2-XXX-YYY) — SES/AP change ref.

Significant effect descriptor

Removed effect (Green) Added effect (Red) Different effect (Grey)

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, 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-07-335

Map Name: Construction Phase Zone of Theoretical Visibility (ZTV) and Viewpoints SES2 and AP2 ES

Community Area MA07: Davenport Green to Ardwick

Map Number: LV-07-335

Map Name: Construction Phase Zone of Theoretical Visibility (ZTV) and Viewpoints SES2 and AP2 ES

Community Area MA07: Davenport Green to Ardwick

HS2

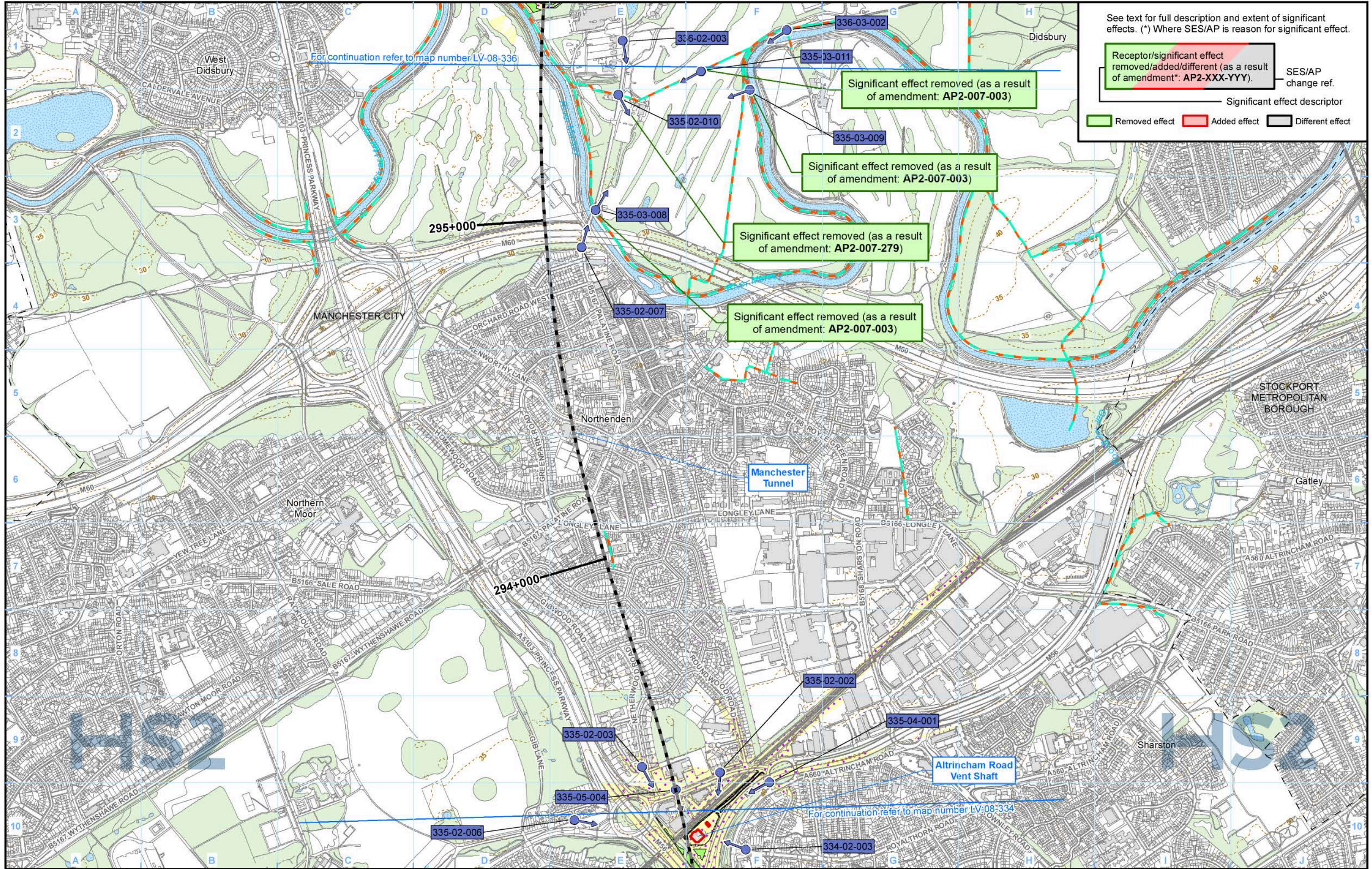
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Receptor/significant effect removed/added/different (as a result of amendment*: AP2-XXX-YYY).	SES/AP change ref.
Significant effect descriptor	
Removed effect	Added effect
Different effect	

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-08-335
Map Name	Operational Phase Zone of Theoretical Visibility (ZTV) and Viewpoints SES2 and AP2 ES
Community Area MA07: Davenport Green to Ardwick	

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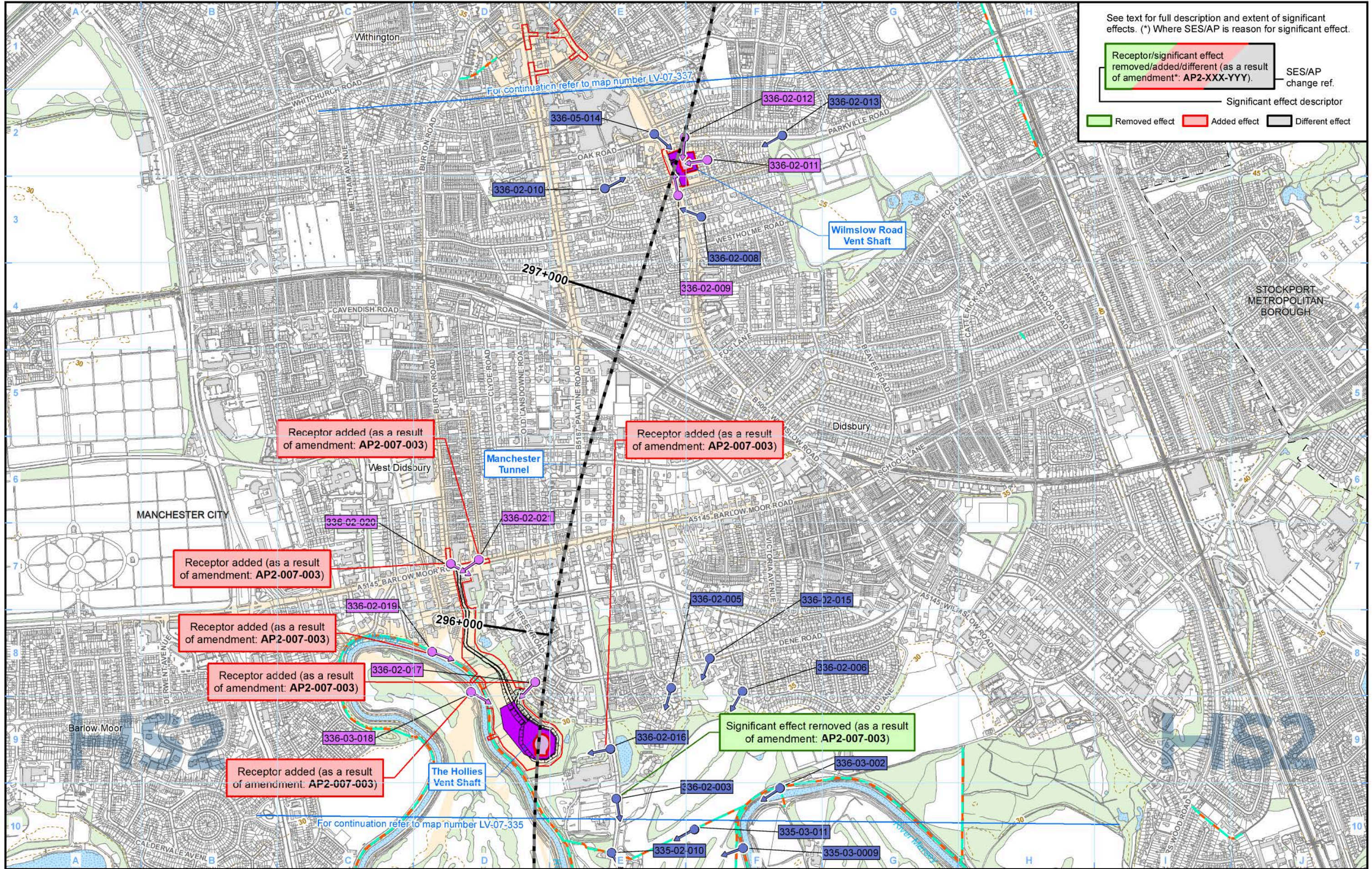
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Date: 12/04/23

Scale at A3: 1:10,000

Metres



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Receptor/significant effect removed/added/different (as a result of amendment*: AP2-XXX-YYY) — SES/AP change ref.

