

# High Speed Rail (Crewe – Manchester) Environmental Statement

## Volume 5: Appendix LV-001-0MA01

### **Landscape and visual**

MA01: Hough to Walley's Green

Landscape and visual impact assessment and photomontages

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Department  
for Transport

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

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# Introduction

This document is the appendix to the Landscape and visual impact assessment for the Hough to Walley's Green area (MA01), it comprises four parts:

- a summary of engagement with technical stakeholders (Part 1);
- landscape character assessment (Part 2);
- visual assessment with photomontages (Part 3); and
- assessment matrices (Part 4).

This appendix should be read alongside the Volume 2, Community Area report: Hough to Walley's Green (MA01). Maps referred to throughout this appendix are contained in the Volume 5, Landscape and visual Map Book.

# Part 1: Engagement with technical stakeholders

## 1.1 Introduction

1.1.1 This section describes the engagement that has been undertaken with technical stakeholders in relation to the landscape and visual impact assessment for the Hough to Walley's Green area.

**Table 1: Stakeholder Engagement**

Stakeholder	Comment	Response
Cheshire East Council	<p>Meetings were held at Cheshire East's offices in Macclesfield on 9 October 2018, 20 March 2019 and 24 September 2020.</p> <p>Cheshire East Council commented on the Working Draft Environmental Statement (WDES) in December 2018. The comments covered public rights of way, photomontage locations and the assessment.</p> <p>The discussion in 2018 covered the CP1 (pre-WDES) scheme design, the approach to the landscape and visual assessment (LVIA), photomontage locations, heritage and landscape effects and landscape mitigation.</p> <p>The 2019 meeting covered Cheshire East's response to the WDES and the emerging design changes in CP2.1. Cheshire East pointed out that a new Landscape Character Assessment for Cheshire East had been published since the WDES and stated that they would have to review again the assessment approach in the light of the extensive CP2.1 changes.</p> <p>The 2020 meeting covered the emerging design changes at CP3. Cheshire East Council expressed concern over the alignment of Footpath Crewe 29/1 accommodation overbridge, near the Parker's Road residential area to the north of Crewe.</p>	<p>Cheshire East Council's comments on the LVIA and proposed photomontage locations, have been taken into account in the preparation of the LVIA for this Environmental Statement (ES). Their comments on landscape mitigation have been considered in the landscape design and comments on public rights of way (PRoW) have been addressed in this ES.</p>

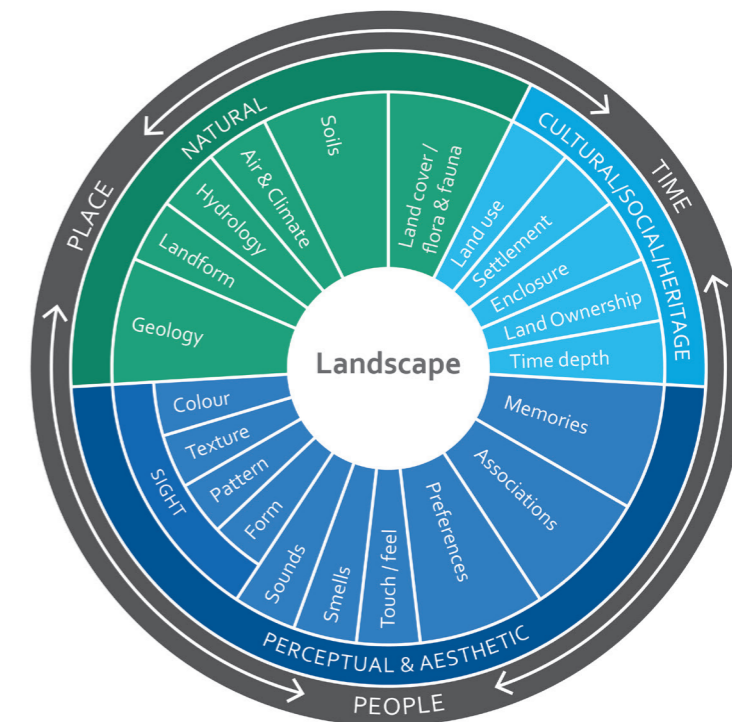
# Part 2: Landscape character assessment

## 2.1 Introduction

2.1.1 This section describes the landscape baseline and assesses the effects on landscape, with reference to the landscape character areas (LCA) defined for the Hough to Walley's Green area. A summary of the landscape baseline and significant landscape effects is provided in the Volume 2, Community Area report: Hough to Walley's Green (MA01), Section 11. The Volume 5, Landscape and visual Map Book: Map Series LV-02, should also be read in conjunction with this section. Elements of landscape are shown in the diagram on the right.

2.1.2 This section is organised as follows:

- information on each LCA within the area including a description of the landscape (with Ordnance Survey (OS) maps and photography to help illustrate character and patterns of land uses and vegetation of the area), as well as an analysis of the value, susceptibility and sensitivity of each LCA. These are ordered from south to north along the route of the Proposed Scheme;
- description of future baseline conditions, where relevant; and
- assessment of the effects of the Proposed Scheme on the landscape at construction, and at year 1, year 15 and year 30 of operation, as set out in the Technical Note - Landscape and visual - Approach to landscape susceptibility, value and sensitivity included in the Environment Impact Assessment Scope and Methodology Report (SMR), (see Volume 5, Appendix: CT-001-00001).



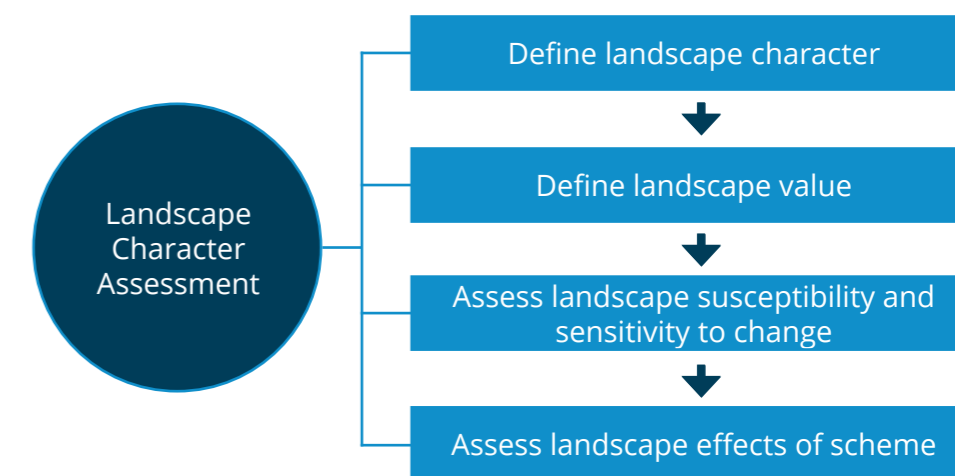
Above: The elements of landscape. Diagram is based on 'An Approach to Landscape Character Assessment' Natural England, 2014

## 2.2 Approach to landscape characterisation

2.2.1 The LCA have been determined as part of an integrated approach to environmental characterisation in collaboration with other topics including heritage and ecology, with reference to a number of published studies at the national, county and district level. A wide variety of spatially referenced data were also reviewed in developing the landscape characterisation, including existing landscape characterisations, historic landscape characterisation, Phase 1 Habitat Survey, geological and hydrological data and aerial photography. Such data have also been used, along with field survey, to consider sub-divisions to existing published LCA, where appropriate. These sub-divisions have been made on the basis of scale and for appropriate recording of specific landscape variations and susceptibilities to change resulting from the Proposed Scheme.

2.2.2 The national landscape character context is illustrated on map LV-00-MA01, (Volume 5, Landscape and visual Map Book). The county LCA of relevance to the Hough to Walley's Green area (MA01) are summarised below:

- 4d Wimboldsley LCA (Cheshire Plain East LCT): flat topography, over mudstone bedrock, is characterised by small and medium sized fields, commonly used for dairying. Low levels of woodland however frequent hedgerow trees created a treed appearance. Field ponds are a frequent feature. Man-made features form distinctive features crossing the landscape, including canals, roads, and railway lines.
- 7a Arley LCA (Lower Wooded Farmland LCT) : low lying, gently rolling topography, over rock salt and mudstone bedrock. Mixed woodland and covets, that link with hedgerows and frequent hedgerow trees including the designed landscape around Arley Hall. Field ponds are common, combined with a large number of mosses and meres. Man-made features form distinctive features crossing the landscape, including arterial and local roads, including the M6 and M56.
- 7d Marthall LCA (Lower Wooded Farmland LCT): low lying, gently rolling topography, over rock salt and mudstone bedrock. Mixed woodland, including along wooded stream, covets, that link with hedgerows and frequent hedgerow trees. Field ponds are frequent. Man-made features form distinctive features crossing the landscape, including numerous local roads, and railway line. Joderell Bank telescope is one of the key features within the landscape visible over a substantial distance.
- 7f Barthomley LCA (Lower Wooded Farmland LCT): low lying, gently rolling topography, over rock salt and mudstone bedrock. Mixed woodland, including along wooded stream, covets, that link with hedgerows and frequent hedgerow trees. Field ponds are frequent. Man-made features form distinctive features crossing the landscape, including strategic roads (M6 and A500 Shavington Bypass) and several railway lines.
- 7g Audlem LCA (Lower Wooded Farmland LCT): low lying, gently rolling topography, over rock salt and mudstone bedrock. Mixed woodland, including along wooded stream, covets, that link with hedgerows and frequent hedgerow trees. Field ponds are frequent.



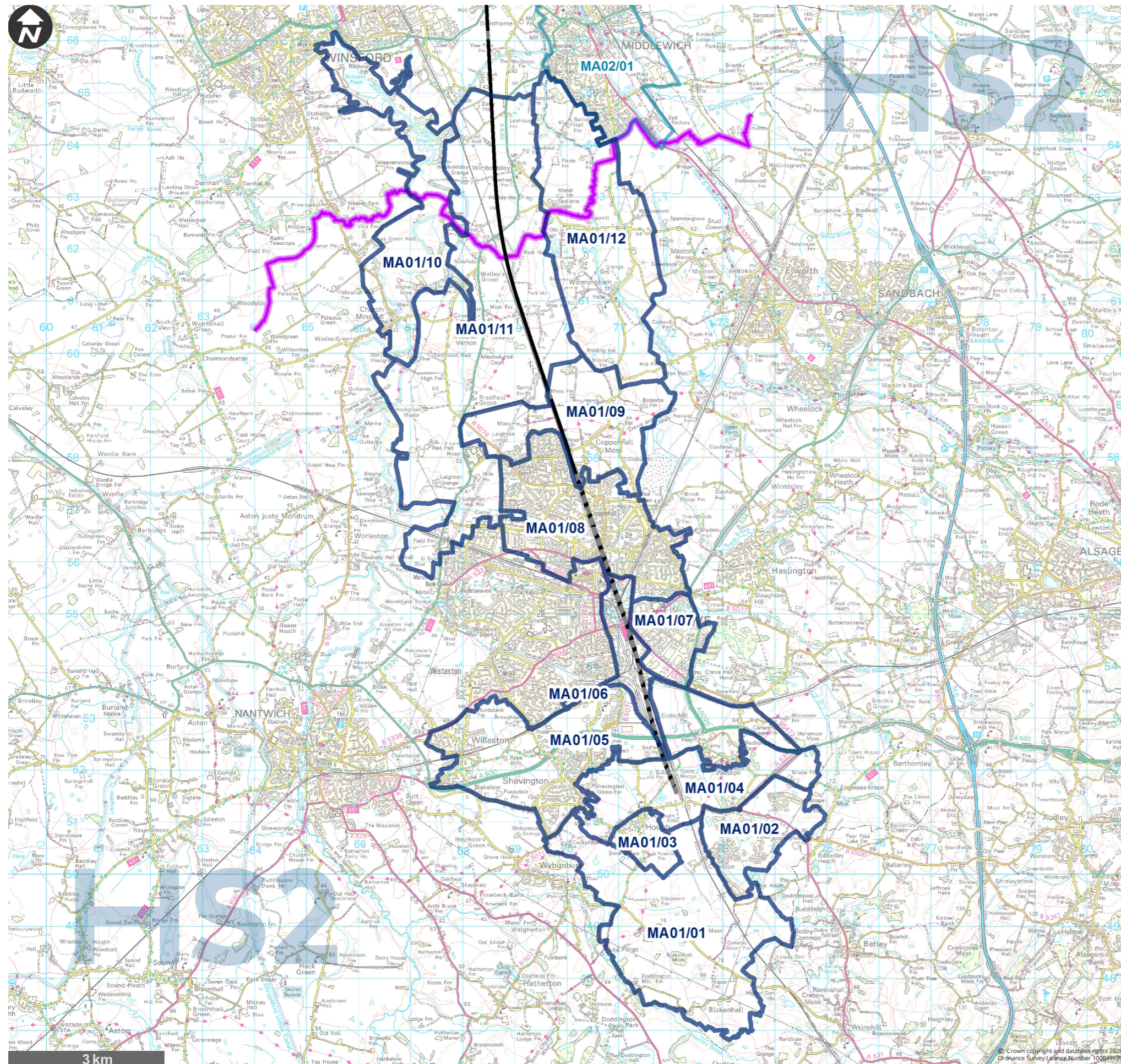
Above: The landscape assessment process

Man-made features form distinctive features crossing the landscape, including numerous local roads, and overhead power lines.

- 8a Sandbach Flashes LCA (Salt Flashes LCT): low lying landform that features a series of elongated pools (flashes) arising as a result of salt extraction. Tree lined watercourses combine with the broadleaved woodland to give a wooded appearance. Relatively enclosed field pattern defined by hedgerows and predominantly given over to dairying.
- 10f Upper Weaver LCA (River Valleys LCT): linear LCA defined by steep sided wooded valleys associated with the meandering River Weaver and tributaries. Low lying pasture with outlying hamlets on the slightly elevated landform, limited access by footpaths or road, however crossed laterally by a canal and railway line.

2.2.3 Descriptions of all the LCA identified within the Hough to Walley's Green area are provided in the following sections. The LCA are shown in the Map Series LV-02. A summary description of the LCAs most likely to be affected is included in the Volume 2, Community Area report: Hough to Walley's Green, Section 11.

# Overview of landscape character areas within MA01



**Landscape character areas assessed in this community area**

- MA01/01 - Blakenhall Lower Farms and Woods
- MA01/02 - Wychwood Park
- MA01/03 - Hough Common
- MA01/04 - Shavington/Crewe Outer Fringe Lower Farms and Woods
- MA01/05 - Crewe Urban Fringe
- MA01/06 - Crewe Station Area and Sidings
- MA01/07 - Crewe East Commercial and Industrial
- MA01/08 - Crewe North
- MA01/09 - Crewe Fringe Mosslands
- MA01/10 - Upper Weaver Valley
- MA01/11 - Wimboldsley Plain
- MA01/12 - River Wheelock Farmland

**Landscape character areas assessed in neighbouring community areas**

- MA02/01 - Middlewich

Route in tunnel      Community area boundary  
 Route on surface      Landscape character areas (LCA)

# Blakenhall Lower Farms and Woods LCA

## Landscape character baseline description

An area of open, rural farmland with dispersed farmhouses and small nucleated villages and hamlets set within gently undulating landform.

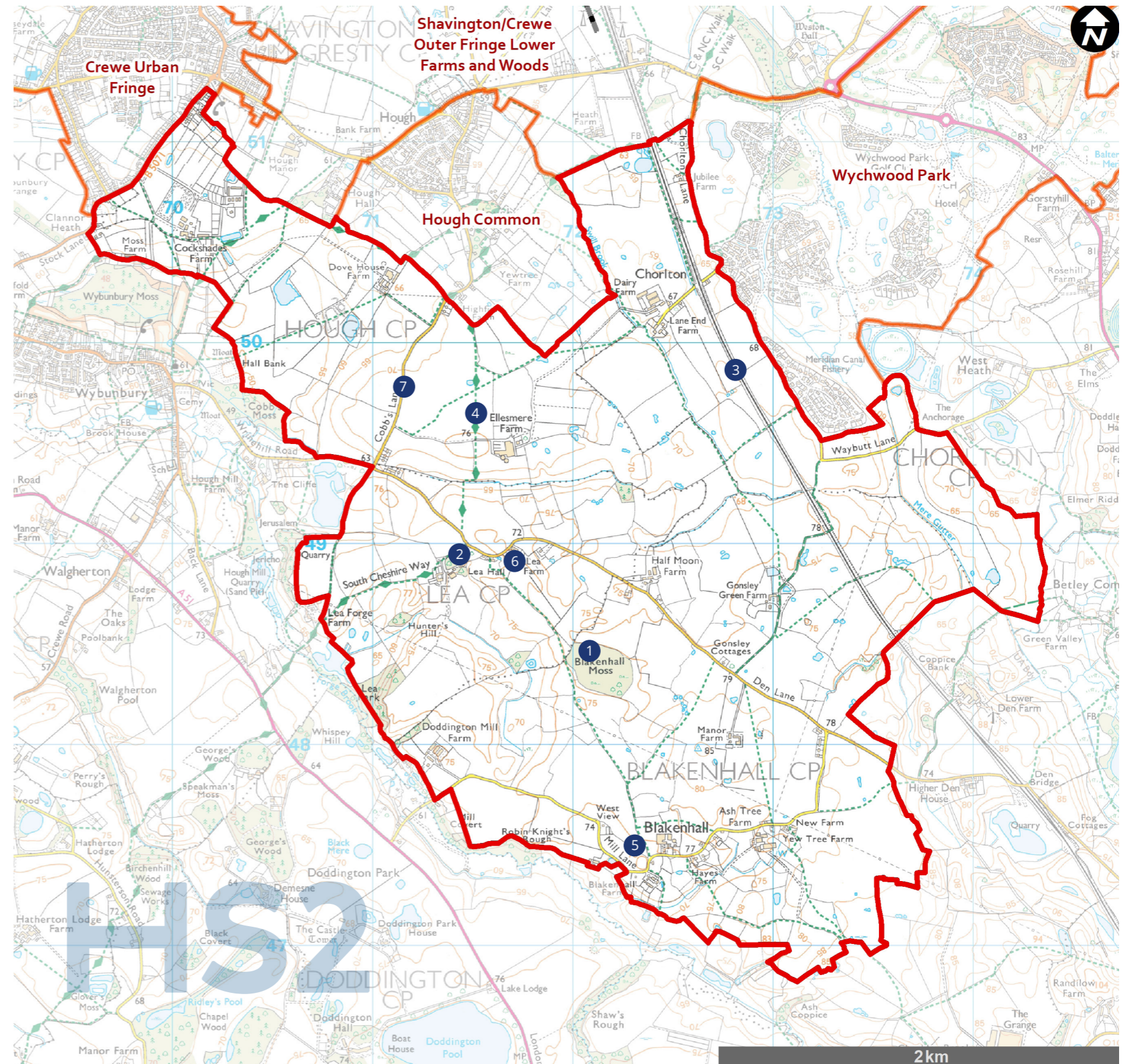
The field pattern is of a small to medium-scale with a mix of arable and pasture, with numerous field ponds as a consequence of marl extraction. Field boundaries are defined by intact hedgerows with mature trees, with occasional small areas of woodland and a prominent large woodland at Blakenhall Moss, this being a restored raised lowland bog. The area is well served by local footpaths and the promoted South Cheshire Way long distance footpath runs north-south through the west of the area, passing close to the 16th century timber framed private dwelling of Lea Hall. Buildings throughout the area are typically traditional red brick with steep pitched roofs, or later development which utilise render and tile.

The landscape has an open character, allowing for wide reaching views from footpaths and local lanes, including Cobb's Lane which is part of Regional Cycle Route 70. The skyline is defined by vegetation and other natural features outside of the area, with pylons and wind turbines being visible features. The West Coast Main Line (WCML) runs through the eastern edge of the area and is generally well integrated into the landscape, although there is some interruption of an otherwise tranquil landscape from passing trains.



### Key landscape characteristics

A generally flat and open landscape with several recreational routes and some areas of scenic quality and tranquillity away from the railway line.



- Proposed Scheme
- LCA boundary
- Proposed Scheme in tunnel
- 1 Blakenhall Moss
- 2 Lea Hall
- 3 WCML
- 4 South Cheshire Way
- 5 Beech farm
- 6 Lea Farm
- 7 Cobb's Lane

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## Key landscape value attributes

The key landscape value attributes of the Blakenhall Lower Farms and Woods LCA are set out below, interpreting landscape baseline information on the previous page and drawing on findings from field surveys.



### Aesthetic

This is a mostly scenic landscape of open fields defined by intact field boundary hedgerows with mature hedgerow and field trees. The former country house Lea Hall and traditional farmhouses, such as the nearby Lea Farm, are set within the rural farmland and create a scenic composition which is partially disturbed by the presence of pylons and the WCML.



### Cultural, social and historic

The presence of the Grade II\* listed Lea Hall (and its surrounding landscape), is an example of the typical historic arrangement of country houses surrounded by associated estate farmland. Due to the proximity of Crewe and Nantwich the area is popular for walking, cycling and horse riding, with an extensive PRoW network including the regionally promoted South Cheshire Way.

## Key landscape characteristics susceptible to the Proposed Scheme



### Overall landscape value

This is a scenic, rural landscape of hedged fields with hedgerow trees and occasional small woodlands and copses. Lea Hall represents the historic pattern of country houses set within estate farmland and there is some intact small-scale field pattern evident at Blakenhall. The extensive woodland at Blakenhall Moss is a prominent natural landscape feature. An extensive network of public rights of way, particularly in the north of the LCA provides a valuable recreational resource for cycling, walking and horse riding; including the South Cheshire Way. The WCML, running broadly parallel to the course of Swill Brook is generally well integrated into the landscape although there is intermittent noise disturbance. Skyline features including pylons and wind turbines further reduce the sense of tranquillity and remoteness. The value of this LCA is therefore **medium**.

### Overall landscape susceptibility

There are few distinctive or prominent landscape features which are susceptible to the Proposed Scheme other than the mature trees and the raised lowland bog at Blakenhall Moss. Traditional land management practices appear to have declined in the late 20th century, with some field amalgamation and loss of hedgerows. The landscape therefore has a **medium** susceptibility to change resulting from the Proposed Scheme.

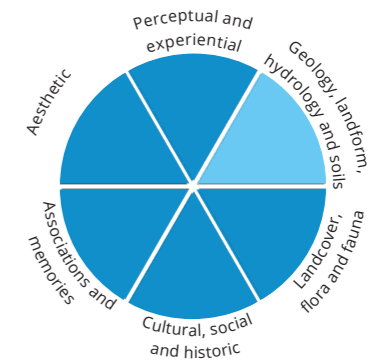
### Future baseline

At the commencement of HS2 Phase 2b construction works (2025) Phase 2a of the HS2 mainline will have been substantially constructed. The works for both Phase 2a and Phase 2b of HS2 will overlap but works associated with the Proposed Scheme will not directly affect this LCA. At the commencement of HS2 Phase 2b operation (2038) the mitigation planting for HS2 Phase 2a will provide some integration of the HS2 Phase 2a and existing WCML infrastructure into the wider landscape south of Crewe. The presence of HS2 Phase 2a will not affect the susceptibility of the LCA to the Proposed Scheme.

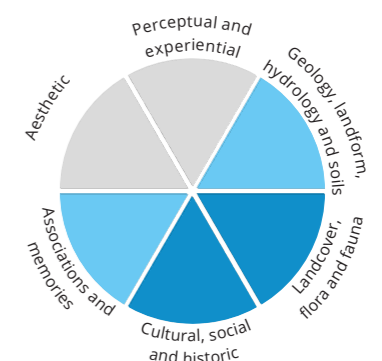
### Overall landscape sensitivity

This is a rural landscape with historic field patterns, but which displays some evidence of field amalgamation and loss of hedgerows, but is otherwise largely intact. The landscape has local recreational value enhanced by proximity to the edge of Crewe and an extensive PRoW network that includes the South Cheshire Way. The sensitivity of this LCA is **medium**.

### Value



### Susceptibility



### Value and susceptibility key



## Magnitude of change and level of effect

### Construction

The construction activity for the Proposed Scheme will not directly affect the LCA. Crewe south portal satellite compound will be located to the north of the realigned Newcastle Road (within the neighbouring Shavington/Crewe Outer Fringe Lower Farms and Woods LCA) such that construction activity will be largely screened by road embankments and the screening earthworks associated with HS2 Phase 2a. The magnitude of change will be **negligible**.

Effects will be **negligible (non-significant)**.

### Operation year 1

Crewe tunnel south porous portal, portal building and telecommunications mast will be located to the north of the realigned Newcastle Road (within the neighbouring Shavington/Crewe Outer Fringe Lower Farms and Woods LCA) and will not directly affect the LCA. Indirect effects to the northernmost extents of the LCA will be limited by the structures being largely screened by road embankments, screening earthworks and mitigation planting associated with HS2 Phase 2a. At year 1 landscape mitigation planting will be immature and not sufficiently well-established to help integrate the Proposed Scheme into the landscape. The magnitude of change will be **negligible**.

Effects will be **negligible (non-significant)**.

### Operation year 15

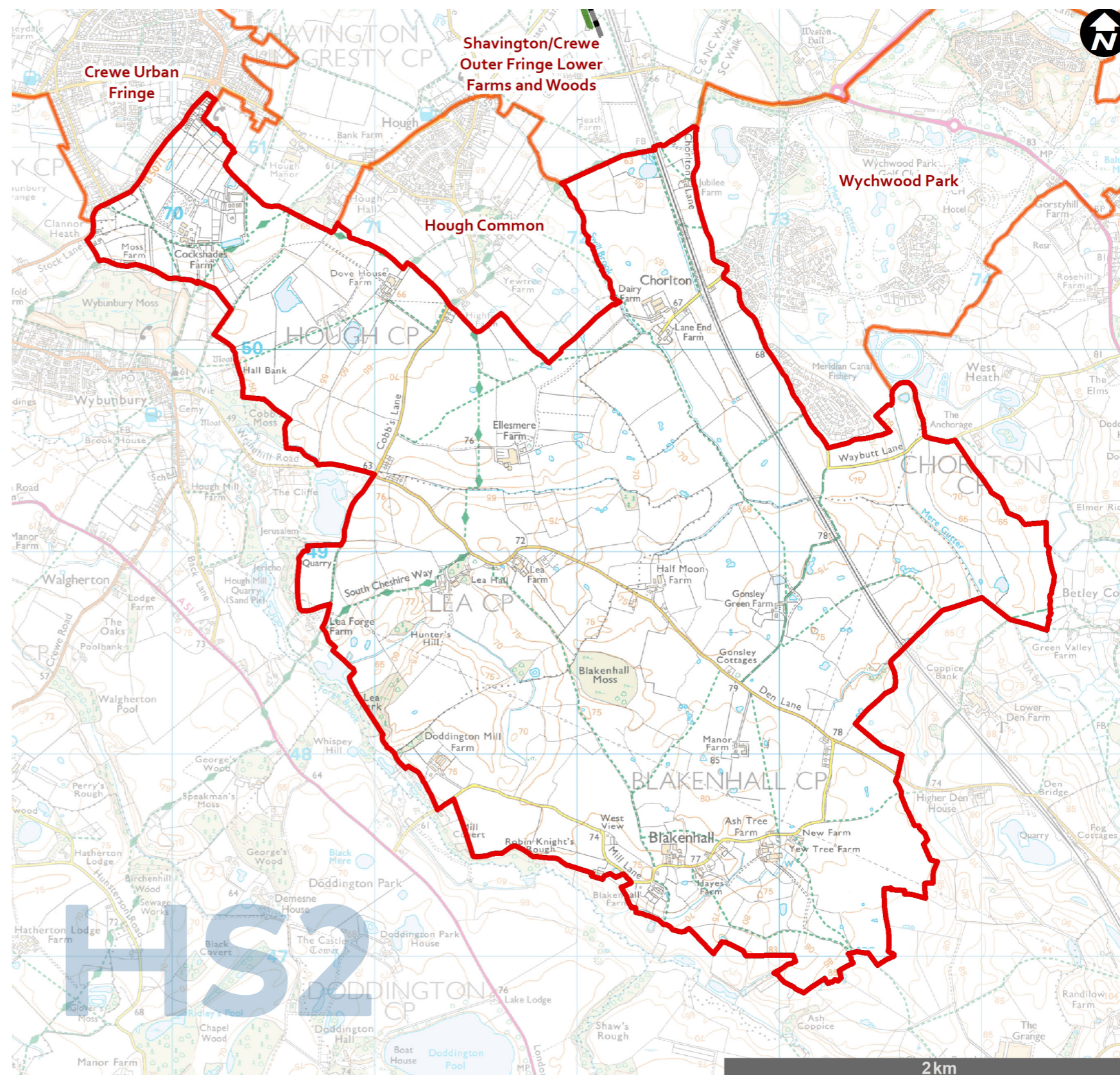
Indirect effects will be limited to the northernmost extents of the LCA, where Crewe tunnel south porous portal, portal building and telecommunications mast will be further screened by maturing mitigation planting associated with HS2 Phase 2a. The magnitude of change will remain **negligible**.

Effects will be **negligible (non-significant)**.

### Operation year 30

Indirect effects will be limited to the northernmost extents of the LCA, where Crewe tunnel south porous portal, portal building and telecommunications mast will be further screened by mature mitigation planting associated with HS2 Phase 2a. The magnitude of change will remain **negligible**.

Effects will be **negligible (non-significant)**.



### Cumulative assessment (construction and operation)

**Construction:** As reported in HS2 Phase 2a ES Volume 5, CA5 South Cheshire, LV-001-005, construction of HS2 Phase 2a will directly affect the Blakenhall Lower Farms and Woods LCA and will result in a major adverse effect on this LCA. The Proposed Scheme is not anticipated to give rise to additional impact on this LCA. The combination of HS2 Phase 2a and the Proposed Scheme will therefore result in a **major** adverse cumulative effect on the Blakenhall Lower Farms and Woods LCA. There are no other developments which would result in cumulative construction effects. **(continued on the next page)**

Effects will be **major adverse (significant)** at construction.

### Cumulative assessment (construction and operation)

**Operation:** As reported in HS2 Phase 2a ES Volume 5, CA5 South Cheshire, LV-001-005, operation of HS2 Phase 2a will directly affect the Blakenhall Lower Farms and Woods LCA and at year 1, will result in a moderate adverse effect on this LCA, reducing to minor adverse in year 15 and year 60. The Proposed Scheme is not anticipated to give rise to additional impact on this LCA. The combination of HS2 Phase 2a and the Proposed Scheme will result in a **moderate** adverse cumulative effect on the Blakenhall Lower Farms and Woods LCA in year 1 reducing to minor adverse in year 15 and beyond. There are no other developments which would result in cumulative construction effects.

Effects will be **moderate adverse (significant)** in operation.

# Wychwood Park LCA

## Landscape character baseline description

This LCA is strongly influenced by a relatively recent (post 1990) gated, country estate development built around the eighteen-hole Wychwood Park Golf Course.

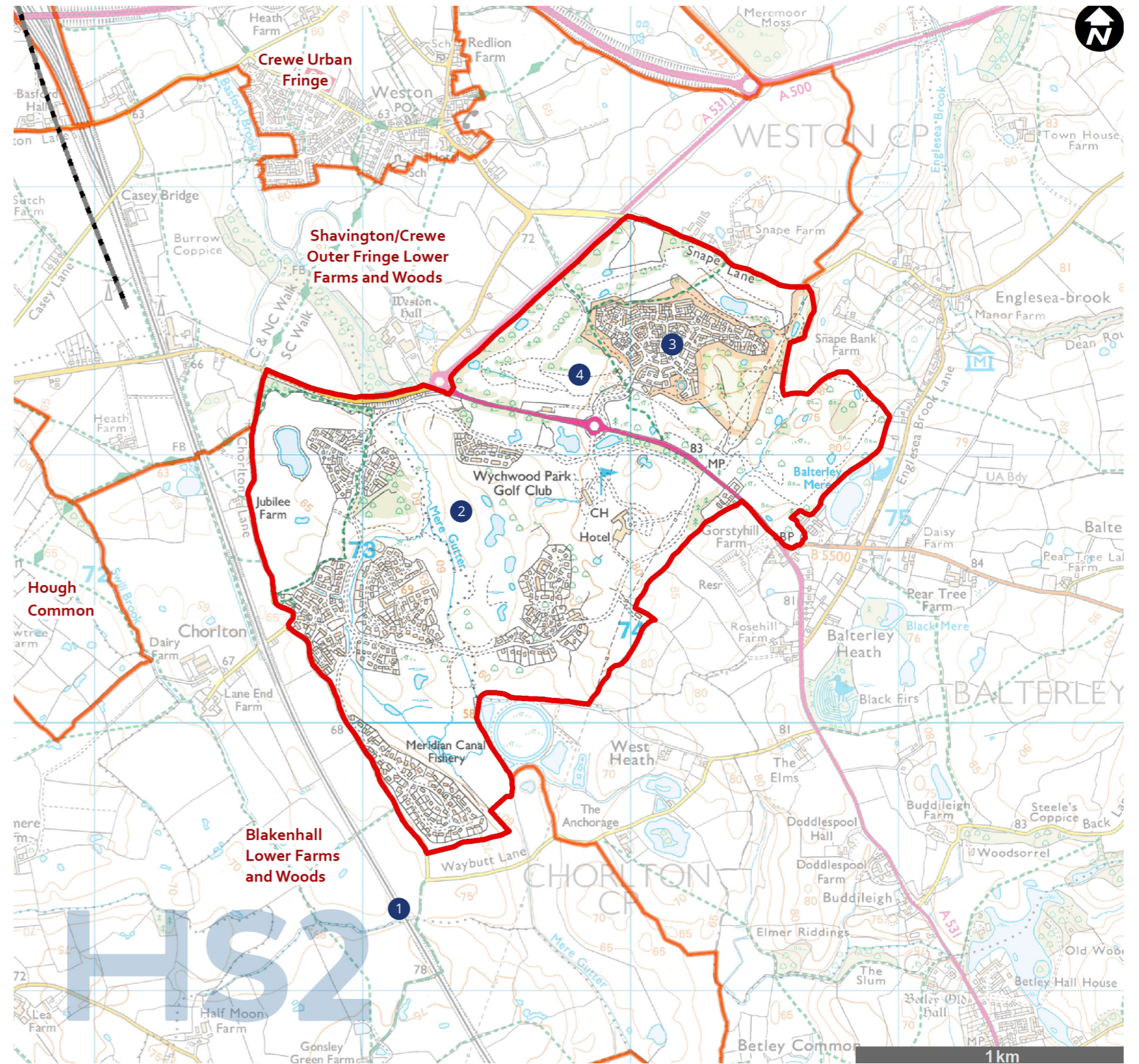
The landform is undulating and slightly elevated above the lower lying farmland to the west, with woodland belts, ponds and streams and managed wildlife areas enhancing the area. Properties have landscaped gardens within a wider parkland setting, including the close mown fairways, rough grassland and maturing woodland belts of the golf course. Ornamental planting within the residential areas adds to the landscape infrastructure of the estate.

The western edge of the housing areas and the golf course look out across the lower lying arable fields and pastures, crossed by local footpaths. Outside the LCA, WCML and its associated overhead line equipment follow the western edge of Wychwood Park but is not generally prominent due to the presence of dedicated screening earthworks and planting. However, electricity pylons and associated power lines and telecommunications masts are frequent skyline features.



### Key landscape characteristics

Modern areas of housing set within a designed landscape of lakes, streams and woodlands. The area feels secluded in character, with a sense of enclosure from the arrangement of housing and planting.



- Proposed Scheme
- LCA boundary
- Proposed Scheme in tunnel
- 1 WCML
- 2 Wychwood Park Golf Club
- 3 New residential expansion
- 4 Wychwood Park

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## Key landscape value attributes

Key landscape value attributes of the Wychwood Park LCA are set out below, interpreting landscape baseline information on the previous page and drawing on findings from field surveys.



### Aesthetic

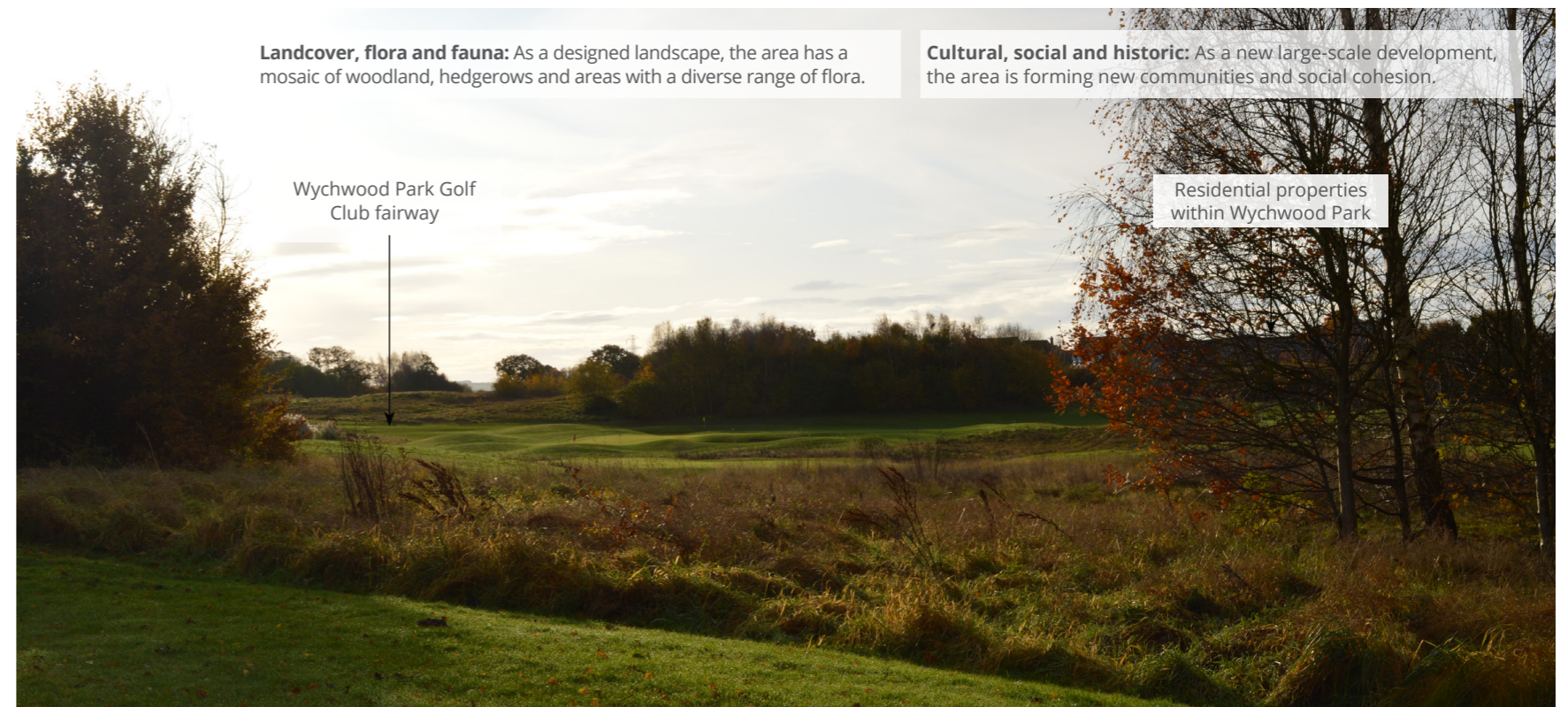
The residential areas are integrated within the maturing landscape of Wychwood Park Golf Club. The golf course features bunkers, lakes and streams and woodland belts, all of which are managed and maintained to create a secluded and scenic parkland setting.



### Cultural, social and historic

Local footpaths to the north and west of the LCA provide the only publicly accessible recreational resources. As a modern designed residential estate landscape, the area lacks features of historic or cultural value.

## Key landscape characteristics susceptible to the Proposed Scheme



### Overall landscape value

The Wychwood Park estate is a modern designed landscape with no known historic elements and few natural features. Recreational value is limited to local residential uses and use of the golf course, while there are some public footpath linkages. The landscape infrastructure of the golf course is still maturing and is a mix of managed fairways, ponds and streams, rough grass and woodland belts. Avenue trees and ornamental planting within the housing areas, create a high quality, parkland residential setting. Transport and communication infrastructure are evident throughout the area, with the overhead line equipment of the WCML being visible to the west. The value of this LCA is therefore **medium-high** given the above.

### Overall landscape susceptibility

The golf course landscape and its residential setting is susceptible to disturbance arising from the construction and operation of the Proposed Scheme. The landscape therefore has a **medium-high** susceptibility to change resulting from the Proposed Scheme.

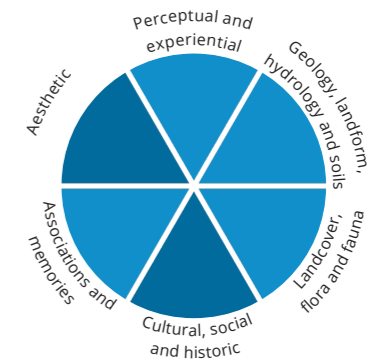
### Future baseline

At the commencement of the Proposed Scheme construction works (2025), Phase 2a of the HS2 mainline will have been substantially constructed. The works for both Phase 2a and the Proposed Scheme will overlap but works associated with both Phase 2a and the Proposed Scheme will not directly affect this LCA. The presence of HS2 Phase 2a will not affect the susceptibility of the LCA to the Proposed Scheme.