Significant effect descriptor

Removed effect (Green) Added effect (Red) Different effect (Grey)

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
 - 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-07-336

Map Name: Construction Phase Zone of Theoretical Visibility (ZTV) and Viewpoints (SES2 and AP2 ES)

Community Area MA07: Davenport Green to Ardwick

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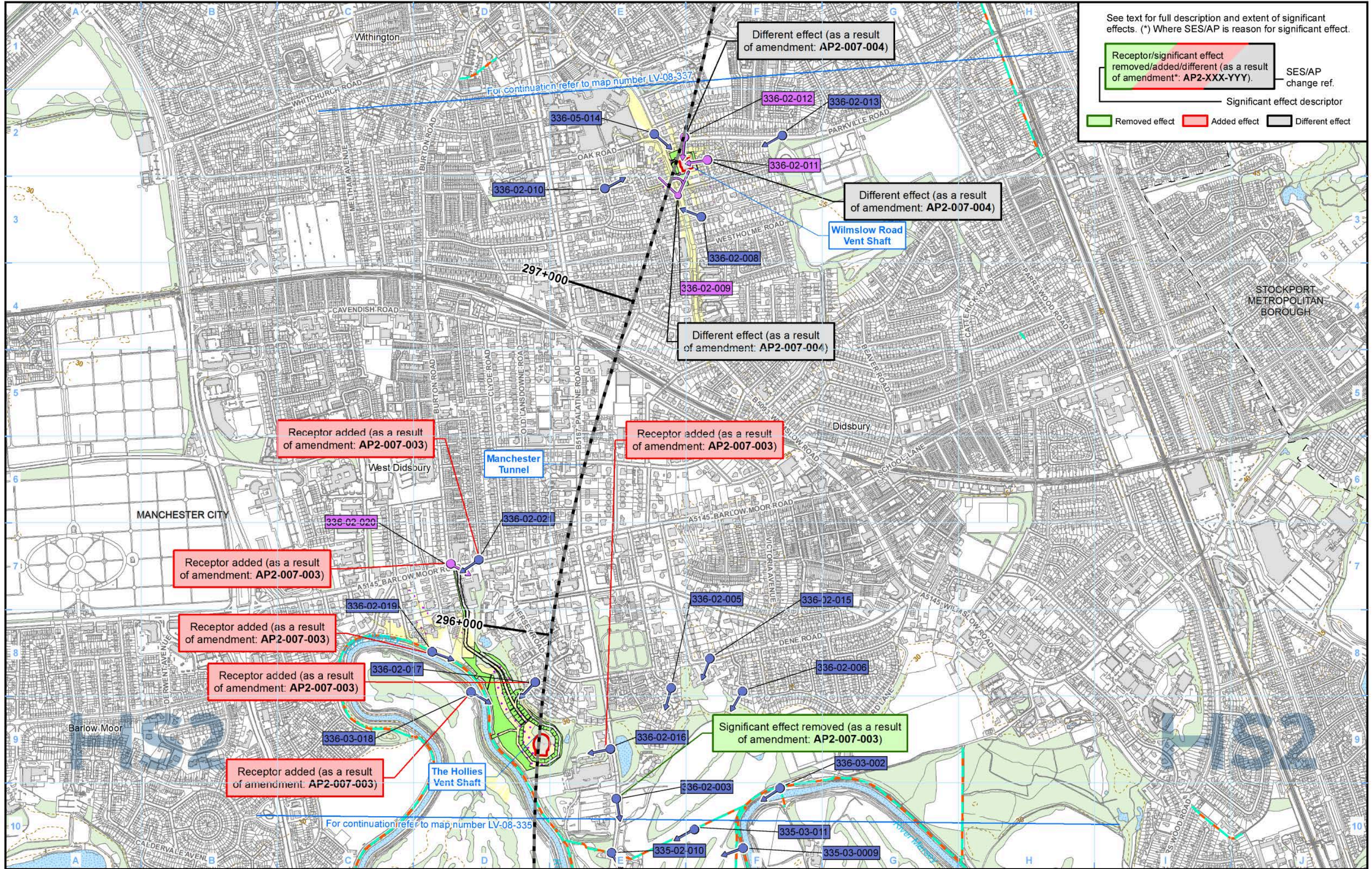
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Receptor/significant effect removed/added/different (as a result of amendment*: AP2-XXX-YYY). SES/AP change ref.

Significant effect descriptor

Removed effect Added effect Different effect

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
 - 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-08-336

Map Name: Operational Phase Zone of Theoretical Visibility (ZTV) and Viewpoints SES2 and AP2 ES

Community Area MA07: Davenport Green to Ardwick

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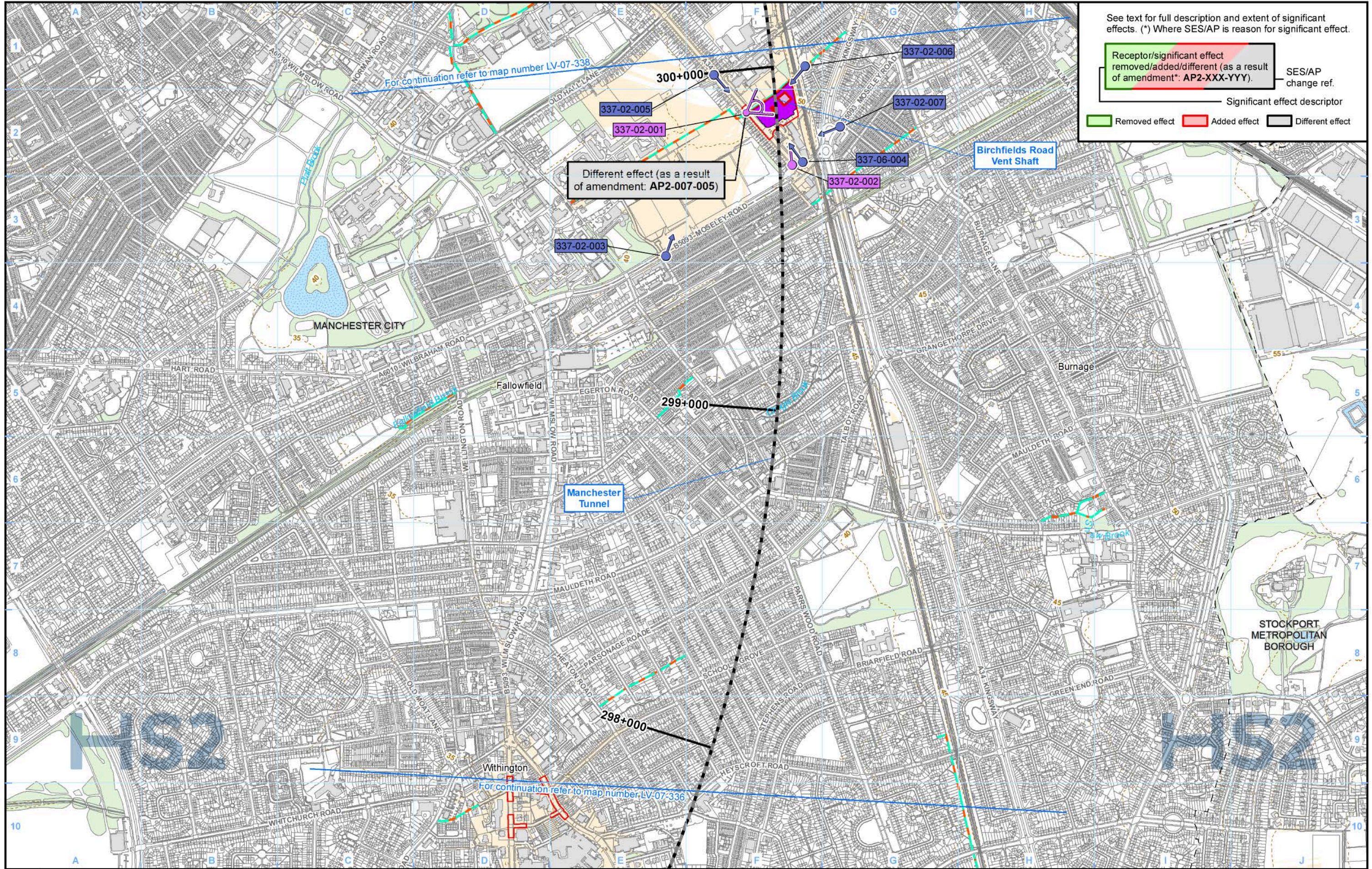
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Date: 12/04/23



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Receptor/significant effect removed/added/different (as a result of amendment*: AP2-XXX-YYY) — SES/AP change ref.

Significant effect descriptor

Removed effect (Green) Added effect (Red) Different effect (Grey)

Legend

Route in tunnel	District/Borough boundary	ZTV construction	Non significantly affected viewpoint	Engineering earthworks:
Route on surface	Public Rights of Way (PRoW)		Significantly affected viewpoint	Embankment
Depot, station, headhouse or portal building	5m contours	001-01-001 Non significantly affected viewpoint or photomontage number	Non significantly affected photomontage location	Cutting
Land potentially required during construction	Water body	001-01-001 Significantly affected viewpoint or photomontage number	Significantly affected photomontage location	Embankment
Community area boundary	Existing woodland and tree belts			Cutting
County boundary	Construction compounds			

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-07-337

Map Name: Construction Phase Zone of Theoretical Visibility (ZTV) and Viewpoints SES2 and AP2 ES

Community Area MA07: Davenport Green to Ardwick

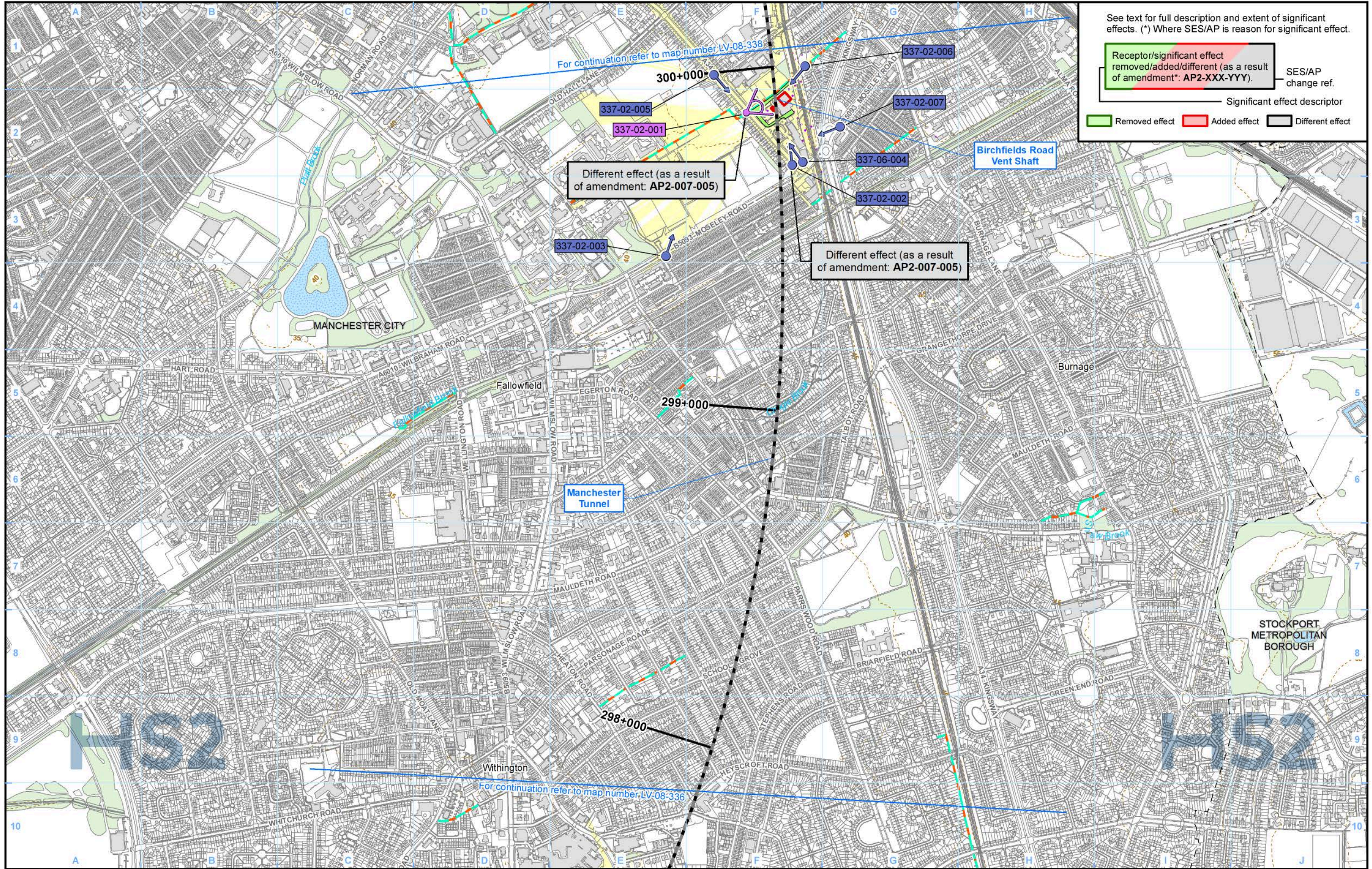
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Date: 12/04/23



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Receptor/significant effect removed/added/different (as a result of amendment*: AP2-XXX-YYY). SES/AP change ref.

Significant effect descriptor

Removed effect Added effect Different effect

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, 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-08-337

Map Name: Operational Phase Zone of Theoretical Visibility (ZTV) and Viewpoints SES2 and AP2 ES

Community Area MA07: Davenport Green to Ardwick

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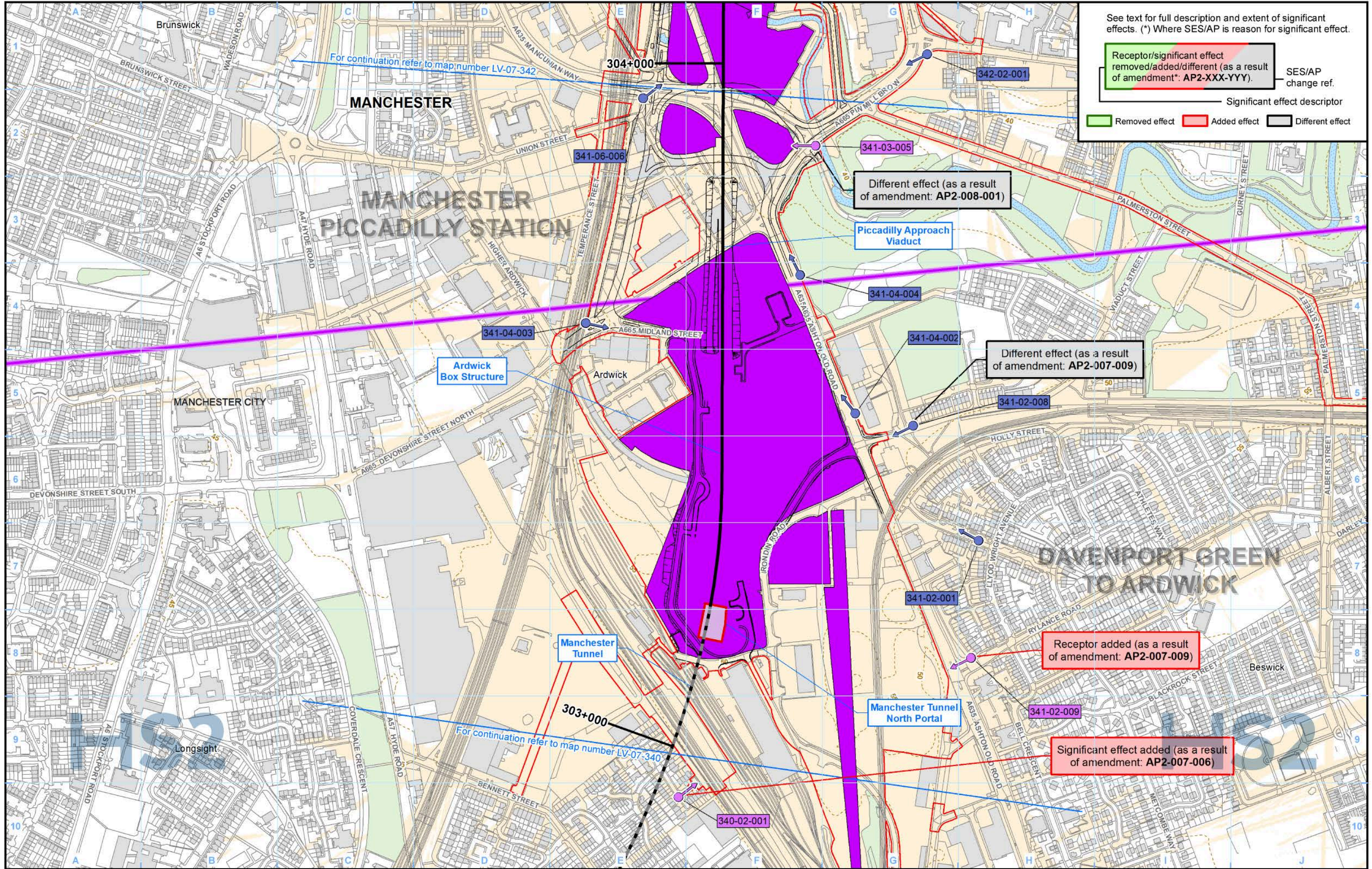
Doc Number: 2PT27-MWJ-EV-MAP-M000-001893-P01

Date: 12/04/23

HS2

Scale at A3: 1:10,000

Metres



See text for full description and extent of significant effects. (*) Where SES/AP is reason for significant effect.

Receptor/significant effect removed/added/different (as a result of amendment*: AP2-XXX-YYY) — SES/AP change ref.

Significant effect descriptor

Removed effect (Green) Added effect (Red) Different effect (Black)

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
- 001-01-001 Non significantly affected viewpoint or photomontage number
- 001-01-001 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-07-341a

Map Name: Construction Phase Zone of Theoretical Visibility (ZTV) and Viewpoints SES2 and AP2 ES