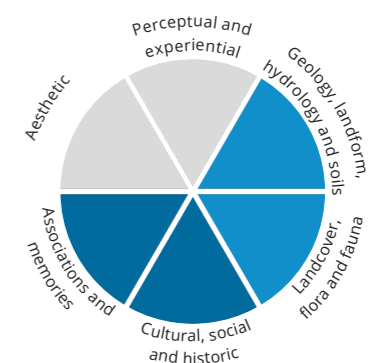
### Overall landscape sensitivity

This is a contained residential and recreational development, which has features and characteristics susceptible to loss or erosion. As a low density, planned residential area set within the green space network of a golf course, there is an emerging local sense of place. Overall the sensitivity of the LCA to change arising from the Proposed Scheme is **medium-high**.

### Value



### Susceptibility



### Value and susceptibility key



## Magnitude of change and level of effect

### Construction

The construction activity for the Proposed Scheme will not directly affect the LCA. Crewe south portal satellite compound will be located to the north of the realigned Newcastle Road (within the neighbouring Shavington/Crewe Outer Fringe Lower Farms and Woods LCA) such that construction activity will be largely screened by existing screening embankments and landscape planting that surrounds the residential development at Wychwood Park. The magnitude of change will be **negligible**.

Effects will be **negligible (non-significant)**.

### Operation year 1

Crewe tunnel south porous portal, portal building and telecommunications mast will be located to the north of the realigned Newcastle Road (within the neighbouring Shavington/Crewe Outer Fringe Lower Farms and Woods LCA) and will not directly affect the LCA. These structures will be screened by the existing earthwork embankments and landscape planting which surrounds the residential development at Wychwood Park, along with the maturing mitigation planting associated with HS2 Phase 2a. At year 1 landscape mitigation planting will be immature and not sufficiently well-established to help integrate the Proposed Scheme into the landscape. The magnitude of change will be **negligible**.

Effects will be **negligible (non-significant)**.

### Operation year 15

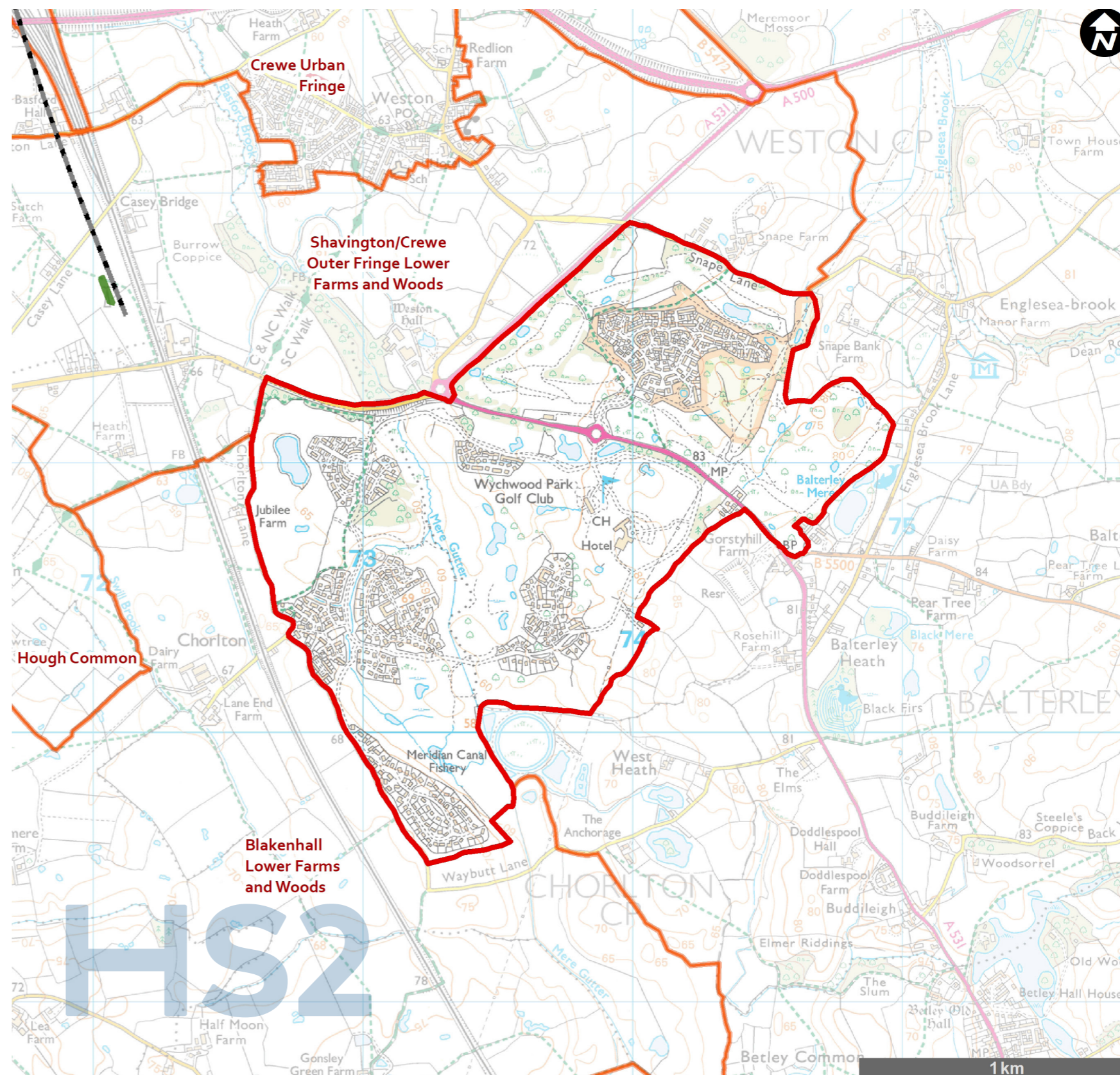
Crewe tunnel south porous portal, portal building and telecommunications mast will be further integrated within the fringe landscape of Crewe and north-west of Wychwood Park, due to the establishing of mitigation planting and of planting associated with HS2 Phase 2a. The magnitude of change will remain **negligible**.

Effects will be **negligible (non-significant)**.

### Operation year 30

Crewe tunnel south porous portal, portal building and telecommunications mast will be integrated within the fringe landscape of Crewe and north-west of Wychwood Park, due to the maturing of mitigation planting and of planting associated with HS2 Phase 2a. The magnitude of change will remain **negligible**.

Effects will be **negligible (non-significant)**.



### Cumulative assessment (construction and operation)

**Construction:** As reported in HS2 Phase 2a ES Volume 5, CA5 South Cheshire, LV-001-005, construction of HS2 Phase 2a will indirectly affect the Wychwood Park LCA and will result in a **negligible** effect on this LCA. The construction of the HS2 Phase 2a and the Proposed Scheme will overlap but works associated with the Proposed Scheme will not directly affect this LCA. The combination of HS2 Phase 2a and the Proposed Scheme will result in a **negligible** cumulative effect on the Wychwood Park LCA.

(continued on the next page)

Effects will be **negligible (non-significant)** in construction.

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### Cumulative assessment (construction and operation)

**Operation:** As reported in HS2 Phase 2a ES Volume 5, CA5 South Cheshire, LV-001-005, the presence and operation of HS2 Phase 2a will result in **negligible** effects in years 1, 15 and 60 on the Wychwood Park LCA. At year 1, year 15 and beyond, the combination of HS2 Phase 2a and the Proposed Scheme during operation will result in a **negligible** cumulative effect on the Wychwood Park LCA.

Effects will be **negligible (non-significant)** in operation.

# Hough Common LCA

## Landscape character baseline description

This LCA comprises the village of Hough and surrounding small scale field pattern.

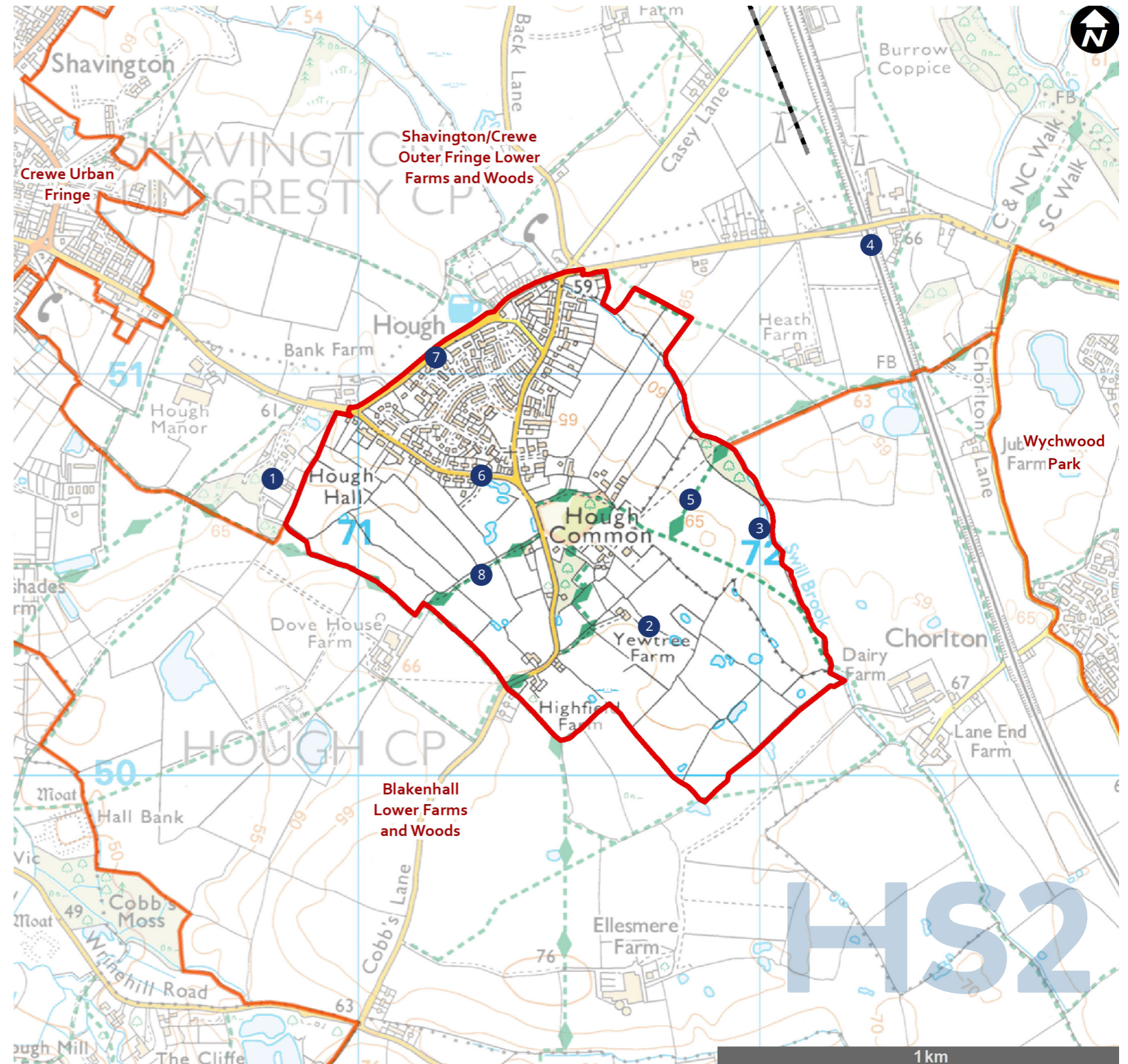
Hough is an expanded village comprising mainly modern red brick properties to the north of the original common. There is no prominent village core, although the green space and mature trees of the common and throughout the village gives it a well-cared for appearance.

Around the common to the south of the village are individual and grouped houses, set within a surrounding field pattern of small to medium-scale rectangular pasture. The fields are typically arranged in a coaxial formation most likely dating from the 17th century while to the south, the pattern is less regular with numerous field ponds. Fields are bordered by robust hedgerows with a high prevalence of mature field trees and copses, including along Swill Brook which forms the eastern limit of the LCA. Two promoted long-distance footpaths pass through Hough Common, the South Cheshire Way and Crewe and Nantwich Circular Walk, and Regional Cycle Network Route 70 passes through the east of the village along Cobb's Lane.



### Key landscape characteristics

A village layout and appearance that is typical of the area, surrounded by historic field enclosure with scenic quality and well served by long distance footpaths.



- Proposed Scheme
- LCA boundary
- Proposed Scheme in tunnel
- 1 Hough Hall
- 2 Yew Tree Farm
- 3 Swill Brook
- 4 WCML
- 5 South Cheshire Way
- 6 Pit Lane
- 7 Newcastle Road
- 8 Crewe and Nantwich Circular Walk

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## Key landscape value attributes

Key landscape value attributes of the Hough Common LCA are set out below, interpreting landscape baseline information on the previous page and drawing on findings from field surveys.



### Aesthetic

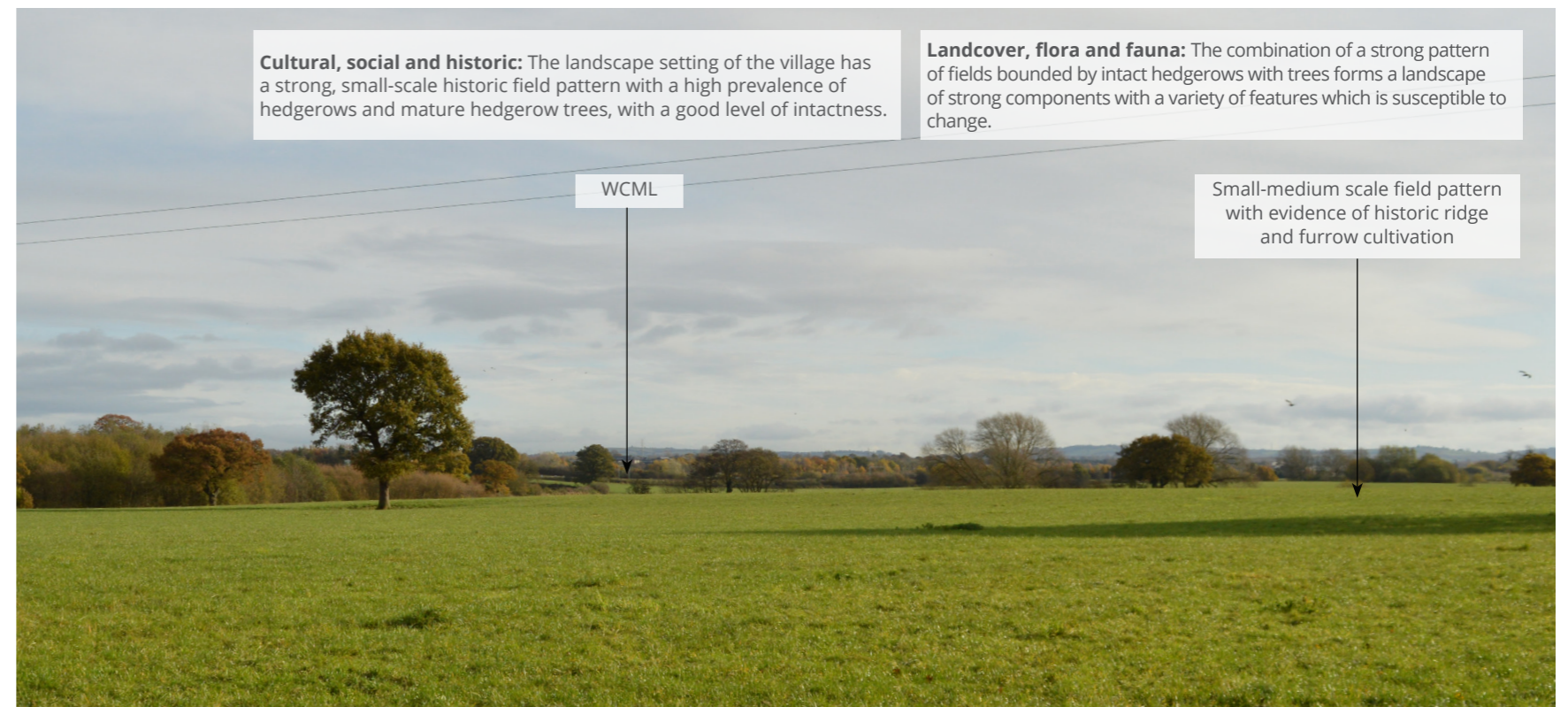
The arrangement of modern residential development is not of any marked aesthetic value. However, surrounding the village, an historic field pattern with intact hedgerows and frequent mature field trees combine with the narrow country lanes to create a secluded character to the village setting.



### Cultural, social and historic

Surrounding fields exhibit a historic coaxial formation defined by robust hedgerows and mature trees most likely dating from the 17th century. Three promoted recreational routes run through the area; the South Cheshire Way, and Crewe and Nantwich Circular Walk and Regional Cycle Route 70.

## Key landscape characteristics susceptible to the Proposed Scheme



### Overall landscape value

Hough is an expanded village, lacking features that are either particularly distinctive or detracting. The heavily vegetated farmland surrounding the village has a scenic quality and an historic value where 17th century coaxial field patterns remain. The surrounding farmland displays a strong field pattern defined by robust hedgerows and hedgerow trees. A relic ridge and furrow cultivation pattern is discernible in some fields. Some loss of traditional character around the edge of the village is apparent in the post war housing styles. Away from the village the landscape is more secluded and tranquil. The village is a crossing point for recreational users, with Regional Cycle Route 70, the South Cheshire Way and Crewe and Nantwich Circular Walk all passing through the LCA. The landscape value is **medium** given the above.

### Overall landscape susceptibility

The small-scale historic field pattern, the small meres and ponds, Swill Brook, the robust mixed species hedgerows, mature trees and Hough Common are largely irreplaceable. The setting of Regional Cycle Route 70 and two regionally promoted long distance paths are susceptible to visual and noise disturbance from the Proposed Scheme. The landscape therefore has a **medium-high** susceptibility to change resulting from the Proposed Scheme.

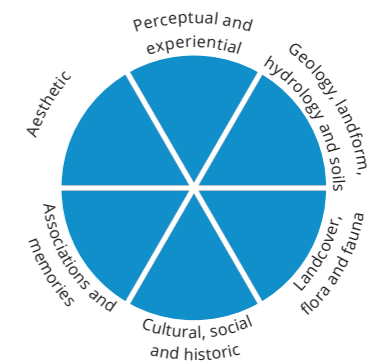
### Future baseline

At the commencement of Proposed Scheme construction works (2025), Phase 2a of the HS2 mainline will have been substantially constructed. The work for both Phase 2a and the Proposed Scheme will overlap but the LCA will not be directly affected. HS2 Phase 2a will introduce new large-scale structures and earthworks into the local landscape in the adjacent Shavington/Crewe Outer Fringe Lower Farms and Woods LCA. The presence of HS2 Phase 2a will not affect the susceptibility of the LCA to the Proposed Scheme.

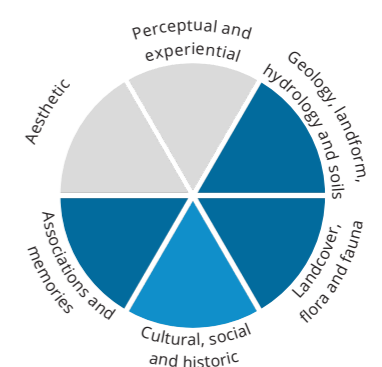
### Overall landscape sensitivity

The historic and rural character of this area is scenic and largely intact, particularly away from the immediate influence of the village. WCML is nearby and causes some intermittent noise disturbance along the eastern edge of the LCA. Overall, given the above, the sensitivity of the landscape to change arising from the Proposed Scheme is **medium-high**.

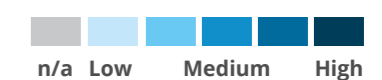
### Value



### Susceptibility



### Value and susceptibility key



## Magnitude of change and level of effect

### Construction

Construction works for the Proposed Scheme will not directly affect the LCA. Crewe south portal satellite compound will be located to the north of the realigned Newcastle Road and alongside Casey Lane to the north-east of the village (within the neighbouring Shavington/Crewe Outer Fringe Lower Farms and Woods LCA). As such, construction activity will be largely screened by road embankments and the screening earthworks associated with HS2 Phase 2a. Minor works to the road junction of Newcastle Road and Casey Lane will indirectly affect the north-eastern limit of the village. The magnitude of change will be **negligible**.

Effects will be **negligible (non-significant)**.

### Operation year 1

Crewe tunnel south porous portal, portal building and telecommunications mast will be located beyond the limits of the LCA, to the north of the realigned Newcastle Road (within the neighbouring Shavington/Crewe Outer Fringe Lower Farms and Woods LCA). Due to the distance from the Proposed Scheme, and screening provided by existing landform, the presence of the Proposed Scheme will form inconspicuous elements of the setting for this LCA. At year 1 landscape mitigation planting will be immature and not sufficiently well established to help integrate the Proposed Scheme into the landscape. The magnitude of change will be **negligible**.

Effects will be **negligible (non-significant)**.

### Operation year 15

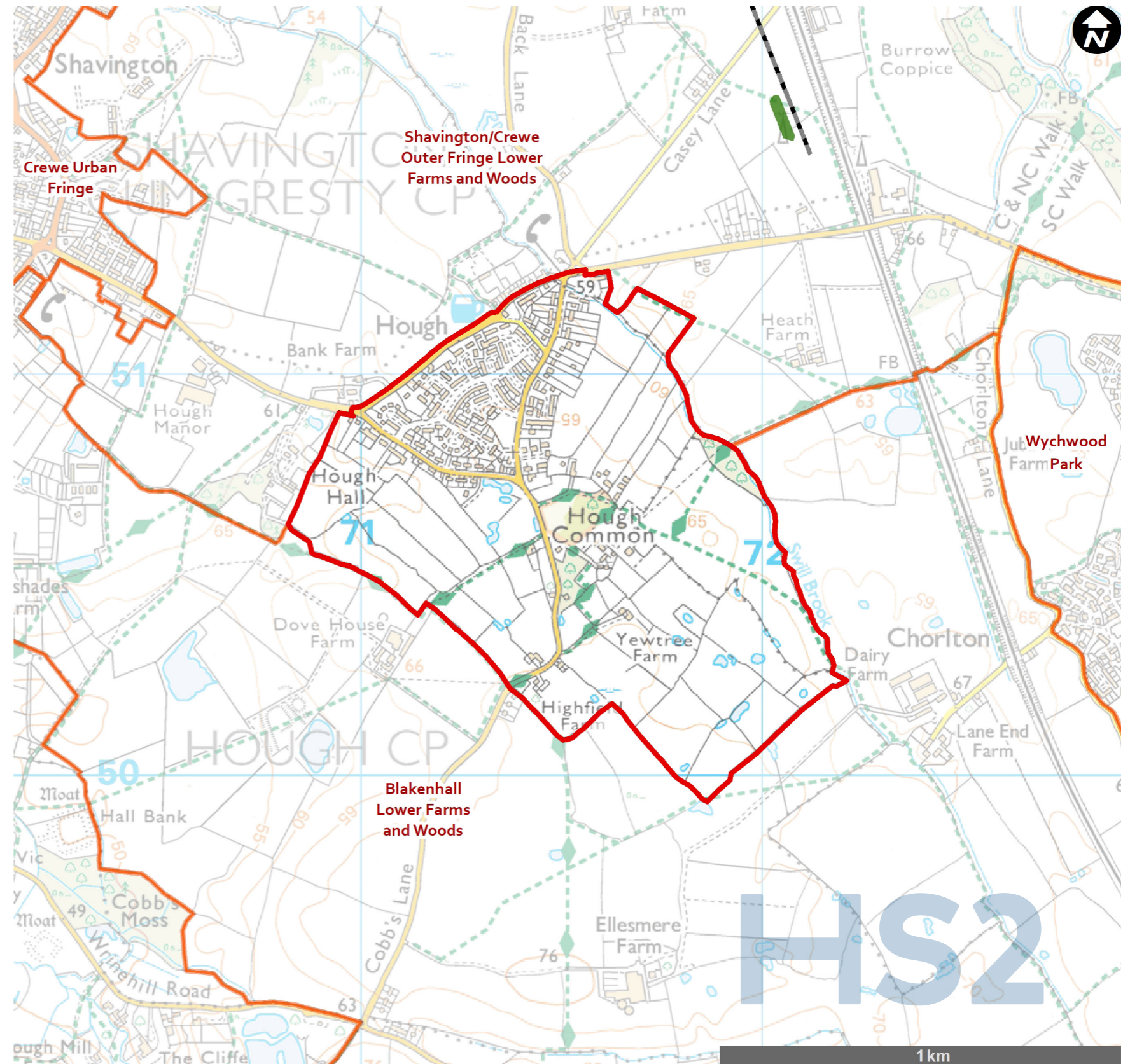
Crewe tunnel south porous portal, portal building and telecommunications mast will be further screened by maturing mitigation planting associated with HS2 Phase 2a. The magnitude of change will remain **negligible**.

Effects will be **negligible (non-significant)**.

### Operation year 30

Crewe tunnel south porous portal, portal building and telecommunications mast will be further screened by mature mitigation planting associated with HS2 Phase 2a. The magnitude of change will remain **negligible**.

Effects will be **negligible (non-significant)**.



### Cumulative assessment (construction and operation)

**Construction:** As reported in HS2 Phase 2a ES Volume 5, CA5 South Cheshire, LV-001-005, construction of HS2 Phase 2a will not directly affect the Hough LCA and will result in a **minor adverse** effect on this LCA due to some indirect noise and perceptual effects along the eastern edge of the LCA. The construction of the HS2 Phase 2a and HS Phase 2b will overlap. The effect of construction activity will be perceived as a single construction site between HS2 Phase 2a and Proposed Scheme, although HS2 Phase 2a activities include above ground elements whereas the Proposed Scheme is mainly in tunnel. The combination of HS2 Phase 2a and the Proposed Scheme will therefore result in a **minor adverse** cumulative effect on the Hough Common LCA. **(continued on the next page)**

Effects will be **minor adverse (non-significant)** in construction.

### Cumulative assessment (construction and operation)

**Operation:** As reported in HS2 Phase 2a ES Volume 5, CA5 South Cheshire, LV-001-005, the presence and operation of HS2 Phase 2a will result in a **minor adverse** effect on the Hough LCA in year 1, reducing to negligible in year 15 and year 60. At year 1, the combination of HS2 Phase 2a and the Proposed Scheme during operation will result in a **minor adverse** cumulative effect on the Hough LCA. At year 15 and beyond, the effect on the LCA from the combination of HS2 Phase 2a and the Proposed Scheme during operation will reduce to **negligible**.

Effects will be **minor adverse (non-significant)** in operation.

# Shavington/Crewe Outer Fringe Lower Farms and Woods LCA

## Landscape character baseline description

This LCA is a gently undulating landscape of medium to large fields divided by WCML.

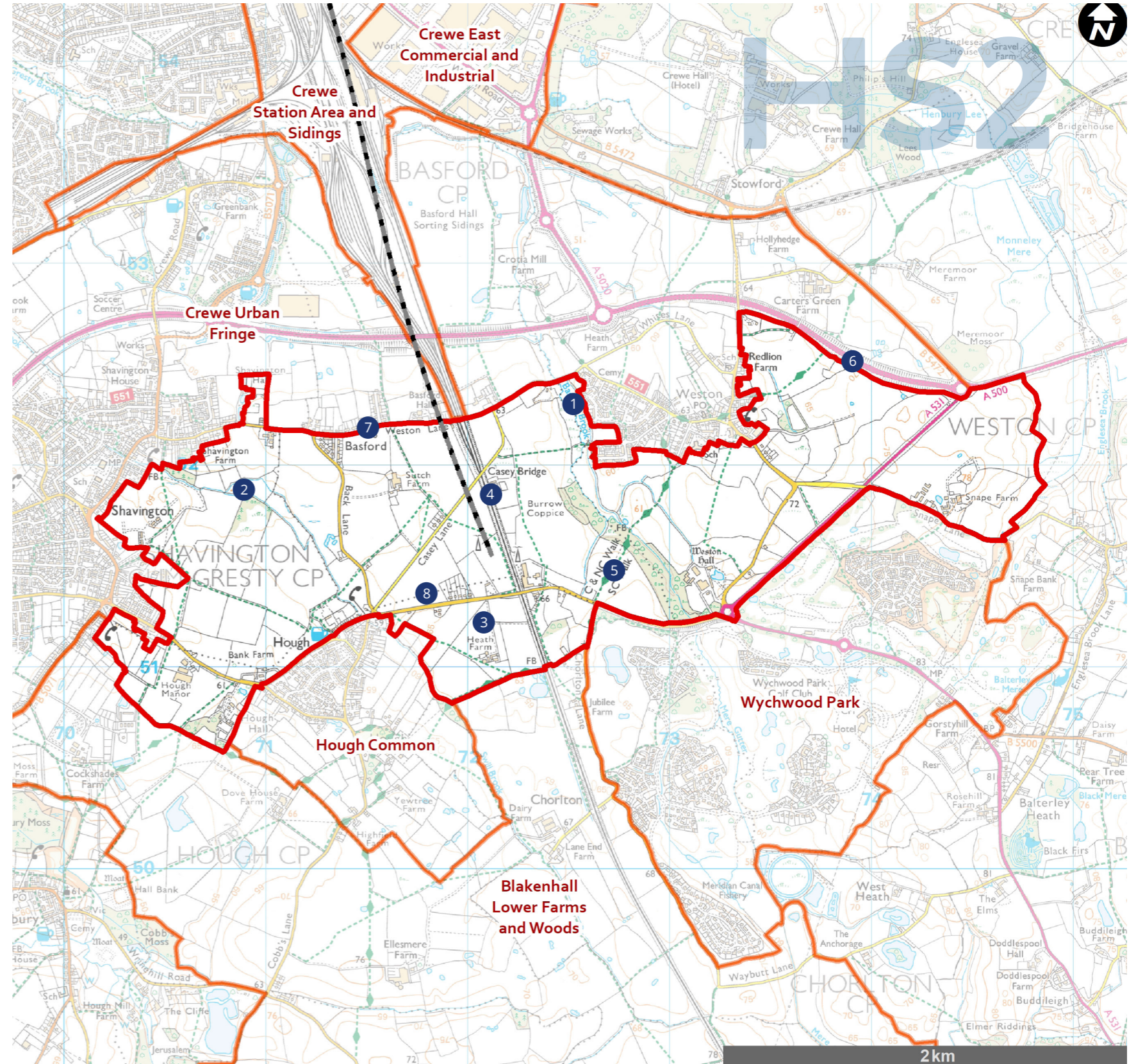
The land use is predominantly arable and pastoral farmland, which retains some signs of remnant coaxial (Bronze Age to early medieval) field systems near Basford Brook. The historical field pattern elsewhere is starting to degrade due to modern agricultural intensification, evidenced by field amalgamation and hedgerow loss.

Dispersed settlement, individual halls and farmhouses are prominent on the local skyline. Tree cover typically comprises occasional small woodlands and tree-lined minor watercourses, such as Basford Brook and Swill Brook, with frequent mature hedgerow trees bordering the rural lanes between Shavington, Hough and Weston. Several footpaths, including the promoted South Cheshire Way, Crewe and Nantwich Circular Walk, National Cycle Route 551 and Regional Cycle Route 70 form an established network of routes connecting with local settlements. WCML cuts across the eastern part of the LCA in a broadly south to north orientation, an embedded feature of the landscape which interrupts the agricultural field pattern. The landscape has a sense of tranquillity in some parts, although disturbed by the presence of WCML, pylons and traffic movement towards the A500 Shavington Bypass.



### Key landscape characteristics

A generally flat and treed agricultural landscape connected by recreational routes and with some areas of scenic quality and tranquillity associated with its tree-lined brooks.



- Proposed Scheme
- LCA boundary
- Proposed Scheme in tunnel
- 1 Basford Brook
- 2 Swill Brook
- 3 Heath Farm
- 4 WCML
- 5 South Cheshire Way and Crewe and Nantwich Circular Walk
- 6 A500 Shavington Bypass
- 7 National Cycle Route 551
- 8 Regional Cycle Route 70

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## Key landscape value attributes

Key landscape value attributes of the Shavington/Crewe Outer Fringe Lower Farms and Woods LCA are set out below, interpreting landscape baseline information on the previous page and drawing on findings from field surveys.



### Aesthetic

Intensive farming practice leading to the amalgamation of fields and loss of hedgerows has created an open agricultural landscape, punctuated by scattered farmsteads and settlement. Distant hill crests form a skyline to the east, while wooded stream courses interrupt the irregular field pattern. Basford Brook is a particularly scenic and secluded feature created by the mosaic of wetland habitats and extensive woodland cover.



### Cultural, social and historic

This is a popular area for informal recreation, with a network of cycle routes and local footpaths including the promoted Crewe and Nantwich Circular Walk and the South Cheshire Way. The latter crosses over Basford Brook and through its surrounding woodland on new boardwalks and bridges.

## Key landscape characteristics susceptible to the Proposed Scheme



### Overall landscape value

The open and shallow undulating farmland has been influenced by modern farming practice involving the loss of trees and hedgerows. Fields are typically medium to large in scale, occasionally interrupted by tree-lined watercourses. The scenic value of the landscape is negatively influenced by the visibility of pylons, WCML and traffic movement along main roads. Village settlements, isolated farmsteads and houses are visible features across this open farmland, while an established network of footpaths and cycle routes contributes to the cultural value of the landscape. The LCA is of **medium-low** value.

### Overall landscape susceptibility

The open agricultural character of the farmland is already influenced to some degree by traffic movement towards the A500 Shavington Bypass and train movement along WCML. The landscape is also interrupted by overhead power lines. The wooded and tree-lined watercourses are more susceptible to changes of the type proposed, due to their local sense of tranquillity. The landscape has a **medium-low** susceptibility to change resulting from the Proposed Scheme.

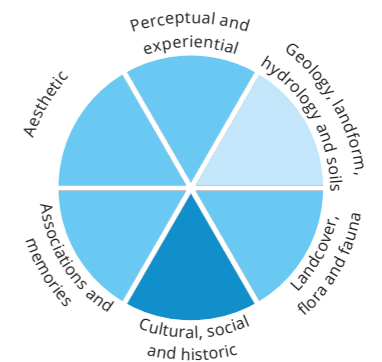
### Future baseline

At the commencement of Proposed Scheme construction works (2025), Phase 2a of the HS2 mainline will have been substantially constructed introducing new large-scale structures and earthworks into the local landscape of the Shavington/Crewe Outer Fringe Lower Farms and Woods LCA. The works for both Phase 2a and the Proposed Scheme will overlap and the LCA will be directly affected. The HS2 Phase 2a elements largely align with the existing WCML and Newcastle Road and will not affect the susceptibility of the LCA to the Proposed Scheme. Committed development MA01/155, for residential development, will be a similar density and mix to adjacent development in Weston and will not effect the susceptibility of the LCA to the Proposed Scheme.

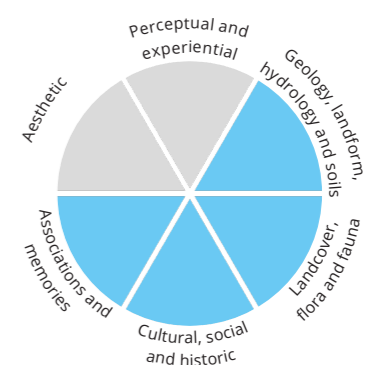
### Overall landscape sensitivity

The open agricultural character of the landscape, influenced through modern farming practices and the presence of transport and energy infrastructure corridors, results in the sensitivity of the LCA being **medium-low**.

### Value



### Susceptibility



### Value and susceptibility key



## Magnitude of change and level of effect

### Construction

Construction works for the Proposed Scheme, comprising Crewe south portal satellite compound will be located to the north of the realigned Newcastle Road and south of Casey Lane, alongside HS2 Phase 2a and the existing railway corridor of WCML. Construction activity for Crewe tunnel south porous portal, portal building and telecommunications site will be partially screened by road embankments and screening earthworks associated with HS2 Phase 2a. Tunnel boring works will take place within the embedded retaining wall to Crewe tunnel South portal constructed as part of HS2 Phase 2a, up to a depth of 20m below ground level. The magnitude of change will be **low**.

Effects will be **minor adverse (non-significant)**.

### Operation year 1

Crewe tunnel south porous portal, portal building and telecommunications mast will be located to the north of the realigned Newcastle Road, alongside HS2 Phase 2a and the existing railway corridor of WCML. The structures will represent new elements in the landscape but forming a part of the existing character that is associated with the railway corridor and its immediate setting. At year 1 landscape mitigation planting will be immature and not sufficiently well-established to help integrate the Proposed Scheme into the landscape. The magnitude of change will be **negligible**.

Effects will be **negligible (non-significant)**.

### Operation year 15

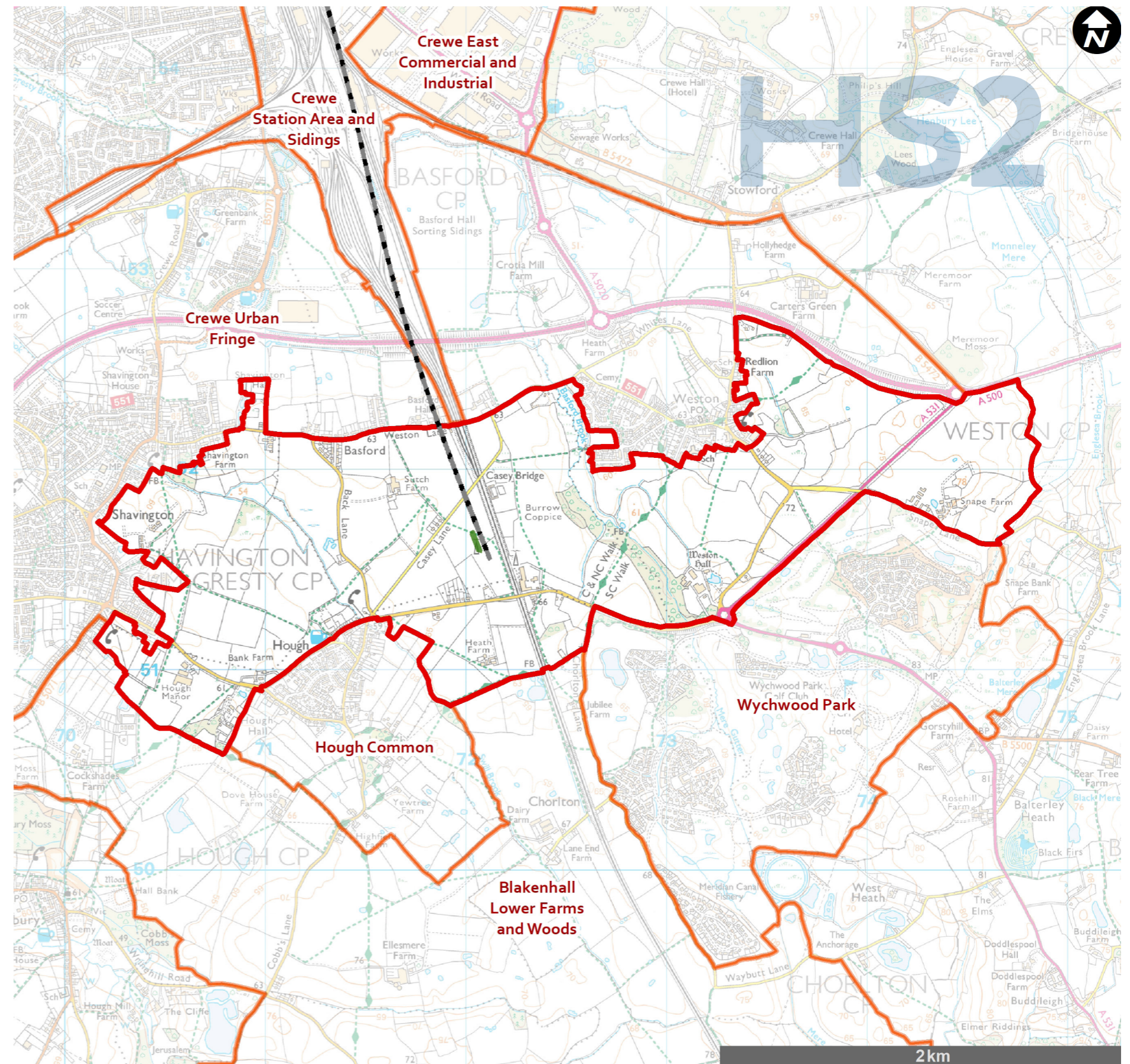
Crewe tunnel south porous portal, portal building and telecommunications mast will be screened by the maturing mitigation planting along the adjacent screening earthwork, and that associated with HS2 Phase 2a. The magnitude of change will remain **negligible**.

Effects will be **negligible (non-significant)**.

### Operation year 30

Crewe tunnel south porous portal, portal building and telecommunications mast will be further screened by mature mitigation planting along the adjacent screening earthwork, and that associated with HS2 Phase 2a. The magnitude of change will remain **negligible**.

Effects will be **negligible (non-significant)**.



### Cumulative assessment (construction and operation)

**Construction:** As reported in HS2 Phase 2a ES Volume 5, CA5 South Cheshire, LV-001-005, construction of HS2 Phase 2a will directly affect the Shavington/Crewe Outer Fringe Lower Farms and Woods LCA and will result in a **major adverse** significant effect on this LCA. The construction of HS2 Phase 2a and HS2 Phase 2b will overlap. The effect of construction activity will be perceived as a single construction site, despite the contrasting construction activities between HS2 Phase 2a and the Proposed Scheme, comprising above ground works and tunnels respectively. The combination of HS2 Phase 2a and the Proposed Scheme during construction will therefore result in a **major adverse** cumulative effect on the Shavington/Crewe Outer Fringe Lower Farms and Woods LCA. **(continued on the next page)**

Effects will be **major adverse (significant)** at construction

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### Cumulative assessment (construction and operation) Continued

**Operation:** As reported in HS2 Phase 2a ES Volume 5, CA5 South Cheshire, LV-001-005, the presence of and operation of HS2 Phase 2a will result in **moderate adverse** effects in year 1, which will reduce to **minor adverse** (non-significant) at year 15 and **negligible** (non-significant) by year 60 due to the effectiveness of the mitigation planting. At year 1, the combination of HS2 Phase 2a and the Proposed Scheme during operation will result in a **moderate adverse** cumulative effect on the Shavington/Crewe Outer Fringe Lower Farms and Woods LCA, which is significant. At year 15 and beyond, the effect on the LCA from the combination of HS2 Phase 2a and the Proposed Scheme during operation will reduce to minor adverse.

Effects will be **moderate adverse (significant)** at operation.

# Crewe Urban Fringe LCA

## Landscape character baseline description

This LCA is a transitioning agricultural landscape bordering the southern edge of Crewe, influenced by modern development, new road infrastructure and established rail corridors.

The traditional field pattern across much of the LCA has been fragmented by modern agricultural intensification, but remains more intact to the south of the A500 Shavington Bypass between the villages of Weston, Willaston and Shavington. The progressive influence of development is more pronounced further north towards Crewe, where farmland has been lost to the Basford East and West development sites. New road infrastructure and consequent severance of the landscape is evident, including the A500 Shavington Bypass, B5071 Jack Mills Way, A5020 David Whitby Way. Rail infrastructure including WCML and the sidings at Basford form a major division within the landscape.

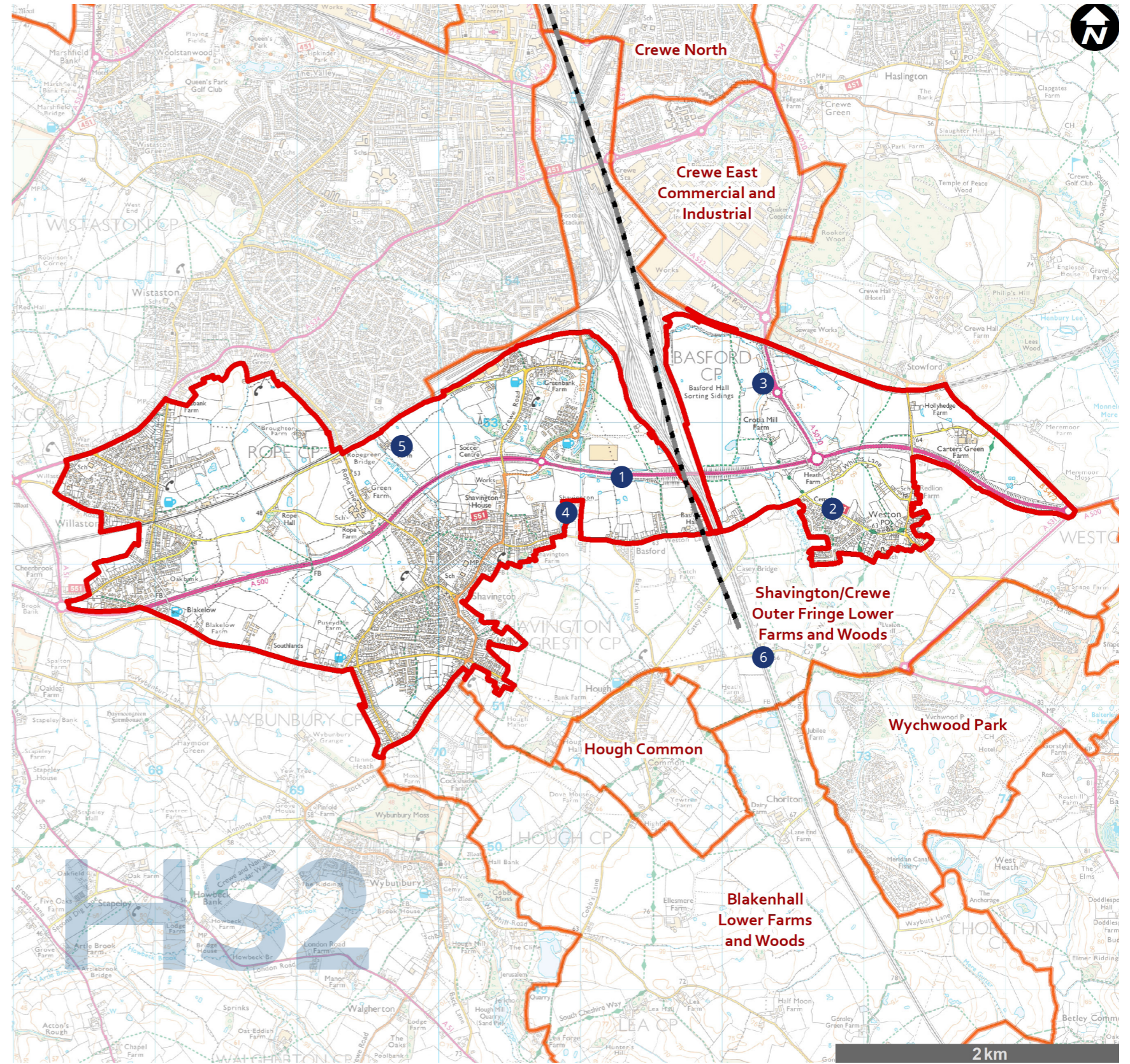
Tree-lined watercourses including Swill Brook and Basford Brook together with several small meres and ponds are more evident in the north of the LCA. Several footpaths link the villages of Weston and Basford with Crewe, while cycle routes link to the network of new and upgraded routes near Crewe.

The village of Weston contains a concentration of listed buildings within its conservation area, contributing to a sense of place and local identity. Other isolated properties, such as the Grade II listed Shavington Hall are discrete built elements in the wider landscape.



### Key landscape characteristics

The historic farmland and settlements have been, and will continue to be, modified by the encroachment of modern residential and commercial development, particularly between Crewe and Shavington and along the southern fringes of the town.



- Proposed Scheme
- LCA boundary
- Proposed Scheme in tunnel
- 1 A500 Shavington Bypass
- 2 Weston
- 3 Basford Brook
- 4 Shavington Hall
- 5 Swill Brook
- 6 WCML

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## Key landscape value attributes

Key landscape value attributes of the Crewe Urban Fringe LCA are set out below, interpreting landscape baseline information on the previous page and drawing on findings from field surveys.



### Aesthetic

Whilst there are some areas of intact, secluded and tranquil farmland, these are infrequent and are being modified by encroaching urbanising elements such as the large-scale mixed-use developments proposed for and under construction at the Basford East and West development sites.



### Cultural, social and historic

Historic features include the village of Weston, its conservation area and listed buildings which are located on the eastern side of the village around the original green. There is a strong existing network of connecting footpaths and cycleways connecting the area. Residential expansion and linked facilities are extending the urban edge character of Crewe to the south of the town.

## Key landscape characteristics susceptible to the Proposed Scheme



### Overall landscape value

Historic village settlements and an established network of footpaths and cycle routes contribute to the cultural value of the area. However, the scenic value of intact farmland and tree-lined watercourses, meres and ponds has been reduced by settlement expansion and the location of major transport infrastructure corridors, including WCML and A500 Shavington Bypass. Urban fringe farmland and its land pattern of hedgerow field boundaries with mature trees is being lost to the encroachment of development and southern expansion of Crewe, with a new urban edge definition emerging to the south of the town. The LCA is of **medium-low** value

### Overall landscape susceptibility

Some areas of farmland possess a landscape character that is defined by longstanding field patterns, mature trees and scattered historic buildings, which are replaceable in the short to medium term. Elsewhere the landscape has been subject to more intensive farming practice, increasing field sizes and reducing hedgerow frequency. Transport infrastructure and development expansion continues to change the urban interface of Crewe with the landscape along its southern edge. The landscape therefore has a **low** susceptibility to change resulting from the Proposed Scheme.

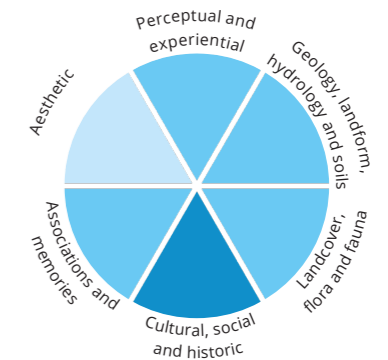
### Future baseline

There are two planning applications MA01/033 and MA01/324 (Volume 5, Planning Data/Committed Development Map Book: Maps CT13-301 to CT-13-304a) for large mixed-use developments to the south-east of Crewe will alter a small part of this LCA. A further application MA01/325 for light industrial buildings adjacent to the existing sidings south of Crewe, will alter only a small part of the LCA. At the commencement of Proposed Scheme construction works (2025), Phase 2a of the HS2 mainline will have been substantially constructed. The HS2 Phase 2a elements largely align with the existing WCML. These will not affect the landscape susceptibility to the Proposed Scheme.

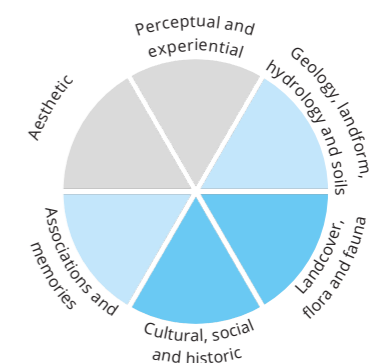
### Overall landscape sensitivity

The influence of linear infrastructure and continued urban edge development on this landscape of generally degraded, undulating farmland with fragmented historic and scenic features results in the sensitivity of the LCA being **medium-low**.

### Value



### Susceptibility



### Value and susceptibility key



## Magnitude of change and level of effect

### Construction

The Proposed Scheme will be constructed in tunnel within the LCA, where the process of tunnel boring will not directly affect the appearance of the landscape. Construction work in relation to some road junctions and construction traffic may be evident along the A500 Shavington Bypass and A5020 David Whitby Way, although this will not substantially alter the landscape character associated with these existing road corridors. The magnitude of change will be **negligible**.

Effects will be **negligible (non-significant)**.

### Operation year 1

The Proposed Scheme will run in tunnel within the LCA and will not directly affect the appearance of the landscape. The magnitude of change will be **negligible**.

Effects will be **negligible (non-significant)**.

### Operation year 15

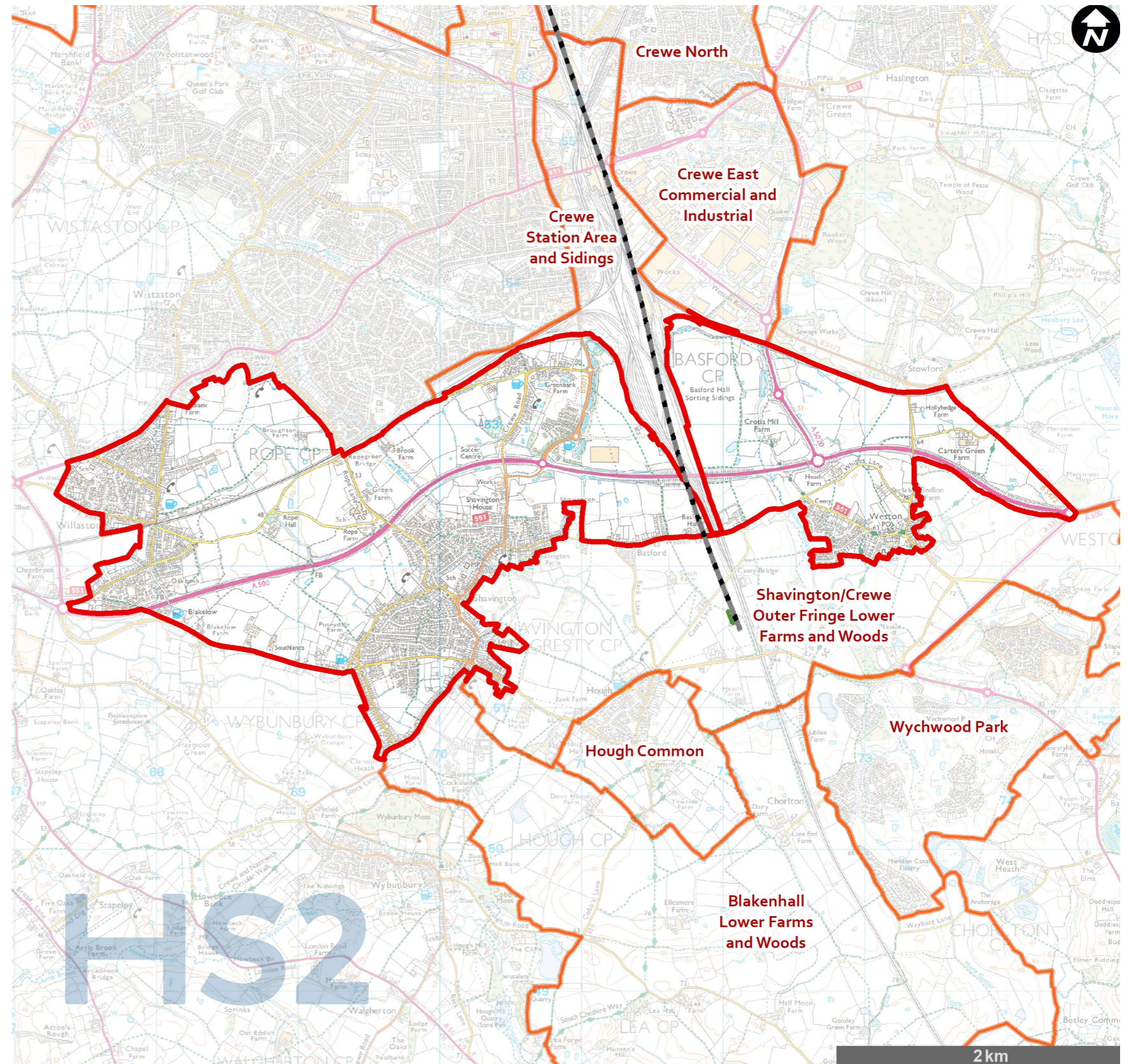
The Proposed Scheme will run in tunnel within the LCA and will not directly affect the appearance of the landscape. The magnitude of change will remain **negligible**.

Effects will be **negligible (non-significant)**.

### Operation year 30

The Proposed Scheme will run in tunnel within the LCA and will not directly affect the appearance of the landscape. The magnitude of change will remain **negligible**.

Effects will be **negligible (non-significant)**.



### Cumulative assessment (construction and operation)

**Construction:** As reported in HS2 Phase 2a ES Volume 5, CA5 South Cheshire, LV-001-005, construction of HS2 Phase 2a will have very slight impacts on local landscape character, including the loss of intact hedgerows and mature trees resulting in **minor adverse** effects. The construction of the HS2 Phase 2a and HS Phase 2b will overlap. The effect of construction activity would be perceived as a single construction site with activities associated with HS2 Phase 2a largely above ground and Proposed Scheme activity with tunnel works. The combination of HS2 Phase 2a and the Proposed Scheme will therefore result in a **minor adverse** cumulative effect on the Crewe Urban Fringe LCA. **(continued on the next page)**

Effects will be **minor adverse (non-significant)** in construction.

### Cumulative assessment (construction and operation)

**Operation:** As reported in HS2 Phase 2a ES Volume 5, CA5 South Cheshire, LV-001-005, the presence of and operation of HS2 Phase 2a will result in **negligible** effects in year 1 and beyond to year 15 and 60. At year 1, year 15 and beyond, the combination of HS2 Phase 2a and the Proposed Scheme during operation will remain **negligible**.

Effects will be **negligible (non-significant)** in operation.

# Crewe Station Area and Sidings LCA

## Landscape character baseline description

This LCA is defined by the railway junction in the centre of Crewe and its relationship with surrounding, often rail-related, built development.

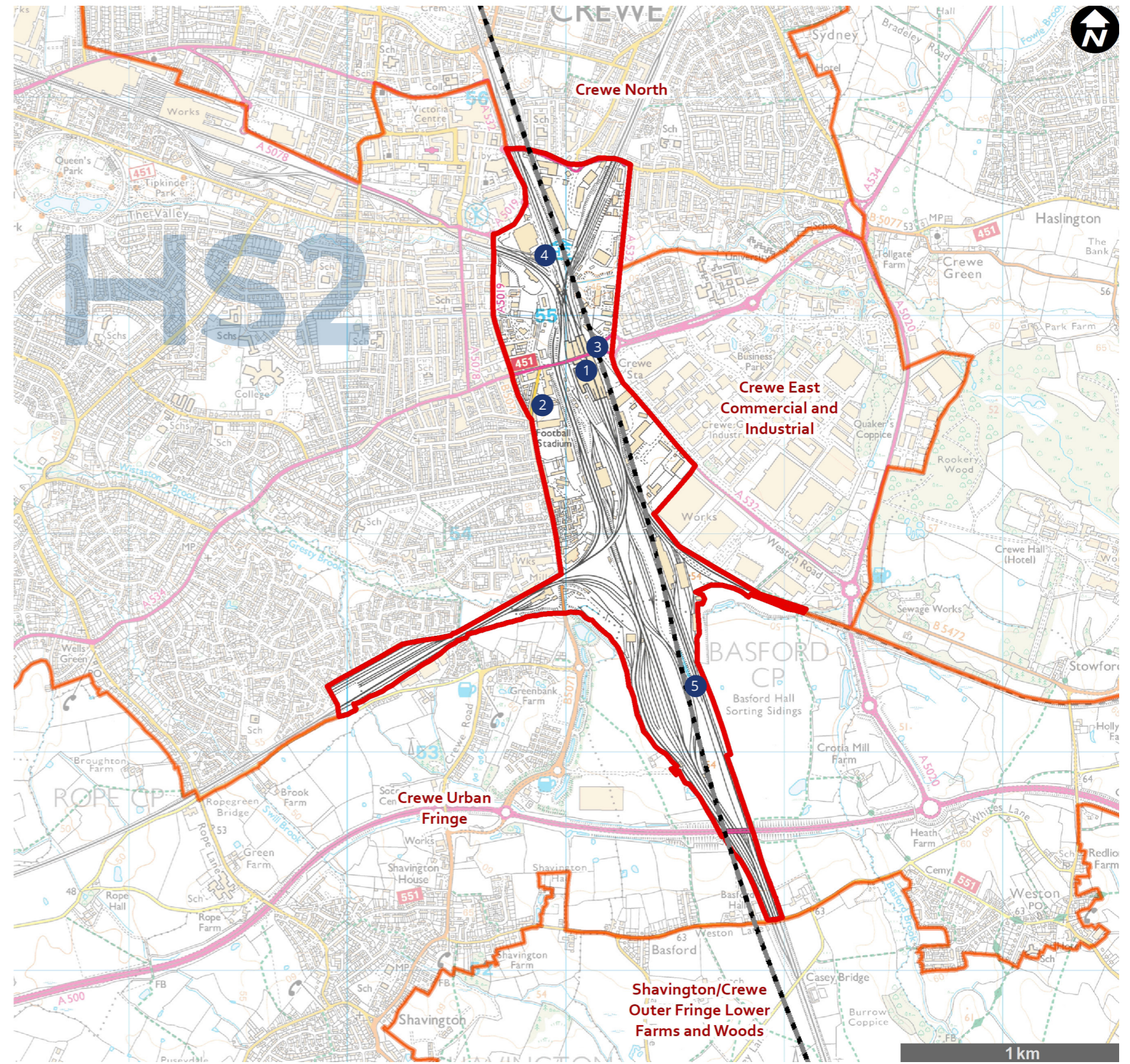
Crewe was transformed during the 19th century when what would become the settlement became a pivotal location for the development of the Grand Junction Railway. The Grade II listed station buildings, dating from 1867 continue to form a part of the town's identity although large areas of the historic Crewe Works have now been replaced by commercial use. Crewe Heritage Centre is located near the railway junction, exhibiting historic locomotives and railway equipment.

The land bordering the railway junction comprises a mix of uses, including large retail units at Grand Junction Retail Park and industrial sheds and offices along Macon Way, to the east of the junction. The busy A530 Nantwich Road crosses the station area, flanked by shops and restaurants while the town's civic core is located a short distance to the north. Landmark buildings include Crewe Alexandra football stadium, the 19th century railway hotels and Rail House, a 13-storey tower constructed in the 1960s. Residential properties flank the railway sidings to the west, comprising late 20th century and terraced Victorian properties along Gresty Road, with modern development to the south of the football stadium.



### Key landscape characteristics

The railway heritage forms a major part of Crewe's identity. The townscape of this part of Crewe is fragmented by a pattern of incohesive modern retail and commercial development, accompanied by large swathes of land allocated to car parking.



- Proposed Scheme
- LCA boundary
- Proposed Scheme in tunnel
- 1 Crewe Station
- 2 Crewe Alexandra Football Club's Stadium
- 3 Crewe Arms Hotel
- 4 Crewe Heritage Centre
- 5 WCML

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## Key landscape value attributes

Key landscape value attributes of the Crewe Station Area and Sidings LCA are set out below, interpreting landscape baseline information on the previous page and drawing on findings from field surveys.



### Aesthetic

The area is a discordant mix of railway infrastructure, historic buildings, commercial and retail development, small-scale housing and shops. Crewe Alexandra football stadium and Rail House are prominent landmarks, while the 19th century railway buildings and related hotels (the Royal and Crewe Arms) contribute a historic quality to the townscape.



### Cultural, social and historic

The Grade II listed station buildings and historic railway hotels are the main surviving elements of the 19th century transformation of Crewe, while rail travel continues to be a major aspect of Crewe's identity and prosperity. Crewe Heritage Centre sits within the modern sidings and is valued as a cultural heritage attraction.

## Key landscape characteristics susceptible to the Proposed Scheme



### Overall landscape value

The cultural importance of the railway to the town is reflected in part by its associated buildings including the railway hotels, the original (now Grade II listed) Crewe Station and features preserved by the Crewe Heritage Centre. The area around the station has a relatively poor quality and fragmented urban form, characterised by open expanses of surface level car parks, road and rail infrastructure and vacant or underutilised buildings. There is a discordant scale of commercial, retail and residential development. The value of this LCA is therefore **low** given the above.

### Overall landscape susceptibility

The Grade II listed station buildings and locally listed hotels are irreplaceable and therefore highly susceptible to change arising from the Proposed Scheme. The remainder of the station complex and surrounding townscape lacks coherence or positive sense of place and therefore is less susceptible to change of the type proposed. Overall, the landscape has a **low** susceptibility to change resulting from the Proposed Scheme.

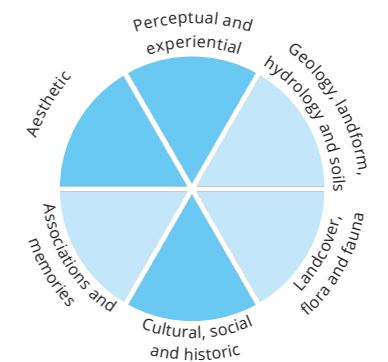
### Future baseline

There are no committed developments that will affect the landscape susceptibility to the Proposed Scheme.

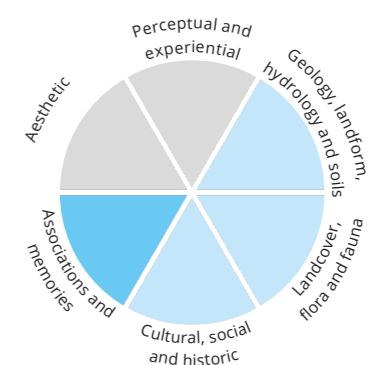
### Overall landscape sensitivity

The station complex and surrounding area is heavily influenced by road and rail infrastructure. With the exception of the Grade II listed station buildings, the Crewe Arms Hotel and the Royal Hotel there are few buildings of architectural merit. The overall sensitivity is **low**.

### Value



### Susceptibility



### Value and susceptibility key



## Magnitude of change and level of effect

### Construction

The only part of the Proposed Scheme which will be constructed above ground within this LCA is Cowley Way ventilation and intervention shaft (vent shaft), located in an area of industrial land bordering WCML and sidings. During construction Cowley Way vent shaft satellite compound will be evident, occupying the site of the vent shaft. Construction traffic routes will utilise main roads into the town including the A532 Weston Road. Construction activity, storage of materials and movement of plant will be noticeable but not out of character with the industrial urban context. The construction compound will be contained visually by surrounding buildings and mature vegetation bordering WCML. The magnitude of change will be **low**.

Effects will be **minor adverse (non-significant)**.

### Operation year 1

Cowley Way vent shaft and Cowley Way vent shaft auto-transformer station will be similar in terms of form and scale to existing buildings in the vicinity. The vent shaft and auto-transformer station will be in-keeping with the existing industrial character familiar with this part of the LCA. The magnitude of change will be **negligible**.

Effects will be **negligible (non-significant)**.

### Operation year 15

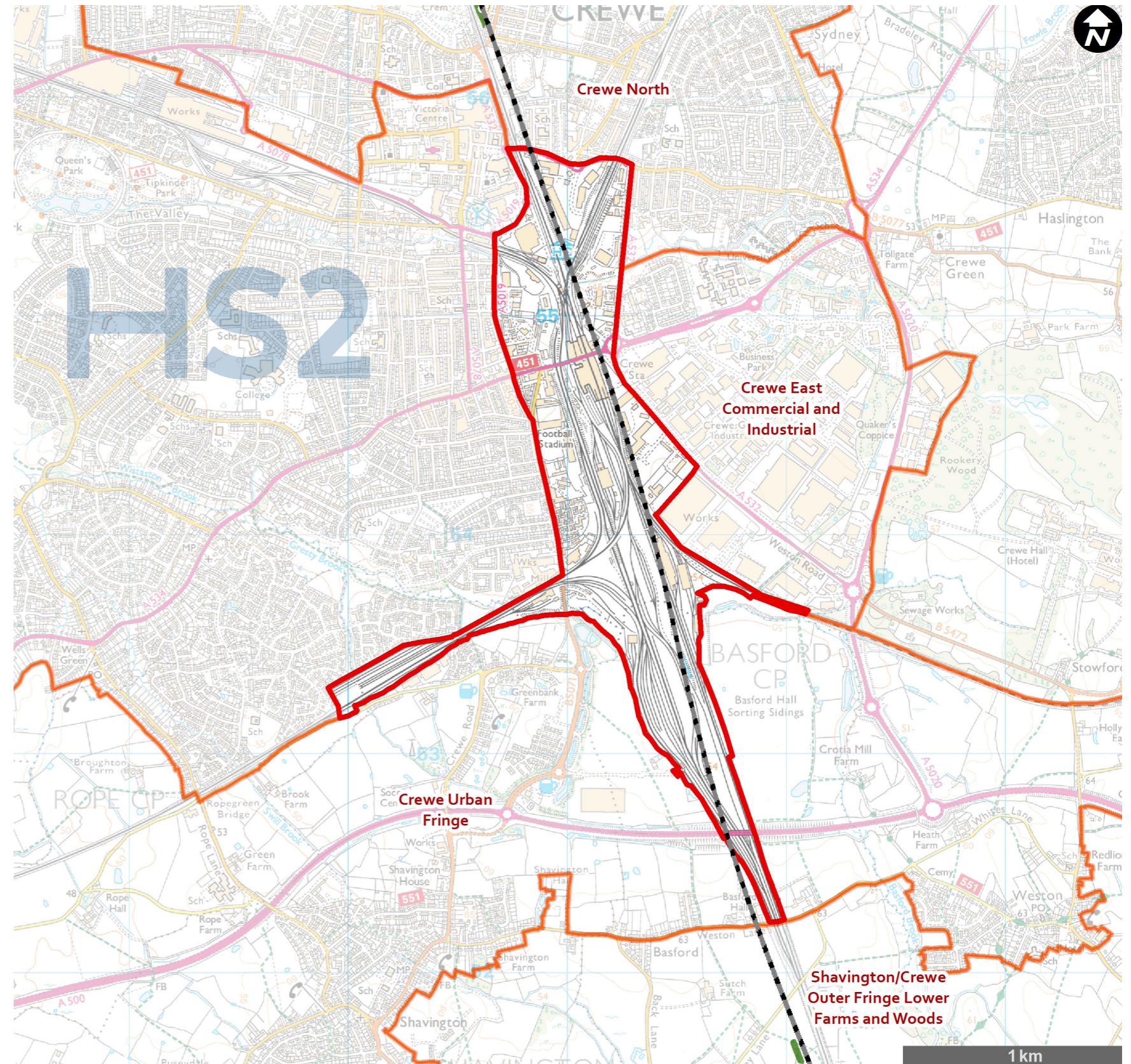
Cowley Way vent shaft and Cowley Way vent shaft autotransformer station will continue to be integrated into the existing landscape character. The magnitude of change will remain **negligible**.

Effects will be **negligible (non-significant)**.

### Operation year 30

Cowley Way vent shaft and Cowley Way vent shaft autotransformer station will continue to be integrated into the existing landscape character. The magnitude of change will remain **negligible**.

Effects will be **negligible (non-significant)**.



### Cumulative assessment (construction and operation)

**Construction:** There are no developments which will result in cumulative construction effects.

**Operation:** There are no developments which will result in cumulative operation effects.

No cumulative effects during construction and operation.

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# Crewe East Commercial and Industrial LCA

## Landscape character baseline description

This LCA comprises Crewe Gates Farm Industrial Estate and adjoining commercial development within Crewe Business Park, located to the east of WCML and to the south-east of Crewe town centre.

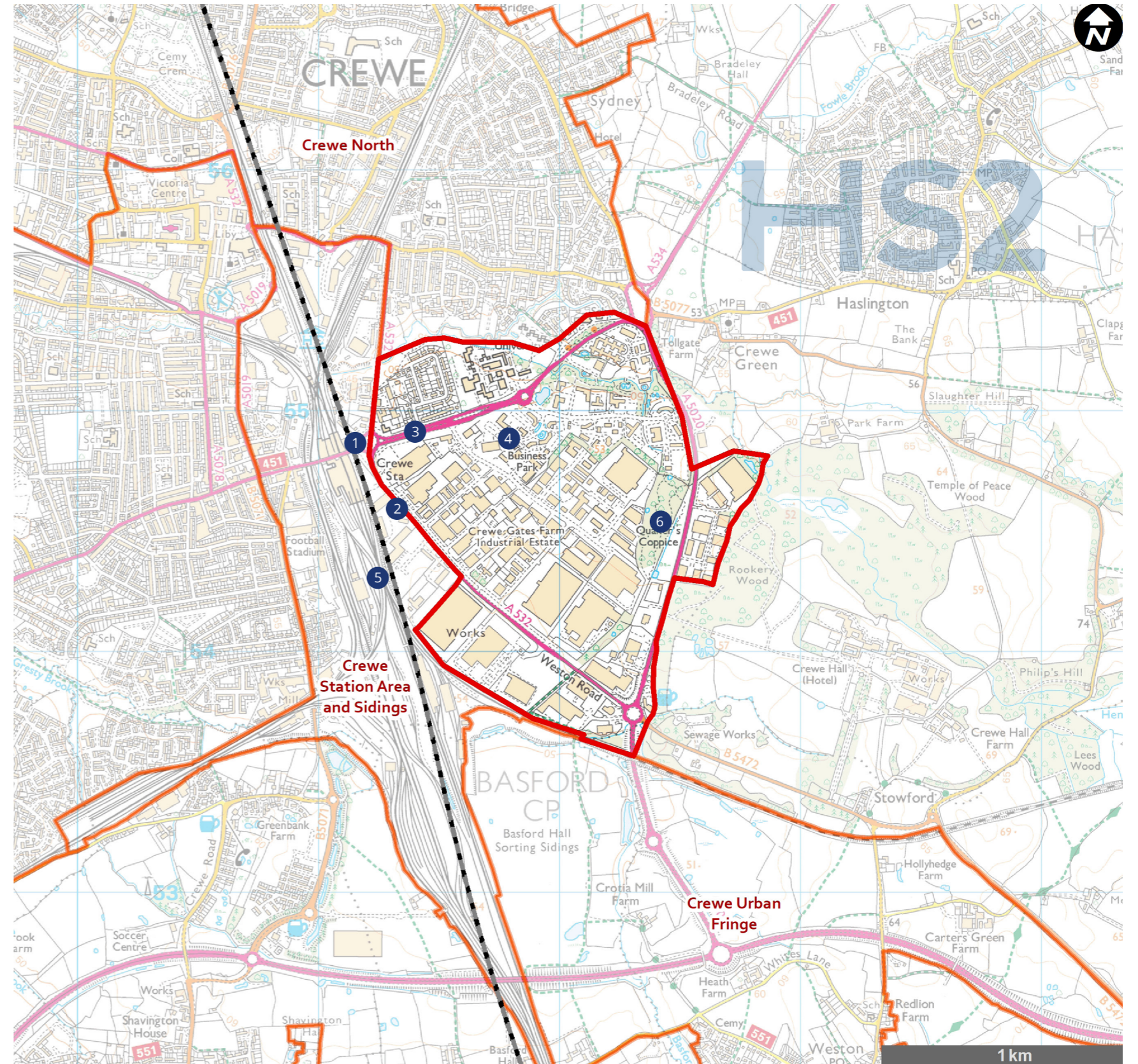
Crewe Gates Farm Industrial Estate comprises a dense mix of retail units and large industrial warehouses set around a grid of functional access roads, with the A532 Weston Road forming a primary tree lined access spine between the A534 Crewe Road and University Way. Commercial development within Crewe Business Park is more dispersed in character, set within a framework of structural woodland and ornamental planting. The larger warehouses to the south-east of the industrial estate are well screened from Crewe Hall by Quaker's Coppice, part of an established network of mature woodland that surrounds the Hall.

The area is visually contained by WCML and railway junction to the west and by the structural woodland planting to the east and south. However, the scale of industrial warehouses along the southern limits of the industrial estate are widely visible as skyline elements from south of the town.



### Key landscape characteristics

An expansive area of functional, large-scale industrial and commercial units, with commercial premises set within areas of structural woodland and ornamental planting.



- Proposed Scheme
- LCA boundary
- - - Proposed Scheme in tunnel
- 1 Crewe Arms Hotel
- 2 A532 Weston Road
- 3 A534 Crewe Road
- 4 Crewe Business Park
- 5 WCML
- 6 Quaker's Coppice

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## Key landscape value attributes

Key landscape value attributes of the Crewe East Commercial and Industrial LCA are set out below, interpreting landscape baseline information on the previous page and drawing on findings from field surveys.



### Aesthetic

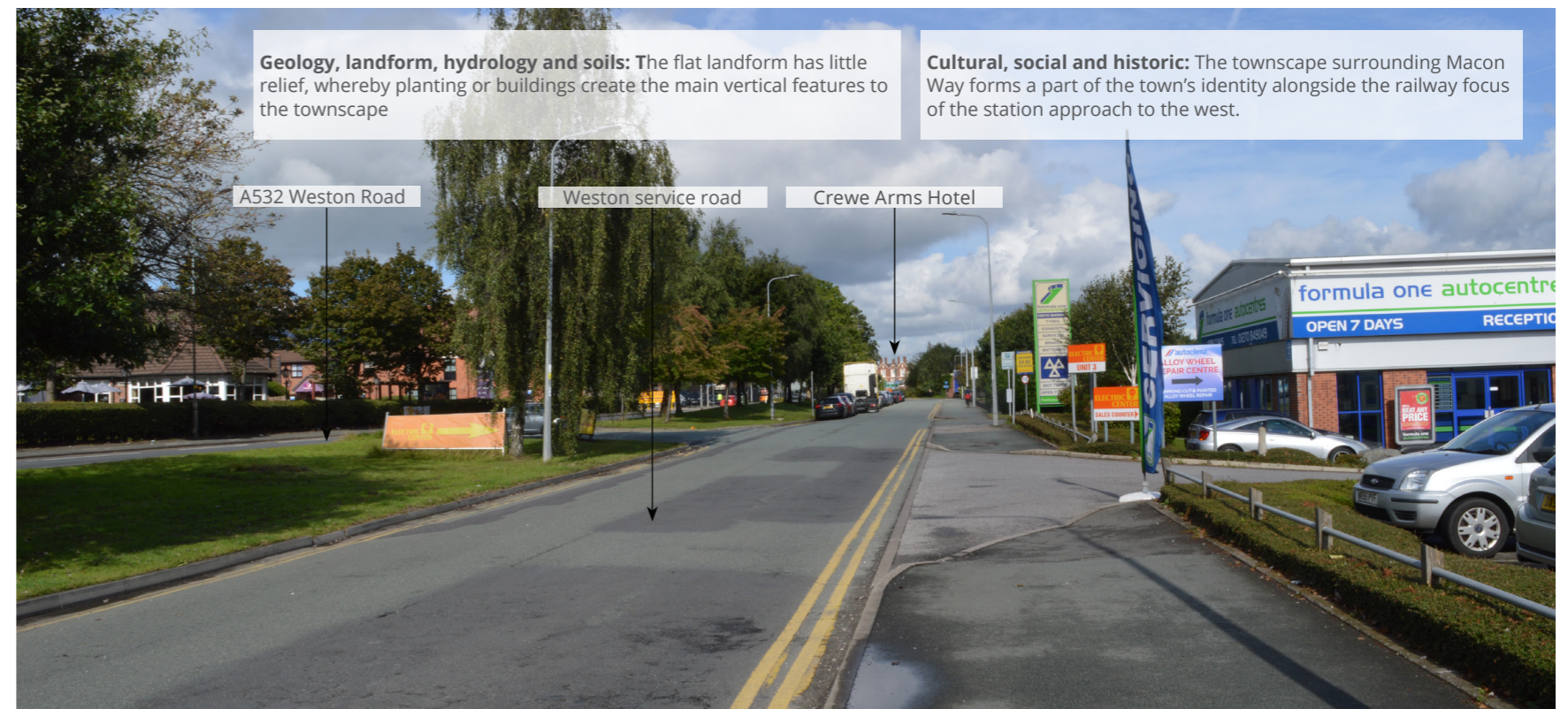
The architectural character of built development within the business park is generic and comparable to similar facilities elsewhere, and largely functional within the industrial estate. Neither contributes any real sense of place, although Crewe Business Park does utilise surrounding structural woodland and open green space to enhance the setting and for recreational use.



### Cultural, social and historic

There are no features of historic interest, while recreational value is limited to local footpaths through woodland at Valley Brook and Quaker's Coppice.

## Key landscape characteristics susceptible to the Proposed Scheme



### Overall landscape value

This landscape has been altered since the arrival of the railways in the 19th century and is now dominated by industrial and commercial development. The large and homogenous buildings arranged along wide, straight access roads contribute no real sense of place, with no historic continuity or scenic quality. Crewe Business Park has a more intentional architectural character, with a framework of structural and ornamental planting that connects with established riparian and former estate woodland. Both features have recreational footpaths, of a local value to workers and visitors to the business park. The value of this LCA is therefore **low**, given the above.

### Overall landscape susceptibility

The area is a flat, developed landscape of large-scale industrial and commercial units with limited open green space structure. The landscape therefore has a **low** susceptibility to change resulting from the Proposed Scheme.

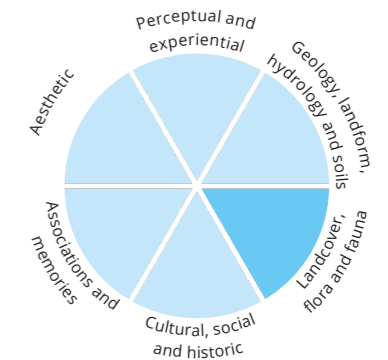
### Future baseline

There are no committed developments that will affect the landscape susceptibility to the Proposed Scheme.

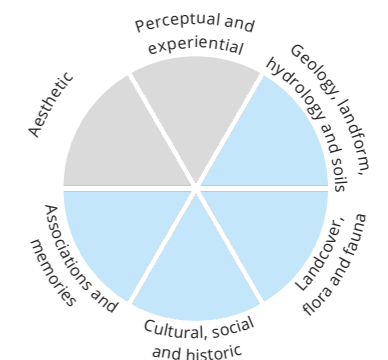
### Overall landscape sensitivity

The majority of the area lacks any significant aesthetic or cultural value, with few natural features and a large expanse of industrial and commercial built development. The overall sensitivity of this LCA is **low**.