Community Area MA07: Davenport Green to Ardwick

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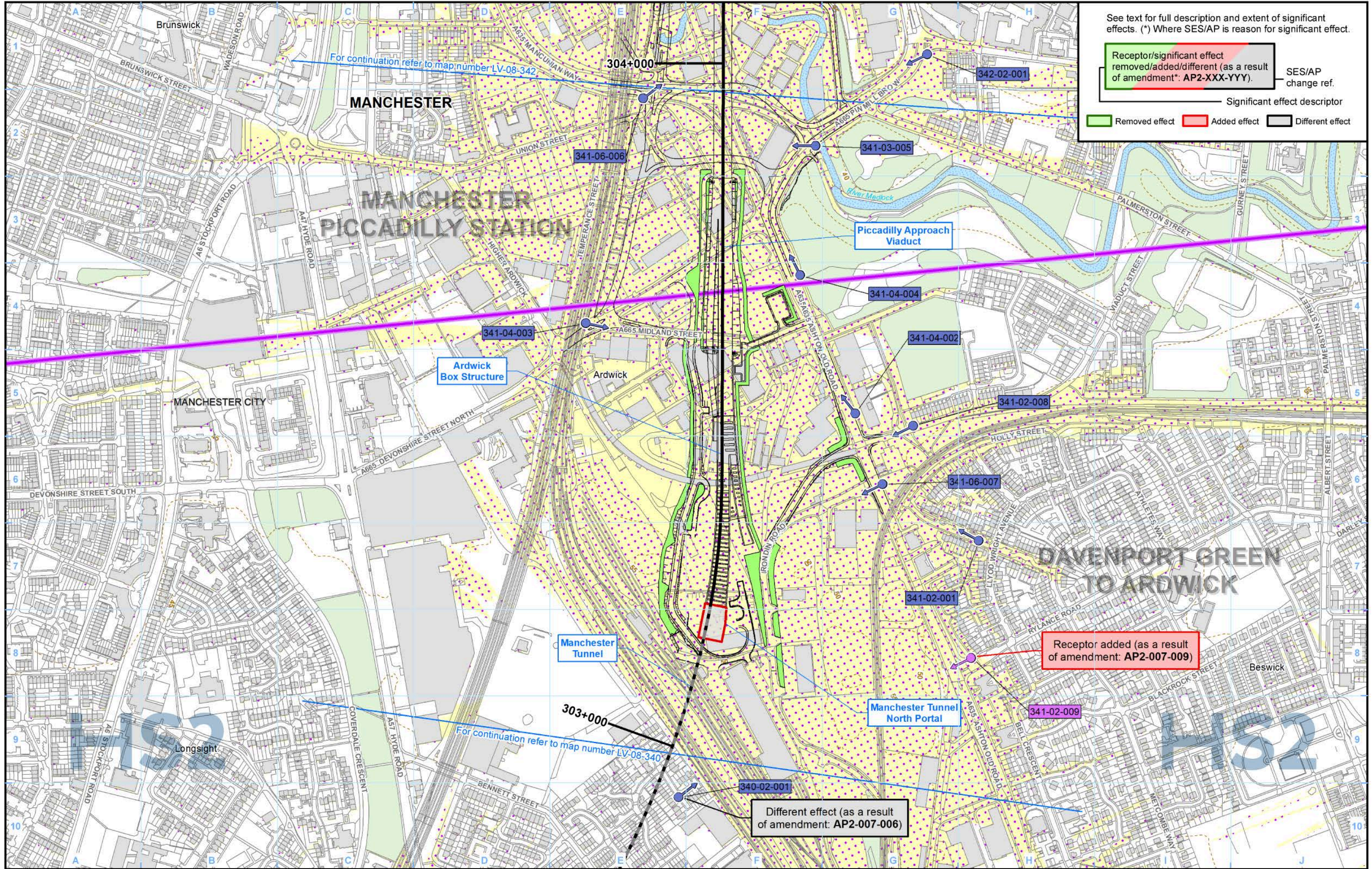
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Date: 12/04/23

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Receptor/significant effect removed/added/different (as a result of amendment*: AP2-XXX-YYY). — SES/AP change ref.

Significant effect descriptor

Removed effect (Green) Added effect (Red) Different effect (Grey)

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	Embankment
County boundary	Proposed tree planting			Cutting
District/Borough boundary				

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-08-341a

Map Name: Operational Phase Zone of Theoretical Visibility (ZTV) and Viewpoints SES2 and AP2 ES

Community Area MA07: Davenport Green to Ardwick

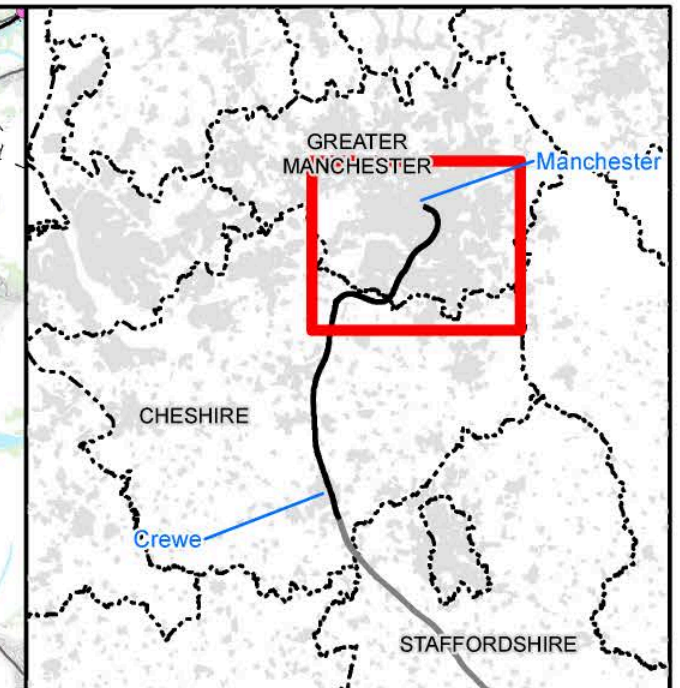
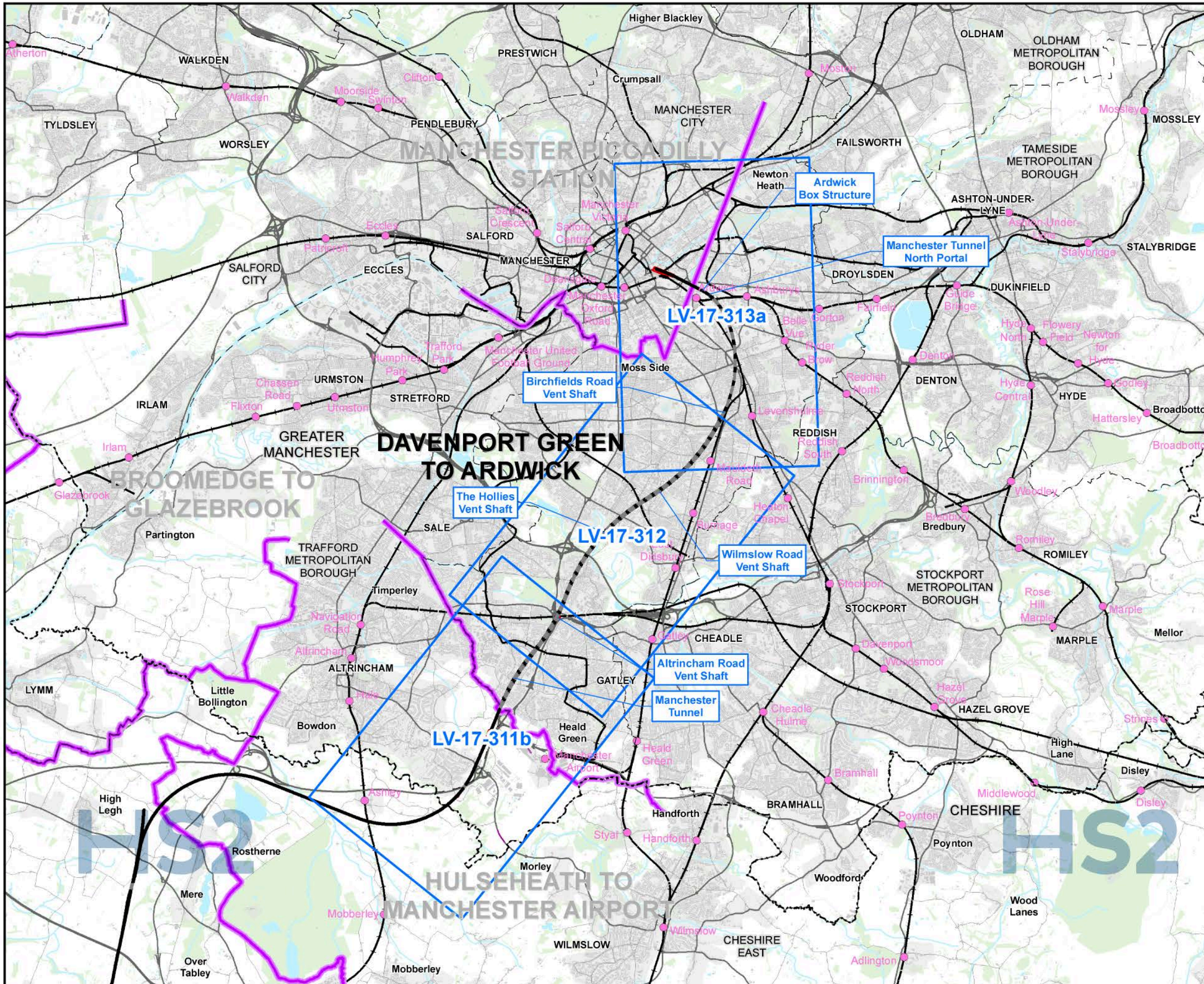
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Date: 12/04/23



Map Series Information:
 Maps showing the AP2 revised scheme and planting in context with the wider landscape.