### Value



### Susceptibility



### Value and susceptibility key



## Magnitude of change and level of effect

### Construction

Construction within this LCA will be limited to utilities works along the A532 Weston Road through Crewe Gates Farm Industrial Estate, extending to the roundabout junction with A534 Crewe Road. There will be some awareness of construction of Cowley Way vent shaft adjacent to the western boundary of the area in the adjacent Crewe Station Area and Sidings LCA. The vent shaft construction work, storage of materials and movement of plant will be similar to current uses of industrial premises and the presence of heavy goods vehicles in this location. The A532 Weston Road and the A534 Crewe Road to the north of the LCA will be utilised as construction traffic routes, although these roads are heavily trafficked by heavy goods vehicles accessing the Industrial Estate. The magnitude of change will be **negligible**.

Effects will be **negligible (non-significant)**.

### Operation year 1

Cowley Way vent shaft and Cowley Way vent shaft auto-transformer station will be located to the western boundary of the area, (within the adjacent Crewe Station Area and Sidings LCA). There will be no substantial indirect effect on the LCA, as the built structures will be in scale and in-keeping with the industrial character of the setting. Planting associated with the reinstatement of utilities works will be immature. The magnitude of change will be **negligible**.

Effects will be **negligible (non-significant)**.

### Operation year 15

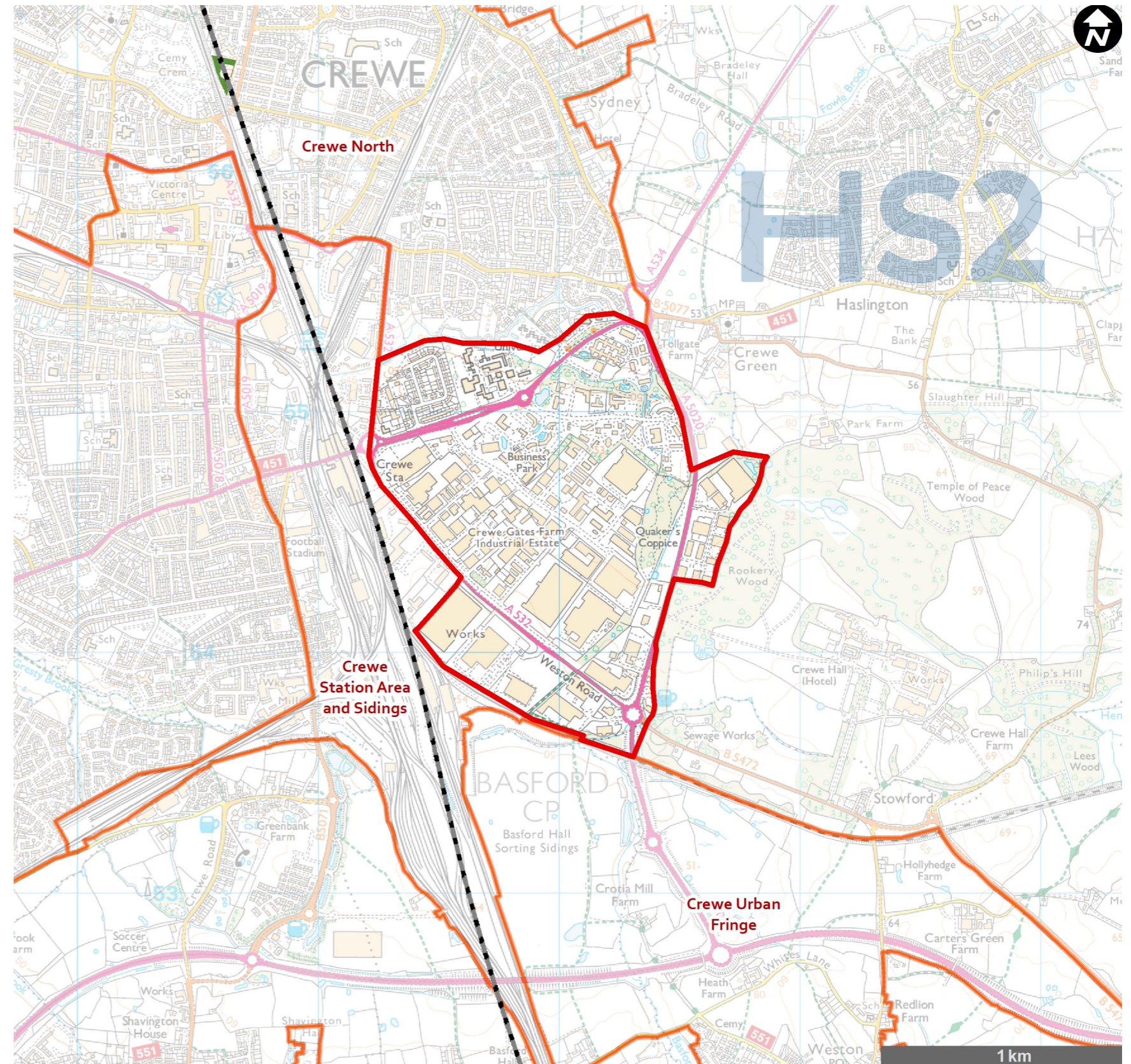
The vent shaft and autotransformer station will remain in scale and in-keeping with the industrial character of the setting. Planting associated with the reinstatement of utilities works will have started to mature. The magnitude of change will remain **negligible**.

Effects will be **negligible (non-significant)**.

### Operation year 30

The vent shaft and autotransformer station will remain in scale and in-keeping with the industrial character of the setting. Planting associated with the reinstatement of utilities works will have further matured. The magnitude of change will remain **negligible**.

Effects will be **negligible (non-significant)**.



### Cumulative assessment (construction and operation)

**Construction:** There are no developments which will result in cumulative construction effects.

**Operation:** There are no developments which will result in cumulative operation effects.

No cumulative effects during construction and operation.

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# Crewe North LCA

## Landscape character baseline description

This LCA is a predominantly residential area to the north of Crewe town centre, subdivided by railway corridors converging towards Crewe Station and sidings (in the adjacent Crewe Station Area and Sidings LCA to the south).

The town is centred around Crewe Station (beyond the boundary of the LCA to the south) and the WCML rail corridor running south-east to north-west through this LCA. A section of the railway, branching north-east towards Stockport, crosses this LCA to the east.

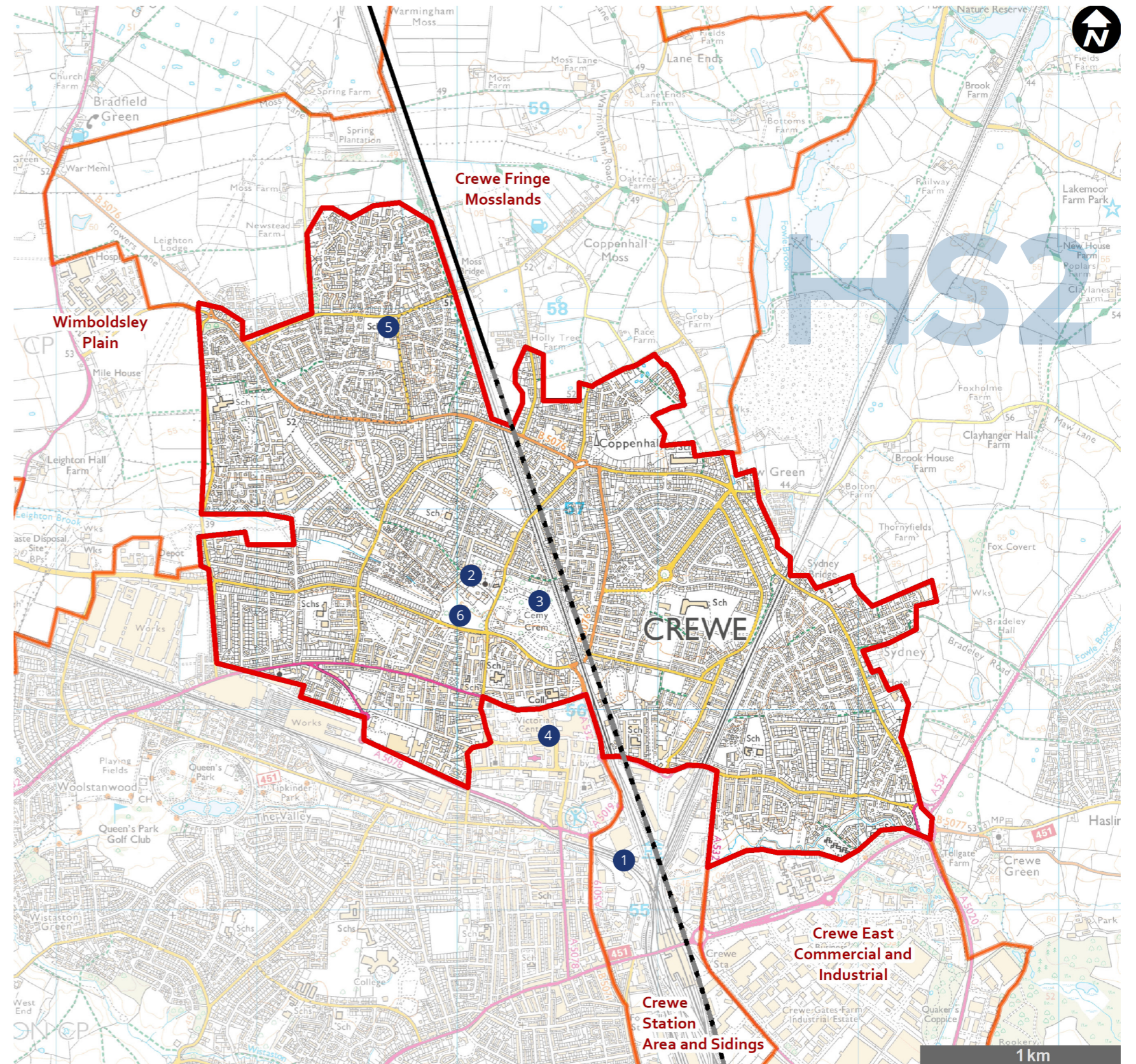
Suburban growth has extended outwards from the Crewe Station and junction (in the adjacent Crewe Station Area and Sidings LCA to the south), with a regular and legible grid pattern of post-medieval railway terraced housing around the junction approach and evident across the southernmost extents of the LCA bordering the town's civic centre. The grounds of the Grade II listed Church of St Michael, alongside Crewe cemetery and crematorium and Badger Park create a large area of open green space to the north of the town centre. A wider network of green space permeates the residential landscape, some linked to formal recreational activity but otherwise fragmented as pockets of open grassed space between residential development. Progressive residential expansion to the north of the town, including the suburb of Leighton, are more recent and continues to encroach on the fringe landscape and historic settlement pattern associated with the northernmost fringes of the town.



Church of St Michael

### Key landscape characteristics

A legible Victorian residential core built around the nucleus of the railway, with modern residential expansion that has merged surrounding post-medieval settlement into a single urban entity.



- Proposed Scheme
- LCA boundary
- Proposed Scheme in tunnel
- 1 WCML
- 2 Church of St Michael
- 3 Crewe Crematorium
- 4 Crewe town centre
- 5 Leighton
- 6 Badger Park

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## Key landscape value attributes

Key landscape value attributes of the Crewe North LCA are set out below, interpreting landscape baseline information on the previous page and drawing on findings from field surveys.



### Aesthetic

There are some areas of aesthetic value, generally towards the town's historic core comprising red brick Victorian terraces and the large landscaped park, cemetery and crematorium. Elsewhere 20th century residential expansion has created a generally unremarkable urban landscape.



### Cultural, social and historic

The 19th century historic core associated with the railways has a recognisable identity, evidenced by the presence of railway terraced housing and the Grade II listed St Michael's Church. Northwards of the town core, the urban landscape has a predominantly residential focus with associated community facilities.

## Key landscape characteristics susceptible to the Proposed Scheme



### Overall landscape value

The area's shallow landform and underlying geology, which historically facilitated the arrival of the railways has provided also for largely uninterrupted residential expansion. There is little variation by way of landform or urban settlement pattern and skyline across the north of Crewe. Higher aesthetic and cultural values are focussed more towards the 19th century town core, of which the Victorian railway terraces to the south of this LCA form a part. The broader residential landscape has an unremarkable townscape composition, with a local level of cultural association. The value of this LCA is therefore **medium-low**.

### Overall landscape susceptibility

The development of Crewe as a settlement has been closely associated with railways. The residential areas to the north of the town are often shaped and characterised by the railway corridors, and the Proposed Scheme will not be uncharacteristic of the existing urban landscape. The landscape therefore has a **medium-low** susceptibility to change resulting from the Proposed Scheme.

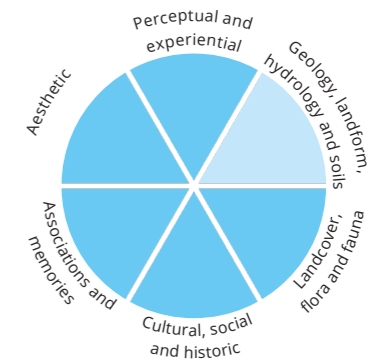
### Future baseline

There are no committed developments that will affect the landscape susceptibility to the Proposed Scheme.

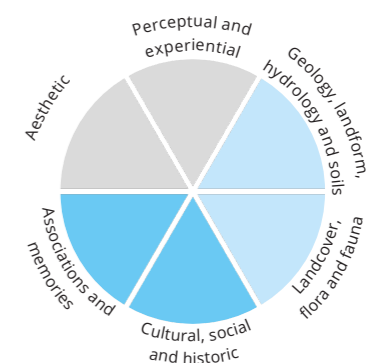
### Overall landscape sensitivity

There are some aesthetic and cultural qualities, mainly associated within the southern extent of the LCA in association with the town core, while the predominantly residential landscape has an embedded relationship with rail infrastructure. The sensitivity of this LCA is **medium-low**.

### Value



### Susceptibility



### Value and susceptibility key



## Magnitude of change and level of effect

### Construction

The above ground elements of the Proposed Scheme will comprise Middlewich Street vent shaft satellite compound off the A530 Middlewich Road and bordering the LCA to the north, the main access to Crewe tunnel north main compound from Broughton Road. Pedestrian connectivity will be maintained, however the construction of the Middlewich Street vent shaft will reduce accessibility to open green space from surrounding residential areas. Construction traffic will use existing roads including the A530 Middlewich Road, which will introduce additional traffic movements into residential areas of historic Victorian terraces and early to mid 20th century housing on Elm Street. However, the influence of construction activity will be limited by the surrounding density of built form. The magnitude of change will be **low**.

Effects will be **minor adverse (non-significant)**.

### Operation year 1

The headhouse for Middlewich Street vent shaft will be surrounded by an area of grassland and tree planting which will partially reinstate the green space lost during construction. The extent of public open space will not directly compensate for the area lost, although its functionality as a green space and for pedestrian movement will remain. At Broughton Road, Crewe tunnel north portal will form a new rail related element, although running adjacent with the existing WCML. Mitigation planting surrounding Middlewich Street vent shaft structures and Crewe Tunnel north portal structures will not provide any integration benefit in year 1. Neither element will form a skyline element and so both will influence the townscape at a local level and will not alter key characteristics of the character area. The magnitude of change will be **negligible**.

Effects will be **negligible (non-significant)**.

### Operation year 15

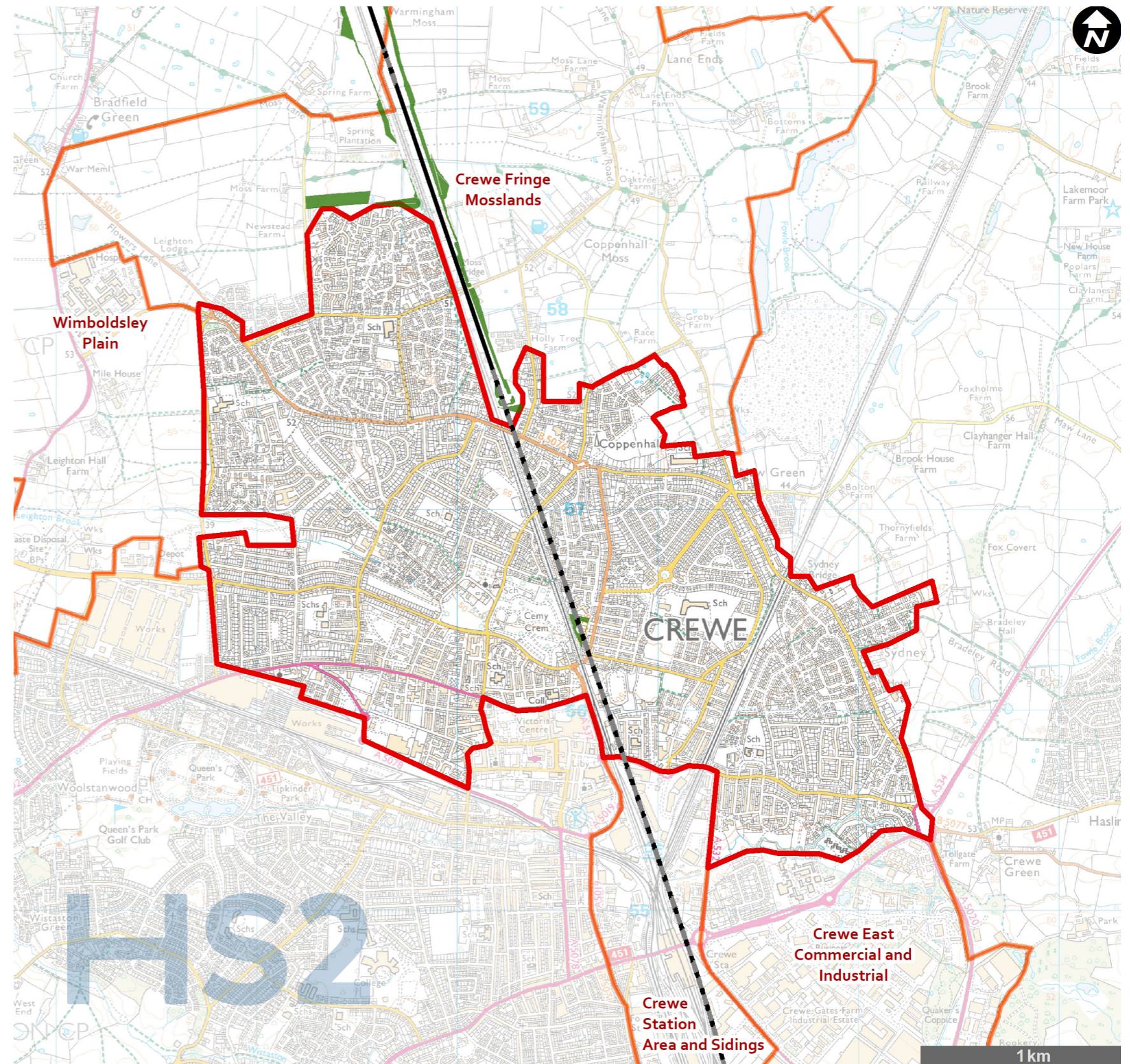
Maturing mitigation planting in the public realm surrounding Middlewich Street vent shaft will help integrate the headhouse into the surrounding landscape. Mitigation planting surrounding Crewe tunnel north portal will have sufficiently established to integrate the Proposed Scheme alongside the existing WCML. The magnitude of change will remain **negligible**.

Effects will be **negligible (non-significant)**.

### Operation year 30

The maturity of planting in the public realm space surrounding Middlewich Street vent shaft and along the maintenance access for Crewe tunnel north portal will further integrate these elements. The magnitude of change will remain **negligible**.

Effects will be **negligible (non-significant)**.



### Cumulative assessment (construction and operation)

**Construction:** There are no developments which will result in cumulative construction effects.

**Operation:** There are no developments which will result in cumulative operation effects.

No cumulative effects during construction and operation.

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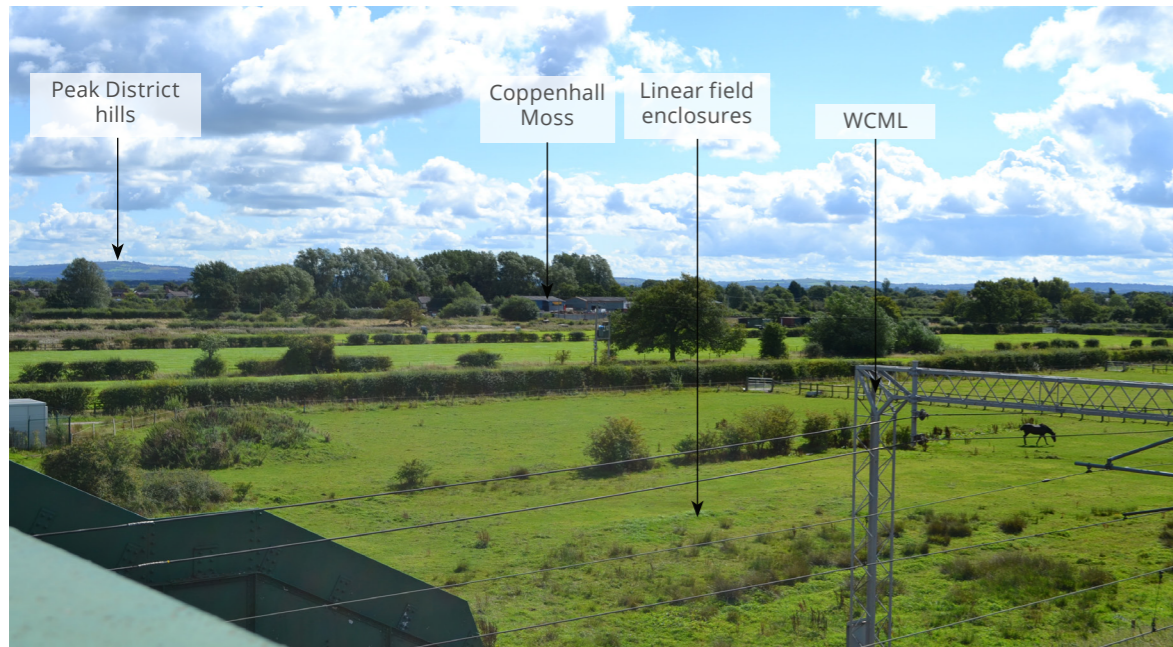
# Crewe Fringe Mosslands LCA

## Landscape character baseline description

This LCA is a largely agricultural landscape encompassing areas of former mossland on the northern fringes of Crewe, crossed by transport routes.

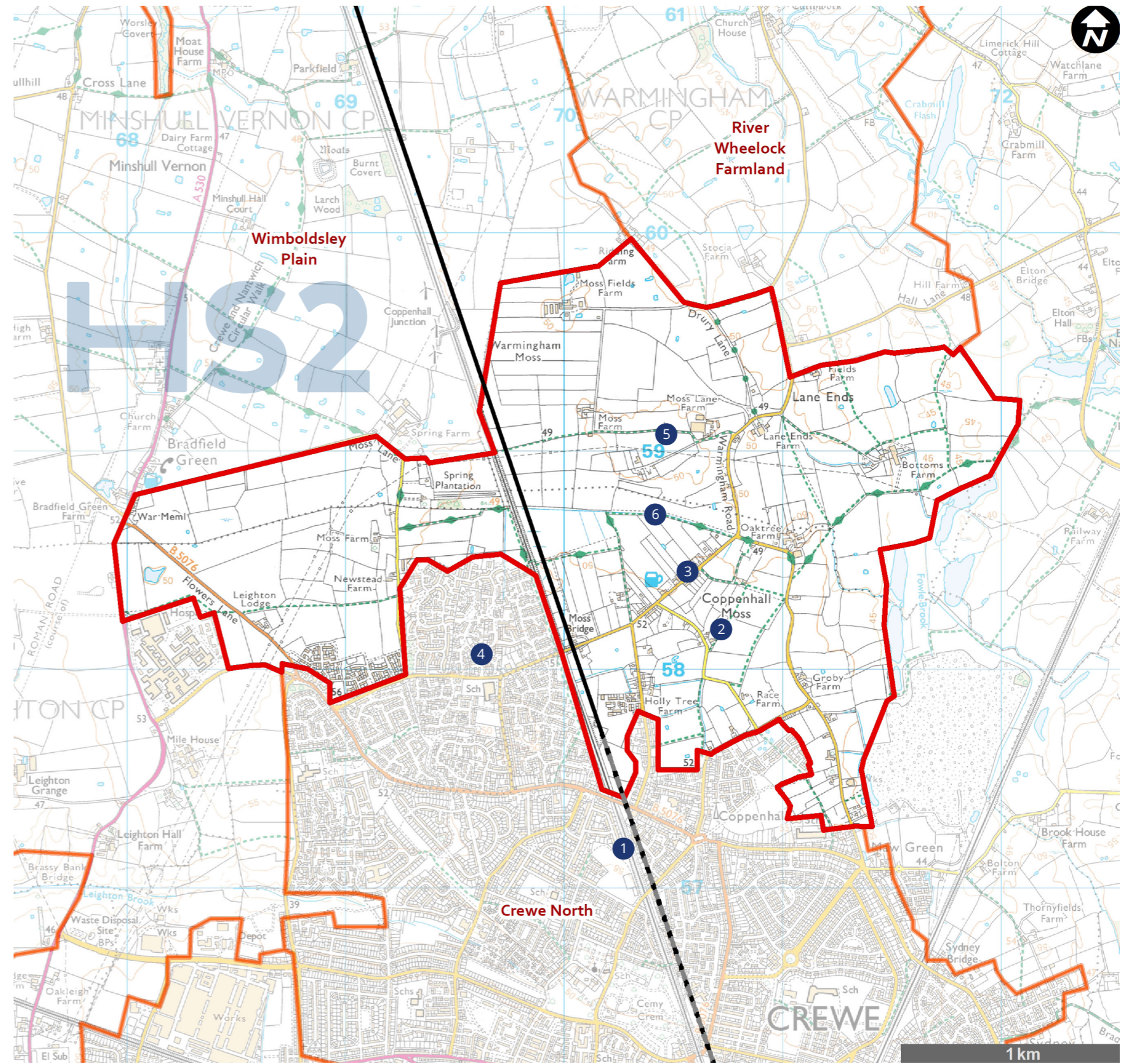
The Crewe Fringe Mosslands LCA is a predominantly flat, agricultural landscape of arable and pastoral farmland forming the northern hinterland of Crewe. It is an area of former mosslands, covered by five separately identified mosses of Warmingham, Minshull, Leighton, Coppenhall and Maplin's. The field pattern ranges from distinct, east-west linear arrangements of enclosure at Warmingham, to a mix of linear enclosure and medieval field pattern around Coppenhall Moss. Field boundaries vary from well-maintained to poorly managed and gapped hedges with frequent mature trees, creating a less well defined sense of enclosure.

The WCML is orientated south-north across the open farmland to the north of Crewe. Historic built development at Coppenhall Moss broadly follows the line of Warmingham Road, including properties of varying age constructed of red brick and white painted render. Traditional red brick farmhouses with brick and steel farm buildings are scattered across the area. In contrast, the residential expansion of Crewe has replaced areas of former mossland at Leighton, with defined woodland buffers that create a distinct settlement edge. Residential expansion continues to encroach on the mossland bordering Crewe, with new housing developments occupying former agricultural land near Moss Lane, Broughton Road and Stoneley Road. The area is well served by local footpaths and the promoted Crewe and Nantwich Circular Walk runs east-west across the area.



### Key landscape characteristics:

A flat mossland landscape, comprising a mix of rectilinear and medieval field patterns, with distinct differences to the Cheshire Plain landscape to the north. The area is severed by linear transport features and crossed by power lines. Views across the landscape are interrupted and enclosed by a succession of managed and sometimes poorly maintained hedgerows.



- Proposed Scheme
- LCA boundary
- Proposed Scheme in tunnel
- 1 WCML
- 2 Coppenhall Moss
- 3 Warmingham Road
- 4 Leighton
- 5 Moss Lane
- 6 Crewe and Nantwich circular walk

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## Key landscape value attributes

Key landscape value attributes of the Crewe Fringe Mosslands LCA are set out below, interpreting landscape baseline information on the previous page and drawing on findings from field surveys.



### Aesthetic

The aesthetic value of this urban fringe farmland is variable. It is an agricultural landscape noticeably interrupted by the presence of transport corridors and overhead power lines, with an encroaching urban fringe that is gradually redefining the urban and rural landscape interface. It often has a degraded character, where mossland is typically bounded by scrub vegetation and overgrown hedgerow.



### Cultural, social and historic

Some of the enclosed mosslands remain visible as linear fields to the east of Moss Bridge. Although the area is severed by WCML, this urban fringe landscape is well served by local footpaths, including the promoted Crewe and Nantwich Circular Walk.

## Key landscape characteristics susceptible to the Proposed Scheme



### Overall landscape value

The surviving rectilinear mossland plots enclosure by hedges provide a cultural link to the former extent of the mosses, retaining a limited sense of place around Coppenthal. However, the appearance of these urban fringe farmlands varies in terms of their land quality and maintenance, the proximity of the railway corridor and encroachment from residential expansion. All of these modern influences serve to erode the overall sense of landscape quality and past associations. The urban fringe farmland is locally accessible from the town and a network of interconnected public rights of way including the promoted Crew and Nantwich Circular Walk. Public open space surrounding residential development provides links with this wider network, although there are no additional facilities or recreational opportunities. The value of this LCA is therefore **medium-low**.

### Overall landscape susceptibility

The area already incorporates a length of WCML that runs south-east to north-west across the plain. The distinctive linear field enclosures contribute to a sense of place and historic continuity. The succession of hedges and overgrown field vegetation reduces some of the perceived openness of the landscape across this flat terrain. The landscape therefore has a **medium-low** susceptibility to change resulting from the Proposed Scheme.

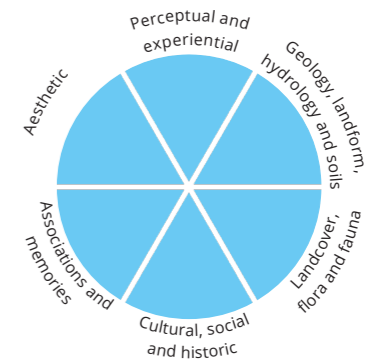
### Future baseline

There are two committed developments, MA01/210 and MA01/170, for the construction of up to 129 and 400 dwellings respectively, both to the north of Crewe which will change the character of small parts of this LCA from rural farmland to residential.

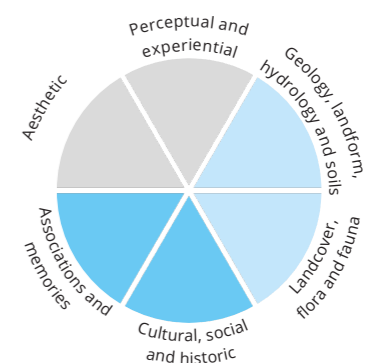
### Overall landscape sensitivity

The scenic quality of the area is diminished by the presence of WCML, the often overgrown and intermittent nature of hedges and scrub vegetation, and by its proximity to the expanding residential edge of Crewe. The resulting sensitivity of this LCA is **medium-low**.

### Value



### Susceptibility



### Value and susceptibility key



## Magnitude of change and level of effect

### Construction

This LCA will be directly affected by the construction activity associated with Crewe north cutting and Crewe tunnel north portal and major utility diversion works. The area will accommodate Crewe tunnel north main compound and Warmingham Moss satellite compound and additionally will be influenced by Moss Lane satellite compound located near Spring Farm to the immediate north of the LCA. Localised changes to landform will result from large-scale earthworks and the introduction of temporary material stockpiles. Construction activities and processes including crane movements, lighting and construction traffic routes along Warmingham Road and Groby Road will impact upon this rural fringe landscape. The magnitude of change will be **high**.

Effects will be **moderate adverse (significant)**.

### Operation year 1

The LCA will be directly affected by the presence of the Proposed Scheme at Crewe tunnel north portal, Coppenhall Moss cutting and WCML spur (northbound and southbound). The introduction of Warmingham Moss southbound and northbound viaducts will form prominent elements at the northern limit of the LCA with elevated train movement and overhead line equipment. Earthworks will partially screen the Proposed Scheme as it emerges from Coppenhall Moss cutting at ground level. Where the Proposed Scheme runs in parallel with the existing WCML it will not substantially change the character of the landscape, although the noticeable severance of the landscape caused by existing railway infrastructure to the north will be reinforced. The overall magnitude of change will be **medium**.

Effects will be **minor adverse (non-significant)**.

### Operation year 15

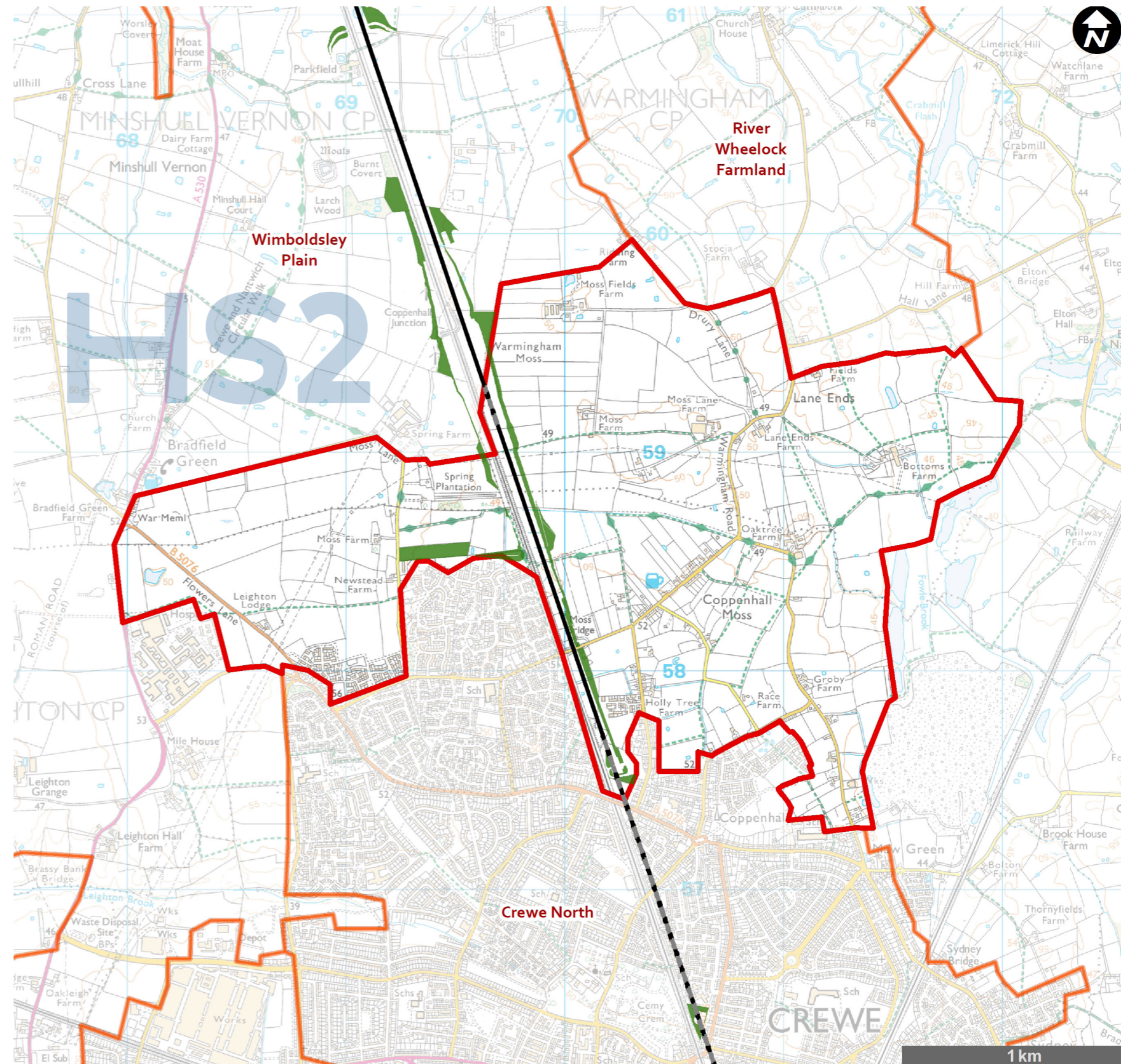
The appearance of new structures and landform associated with the Proposed Scheme will become softened and more integrated with the landscape as mitigation planting matures by summer of year 15. Mitigation planting alongside the Coppenhall Moss cutting will further reduce the overall perception of the combined Proposed Scheme and existing WCML rail corridor where it departs Crewe, although elevated train movement will remain a characteristic of the LCA to the north. The noticeable severance of the landscape caused by existing railway infrastructure will remain. The overall magnitude of change will remain **medium**.

Effects will be **minor adverse (non-significant)**.

### Operation year 30

The maturing mitigation planting will further integrate the Proposed Scheme. The magnitude of change will reduce to **low**.

Effects will be **minor adverse (non-significant)**.



### Cumulative assessment (construction and operation)

**Construction:** There are no developments which will result in cumulative construction effects.

**Operation:** There are no developments which will result in cumulative operation effects.

No cumulative effects during construction and operation.

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# Upper Weaver Valley LCA

## Landscape character baseline description

This LCA is the relatively shallow rural valley of the meandering River Weaver where it flows north-west from Church Minshull to Winsford, with distinctive clough woodland on some of the steeper slopes of the incised river channel. The Upper Weaver is designated as an Area of Special County Value (Cheshire West and Chester).

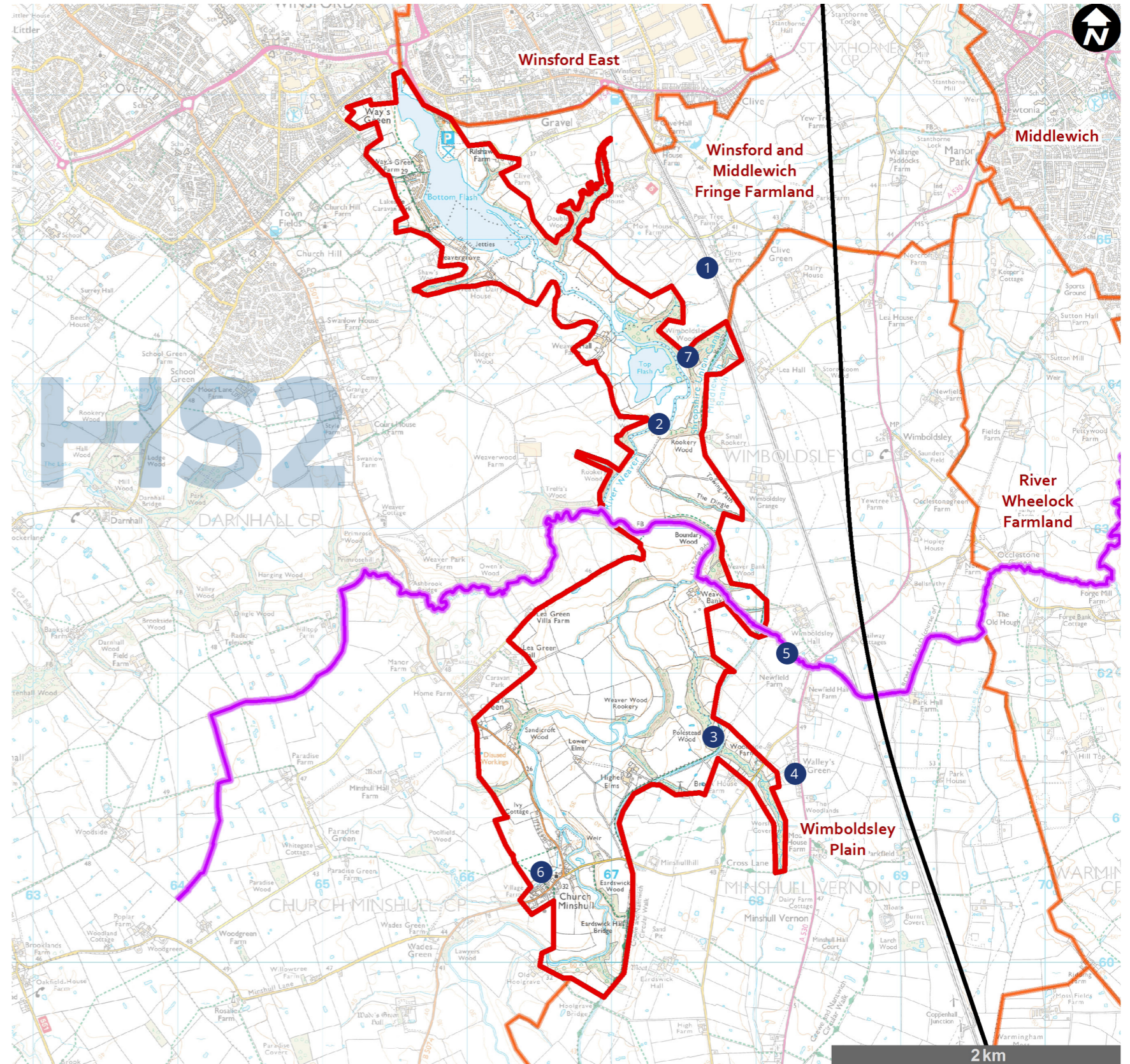
The floodplain is occupied by the meandering river, with small to medium-sized arable and pasture fields on the shallower slopes. There is extensive woodland cover, much of it ancient woodland. An example of the latter is Wimboldsley Wood, a SSSI designated for its rare wet woodland species. In the north of the area, two flashes (water bodies formed by subsidence due to brine extraction) occupy the valley floor. Top Flash is the smaller of the two and popular for fishing, while Bottom Flash offers water-based recreation and has a lakeside caravan and holiday park.

Settlement comprises scattered farmhouses (some Grade II listed) and the village of Church Minshull which is designated as a conservation area and contains many listed buildings including the Grade II\* Church of St Bartholomew. Church Minshull is a cluster of predominantly 17th and 18th century buildings at a crossing point over the river. Building materials are mainly black and white timber framed, or red or brown brick. Some modern properties have been constructed using different materials uncharacteristic of the local vernacular. Public access is restricted to two footpaths running west and south from the village, as well as the towpath of the Shropshire Union Canal (Middlewich Branch) (part of the Crewe and Nantwich Circular Walk) and around the two flashes in the north, the valley being otherwise inaccessible to the public. The valley landscape is contained by its landform and linear woodlands.



### Key landscape characteristics

A distinctive valley with extensive areas of woodland and a sense of separation and tranquillity. Much of the valley is inaccessible to the public but there are recreation opportunities to the north at Top and Bottom Flash and along the Shropshire Union Canal (Middlewich Branch). The historic village of Church Minshull sits at a bridging point of the river.



- Proposed Scheme
- LCA boundary
- Community area boundary
- 1 WCML
- 2 River Weaver
- 3 The Middlewich branch of the Shropshire Union Canal
- 4 A530 Nantwich / Middlewich Road
- 5 Wimboldsley Hall
- 6 Church Minshull
- 7 Wimboldsley Wood

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## Key landscape value attributes

Key landscape value attributes of the Upper Weaver Valley LCA are set out below, interpreting landscape baseline information on the previous page and drawing on findings from field surveys.



### Aesthetic

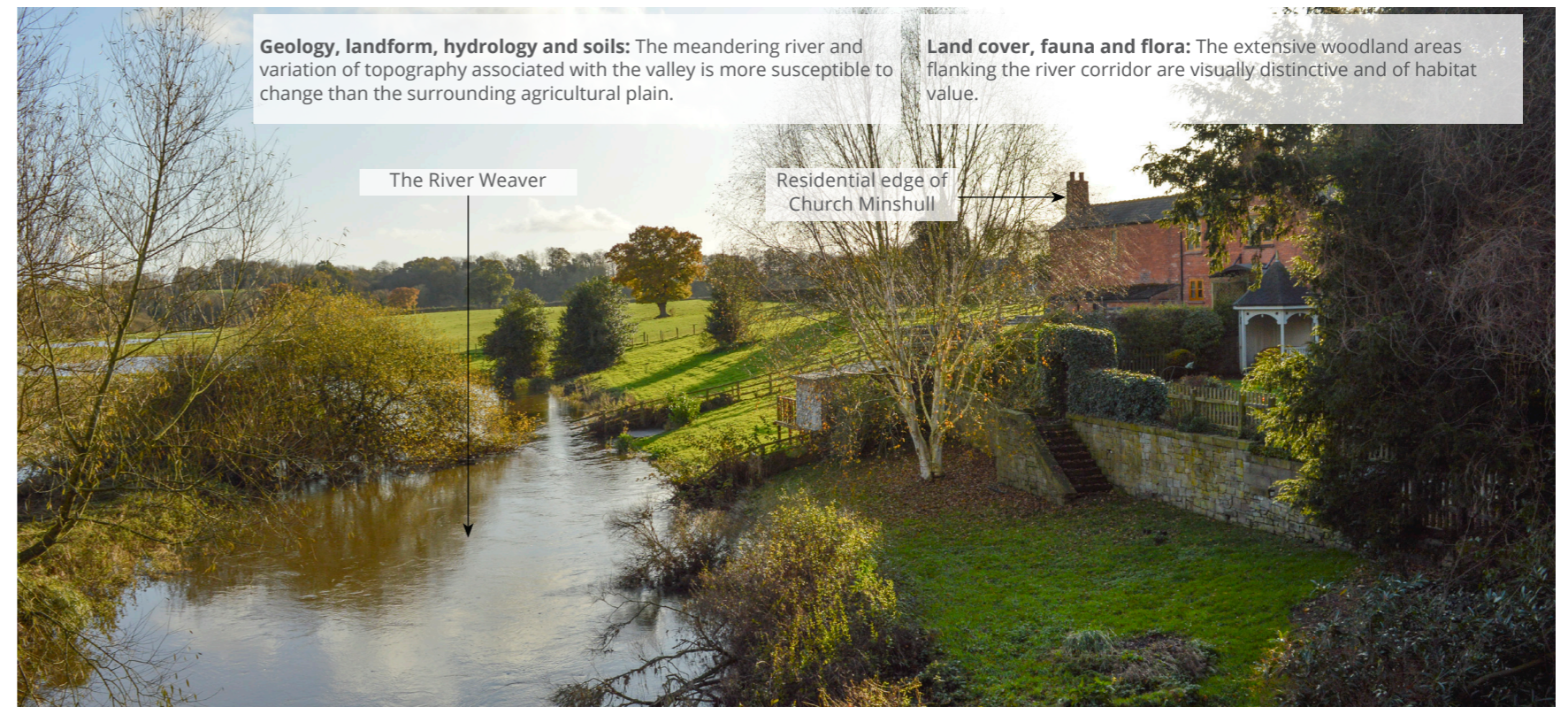
The River Weaver and two salt extraction flashes occupy a shallow and tranquil river valley, with few visual detractors. The river meanders through gently sloping fields and frequent woodlands creating a secluded and scenic environment. The historic village of Church Minshull features many buildings in the local vernacular although with some detracting details on modern properties.



### Cultural, social and historic

The local vernacular of red Cheshire brick and white render is evident in the buildings of Church Minshull, many of which are listed, as well as a series of scattered farmhouses and helps to provide a sense of long-established human settlement in the area. Top Flash and Bottom Flash provide valuable water-based recreational opportunities. Aside from the Shropshire Union Canal (Middlewich Branch) towpath and local paths at Church Minshull, the valley is difficult to access by the public.

## Key landscape characteristics susceptible to the Proposed Scheme



### Overall landscape value

The valley bottom containing the meandering river, several flashes and farmland forms a distinctive and varied landform. Located on the steeper valley sides and alongside a series of narrow tributaries are many areas of ancient woodland, including a SSSI with rare wet woodland species. The area feels secluded due to the limited publicly accessible paths and local roads, and the containment provided by the valley landform and associated woodland. The absence of conspicuous modern development or infrastructure creates a sense of rural tranquillity.

The scenic rural river valley, recreational opportunities and proliferation of historic buildings, particularly within Church Minshull, are valuable qualities with few degrading elements. The value of this LCA is therefore **medium-high** given the above.

### Overall landscape susceptibility

This distinctively wooded shallow valley, incorporating the historic settlement of Church Minshull on the banks of the river, has few detracting features. Despite the lack of accessibility, the flashes are well-used for recreation. The landscape therefore has a **medium-high** susceptibility to change resulting from the Proposed Scheme.

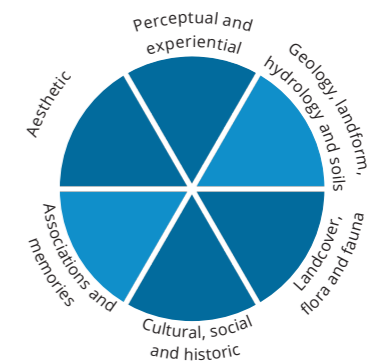
### Future baseline

There are no committed developments that will affect the landscape susceptibility to the Proposed Scheme.

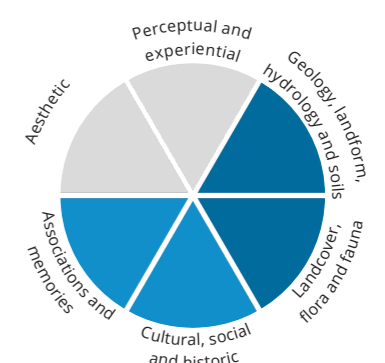
### Overall landscape sensitivity

The scenic quality, sense of historic continuity and recreational value of the valley landscape, in combination with the susceptibility of the distinctive landform and level of tranquillity result in the sensitivity of this LCA being **medium-high**.

### Value



### Susceptibility



### Value and susceptibility key



## Magnitude of change and level of effect

### Construction

The Upper Weaver Valley LCA spans both the Hough to Walley's Green area (MA01) and Wimboldsley to Lostock Gralam area (MA02), to the west of the Proposed Scheme. The impacts arising from construction activities located in the adjacent Wimboldsley to Lostock Gralam area (MA02) (associated with the Crewe North rolling stock depot (RSD), reception tracks, the A530 Nantwich Road realignment and Clive Green Lane realignment) are also reported here. With the exception of some woodland planting near to Wimboldsley Wood, the LCA will not be directly affected by construction of the Proposed Scheme, and the valley form and the woodland fringes that flank the river and its tributary streams obscure visibility to the east from within the LCA. Activities including plant movements and construction traffic along the A530 Nantwich Road and Clive Green Lane (in MA02) will indirectly impact upon the tranquillity of the predominantly rural river valley landscape west of Wimboldsley Grange and Lea Hall, where the Shropshire Union Canal (Middlewich Branch) defines the boundary of the LCA. The magnitude of change for will be **negligible**.

Effects will be **negligible (non-significant)**.

### Operation year 1

With the exception of woodland planting near to Wimboldsley Wood, the LCA will not be directly affected by the Proposed Scheme. The structures associated with Warmingham Moss northbound and southbound viaducts (part of the Crewe Northern Connection) and the large built structures of Crewe North RSD (MA02) will form a more prominent component of the agricultural landscape in the adjacent Wimboldsley Plain LCA to the east, the valley recesses of the River Weaver and its flanking woodlands will continue to maintain a distinct separation of character. Landscape earthworks will partially integrate the train movements along the Proposed Scheme, WCML and Crewe North RSD sidings into the existing landscape. Where the Proposed Scheme runs in parallel with WCML the Proposed Scheme will be largely in character with the landscape. At year 1 landscape mitigation planting will be immature and not sufficiently well-established to help integrate the Proposed Scheme into the landscape. The magnitude of change will be **negligible**.

Effects will be **negligible (non-significant)**.

### Operation year 15

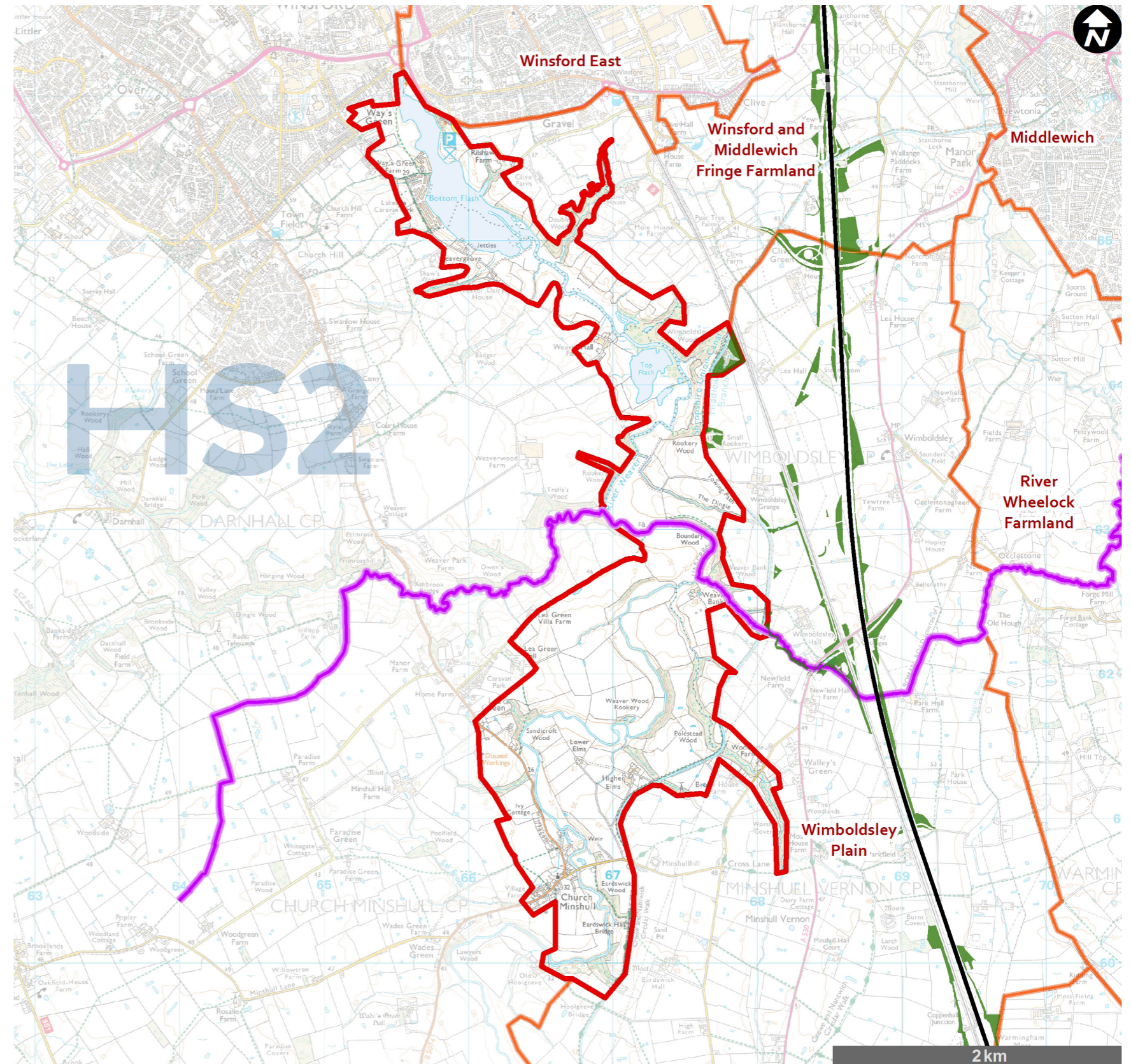
New components associated with the viaducts of Crewe Northern Connection, Crewe North RSD and infrastructure maintenance base-rail (IMB-R), and realignments of the A530 Nantwich Road and Clive Green Lane, in the adjacent Wimboldsley Plain LCA to the east of the river valley will be more integrated into the local landscape setting as mitigation planting matures. The magnitude of change will remain **negligible**.

Effects will be **negligible (non-significant)**.

### Operation year 30

The greater maturity of mitigation planting will further integrate the Proposed Scheme within the agricultural landscape to the east of the river valley. The magnitude of change will remain **negligible**.

Effects will be **negligible (non-significant)**.



### Cumulative assessment (construction and operation)

**Construction:** There are no developments which will result in cumulative construction effects.

**Operation:** There are no developments which will result in cumulative operation effects.

No cumulative effects during construction and operation.

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# Wimboldsley Plain LCA

## Landscape character baseline description

This LCA is a predominantly flat agricultural landscape, situated between the rivers Weaver and Wheelock.

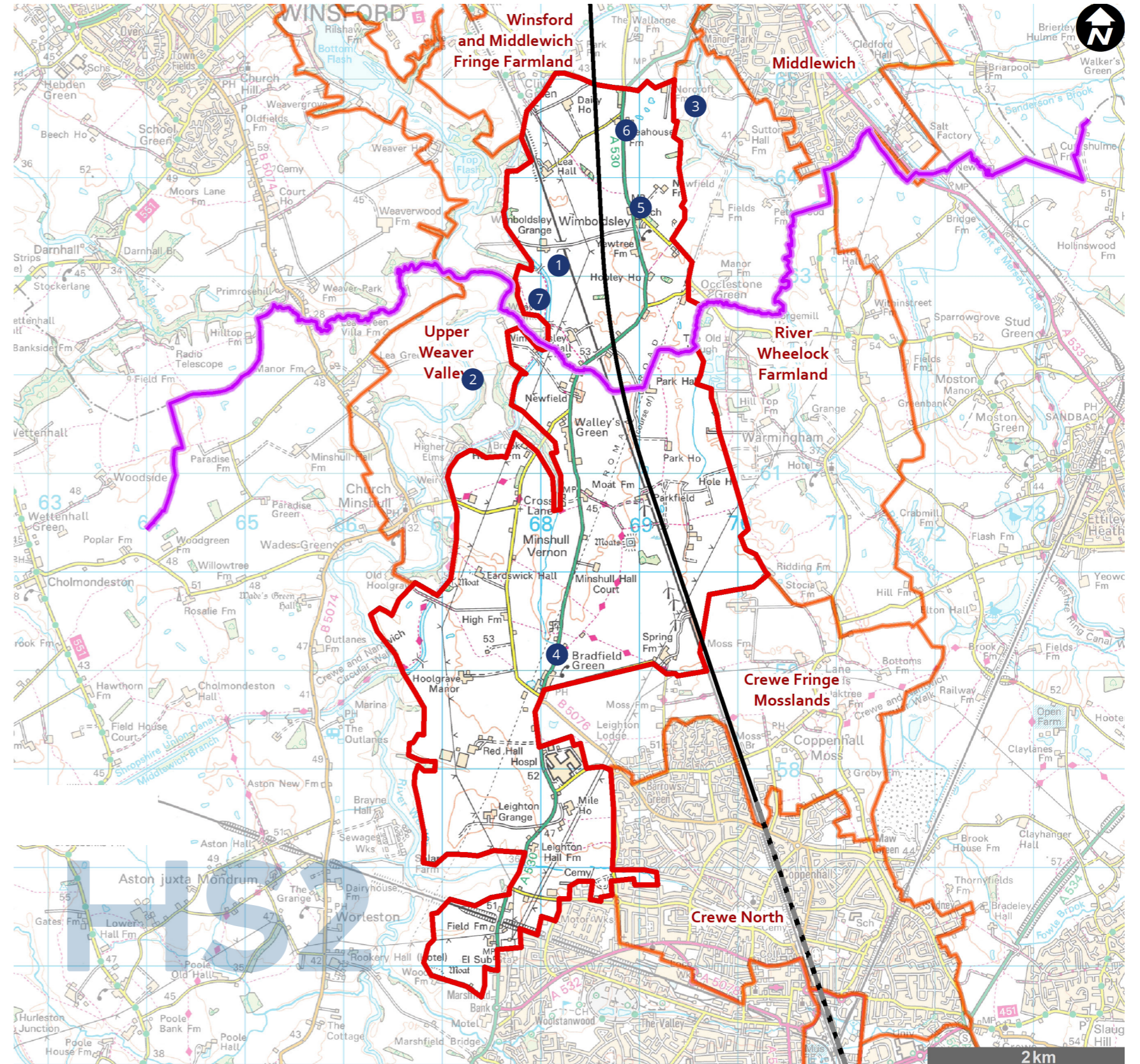
This is an area of landscape that straddles both the Hough to Walley's Green area (MA01) and Wimboldsley to Lostock Gralam area (MA02). The Wimboldsley plain is characterised by medium and large fields of a semi-regular pattern, typically bounded by well-maintained hedges with mature trees dating from the post-medieval period. Some of the larger fields have resulted from the agglomeration of several smaller fields. Large isolated field trees and occasional small copses punctuate the open farmland, often coinciding with marl pits or ponds. The incised valley of the River Weaver to the west is well-wooded and distinctively different in character to the Wimboldsley plain. Eastwards, towards the River Wheelock, the landform becomes undulating, with a tighter and more irregular pattern of hedged fields and frequent mature trees.

The settlement pattern is one of scattered properties and hamlets, the latter including Bradfield Green, Walley's Green and Wimboldsley, all located along the A530 Middlewich Road/Nantwich Road. Large, individual estate houses and farms are characteristic. The Shropshire Union Canal (Middlewich Branch), located along the margins of the Weaver Valley, is a historic feature now valued for its recreational use. Locally prominent infrastructure includes WCML on embankment, the A530 Nantwich Road and several overhead power lines, broadly orientated south-north. Such infrastructure detracts locally from an otherwise rural, tranquil landscape. The flat terrain combines with a succession of field hedgerows and trees to limit wider visibility at eye level, while the hills of the Peak District and ridge of the Peckforton Hills form distant backdrops.



### Key landscape characteristics

A coherent, agricultural landscape of broad and flat hedge-lined fields and large farms, regularly intersected by transport corridors and overhead power lines which interrupt an otherwise tranquil, sparsely populated area of countryside. There is a sense of historic continuity derived from local architecture and land use, although eroded somewhat by the intensification of farming practices.



- Proposed Scheme
- LCA boundary
- Community area
- Proposed Scheme in tunnel
- 1 WCML
- 2 River Weaver
- 3 River Wheelock
- 4 Bradfield Green
- 5 Wimboldsley
- 6 A530 Nantwich Road
- 7 Shropshire Union Canal Middlewich Branch

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## Key landscape value attributes

Key landscape value attributes of the Wimboldsley Plain LCA are set out below, interpreting landscape baseline information on the previous page and drawing on findings from field surveys.



### Aesthetic

This is an open agricultural landscape where well-maintained hedgerows and mature trees often combine to limit wider visibility at eye level, but where distantly seen hills give a more expansive quality. The Shropshire Union Canal (Middlewich Branch) is a distinctive, embedded feature of the landscape along with large farm properties that convey the local vernacular. Detracting elements include the WMCL, the A530 Nantwich/Middlewich Road and overhead power lines.



### Cultural, social and historic

The Shropshire Union Canal (Middlewich Branch) has a sense of historic continuity and is now a highly valued recreational resource. The promoted Crewe and Nantwich Circular Walk follows the canal towpath in part and connects with a network of local footpaths throughout the area.

## Key landscape characteristics susceptible to the Proposed Scheme



### Overall landscape value

This is a flat agricultural plain between two river valleys with well-maintained hedgerows and some small pockets of woodland. Occasional views to a low skyline of surrounding hills emphasise the low-lying terrain. There is some sense of localised seclusion and enclosure where hedgerows form visual screens. The tranquillity of the area is disturbed by WMCL, the A530 Nantwich / Middlewich Road and overhead power lines.

The presence of the canal and a series of listed buildings provides a sense of historic continuity within this generally scenic landscape, which also exhibits some detracting infrastructure. The value of this LCA is therefore **medium**.

### Overall landscape susceptibility

The terrain is flat, although the largely agricultural land pattern with its succession of field boundary hedges creates a sense of enclosure and a screening of built features. The cultural associations and recreational use increase the vulnerability of the landscape to change of the type proposed. The landscape therefore has a **medium** susceptibility to change resulting from the Proposed Scheme.

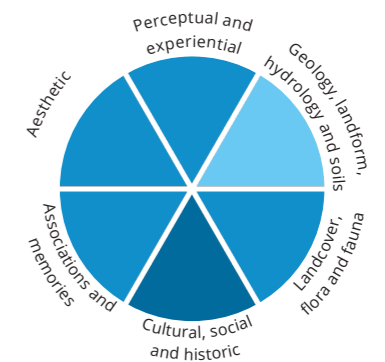
### Future baseline

There are no committed developments that will affect the landscape susceptibility to the Proposed Scheme.

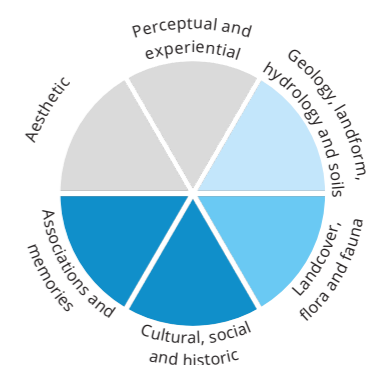
### Overall landscape sensitivity

The scenic quality, sense of historic continuity and recreational value of the plain is partially eroded by the presence of transport and energy infrastructure which results in the sensitivity of this LCA being **medium**.

### Value



### Susceptibility



### Value and susceptibility key



## Magnitude of change and level of effect

### Construction

The Wimboldsley Plain LCA spans both the Hough to Walley's Green area (MA01) and Wimboldsley to Lostock Gralam area (MA02). The effects arising from construction located in the Wimboldsley to Lostock Gralam area (MA02) associated with (Crewe North RSD, reception tracks, the A530 Nantwich Road realignment and Clive Green Lane realignment) are also reported here. This LCA will be directly affected by large-scale construction works, including Warmingham Moss viaducts (part of the Crewe Northern Connection), Parkfield access realignment, major utility diversions, Crewe North RSD, and A530 Nantwich Road and Clive Green Lane realignments. The LCA will accommodate Moss Lane satellite compound and be indirectly affected by Warmingham Moss satellite compound (immediately south of the LCA). Changes to landform will result from large-scale earthworks and temporary material stockpiles. Activities including crane movements, lighting and construction traffic along A530 Nantwich Road and Clive Green Lane (located in the Wimboldsley to Lostock Gralam area (MA02)) will impact upon the tranquillity of this predominantly agricultural landscape. The magnitude of change will be **high**.

Effects will be **major adverse (significant)**.

### Operation year 1

The LCA will be directly affected by the Proposed Scheme, Warmingham Moss northbound and southbound viaducts (part of the Crewe Northern Connection) located in MA01 as well as the large scale structures including Crewe North RSD. Warmingham Moss southbound and northbound viaducts, A530 Nantwich Road overbridge (and Wimboldsley Hall accommodation overbridge (located in the Wimboldsley to Lostock Gralam area (MA02)) will introduce noticeable alterations to the character of the area. The structures will be elevated above the WCML, making the Proposed Scheme a more prominent component of the landscape. Earthworks will partially screen train movements along the Proposed Scheme, sidings within Crewe North RSD and existing train movements associated with the WCML. However, mitigation planting will not integrate the Proposed Scheme by year 1. Whilst the Proposed Scheme runs in parallel with the WCML for a large proportion of the LCA, the Proposed Scheme will be at considerable variance with the character of the existing landscape. The magnitude of change will be **high**.

Effects will be **major adverse (significant)**.

### Operation year 15

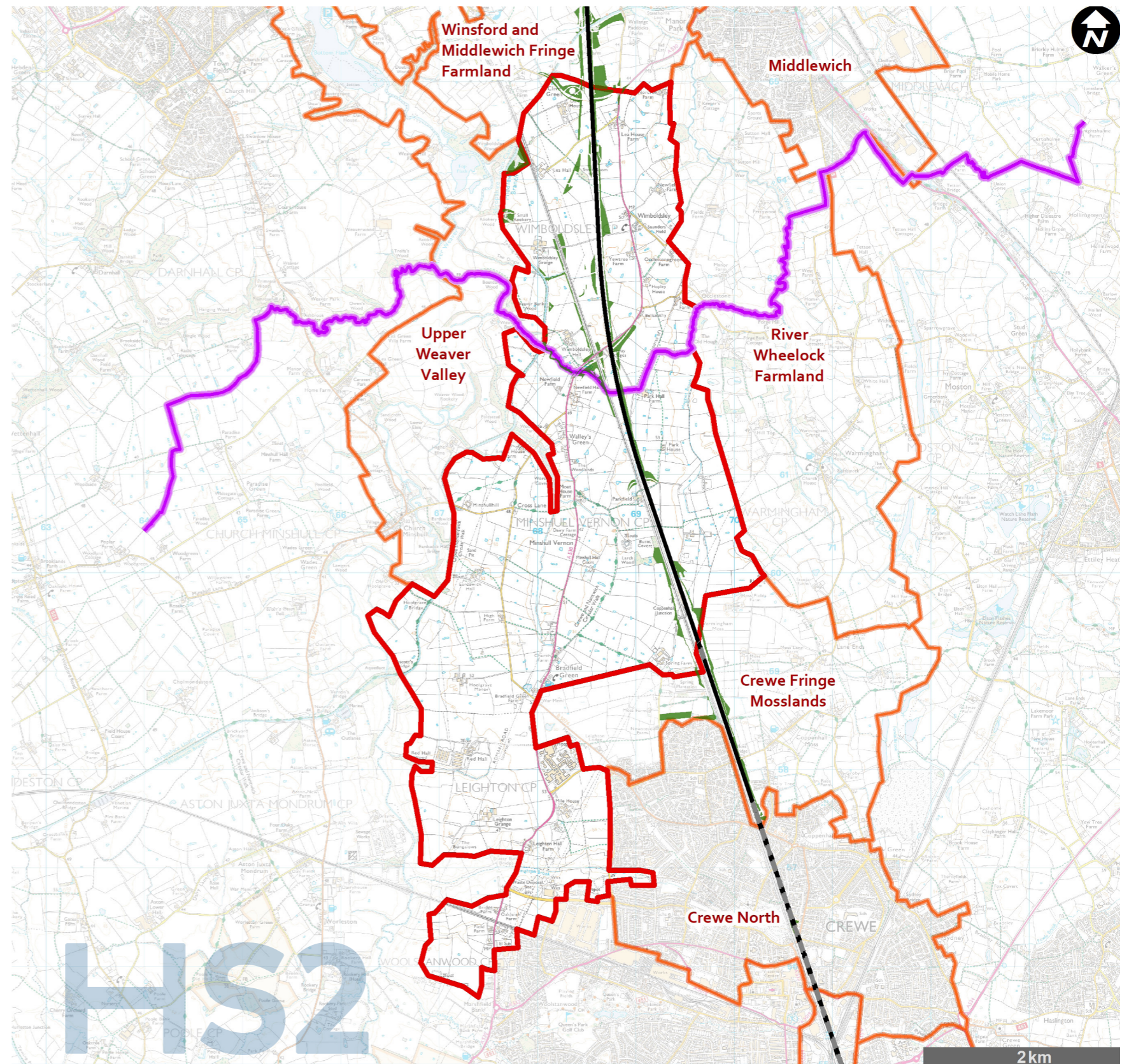
Structures associated with the viaducts of Crewe Northern Connection, Crewe North RSD, and realignments of the A530 Nantwich Road and Clive Green Lane will be more integrated into the local landscape setting as mitigation planting matures by the summer of year 15. However, the large buildings and activity of Crewe North RSD and IMB-R will remain evident and uncharacteristic. Although the Proposed Scheme infrastructure will be filtered by mitigation planting, Warmingham Moss northbound and southbound viaducts and train movements will remain as obvious elements in the landscape. The magnitude of change will remain **high**.

Effects will be **major adverse (significant)**.

### Operation year 30

The maturity of mitigation planting will further integrate the Proposed Scheme, although train movements will remain visible across Warmingham Moss northbound and southbound viaducts and the large and uncharacteristic built structures and activity of Crewe North RSD will still be evident. The magnitude of change will remain **high**.

Effects will be **major adverse (significant)**.



### Cumulative assessment (construction and operation)

**Construction:** There are no developments which will result in cumulative construction effects.

**Operation:** There are no developments which will result in cumulative operation effects.

No cumulative effects during construction and operation.

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# River Wheelock Farmland LCA

## Landscape character baseline description

This LCA is a broadly flat and open agricultural landscape consisting of a semi-regular pattern of medium and large-sized fields in the River Wheelock valley, which also provides the setting for the village of Warmingham.

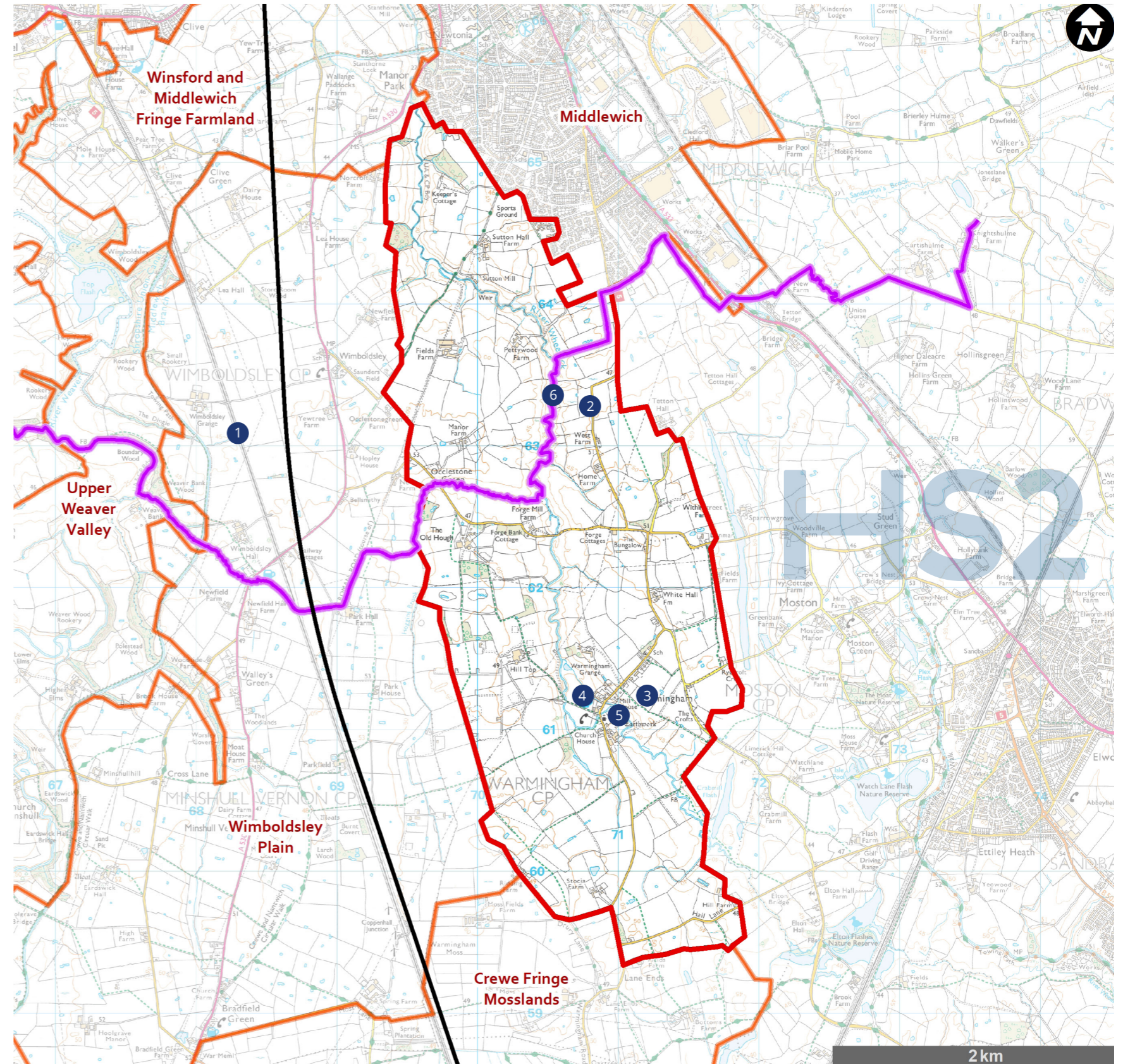
Fields are a mixture of pasture and arable bordered by mature hedgerows with trees. In the fields are frequent ponds (many due to past marl extraction for soil improvement). Woodland cover is low and restricted to trees on boundaries and along the river. However, these lines of trees set in a flat landform give the appearance of greater woodland cover due to their layering effect when seen across the landscape. The area is crossed by narrow, winding lanes lined by mature hedgerows. Local footpaths are concentrated to the south at Warmingham. National Cycle Route 5 passes through the east of the area along Warmingham Lane and Dragon's Lane.

The settlement pattern comprises the village of Warmingham to the south, together with large farms and individual properties (five of which are Grade II listed) scattered throughout the area. Warmingham is a conservation area, designated for its historic buildings, distinctive position within the Wheelock valley and the scenic quality of the area centred around the Grade II listed bridge. The Church of St Leonard is Grade II\* listed, constructed from red sandstone in 1870, with the earlier west tower completed in 1715. Other buildings in the conservation area are generally 19th century red brick with steep-pitched roofs and tall chimneys. To the north of the village, newer development displays a wider mix of materials including render and weatherboarding, creating a less cohesive sense of character.



### Key landscape characteristics

The gently sloping valley of the River Wheelock with its network of quiet lanes and footpaths offers opportunities for recreation set within a pattern of hedgerow-lined fields and around the historic village of Warmingham.

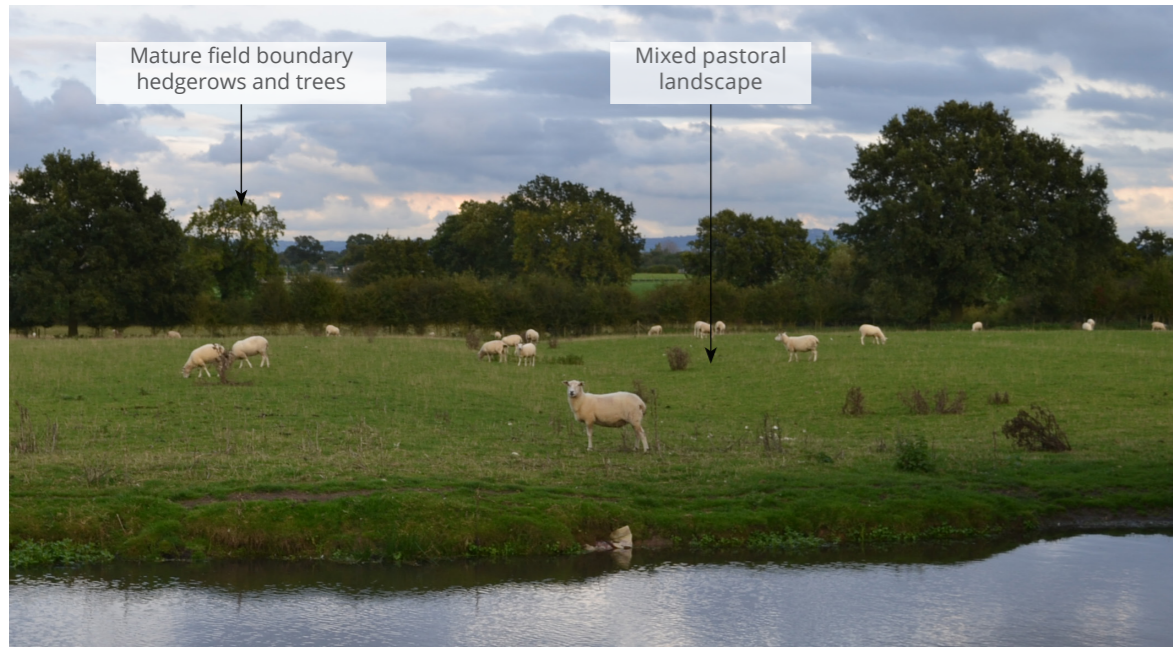


- Proposed Scheme
- LCA boundary
- Community area
- 1 WCML
- 2 National Cycle Route 5
- 3 Warmingham village
- 4 Bears Paw public house
- 5 The Church of St Leonard
- 6 The River Wheelock

2 km  
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## Key landscape value attributes

Key landscape value attributes of the River Wheelock Farmland LCA are set out below, interpreting landscape baseline information on the previous page and drawing on findings from field surveys.



### Aesthetic

The River Wheelock valley is set within a gently undulating agricultural landscape, its characteristics generally only discernible within the immediate locality. Warmingham village has a cohesive architectural vernacular of red brick with steep pitched roofs and tall chimneys; and a scenic core around the historic bridge, church and public house.



### Cultural, social and historic

Warmingham Conservation Area is designated for the distinctive position of the village within the Wheelock valley with its historic centre close to a Grade II listed bridge. There are many traditional farmhouses scattered within agricultural land. Local footpaths and National Cycle Route 5 are concentrated around Warmingham.

## Key landscape characteristics susceptible to the Proposed Scheme



### Overall landscape value

The course of the River Wheelock sits within a shallowly undulating agricultural landscape which forms a continuation of the Cheshire Plain. Fields and local lanes are bounded by mature hedgerows with trees and there are some small areas of woodland. Visibility across the landscape is restricted by the frequency of hedgerows with mature trees. The area is pleasant and picturesque but with few distinctive landscape features. The built form within the open agricultural land provides a sense of historic continuity and distinctiveness. The value of this LCA is therefore **medium** given the above.

### Overall landscape susceptibility

The distinctive historic village is set within a gentle landform and limited vegetation cover which is common within the wider landscape. The landscape therefore has a **medium** susceptibility to change resulting from the Proposed Scheme.

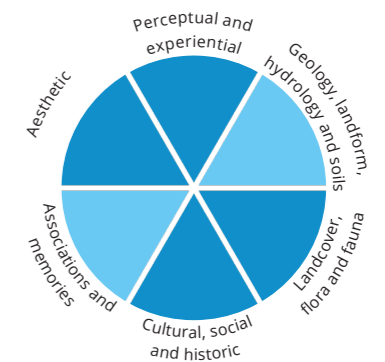
### Future baseline

There are no committed developments that will affect the landscape susceptibility to the Proposed Scheme.