Main Map Legend	
Route in tunnel	Map sheets included in this community area
Route on surface	Map sheets included in this community area with no amendment
Depot, station, headhouse or portal building	Map sheets not included in this community area
Community area boundary	Existing railway station
County boundary	District/Borough boundary

Map Number	LV-17-INDEX-MA07
Map Name	Index Map of: Route-wide Landscape Context SES2 and AP2 ES Community Area MA07: Davenport Green to Ardwick

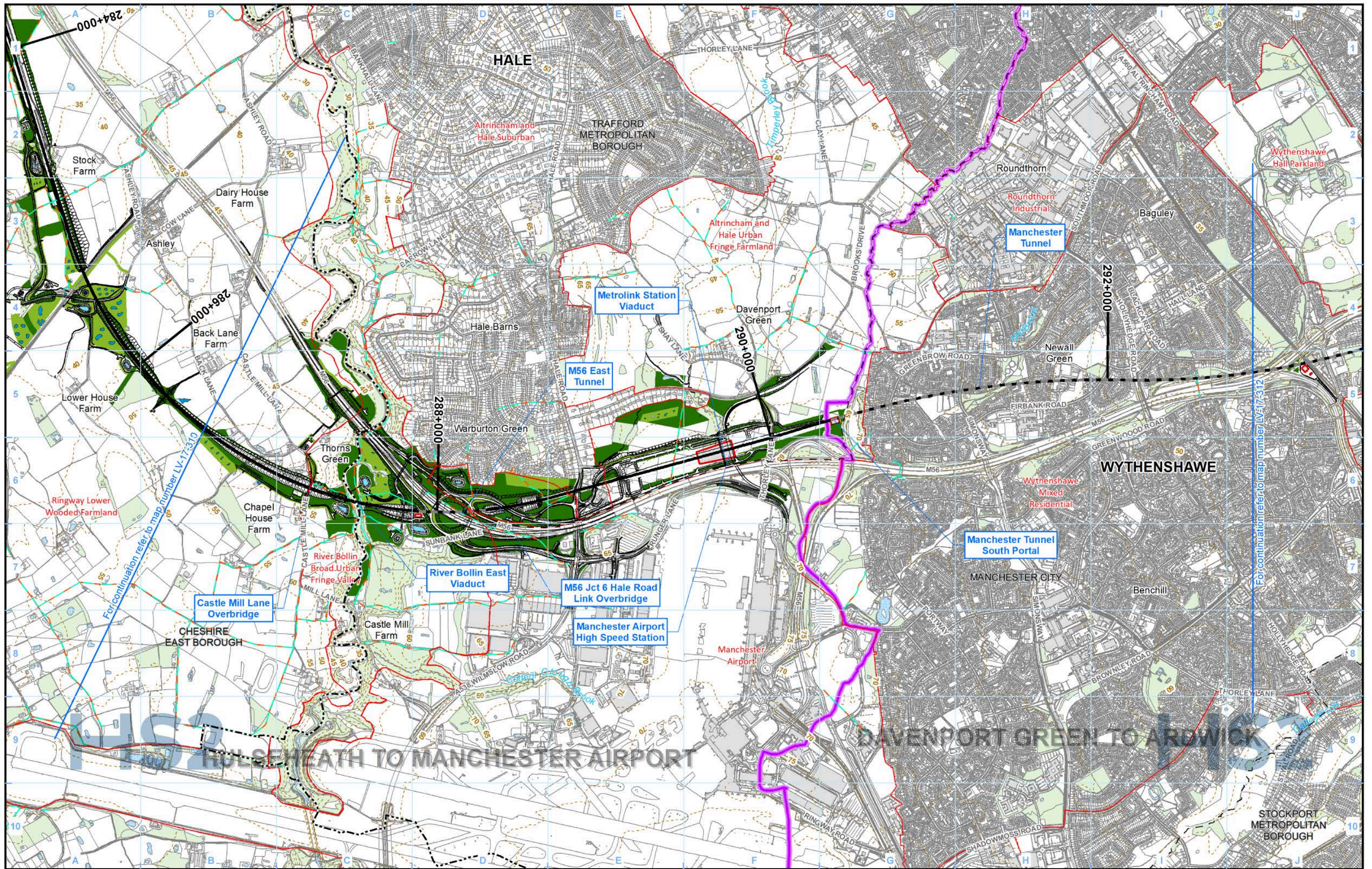
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Legend	
	Route in tunnel
	Route on surface
	Depot, station, headhouse or portal building
	Community area boundary
	County boundary
	District/Borough boundary
	Landscape Character Area boundary
	Public Rights of Way (PRoW)
	5m contours
	Water body
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

Map Number: LV-17-311b

Map Name: Route-wide Landscape Context SES2 and AP2 ES

Community Area MA07: Davenport Green to Ardwick

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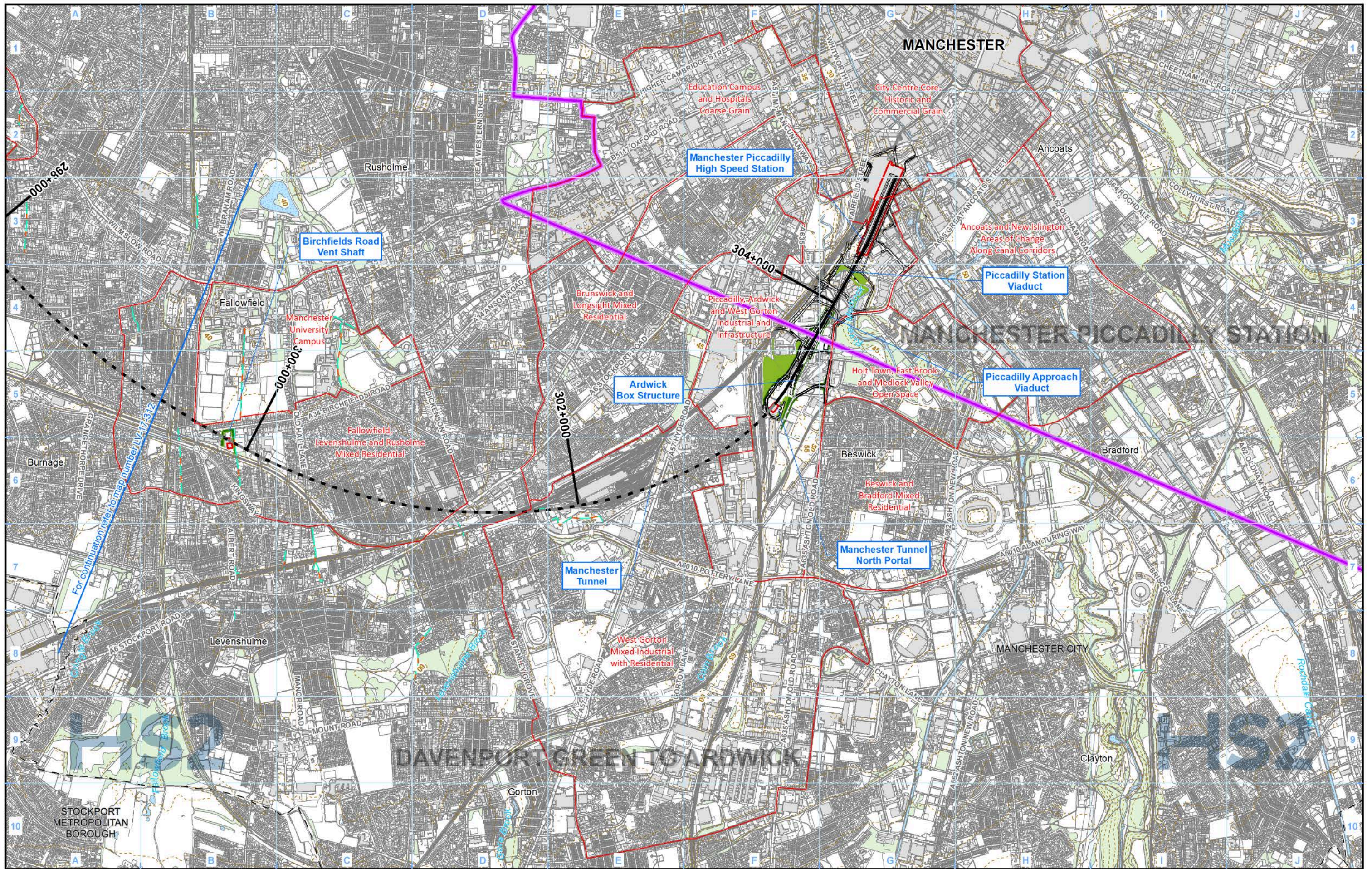
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Scale at A3: 1:20,000

Metres

Date: 25/04/23



Legend

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

Engineering earthworks:
Embankment
Cutting
Non engineering earthworks:
Embankment
Cutting

Map Number LV-17-313a

Map Name
**Route-wide Landscape Context
 SES2 and AP2 ES**

Community Area MA07:
 Davenport Green to Ardwick

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High Speed Rail (Crewe – Manchester)

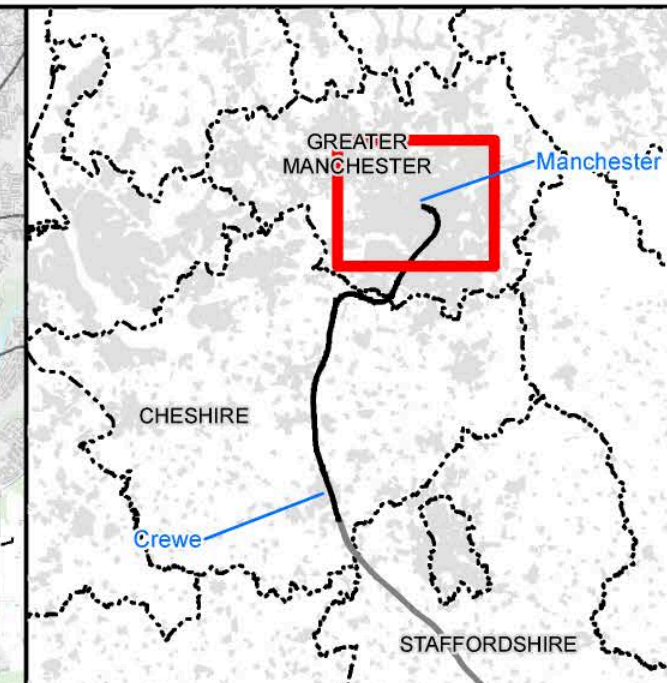
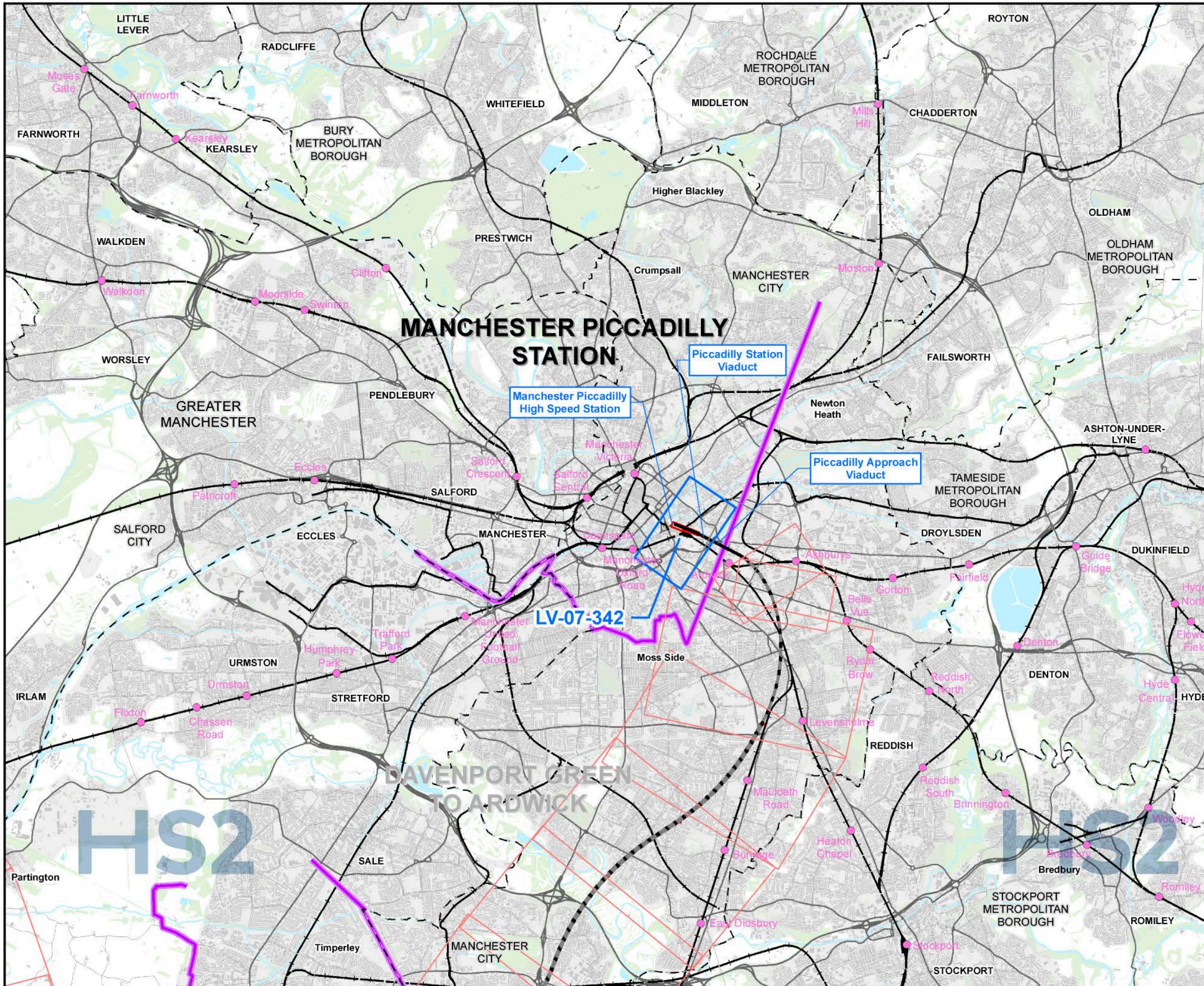
Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

MA08: Manchester Piccadilly Station

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

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

LV-17 – Route-wide Landscape Context



Map Series Information:

Maps showing the construction phase zone of theoretical visibility (ZTV) and the viewpoint locations from which the visual assessment of the AP2 revised scheme has been undertaken. (All significant and non-significant viewpoint and photomontage locations are shown).

Main Map Legend

Route in tunnel	Map sheets included in this community area
Route on surface	Map sheets included in this community area with no amendment
Depot, station, headhouse or portal building	Map sheets not included in this community area
Community area boundary	
Existing railway station	
County boundary	
District/Borough boundary	

Map Number	LV-07-INDEX-MA08
Map Name	Index Map of: Construction Phase Zone of Theoretical Visibility (ZTV) and Viewpoints SES2 and AP2 ES
	Community Area MA08: Manchester Piccadilly Station

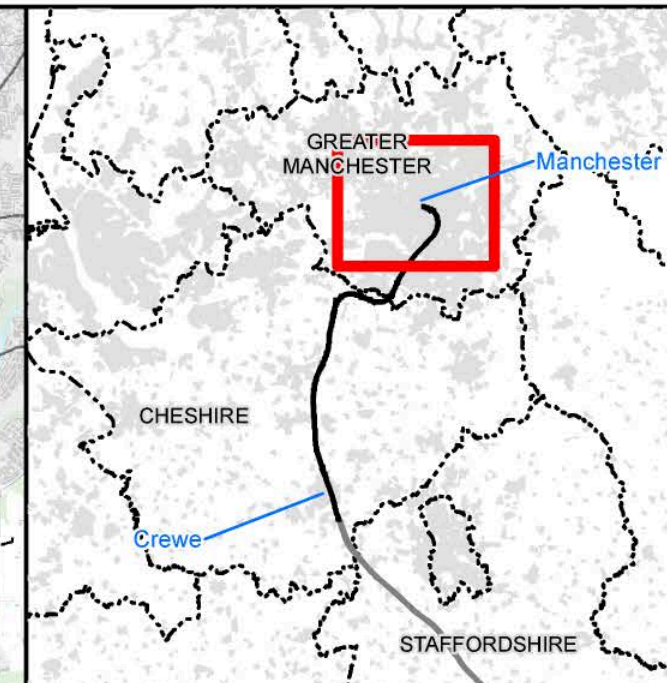
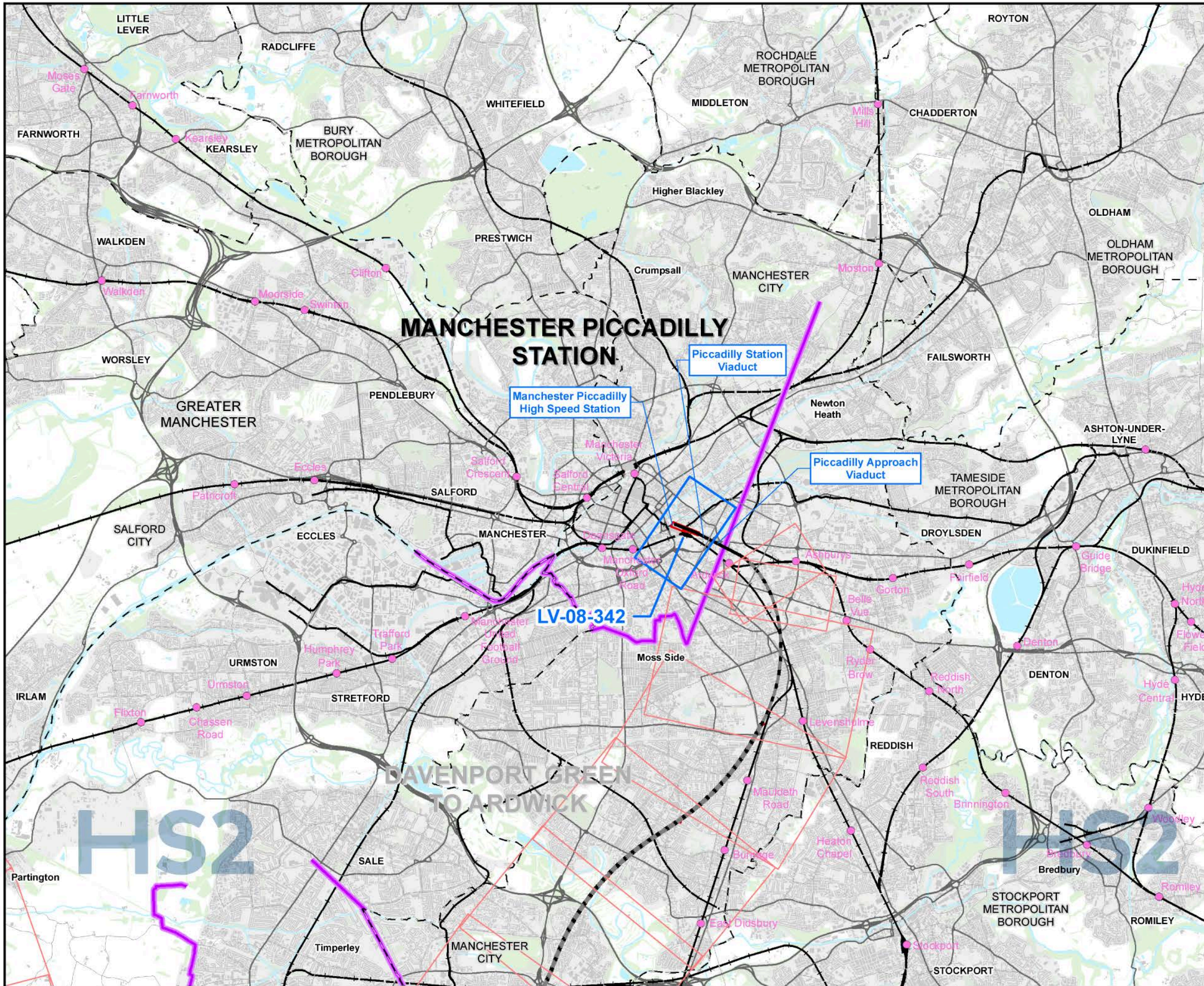
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Doc Number: 2PT27-MWJ-EV-MAP-M000-001848-P01 **Date:** 11/04/23



Map Series Information:

Maps showing the operational phase year one and year fifteen zone of theoretical visibility (ZTV) and the viewpoint locations from which the visual assessment of the AP2 revised scheme has been undertaken. (All significant and non-significant viewpoint and photomontage locations are shown).