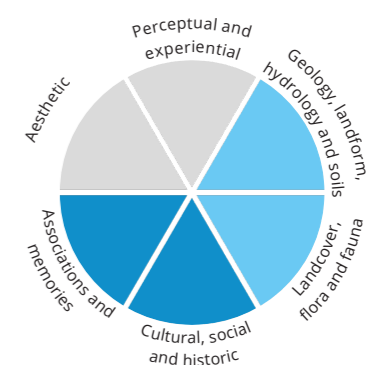
### Overall landscape sensitivity

The historic, cultural and aesthetic value of Warmingham, in combination with the susceptibility of the village within the wider, less distinctive landscape result in the sensitivity of this LCA being **medium**.

### Value



### Susceptibility



### Value and susceptibility key



## Magnitude of change and level of effect

### Construction

The River Wheelock Farmland LCA spans both the Hough to Walley's Green MA01 area and Wimboldsley to Lostock Gralam MA02 area, to the east of the Proposed Scheme and the effects arising from construction located in the Wimboldsley to Lostock Gralam area, MA02 including Crewe North RSD, reception tracks, the A530 Nantwich Road realignment and Clive Green Lane realignment are also reported here. This LCA will not be directly affected by construction of the Proposed Scheme. The extent of hedgerow and tree cover serves to contain landscape effects to the west, thereby restricting any indirect influence from the construction of the Proposed Scheme. However, construction activities including plant movements and construction traffic along the A530 Nantwich Road (in MA02) will indirectly impact upon the tranquillity of the predominantly agricultural landscape of the LCA. The magnitude of change will be **negligible**.

Effects will be **negligible (non-significant)**.

### Operation year 1

The LCA will not be directly affected by the Proposed Scheme, Warmingham Moss northbound and southbound viaducts (part of the Crewe Northern Connection) in MA01 as well as the large scale structures in MA02, including Crewe North RSD, Warmingham Moss southbound and northbound viaducts, A530 Nantwich Road overbridge (and Wimboldsley Hall accommodation overbridge (located in the Wimboldsley to Lostock Gralam area (MA02))). While these structures will form a prominent component of the agricultural landscape to the west of this LCA, the frequency of hedgerow and tree cover serves to limit visibility across the landscape and thereby restrict any influence from the Proposed Scheme. The larger structures of Crewe North RSD (in MA02) will be perceived, albeit at distance, from the north-western extent of the LCA. Earthworks will partially screen train movements along the Proposed Scheme and sidings within Crewe North RSD, and will have a beneficial effect in screening views of the existing WCML. Where the Proposed Scheme runs in parallel with WCML, the Proposed Scheme will be largely in character with the landscape close to the WCML. At year 1 landscape mitigation planting will be immature and not sufficiently well-established to help integrate the Proposed Scheme into the landscape. The magnitude of change will be **negligible**.

Effects will be **negligible (non-significant)**.

### Operation year 15

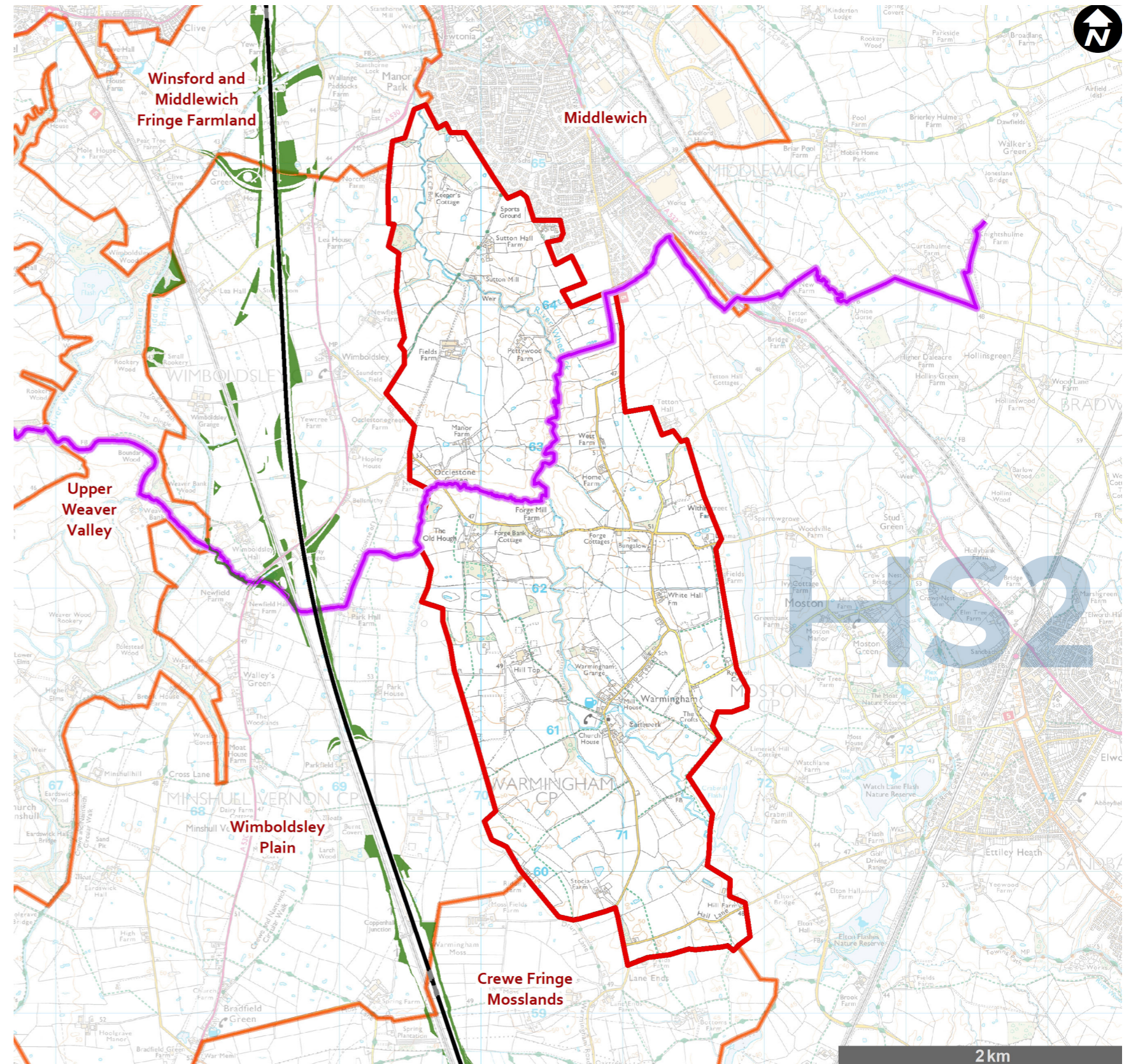
New elements associated with the viaducts of Crewe Northern Connection, Crewe North RSD and realignments of the A530 Nantwich Road and Clive Green Lane, all set within the agricultural landscape to the west of the River Wheelock will be more integrated into the local landscape setting as mitigation planting matures by summer of year 15. The magnitude of change will remain **negligible**.

Effects will be **negligible (non-significant)**.

### Operation year 30

The maturity of mitigation planting will further integrate the Proposed Scheme within the agricultural landscape to the west of the River Wheelock. The magnitude of change will remain **negligible**.

Effects will be **negligible (non-significant)**.



### Cumulative assessment (construction and operation)

**Construction:** There are no developments which will result in cumulative construction effects.

**Operation:** There are no developments which will result in cumulative operation effects.

No cumulative effects during construction and operation.

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# Part 3: Visual assessment

## 3.1 Introduction

- 3.1.1 Descriptions of the identified viewpoints are provided in this section. The viewpoints are shown on Volume 5, Landscape and visual Map Book: Map Series LV-07 (construction) and LV-08 (operation). For each viewpoint, the first part of the baseline description relates to the view during the winter and the second part relates to the summer view. Where relevant the third part relates to the view at night time and the fourth part to the future baseline.
- 3.1.2 The assessment considers the value of the view and the susceptibility of the viewer to the Proposed Scheme, and

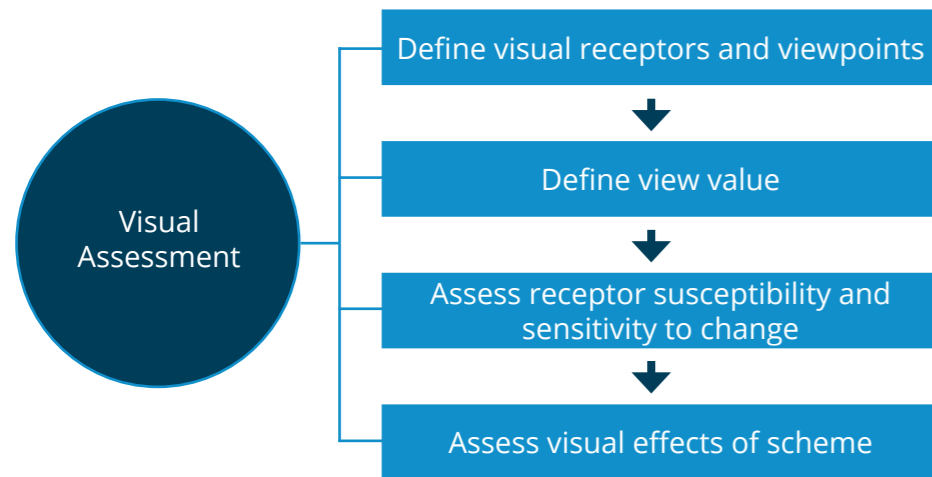
the overall sensitivity of the visual receptors.

- 3.1.3 Effects have been assessed where relevant for construction, operation year 1, year 15 and year 30. A summary of all significant visual effects is given in the Volume 2, Community Area report: Hough to Walley's Green (MA01), Section 11.
- 3.1.4 Photographs have been included to represent the view from visual receptors during winter and, where relevant, summer. For some visual receptors no appropriate or accessible location from which to capture representative photographs of the view was available, therefore no photograph has been included and the assessment has been undertaken based on professional judgement.
- 3.1.5 All photography included within this document has been taken in accordance within the Phase 2b Environmental Impact Assessment SMR (see Volume 5: Appendix CT-001-00001). Technical Note - Landscape and visual - Approach to photography, included in the SMR.
- 3.1.6 Photomontages have also been included for relevant viewpoints. All photography associated with photomontages is verifiable and has been taken in accordance with the Technical Note - Landscape and visual - Approach to verifiable photomontages, included in the SMR. All verifiable photography includes additional image specification and data information.

- 3.2.2 In each case, the middle number (xxx.xx.xxx) identifies the type of receptor represented, as described below (with more detail in the SMR).

- 01. protected views – these relate to those viewpoints, panoramas and viewing corridors that have been designated by local authorities, county councils or other relevant stakeholders. People enjoying protected views have a high susceptibility to change;
- 02. residential views – residents have a high susceptibility to changes in their views, as attention is often focused on the landscape surrounding the property, rather than on another focused activity (as will be the case in predominantly employment or industrial areas);
- 03. recreational views – these receptors generally have a high susceptibility to changes in their views, as attention is focused on the enjoyment of the landscape. Receptors engaged in activities whereby attention is focused on the surrounding landscape also have a high susceptibility to changes in their views;
- 04. transport views – travel through an area is often the means by which the greatest number of people view the landscape. Because of the glimpsed nature of the view from trains or vehicles, people travelling through an area on main roads have a low susceptibility to changes in their views, while those on scenic routes have a medium susceptibility. People travelling through urban areas in vehicles have a low susceptibility to changes in their views although in residential areas this increases to medium;
- 05. hotels and healthcare institutions – people staying in hotels or healthcare institutions and schools have periods of time where their attention may be focused on the landscape, whilst at other times attention is more likely to be focused on other activities. Based on the level of interaction with the surrounding landscape, these receptors have a medium susceptibility to changes in their views; and
- 06. employment – people at work and within educational institutions (other than residential educational facilities) are the least susceptible receptors, as their attention is likely to be focussed on their work activity. These receptors have a low susceptibility to changes in their views.

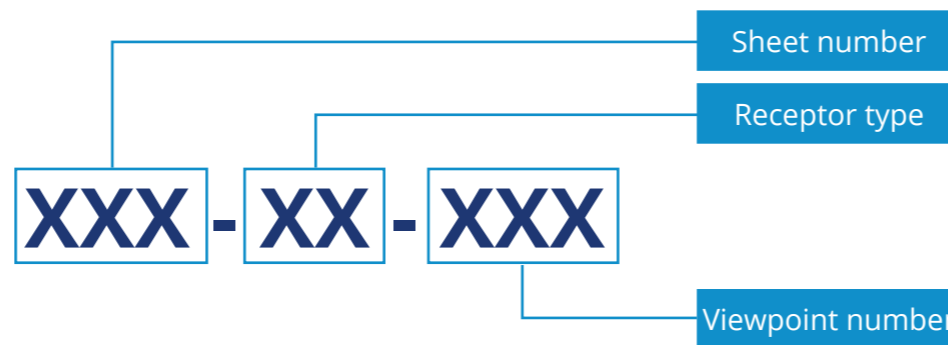
- 3.2.3 Night time visual survey and assessments have only been undertaken where continuous working during construction or additional lighting in operation has the potential to result in significant effects on residential and certain recreational receptors. Further detail is set out within the Technical Note - Landscape and visual - Approach to night-time assessment, included in the SMR.



Above: The visual assessment process

## 3.2 Visual receptors

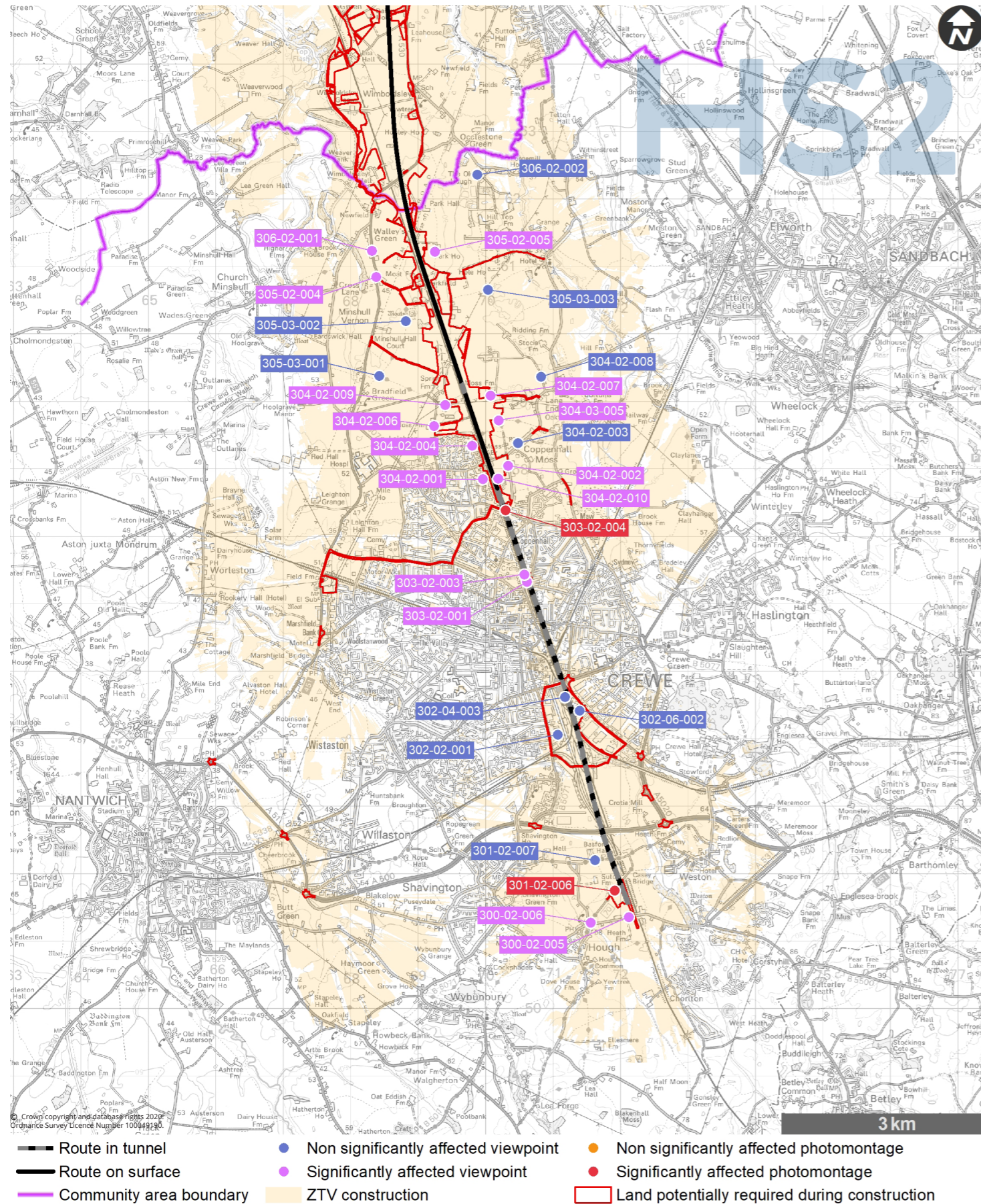
- 3.2.1 The number on each viewpoint identifies the viewpoint locations which are shown on the Map Series LV-07 (construction) and LV-08 (operation). The following



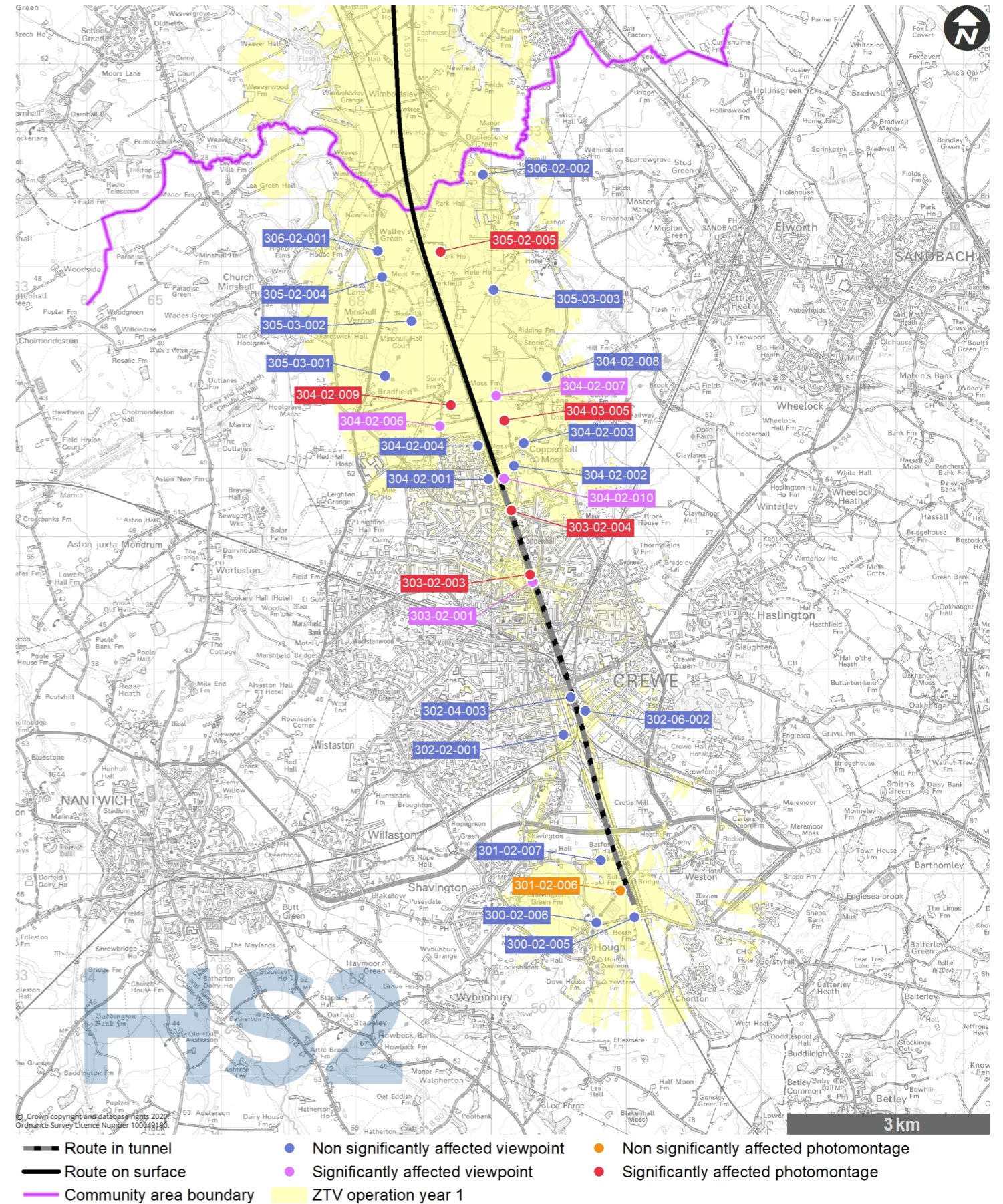
Above: Viewpoint numbering convention used

# Overview of viewpoints and photomontages in the community area

## Construction phase



## Operation phase



# Viewpoint 300-02-005: view north from Newcastle Road

This viewpoint is representative of views experienced by residents of Newcastle Road.

## Winter view (baseline)

Date taken: 30/11/2020 (stitched panorama)



## Summer view (baseline)

Date taken: 28/09/2020 (stitched panorama)



<b>Camera:</b>	Nikon D3200 SLR 50mm (equivalent) focal length
<b>Approximate GPS co-ordinates ref.:</b>	372105, 351353
<b>Value of the viewpoint:</b>	This viewpoint has a <b>medium</b> value, being typical of views of the treed landscape to the south of Crewe.
<b>Susceptibility of the receptor to the change arising from the Proposed Scheme:</b>	Residents have a strong interest in their visual environment and are therefore highly susceptible to visual change arising from the construction and operation of the Proposed Scheme. There is a <b>high</b> susceptibility to visual change arising from the construction and operation of the Proposed Scheme.

**Sensitivity of the receptor:**  
**Medium-High**



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# Viewpoint 300-02-005: view north from Newcastle Road

## Visual baseline description

<b>Winter</b>	<p>This viewpoint is located on Newcastle Road, west of WCML. In the near distance the view is partially obstructed for some residents by intervening garden vegetation and field boundary trees north of the road. From properties to the south of Newcastle Road, lighting columns as well as woodpoles carrying an electricity line and signage are notable in some views.</p> <p>In the middle distance are large arable fields and disused farm buildings. WCML overhead line equipment and existing train movements are prominent features.</p> <p>The far distance is formed by mature trees along field boundaries extending roadside vegetation along Casey Lane.</p>
<b>Summer</b>	<p>In summer, garden vegetation partially screens visibility north for some residents, although open views remain across the large arable fields with managed hedgerows. WCML overhead line equipment and existing train movements are noticeable to the north and east.</p>
<b>Night-time</b>	<p>Newcastle Road comprises street lighting in the near distance, however other rural roads within the field of view are unlit. Other night-time lighting within the view is limited to individual or isolated properties. The town of Crewe, approximately 2.5km to the north, contributes to a distant far distance skyglow.</p>

## Future baseline description

<b>Construction (2025)</b>	<p>At the commencement of construction works for the Proposed Scheme (2025), Phase 2a of the HS2 mainline will have been substantially constructed. The work for both Phase 2a and Phase 2b of HS2 will overlap. HS2 Phase 2a elements include Newcastle Road overbridge realignment and landscape mitigation, including earthworks west of the WCML. The presence of the Newcastle Road overbridge will be prominent in the near to middle distance, foreshortening and partly screening views north and forming a new skyline as it rises to cross the WCML and line of the HS2 Phase 2a route. The presence of HS2 Phase 2a will not affect the susceptibility of the receptors to the Proposed Scheme.</p>
<b>Operation (2038)</b>	<p>In operation (2038) the growth of mitigation planting for HS2 Phase 2a will provide some screening to lower elements of the HS2 Phase 2a. However, the Newcastle Road overbridge will remain prominent in the near to middle distance, foreshortening views and partly screening views north. The presence of HS2 Phase 2a will not affect the susceptibility of the receptors to the Proposed Scheme.</p>

## Visual impact assessment

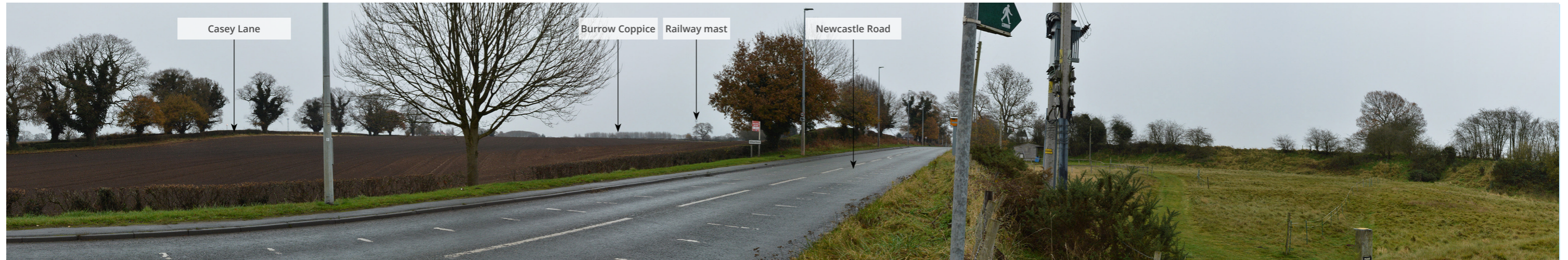
		Temporary effects during construction	Significance of effect
<b>Construction</b>		Construction of HS2 Phase 2b will be visible in the near distance and middle-distance. Residents will experience a noticeable change to the composition of near distance and middle-distance views of construction works, which will be partially screened by intervening garden and field boundary vegetation. Plant and equipment accessing Crewe tunnel south satellite compound from the realigned Newcastle Road from the south and Casey Lane in the north will be visible, seen beyond intervening garden and field boundary vegetation. The Proposed Scheme will be in cutting, with upper elements screened by a combination of earthworks and retaining structures and by realigned Newcastle Road on embankment in the near distance. The magnitude of change will therefore be <b>medium</b> .	<b>Moderate adverse (significant)</b>
<b>Construction night-time</b>		At night, the lighting associated with Crewe tunnel south portal satellite compound and Crewe tunnel south portal building to the west of WCML will introduce new lighting elements visible above existing intervening vegetation. This will result in a slight increase in the prominence of artificial lighting within the predominantly rural and unlit area. The controls on light spill set out in the draft Code of Construction Practice (CoCP) will limit the change these new light sources introduce to the wider view. At night there will be a <b>low</b> magnitude of change.	<b>Minor adverse (non-significant)</b>
<b>Construction cumulative assessment</b>		The corresponding Phase 2a and Proposed Scheme assessment viewpoint references referred to in this cumulative assessment include representative viewpoint location on Newcastle Road: Phase 2a viewpoint 026.02.022 and Proposed Scheme viewpoint 300-02-005. As reported in HS2 Phase 2a ES Volume 5, CA5 South Cheshire, LV-001-005 construction of HS2 Phase 2a, including Newcastle Road realignment, overbridge and associated earthworks, the presence and use of satellite compounds and movement of construction vehicles, will result in a <b>major</b> adverse significant effect on residents. The combination of HS2 Phase 2a and the Proposed Scheme during construction will result in a major adverse cumulative effect at representative viewpoint locations at Newcastle Road.	<b>Major adverse (significant)</b>
		Permanent effects during operation	Significance of effect
<b>Year 1</b>	<b>Winter</b>	Operational effects will result from the introduction of infrastructure elements including additional overhead line equipment and train movements. The Proposed Scheme will run parallel to and west of WCML, being seen in the context of existing overhead line equipment and train movements that are characteristic of WCML railway corridor. Near-distance garden and boundary vegetation, roadside and middle-distance field boundary vegetation and the realigned Newcastle Road, on embankment and over bridge will filter views to the Proposed Scheme and screen views of Crewe tunnel south portal building. Landscape mitigation planting implemented as part of HS2 phase 2a will not have grown sufficiently to provide any screening. The magnitude of change will therefore be <b>low</b> .	<b>Minor adverse (non-significant)</b>
	<b>Night-time</b>	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	<b>Not assessed</b>
<b>Year 15</b>	<b>Summer</b>	The growth of mitigation planting west of the Proposed Scheme implemented as part of HS2 Phases 2a and 2b, combined with landscape earthworks, will successfully screen views of train movements, parts of the overhead line equipment and Crewe tunnel south portal building on the Proposed Scheme in the middle-distance. The visibility of equipment and existing train movements on WCML will also be reduced. The magnitude of change will therefore reduce to <b>negligible</b> .	<b>Negligible (non-significant)</b>
	<b>Night-time</b>	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	<b>Not assessed</b>
<b>Year 30</b>	<b>Summer</b>	The maturity of the mitigation planting at year 30 will provide denser screening in summer months including mitigation tree and hedgerow planting west of the railway corridor. The magnitude of change will remain <b>negligible</b> .	<b>Negligible (non-significant)</b>
	<b>Night-time</b>	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	<b>Not assessed</b>
<b>Operation cumulative assessment</b>		As reported in HS2 Phase 2a ES Volume 5, CA5 South Cheshire, LV-001-005, the presence and operation of HS2 Phase 2a will be visible across a large proportion of the view in proximity to viewpoint 026.02.022. In year 1 of operation of HS2 Phase 2a, the outlook from viewpoint 026.02.022 will be substantially altered, resulting in major adverse significant effects. Effects will reduce to minor adverse (non-significant) at year 15 and negligible at year 60 due to the effectiveness of the mitigation planting. At year 1 of operation, the combination of HS2 Phase 2a and the Proposed Scheme will result in a <b>major</b> adverse cumulative effect at representative viewpoint locations at Newcastle Road, which is significant. From year 15 onwards, the cumulative effect of operation of HS2 Phase 2a and the Proposed Scheme at these representative viewpoint locations will reduce to non-significant due to the effectiveness of the mitigation planting.	<b>Major adverse (significant)</b>

# Viewpoint 300-02-006: view north-east from Newcastle Road, Hough

This viewpoint is representative of views experienced by residents of Newcastle Road and Back Lane and recreational users of Footpath Chorlton 8/1 and Regional Cycle Route 70.

## Winter view (baseline)

Date taken: 30/11/2020 (stitched panorama)

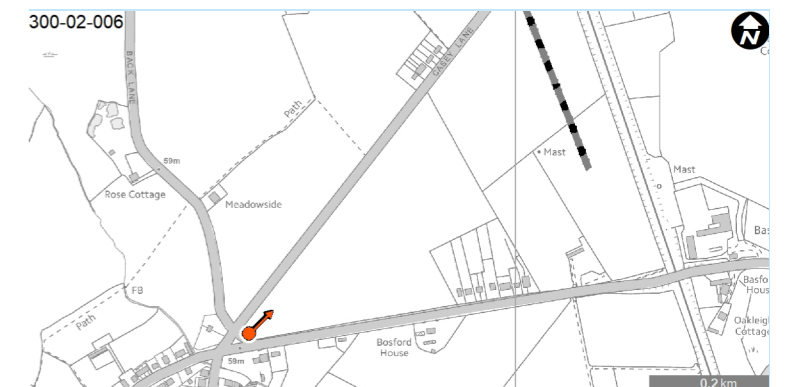


## Summer view (baseline)

Date taken: 28/09/2020 (stitched panorama)



<b>Camera:</b>	Nikon D3200 SLR 50mm (equivalent) focal length	
<b>Approximate GPS co-ordinates ref.:</b>	371621, 351262	
<b>Value of the viewpoint:</b>	This viewpoint has a <b>medium</b> value, its composition being representative and typical of the Cheshire Plain landscape to the south of Crewe.	<b>Sensitivity of the receptor:</b>  <b>High</b>
<b>Susceptibility of the receptor to the change arising from the Proposed Scheme:</b>	Residents have a strong interest in their visual environment and the attention of recreational receptors is focused on the landscape. They are both therefore <b>highly</b> susceptible to visual change arising from the construction and operation of the Proposed Scheme.	



# Viewpoint 300-02-006: view north-east from Newcastle Road, Hough

## Visual baseline description

<b>Winter</b>	The near distance comprises Newcastle Road with a mown verge and street lighting columns. Beyond the road are large arable fields bounded by low managed hedgerows including mature trees. In the middle distance, the route of Casey Lane is marked by low, managed hedgerows with mature hedgerow trees.
	The far distance is formed by the network of field boundary vegetation with mature deciduous trees seen against the skyline.
<b>Summer</b>	Visibility across the fields is relatively open apart from mature hedgerow trees which filter views north. Individual field trees are more distinctive in summer.
<b>Night-time</b>	Street lighting on the rural section of Newcastle Road is visible to the east. Other night-time lighting is limited to individual properties and filtered through intervening vegetation. Lighting within Hough to the west, contributes to a far distance skyglow.

## Future baseline description

<b>Construction (2025)</b>	At the commencement of construction works for the Proposed Scheme (2025), Phase 2a of the HS2 mainline will have been substantially constructed. The works for both Phase 2a and Phase 2b of HS2 will overlap. HS2 Phase 2a elements include Newcastle Road overbridge realignment and landscape mitigation, including earthworks west of the WCML. The presence of the Newcastle Road overbridge will be prominent in the near to middle-distance, foreshortening and partly screening views north and forming a new skyline as it rises to cross the WCML and line of the HS2 Phase 2a route. The presence of HS2 Phase 2a will not affect the susceptibility of the receptors to the Proposed Scheme.
<b>Operation (2038)</b>	In operation (2038) the growth of mitigation planting for HS2 Phase 2a will provide some screening to lower elements of the HS2 Phase 2a. However, the Newcastle Road overbridge will remain prominent in the near to middle distance, foreshortening views and partly screening views north. The presence of HS2 Phase 2a will not affect the susceptibility of the receptors to the Proposed Scheme.

## Visual impact assessment

		Temporary effects during construction	Significance of effect
	<b>Construction</b>	Residents will experience a noticeable change to the composition of near and middle-distance views. There will be visibility of construction traffic along Newcastle Road, realigned Newcastle Road and Casey Lane. Taller elements within Crewe tunnel south portal satellite compound and construction activities for Crewe tunnel south portal and portal building will be visible in the far distance, seen against the skyline, though partly screened by the embankments of the realigned Newcastle Road. The magnitude of change will be <b>medium</b> .	<b>Moderate adverse (significant)</b>
	<b>Construction night-time</b>	The presence of night-time lighting for Crewe tunnel south portal satellite compound and construction of Crewe tunnel south portal building will introduce additional light sources in the middle-distance resulting in a perceptible increase in the extent of artificial lighting within the rural and predominantly unlit area. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider view. At night, there will be a <b>low</b> magnitude of visual change.	<b>Minor adverse (non-significant)</b>
	<b>Construction cumulative assessment</b>	The corresponding Phase 2a and Proposed Scheme assessment viewpoint references referred to in this cumulative assessment include representative viewpoint location on Newcastle Road, near Hough: Phase 2a viewpoint viewpoint 026.02.028 and Proposed Scheme viewpoint 300-02-006. As reported in HS2 Phase 2a ES Volume 5, CA5 South Cheshire, LV-001-005 construction of HS2 Phase 2a, including Newcastle Road realignment, overbridge and associated earthworks, the presence and use of satellite compounds and movement of construction vehicles, will result in a major adverse significant effect on residents. The combination of HS2 Phase 2a and the Proposed Scheme during construction will result in a <b>major adverse</b> cumulative effect at representative viewpoint location at Newcastle Road, near Hough which is significant.	<b>Major adverse (significant)</b>
		Permanent effects during operation	Significance of effect
<b>Year 1</b>	<b>Winter</b>	Operational effects will result from the introduction of Crewe portal building, telecommunications mast and rescue area, and Crewe tunnel south porous portal. Views toward these component elements will be filtered by intervening hedges, the realigned Newcastle Road and the slight rise in the existing landform from Newcastle Road. Views from Back Lane will be more open but framed by roadside trees and properties on Casey Lane. Mitigation planting will not provide any additional screening or integration at year 1. The magnitude of change will be <b>low</b> .	<b>Minor adverse (non-significant)</b>
	<b>Night-time</b>	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	<b>Not assessed</b>
<b>Year 15</b>	<b>Summer</b>	The establishment of planting alongside the realigned Newcastle Road and hedgerows associated with HS2 Phase 2a will contribute a visual filter in the near and middle distance. Mitigation planting on landscape earthworks west of the tunnel portal building, telecommunications mast and rescue area will add a screening element in the far distance which will integrate the Proposed Scheme into skyline views. The magnitude of change will reduce to <b>negligible</b> .	<b>Negligible (non-significant)</b>
	<b>Night-time</b>	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	<b>Not assessed</b>
<b>Year 30</b>	<b>Summer</b>	The maturity of the mitigation planting at year 30 will provide denser screening in summer months, with established mitigation planting alongside the realigned Newcastle Road and west of the tunnel portal building, telecommunications mast and rescue area. The magnitude of change will remain <b>negligible</b> .	<b>Negligible (non-significant)</b>
	<b>Night-time</b>	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	<b>Not assessed</b>
	<b>Operation cumulative assessment</b>	As reported in HS2 Phase 2a ES Volume 5, CA5 South Cheshire, LV-001-005, the presence and operation of HS2 Phase 2a will be visible across a large proportion of the view in proximity to viewpoint 026.02.028. In year 1 of operation, at viewpoint 026.02.028, the new landforms will appear as uncharacteristic features in the view, resulting in moderate adverse significant effects. Effects will reduce to minor adverse (non-significant) at year 15 and year 60 due to the effectiveness of the mitigation planting. At year 1 of operation, the combination of HS2 Phase 2a and the Proposed Scheme will result in a <b>moderate</b> adverse cumulative effect at representative viewpoint location at Newcastle Road, Hough which is significant. From year 15 onwards, the cumulative effect of operation of HS2 Phase 2a and the Proposed Scheme at the representative viewpoint location will reduce to non-significant due to the effectiveness of the mitigation planting.	<b>Moderate adverse (significant)</b>

# Viewpoint 301-02-006: view south-east from Casey Lane

This viewpoint is representative of views experienced by residents of Casey Lane and Sutch Farm, and users of Footpath Basford 10/2, 8/1 and 7/1.

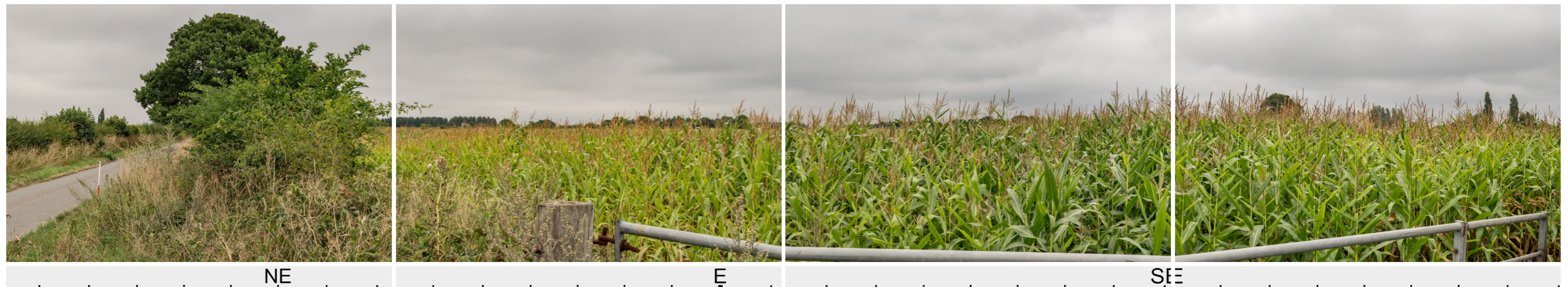
## Winter view (baseline)

Date taken: 14/01/2019. Time taken: 14:00.



## Summer view (baseline)

Date taken: 13/08/2018. Time taken: 14:33.



<b>Camera:</b>	Sony a7RII, FFS, Zeiss Loxia 50mm f/2.0 lens	
<b>Approximate GPS co-ordinates ref.:</b>	371911, 351752	
<b>Elevation:</b>	63.352m AOD	
<b>Value of the viewpoint:</b>	This viewpoint has a <b>medium</b> value, its composition being representative and typical of the Cheshire Plain landscape to the south of Crewe.	<b>Sensitivity of the receptor:</b>  <b>High</b>
<b>Susceptibility of the receptor to the change arising from the Proposed Scheme:</b>	Residents have a strong interest in their visual environment and the attention of recreational receptors is focused on the landscape. They are both therefore <b>highly</b> susceptible to visual change arising from the construction and operation of the Proposed Scheme.	



# Viewpoint 301-02-006: view south-east from Casey Lane

## Visual baseline description

<b>Winter</b>	The near distance comprises Casey Lane, with low, managed hedgerows with mature hedgerow trees bordering flat arable fields beyond. In the middle-distance are fields with managed hedgerows with occasional hedgerow trees. Footpath Basford 5/1 crosses the fields from near to middle-distance. The residential properties have limited garden vegetation filtering views south. To the east, in the middle-distance, the presence of the WCML is marked by the top of existing overhead line equipment and train movements, whilst east of WCML and north of Newcastle Road, large commercial buildings and masts are visible. A short belt of conifer woodland east of WCML, together with a line of mature poplars on the Heath Farm access track are distinctive features. The far distance is formed by the network of field vegetation seen against the skyline and there is a distant awareness of hills in between short gaps in vegetation. Views south from Sutch Farm are partially filtered by garden vegetation.
<b>Summer</b>	In summer, roadside hedgerow and crop growth in the fields immediately beyond limit the extent of visibility beyond, dependant on crop type and stage of growth. Individual field trees are more distinctive in summer. The tops of mature hedgerow trees east of WCML and of the distinctive poplars along Heath Farm access track remain visible, as existing train movements and the tops of overhead line equipment along the WCML become screened by crop growth.
<b>Night-time</b>	Street lighting on the rural section of Newcastle Road is visible to the south. Casey Lane is unlit. Other night-time lighting within the view is limited to individual or isolated properties and views are filtered through intervening vegetation. The settlement of Chorlton approximately 1km to the south, contributes to a far distance skyglow.