Main Map Legend

Map Number	LV-08-INDEX-MA08
Map Name	Index Map of: Operational Phase Zone of Theoretical Visibility (ZTV) and Viewpoints SES2 and AP2 ES
	Community Area MA08: Manchester Piccadilly Station

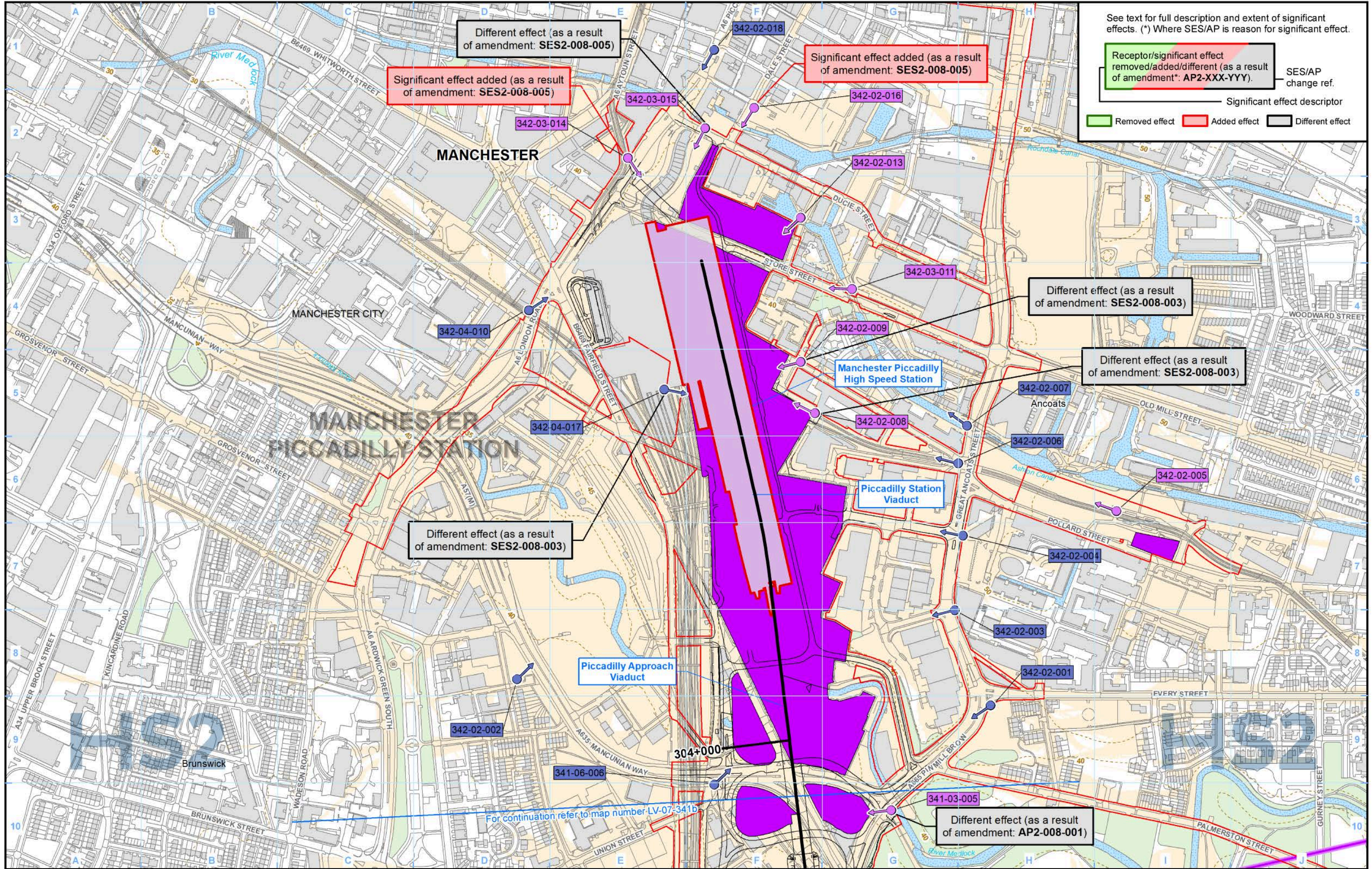
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Receptor/significant effect removed/added/different (as a result of amendment*: AP2-XXX-YYY). — SES/AP change ref.

Significant effect descriptor

Removed effect Added effect Different effect

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-07-342
Map Name	Construction Phase Zone of Theoretical Visibility (ZTV) and Viewpoints SES2 and AP2 ES
Community Area	MA08: Manchester Piccadilly Station

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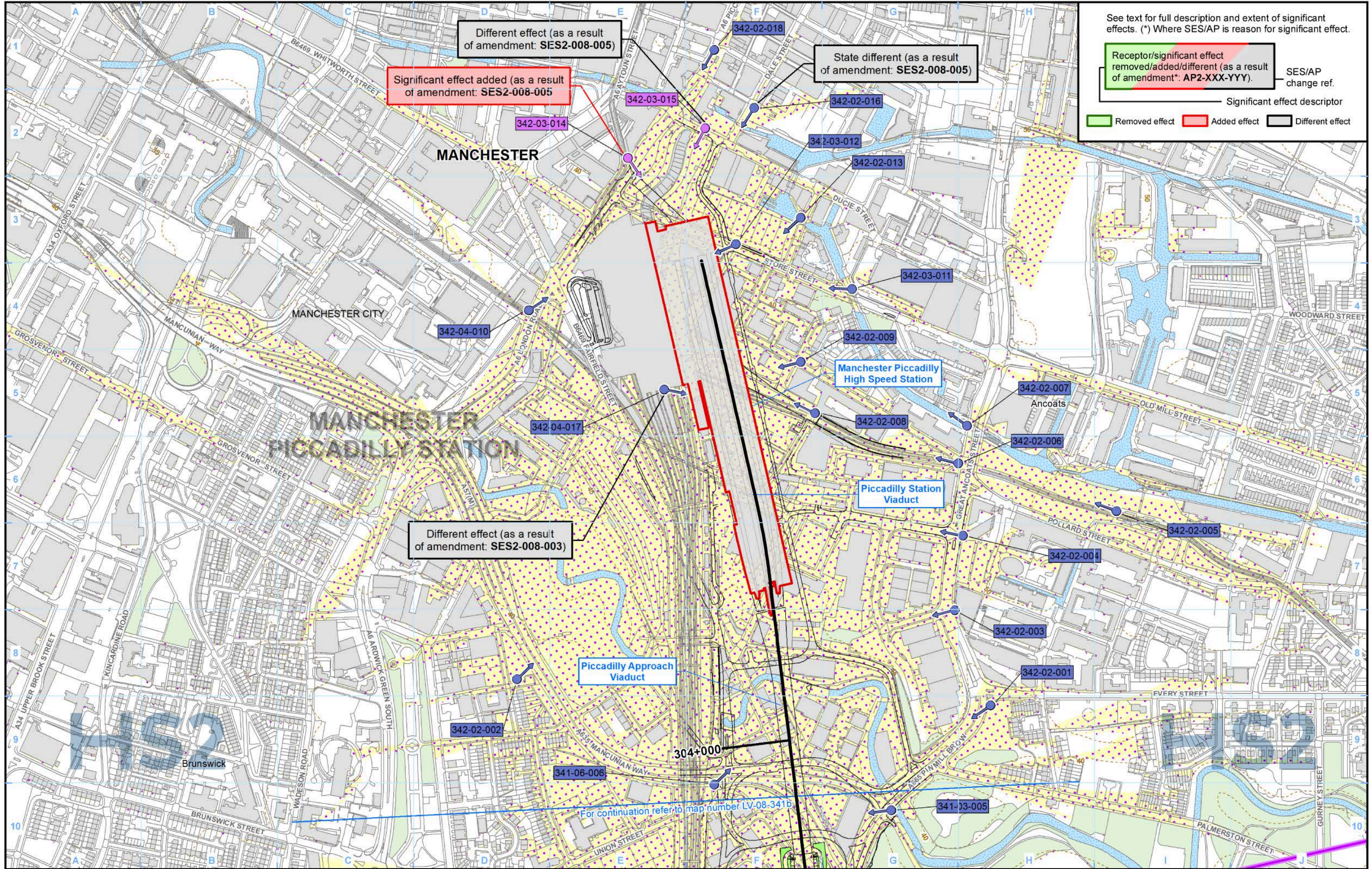
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Date: 12/04/23

Scale at A3: 1:5,000

Meters



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Receptor/significant effect removed/added/different (as a result of amendment*: AP2-XXX-YYY). — SES/AP change ref.