## Future baseline description

<b>Construction (2025)</b>	At the commencement of construction works for the Proposed Scheme (2025), Phase 2a of the HS2 mainline will have been substantially constructed. The works for both Phase 2a and Phase 2b of HS2 will overlap. HS2 Phase 2a elements include Newcastle Road overbridge realignment and landscape mitigation, including earthworks west of the WCML. The presence of the Newcastle Road overbridge will be prominent in the near to middle-distance, foreshortening and partly screening views north and forming a new skyline as it rises to cross the WCML and line of the HS2 Phase 2a route. The presence of HS2 Phase 2a will not affect the susceptibility of the receptors to the Proposed Scheme.
<b>Operation (2038)</b>	In operation (2038) the growth of mitigation planting for HS2 Phase 2a will provide some screening to lower elements of the HS2 Phase 2a. However, the Newcastle Road overbridge will remain prominent in the near to middle-distance, foreshortening views and partly screening views north. The presence of HS2 Phase 2a will not affect the susceptibility of the receptors to the Proposed Scheme.

## Visual impact assessment

		Temporary effects during construction	Significance of effect
<b>Construction</b>		Residents and users of Footpaths Basford 7/1, 8/1 and 10/2 of <b>high</b> susceptibility, all with <b>medium</b> value views, will experience a substantial change to the composition of near-distance views. Large-scale construction works will be visible, including construction activity within Crewe tunnel south portal satellite compound. The compound will be visible across the majority of near distance views. Construction activity for Crewe tunnel portal building and rescue area will be seen in the middle-distance. The construction compound will be visible immediately beyond Casey Lane. Construction activity will therefore result in a <b>high</b> magnitude of change.	<b>Major adverse (significant)</b>
<b>Construction night-time</b>		The presence of night-time lighting for Crewe tunnel south portal satellite compound and construction of Crewe tunnel south portal building will introduce a localised area of lighting elements in the near distance of the view. This will result in a substantial increase in the prominence and extent of artificial lighting within the rural and predominantly unlit area. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider view. At night there will be a <b>high</b> magnitude of change.	<b>Major adverse (significant)</b>
<b>Construction cumulative assessment</b>		The corresponding Phase 2a and Proposed Scheme assessment viewpoint references referred to in this cumulative assessment include representative viewpoint location on Casey Lane: Phase 2a viewpoint 027.02.004 and Proposed Scheme viewpoint 301-02-006. As reported in HS2 Phase 2a ES Volume 5, CA5 South Cheshire, LV-001-005 construction of HS2 Phase 2a, including Newcastle Road realignment, overbridge and associated earthworks, the presence and use of satellite compounds and movement of construction vehicles, will result in a major adverse significant effect on residents at viewpoint 027.02.004. The combination of HS2 Phase 2a and the Proposed Scheme during construction will result in a <b>major</b> adverse cumulative effect during daytime and a <b>major</b> adverse cumulative effect during night-time at the representative viewpoint location at Casey Lane, which is significant.	<b>Major adverse (significant)</b>
		Permanent effects during operation	Significance of effect
<b>Year 1</b>	<b>Winter</b>	Operational effects will result from the introduction of Crewe portal building and rescue area, and Crewe tunnel south porous portal. Views toward these component elements will be filtered by intervening hedges and an area of HS2 Phase 2a establishing planting along the margin of Casey Lane. Immature mitigation planting in the middle-distance, alongside these component elements will not provide any additional screening or integration at year 1. The magnitude of change will be <b>low</b> .	<b>Minor adverse (non-significant)</b>
	<b>Night-time</b>	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	<b>Not assessed</b>
<b>Year 15</b>	<b>Summer</b>	The establishment of planting alongside Casey Lane will form a near distance screen while mitigation planting near the tunnel portal building and rescue area will add a further, middle-distance screening element which will ifurther integrate these scheme elements into existing views. The magnitude of change will reduce to <b>negligible</b> .	<b>Negligible (non-significant)</b>
	<b>Night-time</b>	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	<b>Not assessed</b>
<b>Year 30</b>	<b>Summer</b>	The maturity of the mitigation planting at year 30 will provide denser screening in summer months, with established mitigation planting alongside Casey Lane and adjoining tunnel portal building and rescue area. The magnitude of change will remain <b>negligible</b> .	<b>Negligible (non-significant)</b>
	<b>Night-time</b>	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	<b>Not assessed</b>
<b>Operation cumulative assessment</b>		As reported in HS2 Phase 2a ES Volume 5, CA5 South Cheshire, LV-001-005, the presence and operation of HS2 Phase 2a will be visible across a large proportion of the view in proximity to viewpoint 027.02.004. In year 1 of operation, at viewpoint 027.02.004, the new landforms will appear as uncharacteristic features in the view, resulting in moderate adverse significant effects. Effects will reduce to <b>minor</b> adverse (non-significant) at year 15 and year 60 due to the effectiveness of the mitigation planting. At year 1 of operation, the combination of HS2 Phase 2a and the Proposed Scheme will result in a <b>moderate</b> adverse cumulative effect at representative viewpoint locations at Casey Lane, which is significant. From year 15 onwards, the cumulative effect of operation of HS2 Phase 2a and the Proposed Scheme at the representative viewpoint location will reduce to non-significant due to the effectiveness of the mitigation planting.	<b>Moderate adverse (significant)</b>

# Viewpoint 301-02-006: view south-east from Casey Lane

This viewpoint is representative of views experienced by residents of Casey Lane and Sutch Farm, and users of Footpath Basford 10/2, 8/1 and 7/1.

## Current baseline - winter view

Date taken: 14/01/2019. Time taken: 14.00.



## Winter verifiable photomontage - construction



The viewpoint has been taken approximately 121m away from the Proposed Scheme. Viewpoint location shown on map LV-01-701. For full details of the visual assessment at viewpoint 301-02-006 refer to Volume 5: Appendix LV-07-MA01, Part 3.

This verifiable photomontage (Type 4 as described in Visual Representation of Development Proposals LI TGN 06/19) provides an illustration of how the Proposed Scheme may look during the peak construction to help inform the visual impact assessment. The construction methods and siting of construction activities of the Proposed Scheme may be subject to change in response to consultation and ongoing design. The extent of land required temporarily to construct the Proposed Scheme will not extend beyond that shown in the photomontage. Changes in the construction of the Proposed Scheme will not result in any significant adverse change in the environmental effects reported in the assessment.

Each individual image represents a 39.6° horizontal field of view with planar projection. At this scale the images do not lend themselves to direct comparison out in the field. Therefore, for viewing in the field, it is recommended that each image from the panoramic photomontage is printed individually, onto an A3 landscape sheet (image size 390mm x 260mm) to be viewed at a comfortable arms length. For further details on the selection of photomontage locations, verifiable methodology and presentation refer to the Landscape and visual assessment Technical Note - Approach to verifiable photomontages (SMR Volume 5: Appendix CT-001-00001).

<b>Camera:</b>	Sony a7RII, FFS, Zeiss Loxia 50mm f/2.0 lens		
<b>Approximate GPS co-ordinates ref.:</b>	371911, 351752	<b>Direction of View:</b>	95.8°
<b>Elevation:</b>	63.352m AOD	<b>Height of Camera:</b>	1.66m



<b>Map Number</b>	LV-01-701
<b>Map Name</b>	Verifiable Photomontage Peak Construction Phase - Winter Viewpoint 301-02-006
<b>Community area :</b>	MA01

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**Date: May 2021**

# Viewpoint 301-02-006: view south-east from Casey Lane

This viewpoint is representative of views experienced by residents of Casey Lane and Sutch Farm, and users of Footpath Basford 10/2, 8/1 and 7/1.

## Current baseline - winter view

Date taken: 14/01/2019. Time taken: 14.00.



## Winter verifiable photomontage - operation year 1

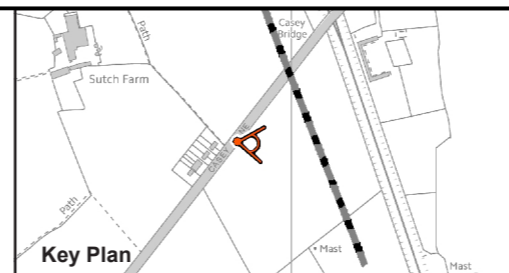


The viewpoint has been taken approximately 121m away from the Proposed Scheme. Viewpoint location shown on Map LV-01-702. For full details of the visual assessment at viewpoint 301-02-006 refer to Volume 5: Appendix LV-08-MA01, Part 3.

This verifiable photomontage (Type 4 as described in Visual Representation of Development Proposals LI TGN 06/19) provides an illustration of how the Proposed Scheme may look in 2038 (opening year) to help inform the visual impact assessment. The design of the Proposed Scheme may be subject to design development in response to consultation. Development of detail design after hybrid Bill submission will not result in any significant adverse change in the environmental effects reported in the assessment. Where new planting is proposed, it has been shown as immature plants which will mature over time to further integrate the Proposed Scheme into the landscape.

Each individual image represents a 39.6° horizontal field of view with planar projection. At this scale the images do not lend themselves to direct comparison out in the field. Therefore, for viewing in the field, it is recommended that each image from the panoramic photomontage is printed individually, onto an A3 landscape sheet (image size 390mm x 260mm) to be viewed at a comfortable arms length. For further details on the selection of photomontage locations, verifiable methodology and presentation refer to the Landscape and visual assessment Technical Note - Approach to verifiable photomontages (SMR Volume 5: Appendix CT-001-00001).

<b>Camera:</b>	Sony a7RII, FFS, Zeiss Loxia 50mm f/2.0 lens		
<b>Approximate GPS co-ordinates ref.:</b>	371911, 351752	<b>Direction of View:</b>	95.8°
<b>Elevation:</b>	63.352m AOD	<b>Height of Camera:</b>	1.66m



<b>Map Number</b>	LV-01-702
<b>Map Name</b>	Verifiable Photomontage Operation Year 1 (2038) - Winter Viewpoint 301-02-006
<b>Community area :</b>	MA01

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**Date: Oct 2021**

# Viewpoint 301-02-007: view south-east from Weston Lane, Basford

This viewpoint is representative of views experienced by residents of properties on Weston Lane and users of Footpath Basford 10/1.

## Winter view (baseline)

Date taken: 30/11/2020 (stitched panorama)

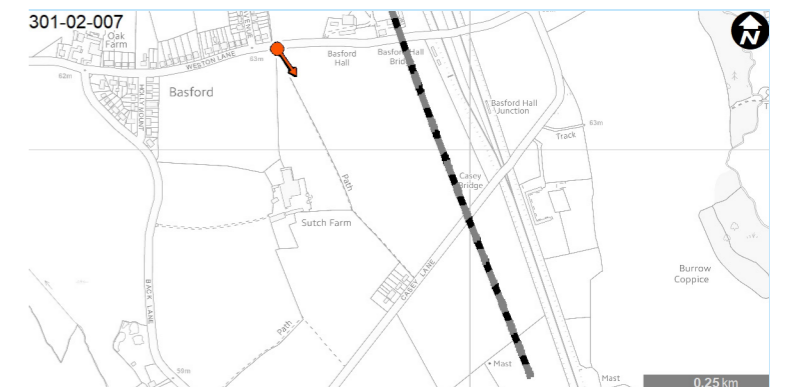


## Summer view (baseline)

Date taken: 28/09/2020 (stitched panorama)



<b>Camera:</b>	Nikon D3200 SLR 50mm (equivalent) focal length	
<b>Approximate GPS co-ordinates ref.:</b>	37621, 351262	
<b>Value of the viewpoint:</b>	This viewpoint has a <b>medium</b> value, its composition being representative and typical of the Cheshire Plain landscape to the south of Crewe.	<b>Sensitivity of the receptor:</b>  <b>High</b>
<b>Susceptibility of the receptor to the change arising from the Proposed Scheme:</b>	Residents have a strong interest in their visual environment and the attention of recreational receptors is focused on the landscape. They are both therefore <b>highly</b> susceptible to visual change arising from the construction and operation of the Proposed Scheme.	



# Viewpoint 301-02-007: view south-east from Weston Lane, Basford

## Visual baseline description

<b>Winter</b>	<p>The near distance comprises Weston Lane and large arable fields bordered by low managed hedgerows. In the middle-distance fields are bordered by managed hedgerows with occasional hedgerow trees, with individual trees prominent against the skyline, including garden boundary vegetation to properties on Casey Lane. The buildings of Sutch Farm are visible in the middle-distance. A wood pole overhead electricity line is a component of the view from near to far distance.</p> <p>The presence of the existing WCML is filtered by intervening field boundary vegetation with some visibility of the top of overhead line equipment to the east in the far distance. Views from Footpath Basford 10/1 are relatively open.</p>
<b>Summer</b>	In summer, visibility across the fields is partially screened by mature roadside and field boundary hedgerows and mature deciduous trees. A lack of vegetation alongside the railway and within the fields means the top of gantries are still visible. Individual field trees are more distinctive in summer.
<b>Night-time</b>	Street lighting on the rural section of Newcastle Road is visible to the south in the far distance. Other night-time lighting within the view is limited to individual or isolated properties and views are filtered through intervening vegetation. Lighting within Hough village contributes to a far distance skyglow.

## Future baseline description

<b>Construction (2025)</b>	At the commencement of construction works for the Proposed Scheme (2025), Phase 2a of the HS2 mainline will have been substantially constructed. The works for both Phase 2a and Phase 2b of HS2 will overlap. Elements of HS2 Phase 2a will include distant views of the realigned section of the Newcastle Road, partly filtered by intervening vegetation and properties on Casey Lane. The presence of HS2 Phase 2a will not affect the susceptibility of the receptors to the Proposed Scheme.
<b>Operation (2038)</b>	The maturing planting associated with HS2 Phase 2a will integrate the realigned Newcastle Road overbridge into the landscape and the structures will be viewed as one of a series of components in the wider view. The presence of HS2 Phase 2a will not affect the susceptibility of the receptors to the Proposed Scheme.

## Visual impact assessment

		Temporary effects during construction	Significance of effect
<b>Construction</b>		Residents on Weston Lane and footpath users will perceive changes to existing far-distance views due to construction activity associated with Crewe tunnel south portal satellite compound and through the presence of construction traffic on Casey Lane. Taller elements within the construction compound will be visible within the far distance, with activity for Crewe tunnel portal building and rescue area seen further east against the skyline largely filtered by intervening vegetation and properties on Casey Lane. The HS2 phase 2a establishing woodland along the margin of Casey Lane will provide some screening by year 1. Construction activity will therefore result in a <b>low</b> magnitude of change.	<b>Minor adverse (non-significant)</b>
<b>Construction night-time</b>		The presence of night-time lighting for Crewe tunnel south portal satellite compound and Crewe tunnel south portal building in the far distance of the view will introduce a localised area of new lighting elements resulting in an increase in the prominence and extent of artificial lighting in the far distance of the view within the rural and predominantly unlit area. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider view. At night there will be a <b>low</b> magnitude of change.	<b>Minor adverse (non-significant)</b>
<b>Construction cumulative assessment</b>		The corresponding Phase 2a and Proposed Scheme assessment viewpoint references referred to in this cumulative assessment include representative viewpoint location from Weston Lane near Basford Hall: Phase 2a viewpoint 027.02.013 and Proposed Scheme viewpoint 301-02-007. As reported in HS2 Phase 2a ES Volume 5, CA5 South Cheshire, LV-001-005 construction of HS2 Phase 2a, including construction activity associated with the modifications to the existing WCML, Basford Hall southbound satellite compound and a large materials stockpile will result in a <b>major</b> adverse significant effect on residents at viewpoint 027.02.013. The construction activity associated with the Proposed Scheme will be in the far-distance to the south of this viewpoint. The combination of HS2 Phase 2a and the Proposed Scheme during construction will result in a <b>major</b> adverse cumulative effect which is significant.	<b>Major adverse (significant)</b>
		Permanent effects during operation	Significance of effect
<b>Year 1</b>	<b>Winter</b>	Operational effects will result from the introduction of Crewe portal building and rescue area, and Crewe tunnel south porous portal. Views toward these component elements will be filtered by intervening hedges and an area of HS Phase 2a establishing planting along the margin of Casey Lane and on landscape earthworks immediately west of the Proposed Scheme. Mitigation planting will provide some screening and integration at year 1. The magnitude of change will be <b>low</b> .	<b>Minor adverse (non-significant)</b>
	<b>Night-time</b>	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	<b>Not assessed</b>
<b>Year 15</b>	<b>Summer</b>	The establishment of planting on landscape earthworks west of the tunnel portal building and rescue area will add screening in the far distance which will assist in integrating the Proposed Scheme into the local landscape setting. The maturing of HS Phase 2a mitigation planting along the margin of Casey Lane will additionally filter views towards the Proposed Scheme. The magnitude of change will reduce to <b>negligible</b> .	<b>Negligible (non-significant)</b>
	<b>Night-time</b>	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	<b>Not assessed</b>
<b>Year 30</b>	<b>Summer</b>	The maturity of the mitigation planting at year 30 will provide denser screening in summer months, with established mitigation planting alongside Casey Lane and adjoining tunnel portal building and rescue area. The magnitude of change will remain <b>negligible</b> .	<b>Negligible (non-significant)</b>
	<b>Night-time</b>	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	<b>Not assessed</b>
<b>Operation cumulative assessment</b>		As reported in HS2 Phase 2a ES Volume 5, CA5 South Cheshire, LV-001-005, the presence and operation of HS2 Phase 2a will be visible across a large proportion of the view in proximity to viewpoint 027.02.013. In winter of year 1 of operation, at viewpoint 027.02.013 the realigned WCML and extended freight lines to Basford Hall sidings will be visible but not prominent, resulting in a <b>minor adverse</b> (non-significant) effect. Effects reduce to negligible at year 15 and year 60 due to the effectiveness of the mitigation planting. The combination of HS2 Phase 2a and the Proposed Scheme will result in a <b>minor</b> adverse cumulative effect at the representative viewpoint location, which is non-significant.	<b>Minor adverse (non-significant)</b>

# Viewpoint 302-02-001: view north-east from Ivatt Drive, Crewe

This viewpoint is representative of views experienced by residents of Goode Way, Ivatt Drive and Worsdell Close.

## Winter view (baseline)

Date taken: 25/03/2019 (stitched panorama)

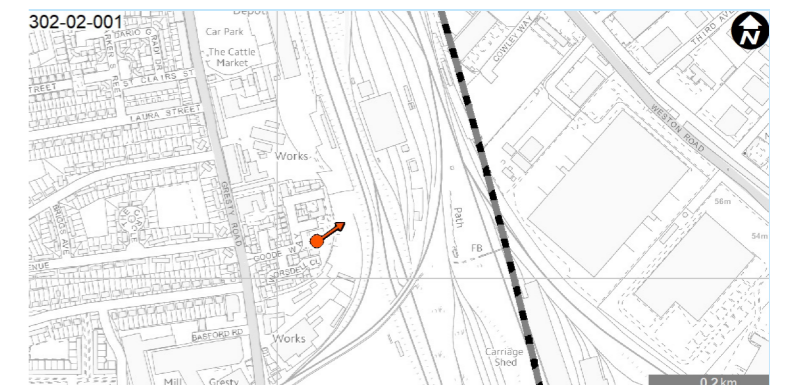


## Summer view (baseline)

Date taken: 29/08/2018 (stitched panorama)



<b>Camera:</b>	Nikon D3200 SLR 50mm (equivalent) focal length	
<b>Approximate GPS co-ordinates ref.:</b>	371066, 354094	
<b>Value of the viewpoint:</b>	This viewpoint has a <b>medium</b> value, unremarkable in composition with existing detracting elements of the railway and rear property boundaries being clearly apparent.	<b>Sensitivity of the receptor:</b>  <b>Medium-high</b>
<b>Susceptibility of the receptor to the change arising from the Proposed Scheme:</b>	Residents have a strong interest in their visual environment and are therefore <b>highly</b> susceptible to visual change arising from the construction and operation of the Proposed Scheme.	



# Viewpoint 302-02-001: view north-east from Ivatt Drive, Crewe

## Visual baseline description

<b>Winter</b>	<p>The viewpoint is located on Ivatt Drive, to the south of Crewe Alexandra football stadium and WCML station. The near distance comprises a residential cul-de-sac with parking bays and vehicles, street light columns and grass verges with intermittent immature trees and shrubs fronting a boundary fence. In the middle distance there are buildings and railway infrastructure within Crewe railway depot, together with tall lighting columns and masts.</p> <p>In the far distance are railway depot features including buildings, carriages and gantries. Intermittent narrow belts of trees and scrubby vegetation heavily filter views east to the industrial estate beyond WCML.</p>
<b>Summer</b>	<p>In summer, trees and shrubs on the boundary fence of the residential area filter views towards the railway depot, but for some residents views of the railway buildings and infrastructure remain. Vegetation in the depot is limited, although narrow belts of trees and scrubby vegetation screen views of the industrial estate beyond the depot.</p>
<b>Night-time</b>	<p>The existing artificial lighting within the surrounding urban area of Crewe is visible within the full field of view. Residential local roads and the car park adjacent to the Welsh Marches Line are well lit at night.</p>

## Future baseline description

<b>Construction (2025)</b>	<p>There are no committed developments that will change the baseline.</p>
<b>Operation (2038)</b>	<p>There are no committed developments that will change the baseline.</p>

## Visual impact assessment

		<b>Temporary effects during construction</b>	<b>Significance of effect</b>
<b>Construction</b>		<p>Residents will experience a slight alteration to far-distance views. Construction works will be visible beyond the railway infrastructure and buildings to the south of Crewe Station. Cowley Way vent shaft satellite compound will be visible in the far distance of the view, immediately east of the existing WCML. Construction activity will be seen against the existing skyline of large commercial buildings and tall elements of railway infrastructure, mast lighting and overhead line equipment. Occupants of upper floor flats will have greater visibility of construction operations compared with views from ground level. There will be a perceptible loss of scrubby vegetation and trees to the eastern boundary of WCML. However, intervening vegetation west of the existing railway and buildings within the depot will continue to filter views from residential properties. Due to the distance of construction activity from this viewpoint and the presence of buildings and vegetation largely filtering views of the far distance, the magnitude of change will be <b>low</b>.</p>	<b>Minor adverse (non-significant)</b>
<b>Construction night-time</b>		<p>The presence of night-time lighting for Cowley Way vent shaft satellite compound will introduce new lighting elements visible beyond the Welsh Marches Line and WCML in an urban and well-lit area, resulting in only a slight increase in the prominence of artificial lighting within the view. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider view. At night there will be a <b>negligible</b> magnitude of change.</p>	<b>Negligible (non-significant)</b>
<b>Construction cumulative assessment</b>		<p>There are no developments which will result in cumulative effects.</p>	<b>No cumulative effect</b>

		<b>Permanent effects during operation</b>	<b>Significance of effect</b>
<b>Year 1</b>	<b>Winter</b>	<p>Operational effects will result from the presence of Cowley Way vent shaft headhouse, its associated rescue area, parking and perimeter security fencing in the far distance of the view. Vegetation removed to facilitate construction will not be replaced between the vent shaft and headhouse and WCML boundary fencing. The vent shaft and headhouse will be new components in the far distance of the view. Although residents of upper floor flats will have wider views, the structures will be seen in the context of existing railway infrastructure and commercial properties. The headhouse will be comparable in scale to the surrounding commercial and industrial buildings to either side of the A532 Weston Road and the built form will not appear uncharacteristic in its urban context. The magnitude of change will be <b>negligible</b>.</p>	<b>Negligible (non-significant)</b>
	<b>Night-time</b>	<p>The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.</p>	<b>Not assessed</b>
<b>Year 15</b>	<b>Summer</b>	<p>It is likely that the growth of existing tree and shrub planting on the eastern boundary of the residential area will provide further screening of the railway infrastructure in the middle distance and of the headhouse within the commercial and industrial setting east of WCML. The magnitude of change will remain <b>negligible</b>.</p>	<b>Negligible (non-significant)</b>
	<b>Night-time</b>	<p>The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.</p>	<b>Not assessed</b>
<b>Year 30</b>	<b>Summer</b>	<p>The continued maturity of the of the residential area's ornamental boundary planting at year 30 will provide dense screening in the near distance of views in summer, although some train infrastructure and movements will continue to be visible in the middle distance from east-facing windows of upper floor flats. The magnitude of change will continue to be <b>negligible</b>.</p>	<b>Negligible (non-significant)</b>
	<b>Night-time</b>	<p>The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.</p>	<b>Not assessed</b>
<b>Operation cumulative assessment</b>		<p>There are no developments which will result in cumulative effects.</p>	<b>No cumulative effect</b>

# Viewpoint 302-06-002: view south-west from Cowley Way, Crewe

This viewpoint is representative of views experienced by workers at commercial and industrial properties.

## Winter view (baseline)

Date taken: 25/03/2019 (stitched panorama)

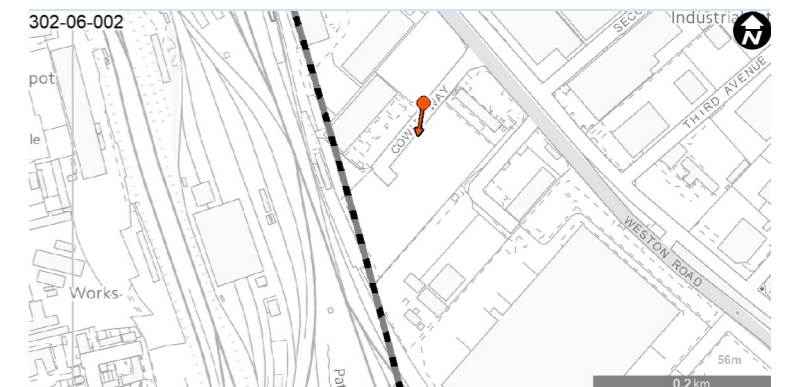


## Summer view (baseline)

Date taken: 30/08/2018 (stitched panorama)



<b>Camera:</b>	Nikon D3200 SLR 50mm (equivalent) focal length	
<b>Approximate GPS co-ordinates ref.:</b>	371393, 354414	
<b>Value of the viewpoint:</b>	This viewpoint has a <b>low</b> value, unremarkable in composition with existing adverse elements of the industrial estate, railway and railway depot being clearly apparent.	<b>Sensitivity of the receptor:</b>
<b>Susceptibility of the receptor to the change arising from the Proposed Scheme:</b>	The susceptibility of these receptors is <b>low</b> . The attention of people at work is likely to be focused on their work activity. They therefore have low susceptibility to visual change arising from the construction and operation of the Proposed Scheme.	<b>Low</b>



# Viewpoint 302-06-002: view south-west from Cowley Way, Crewe

## Visual baseline description

<b>Winter</b>	<p>The near distance comprises access roads, hardstandings, car and HGV parking and fenced compounds with lighting masts and signage. There are also large commercial and industrial buildings.</p> <p>In the middle distance are large-scale commercial and industrial buildings with further areas of car and HGV parking and mast lighting. Intermittent short belts of deciduous trees slightly limit visibility to the railway and gantries. Train movements are visible between buildings and trees.</p> <p>In the far distance is the eastern boundary of Crewe Station. Railway infrastructure including buildings, carriages, gantries and train movements are visible, partially screened by a narrow belt of mature deciduous trees seen against the skyline.</p>
<b>Summer</b>	<p>In summer, the narrow belts of trees and scrubby vegetation on the eastern boundary of the railway depot are seen against the skyline and provide some screening of railway infrastructure, gantries and train movements. However, due to the limited extents of the vegetation interspersed between roads and parking in the commercial estate, near and middle-distance views are similar to those in winter.</p>
<b>Night-time</b>	<p>The night-time visual baseline is not described for this viewpoint as night-time effects have only been considered for occupiers of residential properties and people staying in hotel and healthcare institutions.</p>

## Future baseline description

<b>Construction (2025)</b>	<p>There are no committed developments that will change the baseline</p>
<b>Operation (2038)</b>	<p>There are no committed developments that will change the baseline</p>

## Visual impact assessment

		<b>Temporary effects during construction</b>	<b>Significance of effect</b>
<b>Construction</b>		<p>In views experienced by workers at commercial and industrial properties the Cowley Way vent shaft satellite compound will be visible in the near and middle distance, and will replace views of an area of HGV parking and a storage yard. Construction activity for the vent shaft and headhouse, will be seen by workers of adjacent commercial buildings and offices accessed from Cowley Way. In the far distance, the loss of a narrow belt of mature trees on the eastern boundary of Crewe Station, will be perceptible, opening views of the existing railway infrastructure and train movements. The presence of construction activity in the near and middle distance will be largely characteristic of the existing view and the magnitude of change will be <b>medium</b>.</p>	<b>Minor adverse (non-significant)</b>
<b>Construction night-time</b>		<p>Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.</p>	<b>Not assessed</b>
<b>Construction cumulative assessment</b>		<p>There are no developments which will result in cumulative construction effects.</p>	<b>No cumulative effect</b>

		<b>Permanent effects during operation</b>	<b>Significance of effect</b>
<b>Year 1</b>	<b>Winter</b>	<p>The presence of Cowley Way vent shaft headhouse, its associated rescue area, parking and perimeter security fencing will be visible in near and middle-distance views. The narrow belt of mature trees on the eastern boundary of the railway depot will not have been replaced due to the presence of Crewe tunnel beneath. Cowley Way vent shaft and headhouse will be a perceptible element, although comparable in scale to adjacent commercial and industrial buildings. The fenced compound and the built form of the headhouse will not be uncharacteristic of the urban setting, although there will be a small loss of commercial HGV parking. The magnitude of change will be <b>negligible</b>.</p>	<b>Negligible (non-significant)</b>
	<b>Night-time</b>	<p>Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.</p>	<b>Not assessed</b>
<b>Year 15</b>	<b>Summer</b>	<p>There will be no alteration to the view. The magnitude of change will remain <b>negligible</b>.</p>	<b>Negligible (non-significant)</b>
	<b>Night-time</b>	<p>Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.</p>	<b>Not assessed</b>
<b>Year 30</b>	<b>Summer</b>	<p>The view will continue to be unaltered, due to the lack of intervening vegetation. The magnitude of change will remain <b>negligible</b>.</p>	<b>Negligible (non-significant)</b>
	<b>Night-time</b>	<p>Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.</p>	<b>Not assessed</b>
<b>Operation cumulative assessment</b>		<p>There are no developments which will result in cumulative operation effects.</p>	<b>No cumulative effect</b>

# Viewpoint 302-04-003: view south-east from Crewe Station railway platform

This viewpoint is representative of views experienced by rail users and workers in adjacent commercial and industrial properties.

## Winter view (baseline)

Date taken: 25/03/2019 (stitched panorama)

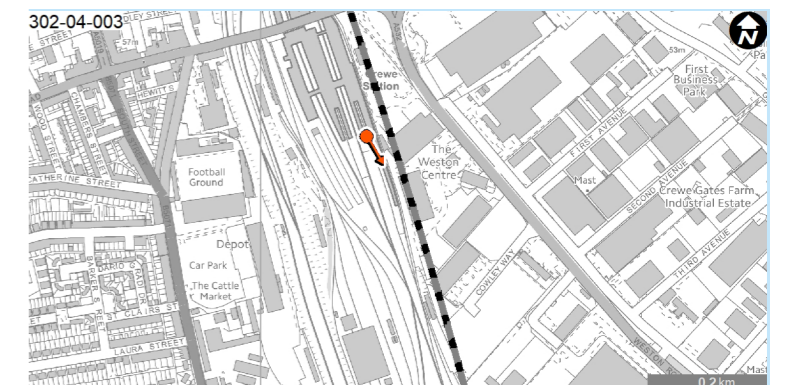


## Summer view (baseline)

Date taken: 30/08/2018 (stitched panorama)



<b>Camera:</b>	Nikon D3200 SLR 50mm (equivalent) focal length	
<b>Approximate GPS co-ordinates ref.:</b>	371174, 354621	
<b>Value of the viewpoint:</b>	This viewpoint has a <b>low</b> value, unremarkable in composition with the prominence of detracting elements including the adjacent industrial estate and railway infrastructure.	<b>Sensitivity of the receptor:</b>  <b>Low</b>
<b>Susceptibility of the receptor to the change arising from the proposed scheme:</b>	The susceptibility of these receptors is <b>low</b> . Rail users have a passing interest in their visual environment and the attention of people at work is likely to be focused on their work activity. They therefore have low susceptibility to visual change arising from the construction and operation of the Proposed Scheme.	



# Viewpoint 302-04-003: view south-east from Crewe Station railway platform

## Visual baseline description

<b>Winter</b>	<p>The viewpoint is located within a station platform used by the public alongside rail tracks used by WCML. The near distance and middle distance of the view comprises existing platforms and associated railway infrastructure, tracks, overhead line equipment and train movements. The extent of view to the east is limited by the station boundary wall, above which the roofs of adjoining commercial and industrial properties can be seen. To the west, the middle-distance views include a narrow belt of trees and scrub vegetation to the east between WCML and the Welsh Marches line.</p> <p>In the far distance of the view the skyline is dominated by overhead line equipment spanning the many rail tracks together with associated train movements, although a narrow belt of mature trees immediately east of WCML is visible.</p>
<b>Summer</b>	In summer, due to limited vegetation the extent of views does not perceptibly change. A narrow belt of trees in the middle distance on the western extent of the view offers limited screening to existing railway buildings and train movements. Gantries spanning the tracks remain prominent in near, middle and far distance.
<b>Night-time</b>	The night-time visual baseline is not described for this viewpoint as night-time effects have only been considered for occupiers of residential properties and people staying in hotel and healthcare institutions.
<b>Future baseline description</b>	
<b>Construction (2025)</b>	There are no committed developments that will change the baseline.
<b>Operation (2038)</b>	There are no committed developments that will change the baseline.

## Visual impact assessment

		Temporary effects during construction	Significance of effect
<b>Construction</b>		For rail users and workers in adjacent commercial and industrial properties, Cowley Way vent shaft satellite compound will be perceptible in the middle distance of the view, with taller elements of construction equipment for the shaft and headhouse visible over the station platform roofs and intervening commercial buildings. Station users will have partial visibility of construction activity, though seen in the context of an active mainline rail station with many existing train movements and overhead line equipment. There will be the loss of a narrow belt of mature vegetation in the far distance of the view on the eastern boundary of WCML, directly over the Crewe tunnel. Due to the limited visibility of the construction activity the magnitude of change will be <b>low</b> .	<b>Negligible (non-significant)</b>
<b>Construction night-time</b>		Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	<b>Not assessed</b>
<b>Construction cumulative assessment</b>		There are no developments which will result in cumulative construction effects.	<b>No cumulative effect</b>
		Permanent effects during operation	Significance of effect
<b>Year 1</b>	<b>Winter</b>	The presence of Cowley Way vent shaft headhouse, associated rescue area, parking and perimeter fencing will represent a new feature in the middle distance views but largely characteristic of the wider setting. A narrow belt of mature trees in the far distance removed during construction will not be replaced due to their location above Crewe tunnel. Cowley Way vent shaft and headhouse will form a minor visual element in the middle-distance of the viewpoint, seen in the context of nearby railway, commercial and industrial buildings. The headhouse will be comparable in scale to the surrounding structures and will not appear uncharacteristic within its surrounding urban setting. The magnitude of change will be <b>negligible</b> .	<b>Negligible (non-significant)</b>
	<b>Night-time</b>	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	<b>Not assessed</b>
<b>Year 15</b>	<b>Summer</b>	The vent shaft and headhouse will remain partially visible in the middle-distance seen beyond the existing railway buildings, infrastructure, train movements and surrounding commercial buildings. There will be limited alteration to the view. The magnitude of change will therefore remain <b>negligible</b> .	<b>Negligible (non-significant)</b>
	<b>Night-time</b>	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	<b>Not assessed</b>
<b>Year 30</b>	<b>Summer</b>	The vent shaft and headhouse will remain partially visible in the middle-distance seen beyond the existing railway buildings, infrastructure, train movements and surrounding commercial buildings. There will be limited alteration to the view. The magnitude of change will therefore remain <b>negligible</b> .	<b>Negligible (non-significant)</b>
	<b>Night-time</b>	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	<b>Not assessed</b>
<b>Operation cumulative assessment</b>		There are no developments which will result in cumulative operation effects.	<b>No cumulative effect</b>

# Viewpoint 303-02-001: view north from public open space bordering the B5076 Middlewich Street

This viewpoint is representative of views experienced by residents on the B5076 Middlewich Street and Audley Street West.

## Winter view (baseline)

Date taken: 16/02/2018 (stitched panorama)

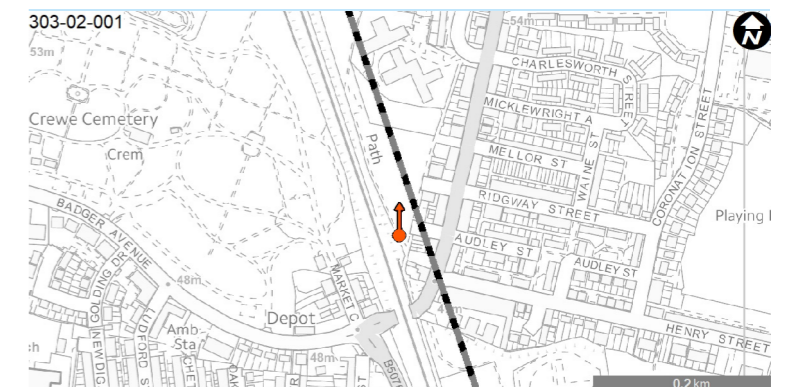


## Summer view (baseline)

Date taken: 30/08/2018 (stitched panorama)



<b>Camera:</b>	Nikon D3200 SLR 50mm (equivalent) focal length	
<b>Approximate GPS co-ordinates ref.:</b>	370612, 356326	
<b>Value of the viewpoint:</b>	This viewpoint has a <b>medium</b> value, unremarkable in composition with some detracting elements associated with the WCML and rear property boundaries visible.	<b>Sensitivity of the receptor:</b>
<b>Susceptibility of the receptor to the change arising from the Proposed Scheme:</b>	The susceptibility of these receptors is high. Residents have a strong interest in their visual urban environment and are therefore have a <b>high</b> susceptibility to visual change arising from the construction and operation of the Proposed Scheme.	<b>Medium-High</b>



# Viewpoint 303-02-001: view north from public open space bordering the B5076 Middlewich Street

## Visual baseline description

<b>Winter</b>	The viewpoint is located within a public open space immediately east of WCML, to the west of the B5076 Middlewich Street close to the centre of Crewe. The near distance is an area of open, mainly grassed public open green space, framed by scrub vegetation and palisade boundary fencing bordering WCML to the west, and trees to the rear of red brick, terraced properties bordering the B5076 Middlewich Street to the east. The view extends north to a contained middle distance, comprising the low skyline profile of Bentley Manor Care Home.
<b>Summer</b>	In summer, the scrub vegetation along the boundary of WCML heavily filters views of the existing railway across the open grassed area. In the middle distance, a large area of scrub vegetation, boundary tree and shrub planting screens views towards the care home and softens the middle distance skyline.
<b>Night-time</b>	Artificial lighting within the immediate urban area of Crewe is evident. Local residential roads are illuminated, although the adjacent recreational area and WCML are unlit in the near distance. The wider urban extent of Crewe creates a far distance skyglow.