Significant effect descriptor

Removed effect Added effect Different effect

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
- 001-01-001 Non significantly affected viewpoint or photomontage number
- 001-01-001 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-08-342

Map Name Operational Phase Zone of Theoretical Visibility (ZTV) and Viewpoints SES2 and AP2 ES

Community Area MA08: Manchester Piccadilly Station

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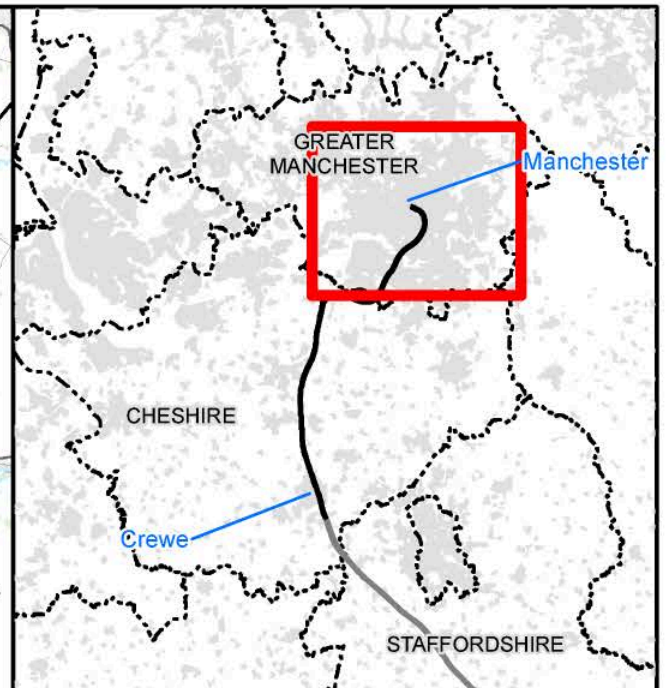
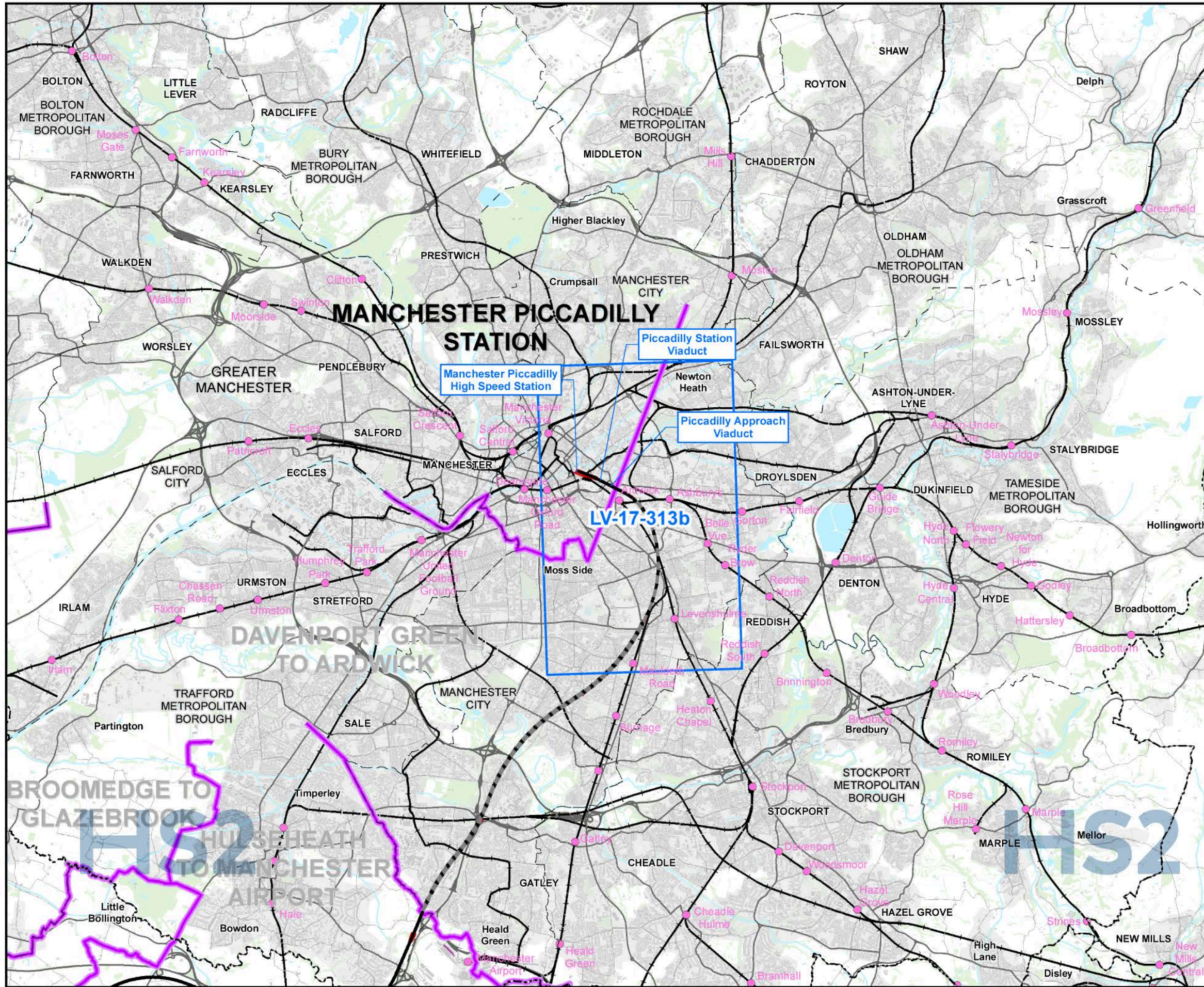
Doc Number: 2PT27-MWJ-EV-MAP-M000-001899-P01

Date: 12/04/23

HS2

Scale at A3: 1:5,000

Metres



Map Series Information:

Maps showing the AP2 revised scheme and planting in context with the wider landscape.

Main Map Legend

	Route in tunnel		Map sheets included in this community area
	Route on surface		Map sheets included in this community area with no amendment
	Depot, station, headhouse or portal building		Map sheets not included in this community area
	Community area boundary		
	Existing railway station		
	County boundary		
	District/Borough boundary		

Map Number	LV-17-INDEX-MA08
Map Name	Index Map of: Route-wide Landscape Context SES2 and AP2 ES Community Area MA08: Manchester Piccadilly Station

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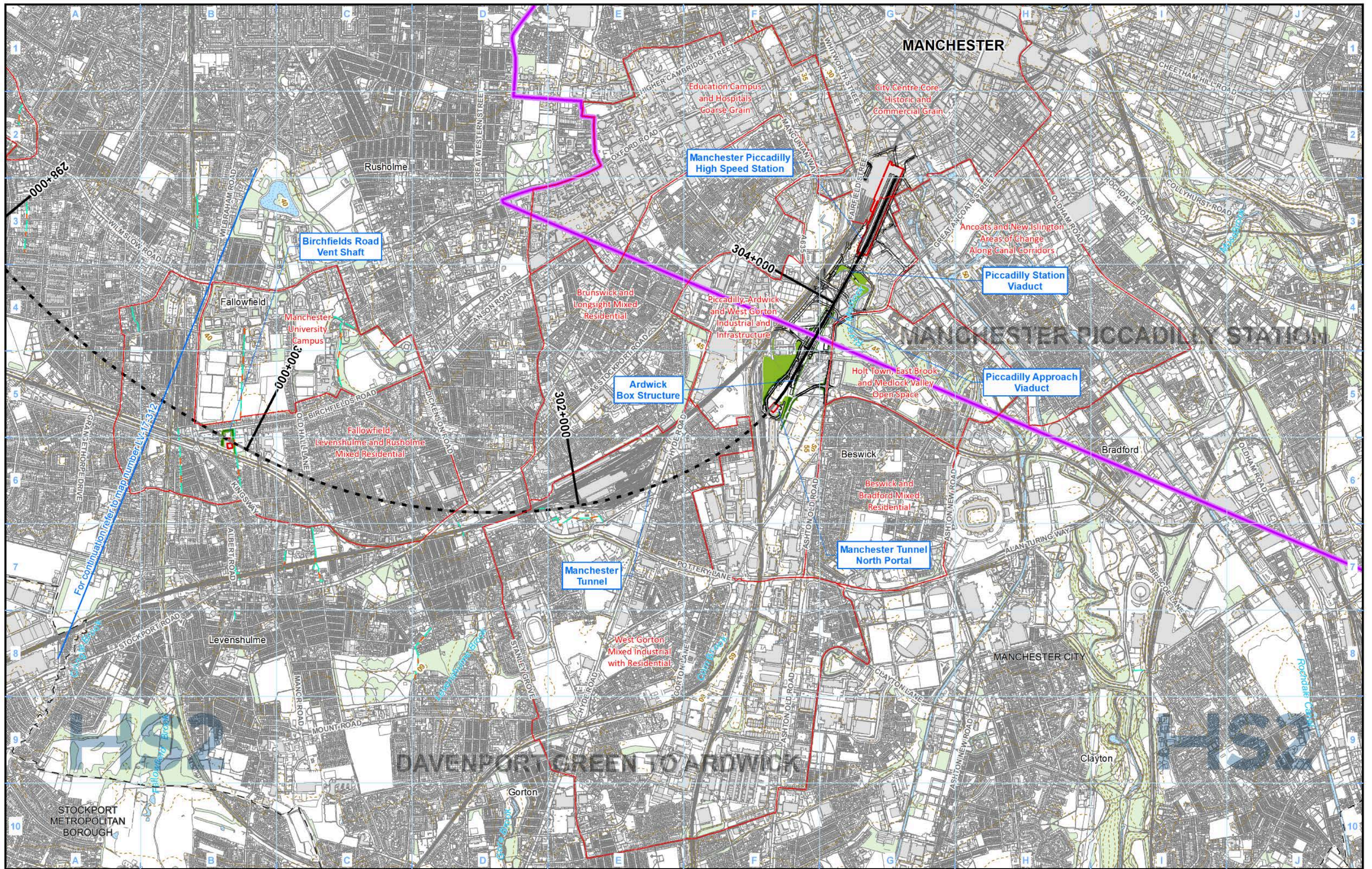
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Legend

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

Engineering earthworks:	Embankment
	Cutting
Non engineering earthworks:	Embankment
	Cutting

Map Number: LV-17-313b

Map Name: Route-wide Landscape Context SES2 and AP2 ES

Community Area MA08: Manchester Piccadilly Station

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