## Future baseline description

<b>Construction (2025)</b>	There are no committed developments that will change the baseline
<b>Operation (2038)</b>	There are no committed developments that will change the baseline

## Visual impact assessment

		Temporary effects during construction	Significance of effect
<b>Construction</b>		Middlewich Street vent shaft satellite compound will be in the near distance and will be visible across the majority of the view. Construction activity for the shaft and headhouse will be partially visible above hoardings. Residents on the B5076 Middlewich Street, Audley Street West will experience a substantial change to the composition of near distance views. Middlewich Street vent shaft satellite compound will be visible, displacing the existing context of view. Construction activity for Middlewich Street vent shaft and headhouse will be partially visible. Occupants of residential properties will experience near distance views of construction activity and of construction traffic entering the compound from the B5076 Middlewich Street. The compound will occupy the near distance to middle-distance of views against an existing skyline of overhead line equipment and the mature vegetation bordering Crewe Crematorium. There will be some minor loss of vegetation at the southern boundary of the compound. Construction activity will result in a <b>high</b> magnitude of change.	<b>Major adverse (significant)</b>
<b>Construction night-time</b>		The presence of night-time lighting for Middlewich Street vent shaft satellite compound and construction activity in relation to Middlewich Street vent shaft will introduce new lighting elements which will be visible in the near distance within a predominantly urban, but un-lit view. This will result in a substantial increase in the prominence and extent of artificial lighting in the view. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider view. At night there will be a <b>medium</b> magnitude of change.	<b>Moderate adverse (significant)</b>
<b>Construction cumulative assessment</b>		There are no developments which will result in cumulative effects.	<b>No cumulative effect</b>

			Permanent effects during operation	Significance of effect
<b>Year 1</b>	<b>Winter</b>		Residents will experience a noticeable change to the composition of near distance views. Middlewich Street vent shaft and headhouse will be visible, together with the re-instatement of grass, tree and shrub planting which will help to integrate the building into the urban fabric and define pedestrian circulation routes. The nature of views will change from those across a small area of open space to an area with Middlewich Street vent shaft headhouse, its associated rescue area, parking and perimeter security fencing and reduced areas of greenspace. The immature mitigation planting will not provide any screening by year 1. The magnitude of change will therefore be <b>medium</b> .	<b>Moderate adverse (significant)</b>
	<b>Night-time</b>		The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	<b>Not assessed</b>
<b>Year 15</b>	<b>Summer</b>		The growth of mitigation planting will provide further visual screening and integration of Middlewich Street vent shaft and headhouse, notably to the surrounding perimeter fencing, parking and rescue areas, into the surrounding public open space. The headhouse will be partially screened from the footpath and from the curtilage of properties bordering the B5076 Middlewich Street, although the profile of the headhouse will be part of the local urban skyline. There will be a noticeable reduction in open space within views, but the establishing tree and shrub planting will help to integrate the building into the urban fabric. The magnitude of change will be <b>medium</b> .	<b>Moderate adverse (significant)</b>
	<b>Night-time</b>		The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	<b>Not assessed</b>
<b>Year 30</b>	<b>Summer</b>		The greater maturity of the mitigation planting at year 30 will provide a denser screen and further integration of Middlewich Street vent shaft headhouse, its perimeter fencing, parking and rescue areas with the surrounding public open space. Maturity of planting will enhance the open space and provide an intermittent screen to rear property boundaries. The magnitude of change will reduce to <b>low</b> .	<b>Minor adverse (non-significant)</b>
	<b>Night-time</b>		The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	<b>Not assessed</b>
<b>Operation cumulative assessment</b>			There are no developments which will result in cumulative operation effects.	<b>No cumulative effect</b>

# Viewpoint 303-02-003: view south-east from public open space bordering the B5076 Middlewich Street

This viewpoint is representative of views experienced by residents of the B5076 Middlewich Street and Bentley Manor Care home, and users of public footpaths and of the public open space, and by rail users.

## Winter view (baseline)

Date taken: 26/03/2018. Time taken: 14:01



## Summer view (baseline)

Date taken: 17/09/2019. Time taken: 13:11



<b>Camera:</b>	Sony a7RII, FFS, Zeiss Loxia 50mm f/2.0 lens	
<b>Approximate GPS co-ordinates ref.:</b>	370571.543, 356433.011	
<b>Elevation:</b>	52.243m AOD	
<b>Value of the viewpoint:</b>	This viewpoint has a <b>medium</b> value, unremarkable in composition with existing adverse elements of the railway and rear property boundaries being clearly apparent.	<b>Sensitivity of the receptor:</b>  <b>Medium - High</b>
<b>Susceptibility of the receptor to the change arising from the Proposed Scheme:</b>	Residents have a strong interest in their visual environment and the attention of recreational receptors is focused on the landscape. They are both therefore <b>highly</b> susceptible to visual change arising from the construction and operation of the Proposed Scheme. Rail users are of lower susceptibility.	



# Viewpoint 303-02-003: view south-east from public open space bordering the B5076 Middlewich Street

## Visual baseline description

<b>Winter</b>	The viewpoint is located within a public open space to the west of the B5076 Middlewich Street, near the centre of Crewe. The near-distance view looks across an area of public open green space, framed by scrub vegetation to the west and rear boundary walls and out-buildings of residential properties to the east. The view extends to a middle distance comprising existing overhead line equipment and train movements along WCML. The far distance and skyline are occupied by dense and mature planting along the boundary of Crewe Cemetery, to the west of the railway. Views from adjacent properties and Bentley Manor Care Home are largely screened by boundary walls and vegetation. The care home and terraced houses along the B5076 Middlewich Street are two storeys in height. Rail users have partially filtered views to the east and west.
<b>Summer</b>	In summer, there is limited garden vegetation to screen views from properties, although scrub vegetation along the eastern boundary of WCML partially filters views of existing train movements and line equipment. Views from the care home are filtered by tree planting and scrub vegetation surrounding the property.
<b>Night-time</b>	Artificial lighting within the town of Crewe is evident. Local residential roads are illuminated, although the adjacent recreational area and WCML are unlit in the near distance and to the west. The wider urban extent of Crewe creates a far distance skyglow.

## Future baseline description

<b>Construction (2025)</b>	There are no committed developments that will change the baseline.
<b>Operation (2038)</b>	There are no committed developments that will change the baseline.

## Visual impact assessment

		Temporary effects during construction	Significance of effect
<b>Construction</b>		Middlewich Street vent shaft satellite compound will be in the near distance and will extend across the majority of the view. Construction activity for the shaft and headhouse will be partially visible above hoardings. Residents on the B5076 Middlewich Street, Bentley Care Home will experience a substantial change to the composition of near distance views. Middlewich Street vent shaft satellite compound will be visible, displacing the existing context of view. Construction activity for Middlewich Street vent shaft and headhouse will be partially visible. Occupants of the Bentley Manor Care Home and residential properties will experience near distance views of construction activity and of construction traffic entering the compound from the B5076 Middlewich Street. The compound will occupy the near distance to middle-distance of views against an existing skyline of overhead line equipment and the mature vegetation bordering Crewe Crematorium. There will be some minor loss of vegetation at the southern boundary of the compound. Construction activity will result in a <b>high</b> magnitude of change.	<b>Major adverse (significant)</b>
<b>Construction night-time</b>		The presence of night-time lighting for Middlewich Street vent shaft satellite compound and construction activity in relation to Middlewich Street vent shaft will introduce new lighting elements which will be visible in the near distance within a predominantly urban, but un-lit view. This will result in a substantial increase in the prominence and extent of artificial lighting in the view. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider view. At night there will be a <b>medium</b> magnitude of change.	<b>Moderate adverse (significant)</b>
<b>Construction cumulative assessment</b>		There are no developments which would result in cumulative construction effects.	<b>No cumulative effect</b>
		Permanent effects during operation	Significance of effect
<b>Year 1</b>	<b>Winter</b>	Residents will experience a noticeable change to the composition of near distance views. Middlewich Street vent shaft and headhouse will be visible, together with the re-instatement of grass, tree and shrub planting which will help to integrate the building into the urban fabric and define pedestrian circulation routes. However, the nature of views will change from those across a small area of open space to an area with Middlewich Street vent shaft headhouse, its associated rescue area, parking and perimeter security fencing and reduced areas of greenspace. The immaturity of mitigation planting will not provide any screening by year 1. The magnitude of change will therefore be <b>medium</b> .	<b>Moderate adverse (significant)</b>
	<b>Night-time</b>	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	<b>Not assessed</b>
<b>Year 15</b>	<b>Summer</b>	The growth of mitigation planting will provide further visual screening and integration of Middlewich Street vent shaft headhouse, notably to the surrounding perimeter fencing, parking and rescue areas. The vent shaft building will be partially screened from the footpath and from the care home and residential properties, although the profile of the headhouse will be visible above the establishing mitigation planting. The magnitude of change will be <b>medium</b> .	<b>Moderate adverse (significant)</b>
	<b>Night-time</b>	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	<b>Not assessed</b>
<b>Year 30</b>	<b>Summer</b>	The greater maturity of the mitigation planting at year 30 will provide a denser screen and greater integration of Middlewich Street vent shaft headhouse, its perimeter fencing, parking and rescue areas with the surrounding public open space. Maturity of planting will enhance the public realm and provide an intermittent screen to surrounding rear property boundaries. The magnitude of change will reduce to <b>low</b> .	<b>Minor adverse (non-significant)</b>
	<b>Night-time</b>	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	<b>Not assessed</b>
<b>Operation cumulative assessment</b>		There are no developments which will result in cumulative operation effects.	<b>No cumulative effect</b>

# Viewpoint 303-02-003: view south-east from public open space bordering the B5076 Middlewich Street

This viewpoint is representative of views experienced by residents of the B5076 Middlewich Street and Bentley Manor Care home, and users of public footpaths and of the public open space, and by rail users.

## Current baseline - winter view

Date taken: 26/03/2018. Time taken: 14.01



## Winter verifiable photomontage - operation year 1



The viewpoint has been taken approximately 29.9m away from the Proposed Scheme. Viewpoint location shown on Map LV-01-703. For full details of the visual assessment at viewpoint 303-02-003 refer to Volume 5: Appendix LV-07-MA01, Part 3.

This verifiable photomontage (Type 4 as described in Visual Representation of Development Proposals LI TGN 06/19) provides an illustration of how the Proposed Scheme may look in 2035 (opening year) to help inform the visual impact assessment. The design of the Proposed Scheme may be subject to design development in response to consultation. Development of detail design after hybrid Bill submission will not result in any significant adverse change in the environmental effects reported in the assessment. Where new planting is proposed, it has been shown as immature plants which would mature over time to further integrate the Proposed Scheme into the landscape.

Each individual image represents a 39.6° horizontal field of view with planar projection. At this scale the images do not lend themselves to direct comparison out in the field. Therefore, for viewing in the field, it is recommended that each image from the panoramic photomontage is printed individually, onto an A3 landscape sheet (image size 390mm x 260mm) to be viewed at a comfortable arms length. For further details on the selection of photomontage locations, verifiable methodology and presentation refer to the Landscape and visual assessment Technical Note - Approach to verifiable photomontages (SMR Volume 5: Appendix CT-001-00001).

<b>Camera:</b>	Sony a7RII, FFS, Zeiss Loxia 50mm f/2.0 lens		
<b>Approximate GPS co-ordinates ref.:</b>	370571.543, 356433.011	<b>Direction of View:</b>	86.8°
<b>Elevation:</b>	52.243m AOD	<b>Height of Camera:</b>	1.7m

<p><b>Key Plan</b></p>	Map Number LV-01-703	<p>HS2 Ltd accept no responsibility for any circumstances, which arise from the reproduction of this map after alteration, amendment or abbreviation or if it is issued in part or issued incomplete in any way.</p> <p>Registered in England. Registration number 06791686. Registered office: One Canada Square, London, E14 5AB.</p> <p>© Crown copyright and database rights 2020. Ordnance Survey Licence Number 100049190.</p>	
	Map Name Verifiable Photomontage Operation Year 1 (2035) - Winter Viewpoint 303-02-003		
	Community area : MA01		

Date: May 2021

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# Viewpoint 303-02-004: view north-west from Bradfield Road, Crewe

This viewpoint is representative of views experienced by residents of situated on Broughton Road between Bradfield Road and Maplins Moss Place.

## Winter view (baseline)

Date taken: 25/02/2019. Time taken: 13:48

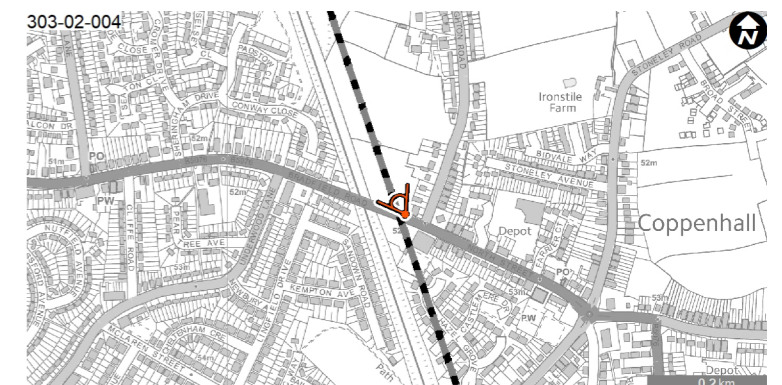


## Summer view (baseline)

Date taken: 29/07/2019. Time taken: 14:03



<b>Camera:</b>	Sony a7RII, FFS, Zeiss Loxia 50mm f/2.0 lens
<b>Approximate GPS co-ordinates ref.:</b>	370293, 357383
<b>Value of the viewpoint:</b>	This viewpoint has a <b>medium</b> value, typical of the urban fringe landscape of northern Crewe, with existing WCML forming a noticeable far distance feature of the view.
<b>Susceptibility of the receptor to the change arising from the Proposed Scheme:</b>	Residents have a strong interest in their visual environment and are therefore <b>highly</b> susceptible to visual change arising from the construction and operation of the Proposed Scheme.
<b>Sensitivity of the receptor:</b>	
<b>High</b>	



# Viewpoint 303-02-004: view north-west from Bradfield Road, Crewe

## Visual baseline description

<b>Winter</b>	The near distance of the view comprises garden boundary vegetation with direct views onto narrow fields between properties on Broughton Road and the existing WCML. Bradfield Road crosses over WCML, forming a skyline feature to the west of the view. In the middle distance there are intermittent trees and isolated woodland copses, however the clear verge alongside the existing WCML allows for open views of train movements and overhead line equipment. Residential development to the western side of WCML forms the far distance of the view, filtered by intervening trees and a linear belt of woodland along the western boundary of WCML.
<b>Summer</b>	In summer, garden vegetation and field trees in foliage provide further screening between properties situated along Broughton Road and WCML. The middle distance however is still largely occupied by WCML, train movements and overhead line equipment.
<b>Night- time</b>	Artificial lighting within the town of Crewe is evident. Local residential roads are illuminated, although the adjacent field and WCML are unlit in the near distance. The wider urban extent of Crewe and housing area to the north create a far distance skyglow.

## Future baseline description

<b>Construction (2025)</b>	There are no committed developments that will change the baseline
<b>Operation (2038)</b>	There are no committed developments that will change the baseline.

## Visual impact assessment

		Temporary effects during construction	Significance of effect
<b>Construction</b>		Residents on Broughton Road will experience a substantial change to the composition of near-distance views. Large-scale construction works will be visible, including construction of Crewe tunnel north portal and Crewe north portal cutting (retained cutting). The proximity of Crewe tunnel north main compound will be visible across the majority of view, resulting in a substantial change. The associated loss of hedgerow and trees will further increase visibility of the existing WCML. The magnitude of change will be <b>high</b> .	<b>Major adverse (significant)</b>
<b>Construction night-time</b>		The presence of night-time lighting for Crewe tunnel north main compound and construction activity in relation to Crewe tunnel north porous portal will introduce localised new lighting elements resulting in a noticeable increase in the prominence and extent of artificial lighting in the view. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider view. At night there will be a <b>medium</b> magnitude of change.	<b>Moderate adverse (significant)</b>
<b>Construction cumulative assessment</b>		There are no developments which will result in cumulative effects.	<b>Not assessed</b>

		Permanent effects during operation	Significance of effect
<b>Year 1</b>	<b>Winter</b>	Residents will experience a noticeable change to the composition of near-distance views, There will be views to Crewe north portal cutting (retained cutting), Crewe tunnel north portal building and rescue area and Crewe tunnel portal auto-transformer station. Views to train movements from properties bordering Broughton Road will be restricted by the location of the Proposed Scheme in cutting and the presence of a noise fence barrier. Crewe tunnel north portal building and Crewe tunnel north portal auto-transformer station will be noticeable components within the view. Reinstatement planting and mitigation planting around the Crewe tunnel north portal building and alongside the Crewe north portal cutting (retained cutting) will not provide any additional screening or integration at year 1. The magnitude of change will be <b>medium</b> .	<b>Moderate adverse (significant)</b>
	<b>Night-time</b>	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	<b>Not assessed</b>
<b>Year 15</b>	<b>Summer</b>	Maturing mitigation planting alongside Crewe north cutting, the tunnel portal building and auto transformer station, will assist in the visual integration of the Proposed Scheme and reduce the visibility of the existing WCML caused by the loss of vegetation during construction. The magnitude of change will reduce to <b>low</b> .	<b>Minor adverse (non-significant)</b>
	<b>Night-time</b>	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	<b>Not assessed</b>
<b>Year 30</b>	<b>Summer</b>	Further maturity of the mitigation planting at year 30 will provide a denser and greater height of screening, with fully established mitigation planting around the tunnel portal building and auto-transformer station. WCML will be further screened by the maturity of the planting. The magnitude of change will reduce to <b>negligible</b> .	<b>Negligible (non-significant)</b>
	<b>Night-time</b>	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	<b>Not assessed</b>
<b>Operation cumulative assessment</b>		There are no developments which will result in cumulative operation effects.	<b>No effect</b>

# Viewpoint 303-02-004: view north-west from Bradfield Road, Crewe

This viewpoint is representative of views experienced by residents of Broughton Road, situated between the junction of Bradfield Road and newly constructed properties along Maplins Moss Place.

## Current baseline - winter view

Date taken: 25/02/2019. Time taken: 13:48



## Winter verifiable photomontage - construction



The viewpoint has been taken approximately 9.5m away from the Proposed Scheme. Viewpoint location shown on Map LV-01-704. For full details of the visual assessment at viewpoint 303-02-004 refer to Volume 5: Appendix LV-07-MA01, Part 3.

This verifiable photomontage (Type 4 as described in Visual Representation of Development Proposals LI TGN 06/19) provides an illustration of how the Proposed Scheme may look during the peak construction to help inform the visual impact assessment. The construction methods and siting of construction activities of the Proposed Scheme may be subject to change in response to consultation and ongoing design. The extent of land required temporarily to construct the Proposed Scheme will not extend beyond that shown in the photomontage. Changes in the construction of the Proposed Scheme will not result in any significant adverse change in the environmental effects reported in the assessment.

Each individual image represents a 39.6° horizontal field of view with planar projection. At this scale the images do not lend themselves to direct comparison out in the field. Therefore, for viewing in the field, it is recommended that each image from the panoramic photomontage is printed individually, onto an A3 landscape sheet (image size 390mm x 260mm) to be viewed at a comfortable arms length. For further details on the selection of photomontage locations, verifiable methodology and presentation refer to the Landscape and visual assessment Technical Note - Approach to verifiable photomontages (SMR Volume 5: Appendix CT-001-00001).

<b>Camera:</b>	Sony a7RII, FFS, Zeiss Loxia 50mm f/2.0 lens		
<b>Approximate GPS co-ordinates ref.:</b>	370293, 357383	<b>Direction of View:</b>	329.1°
<b>Elevation:</b>	53.81m AOD	<b>Height of Camera:</b>	1.64m



Map Number	LV-01-704
Map Name	Verifiable Photomontage Peak Construction Phase - Winter Viewpoint 303-02-004
Community area :	MA01

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**Date:** May 2021

# Viewpoint 303-02-004: view north-west from Bradfield Road, Crewe

This viewpoint is representative of views experienced by residents of Broughton Road, situated between the junction of Bradfield Road and newly constructed properties along Maplins Moss Place.

## Current baseline - winter view

Date taken: 25/02/2019. Time taken: 13:48



## Winter verifiable photomontage - operation year 1



The viewpoint has been taken approximately 9.5m away from the Proposed Scheme. Viewpoint location shown on Map LV-01-705. For full details of the visual assessment at viewpoint 303-02-004 refer to Volume 5: Appendix LV-07-MA01, Part 3.

This verifiable photomontage (Type 4 as described in Visual Representation of Development Proposals LI TGN 06/19) provides an illustration of how the Proposed Scheme may look in 2038 (opening year) to help inform the visual impact assessment. The design of the Proposed Scheme may be subject to design development in response to consultation. Development of detail design after hybrid Bill submission will not result in any significant adverse change in the environmental effects reported in the assessment. Where new planting is proposed, it has been shown as immature plants which would mature over time to further integrate the Proposed Scheme into the landscape.

Each individual image represents a 39.6° horizontal field of view with planar projection. At this scale the images do not lend themselves to direct comparison out in the field. Therefore, for viewing in the field, it is recommended that each image from the panoramic photomontage is printed individually, onto an A3 landscape sheet (image size 390mm x 260mm) to be viewed at a comfortable arms length. For further details on the selection of photomontage locations, verifiable methodology and presentation refer to the Landscape and visual assessment Technical Note - Approach to verifiable photomontages (SMR Volume 5: Appendix CT-001-00001).

<b>Camera:</b>	Sony a7RII, FFS, Zeiss Loxia 50mm f/2.0 lens		
<b>Approximate GPS co-ordinates ref.:</b>	370293, 357383	<b>Direction of View:</b>	329.1°
<b>Elevation:</b>	53.81m AOD	<b>Height of Camera:</b>	1.64m



Map Number	LV-01-705
Map Name	Verifiable Photomontage Operation Year 1 (2038) - Winter Viewpoint 303-02-004
Community area :	MA01

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**Date: May 2021**

# Viewpoint 304-02-001: view east from Somerley Close, Leighton, Crewe

This viewpoint is representative of views experienced by residents in properties bordering WCML between Bradfield Road and Parkers Road, and by users of Footpath Crewe 13/1.

## Winter view (baseline)

Date taken: 13/02/2018 (stitched panorama)



## Summer view (baseline)

Date taken: 30/08/2018 (stitched panorama)



<b>Camera:</b>	Nikon D3200 SLR 50mm (equivalent) focal length	
<b>Approximate GPS co-ordinates ref.:</b>	369956, 357853	
<b>Value of the viewpoint:</b>	This viewpoint has a <b>medium</b> value, with WCML forming a noticeable feature across much of the view.	<b>Sensitivity of the receptor:</b>
<b>Susceptibility of the receptor to the change arising from the Proposed Scheme:</b>	Residents have a strong interest in their visual environment and the attention of recreational receptors is focused on the landscape and recreational users of footpaths. They are both therefore <b>highly</b> susceptible to visual change arising from the construction and operation of the Proposed Scheme.	<b>Medium-high</b>



# Viewpoint 304-02-001: view east from Somerley Close, Leighton, Crewe

## Visual baseline description

<b>Winter</b>	<p>The near distance of the view comprises tarmac roads, driveways and footpaths within a residential estate of single and two-storey properties. Front garden vegetation is typically limited, allowing for open visibility from property curtilages.</p> <p>Middle-distance views of WCML are framed by properties. Footpath Crewe 13/1 runs along the railway's western boundary. A continuous belt of tree planting filters views of overhead line equipment and passing trains. Views of pastoral fields and residential properties on Broughton Road and a new residential development between Broughton Road and WCML, in the far distance, beyond WCML are heavily filtered through intervening vegetation. The residential properties front onto a series of 'cul de sac' and the layout results in either oblique or direct views east towards the WCML. Properties on the eastern end of Conway Close are located closer to the WCML than the remaining dwellings in the wider estate. The tree belt, where present, filters views for the residents and users of the footpath.</p>
<b>Summer</b>	<p>In summer, the view east is mostly screened by the continuous belt of tree planting alongside the railway, although overhead line equipment and train movements remain partially visible.</p>
<b>Night-time</b>	<p>The residential area comprises street lighting and is well-lit, generating a far distance skyglow within the near distance of the view. Middle-distance views to the east comprise the unlit elements of the adjacent green space and WCML. In the far distance further residential areas and street lighting along Broughton Road contribute to a far distance skyglow.</p>

## Future baseline description

<b>Construction (2025)</b>	<p>There are no committed developments that will change the baseline.</p>
<b>Operation (2038)</b>	<p>There are no committed developments that will change the baseline.</p>

## Visual impact assessment

		<b>Temporary effects during construction</b>	<b>Significance of effect</b>
<b>Construction</b>		<p>Residents and footpath users will experience middle-distance views of large-scale construction works including the construction of Crewe tunnel north portal and Crewe north portal cutting (retained cutting) in the middle-distance. Crewe tunnel north main compound will be visible to residents and footpath users, with a noticeable loss of existing vegetation within the compound. However, the compound will be located beyond WCML and the majority of views will be heavily filtered by existing mature vegetation along the western boundary of the railway. Properties on Conway Close will have more open views, over rear gardens and WCML, towards the construction compound. Construction works in relation to Parkers Road Overbridge and the demolition of nearby properties will be evident to residents and users of Footpath Crewe 13/1 adjoining Parkers Road, with oblique and partially filtered views. The magnitude of change will be <b>medium</b>.</p>	<b>Moderate adverse (significant)</b>
<b>Construction night-time</b>		<p>The presence of night-time lighting for Crewe tunnel north main compound and construction activity for Crewe tunnel north porous portal will introduce further localised lighting elements. These will be perceptible above existing intervening vegetation and WCML within a predominantly urban and well-lit view. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider view. At night there will be a <b>low</b> magnitude of visual change.</p>	<b>Minor adverse (non-significant)</b>
<b>Construction cumulative assessment</b>		<p>There are no developments which will result in cumulative construction effects.</p>	<b>No cumulative effect</b>

			<b>Permanent effects during operation</b>	<b>Significance of effect</b>
<b>Year 1</b>	<b>Winter</b>		<p>The presence of Proposed Scheme elements will be apparent in the middle distance, including Crewe tunnel north portal building and rescue area, auto-transformer station and modification of Parkers Road overbridge. Residents in properties on Conway Close are located closer to the WCML and screening vegetation adjacent to the railway is less apparent. Views from the properties would be over rear gardens and the WCML towards the Crewe tunnel north portal building, rescue area and auto-transformer station and will be viewed against the backdrop of housing along Broughton Road and Kays Croft Drive. The removal of established tree cover, during construction, adjacent to Parkers Road, will be apparent, allowing more open views, over rear gardens and public open space towards the WCML. Train movements on the Proposed Scheme will be screened by Crewe north portal cutting (retained cutting) beyond. However, the majority of views from residential properties in the wider estate and from Footpath Crewe 13/1, toward the Proposed Scheme, will be heavily filtered through the existing belt of mature tree planting and landform bordering WCML. The magnitude of visual change will be <b>low</b>.</p>	<b>Minor adverse (non-significant)</b>
	<b>Night-time</b>		<p>The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.</p>	<b>Not Assessed</b>
<b>Year 15</b>	<b>Summer</b>		<p>The establishment of planting adjacent to Parkers Road and mitigation planting around Crewe tunnel north portal building and auto-transformer station will add a further, middle-distance screening element and will assist in the visual integration of these scheme elements. The establishment of landscape reinstatement planting and mitigation planting along the eastern boundary of Crewe north portal cutting will create a wooded background to views. The magnitude of visual change will remain <b>low</b>.</p>	<b>Minor adverse (non-significant)</b>
	<b>Night-time</b>		<p>The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.</p>	<b>Not assessed</b>
<b>Year 30</b>	<b>Summer</b>		<p>The further maturity of the mitigation planting at year 30 will provide denser screening in summer months, with fully established mitigation planting alongside the tunnel portal building and rescue area. The magnitude of visual change will reduce to <b>negligible</b>.</p>	<b>Negligible (non-significant)</b>
	<b>Night-time</b>		<p>The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.</p>	<b>Not assessed</b>
<b>Operation cumulative assessment</b>			<p>There are no developments which will result in cumulative operation effects.</p>	<b>No cumulative effect</b>

# Viewpoint 304-02-002: view west from Broughton Road, Coppenhall, Crewe

This viewpoint is representative of views experienced by residents of Broughton Road and of north facing properties at Maplins Moss Place.

## Winter view (baseline)

Date taken: 16/02/2018 (stitched panorama)

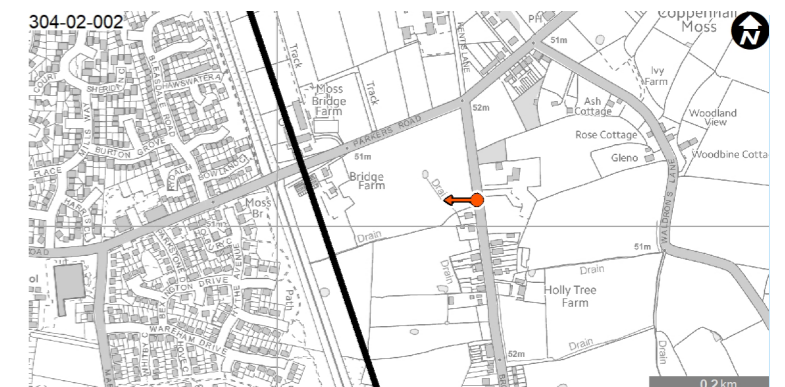


## Summer view (baseline)

Date taken: 30/08/2018 (stitched panorama)



<b>Camera:</b>	Nikon D3200 SLR 50mm (equivalent) focal length	
<b>Approximate GPS co-ordinates ref.:</b>	370330, 358043	
<b>Value of the viewpoint:</b>	This viewpoint has a <b>medium</b> value, typical of the urban fringe landscape of northern Crewe, with WCML forming a noticeable far distance component of the view.	<b>Sensitivity of the receptor:</b>
<b>Susceptibility of the receptor to the change arising from the Proposed Scheme:</b>	Residents have a strong interest in their visual environment and are therefore <b>highly</b> susceptible to visual change arising from the construction and operation of the Proposed Scheme.	<b>High</b>



# Viewpoint 304-02-002: view west from Broughton Road, Coppenhall, Crewe

## Visual baseline description

<b>Winter</b>	<p>Near-distance views from the rear of properties along Broughton Road comprise garden boundary fences and vegetation, towards pastoral fields with overgrown hedgerows and mature hedgerow trees, with small stands of mature field trees. Some properties are relatively well screened by garden boundary vegetation, while houses and apartments along the northern boundary of Maplins Moss Place have less established garden vegetation and more open views.</p> <p>WCML overhead line equipment is clearly visible in the middle distance, along with train movements. A linear belt of trees and shrubs alongside the railway partially screens visibility through to residential development beyond WCML. To the north, vegetation alongside Parkers Road forms a low far distance skyline, with Bridge Farm a noticeable feature of the view.</p>
<b>Summer</b>	In summer months, views are largely screened by boundary vegetation, hedgerows and field trees. Views from Maplins Moss Place will be across fields, to a well vegetated far distance skyline that partially filters WCML and train movements, and screens residential development beyond.
<b>Night-time</b>	The urban section of Broughton Road comprises street lighting to the south, while local roads are unlit with lighting limited to groups of properties to the south and beyond WCML to the west. There is a far distance skyglow from Crewe immediately to the west.

## Future baseline description

<b>Construction (2025)</b>	Committed development MA01/210 (Volume 5, Planning Data/Committed Development Map Book) is an application for up to 129 homes. This is an outline planning application and the detailed designs were not available at the time of writing. It is assumed that the scale of the developments is likely to be in keeping with adjacent property heights and densities. As such, the views west will be largely filtered by intervening vegetation and built form.
<b>Operation (2038)</b>	There are no committed developments that will change the baseline.

## Visual impact assessment

		Temporary effects during construction	Significance of effect
<b>Construction</b>		Residents will experience a substantial change to the composition of near-distance views. Large scale construction works will be visible, including the construction of Crewe tunnel north portal building and Crewe north portal cutting (retained cutting). The Crewe tunnel north main compound and associated construction activities will be visible in the near distance and across the majority of the view. The removal of hedgerows and trees will increase visibility towards the existing WCML. The demolition of building at Bridge Farm and construction works for Parkers Road Overbridge, including the loss of roadside and embankment vegetation, will be apparent in the far distance of the view. The magnitude of visual change will be <b>high</b> .	<b>Major adverse (significant)</b>
<b>Construction night-time</b>		The presence of night-time lighting for Crewe tunnel north main compound and construction activity in relation to Crewe tunnel north porous portal will introduce new lighting elements. There will be a noticeable increase in the prominence and extent of artificial lighting in the near distance illuminating otherwise dark fields, and in the context of well-lit residential areas beyond the WCML. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider view. At night there will be a <b>medium</b> magnitude of visual change.	<b>Moderate adverse (significant)</b>
<b>Construction cumulative assessment</b>		There are no developments which will result in cumulative effects.	No cumulative effect

			Permanent effects during operation	Significance of effect
<b>Year 1</b>	<b>Winter</b>		The Proposed Scheme including Crewe north portal cutting (retained cutting) and modification of Parkers Road overbridge will be visible but not prominent elements in the middle and far distance. The Proposed Scheme will be contained within the cutting, such that train movement will not be visible from properties bordering Broughton Road. The extension of Parkers Road overbridge will be visible in the far distance, as a low element on the skyline. Due to its immaturity reinstatement planting and mitigation planting alongside Crewe north cutting and at Parkers Road overbridge will not provide any additional screening or integration at year 1. The magnitude of visual change will be <b>low</b> .	<b>Minor adverse (non-significant)</b>
	<b>Night-time</b>		The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	Not assessed
<b>Year 15</b>	<b>Summer</b>		The establishment of mitigation planting alongside Crewe north portal cutting (retained cutting) and at Parkers Road overbridge will add a middle-distance and far distance linear tree belt by year 15, integrating the Proposed Scheme into the wider landscape and further filtering views of the Proposed Scheme components including Parkers Road overbridge. The magnitude of visual change will reduce to <b>negligible</b> .	<b>Negligible (non-significant)</b>
	<b>Night-time</b>		The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	Not assessed
<b>Year 30</b>	<b>Summer</b>		The further maturity of the mitigation planting at year 30 will provide denser screening associated with the presence of a linear tree belt following the eastern boundary of the Crewe north portal cutting (retained cutting). The mitigation planting will integrate the Proposed Scheme into the wider landscape and also provide an additional screen to existing train movements along WCML and development beyond the railway. The Parkers Road overbridge will be fully integrated into the landscape setting. The magnitude of visual change will be <b>low</b> .	<b>Minor beneficial (non-significant)</b>
	<b>Night-time</b>		The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	Not assessed
<b>Operation cumulative assessment</b>			There are no developments which will result in cumulative effects.	No cumulative effect

# Viewpoint 304-02-003: view north-west from the White Lion Public House, Coppenhall Moss

This viewpoint is representative of views experienced by residents of Warmingham Road and residents and visitors of the White Lion Public House and garden.

## Winter view (baseline)

Date taken: 16/02/2018 (stitched panorama)



## Summer view (baseline)

Date taken: 30/08/2018 (stitched panorama)



<b>Camera:</b>	Nikon D3200 SLR 50mm (equivalent) focal length	
<b>Approximate GPS co-ordinates ref.:</b>	370476, 358383	
<b>Value of the viewpoint:</b>	This viewpoint has a <b>medium</b> value, its wider composition beyond the limit of build development being representative of the open Cheshire Plain landscape to the north of Crewe.	<b>Sensitivity of the receptor:</b>  <b>High</b>
<b>Susceptibility of the receptor to the change arising from the Proposed Scheme:</b>	The susceptibility of these receptors is <b>high</b> . Residents have a strong interest in their visual environment and are therefore highly susceptible to visual change arising from the construction and operation of the Proposed Scheme. Visitors to the public house have lower susceptibility as their attention is not always focused on the landscape.	



# Viewpoint 304-02-003: view north-west from the White Lion Public House, Coppenhall Moss

## Visual baseline description

<b>Winter</b>	The near distance of the view for residential properties on Warmingham Road comprises garden vegetation including mature trees, and boundary fences or hedgerows. From the public house, the near distance is more open with a small area of grass with play equipment and outdoor seating. A post and wire fence and limited shrub planting form the boundary.
	In the middle distance are gently sloping rectilinear pastoral hedged fields. Field boundaries are hedgerows with occasional mature trees and narrow tree belts. A belt of mature trees to the west screen visibility beyond to Kent's Lane. Views west from Kent's Lane are filtered by intervening vegetation and built form.
	In the far distance is a network of field hedgerows and hedgerow trees, beyond which the WCML gantries can be seen against the skyline. An overhead power line and wind turbines are visible to the north against the skyline, beyond the field boundary hedgerows.
<b>Summer</b>	With summer foliage, views from residential properties on Warmingham Road are framed and heavily filtered by surrounding garden and boundary vegetation. Garden and field boundary vegetation also increase the sense of enclosure to the north and west. The more open near-distance views north and west from the public house garden extend beyond Kent's Lane in the middle distance.
<b>Night-time</b>	Warmingham Road is well lit by street lighting, whilst local roads within the view are unlit with night-time lighting limited to individual properties. The area is predominantly unlit with the wider skyglow generated by the town of Crewe.

## Future baseline description

<b>Construction (2025)</b>	There are no committed developments which will change the baseline.
<b>Operation (2038)</b>	There are no committed developments which will change the baseline.

## Visual impact assessment

		Temporary effects during construction	Significance of effect
<b>Construction</b>		Construction activity associated with Coppenhall Moss embankment, will be visible in the far distance of the view, on an alignment parallel with and to the east of WCML. The upper elements of construction equipment and operations in Warmingham Moss satellite compound, Warmingham Moss embankments and Footpath Crewe 29/1 accommodation overbridge will be visible over existing, intervening field boundary vegetation in the middle distance of the view. The undergrounding of an overhead power line, will be visible in the far distance of the view and seen against the skyline. The majority of views will be largely filtered through existing intervening vegetation or built form. The magnitude of visual change will be <b>low</b> .	Minor adverse (non-significant)
	<b>Construction night-time</b>	The presence of night-time lighting for Crewe tunnel north main compound will introduce localised lighting elements in the middle distance of the view to the south-west. Lighting within Warmingham Moss satellite compound to the north will contribute to a distant far distance skyglow. There will be a slight increase in the prominence of artificial lighting in the view for properties along Warmingham Road. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider view. At night there will be a <b>low</b> magnitude of visual change.	Minor adverse (non-significant)
<b>Construction cumulative assessment</b>		There are no developments which will result in cumulative construction effects.	No cumulative effect

		Permanent effects during operation	Significance of effect
<b>Year 1</b>	<b>Winter</b>	Operational effects will result from the introduction of infrastructure elements including overhead line equipment and train movements along a section of route on Coppenhall Moss embankment, Warmingham Moss embankments and the presence of Footpath Crewe 29/1 accommodation overbridge. Views towards these component elements will be heavily filtered by intervening field boundary hedges, hedgerow trees and garden vegetation. In the far distance, the Proposed Scheme will run in parallel with and east of WCML, with lower elements of the existing infrastructure and train movements screened by landscape earthworks of Coppenhall Moss embankment. Immature mitigation planting will not provide any additional screening or integration at year 1. The magnitude of visual change will be <b>low</b> .	Minor adverse (non-significant)
	<b>Night-time</b>	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	Not assessed
<b>Year 15</b>	<b>Summer</b>	The growth of mitigation planting on Coppenhall Moss embankment will add a further far distance screening element in combination with the existing intervening field boundaries, hedgerow trees and garden vegetation. Mitigation planting will integrate and soften the linear appearance of the landscape earthworks east of the Proposed Scheme in the far distance. The magnitude of visual change will reduce to <b>negligible</b> .	Negligible (non-significant)
	<b>Night-time</b>	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	Not assessed
<b>Year 30</b>	<b>Summer</b>	The further maturity of the mitigation planting at year 30 will provide denser screening in summer months, with established tree and woodland planting on the landscape earthworks east of the Proposed Scheme. Coppenhall Moss embankment will appear well wooded and in character with existing woodland and field boundary vegetation. The magnitude of visual change will remain <b>negligible</b> .	Negligible (non-significant)
	<b>Night-time</b>	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	Not assessed
<b>Operation cumulative assessment</b>		There are no developments which will result in cumulative effects.	No cumulative effect

# Viewpoint 304-02-004: view east from Bleasdale Road, Leighton, Crewe

This viewpoint is representative of views experienced by residents in properties bordering WCML between Bleasdale Road, Parkers Road and Thornfields, users of Footpath Crewe 12/2 and 12/1, and users of the public open space linking Footpath Crewe 12/2 and 12/1.

## Winter view (baseline)

Date taken: 13/02/2018 (stitched panorama)



## Summer view (baseline)

Date taken: 30/08/2018 (stitched panorama)



<b>Camera:</b>	Nikon D3200 SLR 50mm (equivalent) focal length
<b>Approximate GPS co-ordinates ref.:</b>	369796, 358344
<b>Value of the viewpoint:</b>	This viewpoint has a <b>medium</b> value, with WCML forming a noticeable feature within associated views.
<b>Susceptibility of the receptor to the change arising from the Proposed Scheme:</b>	Residents have a strong interest in their visual environment and the attention of recreational receptors is focused on the landscape. They are both therefore <b>highly</b> susceptible to visual change arising from the construction and operation of the Proposed Scheme.
<b>Sensitivity of the receptor:</b>	
<b>Medium-high</b>	



# Viewpoint 304-02-004: view east from Bleasdale Road, Leighton, Crewe

## Visual baseline description

<b>Winter</b>	<p>The near distance comprises tarmacked roads, driveways and footpaths within a residential estate of detached two-storey residential properties. Front garden vegetation is typically limited, allowing for open visibility from property curtilages.</p> <p>WCML is intermittently visible in the middle-distance of the view between properties, bordered by low mounded earthworks along the railway's western boundary. A belt of tree planting forms a partial screen to overhead line equipment and train movements. Beyond WCML views are heavily filtered towards a far distance of pastoral fields, field trees and hedges.</p> <p>The residential properties on Bleasdale Road, Parkers Road and Thornfields are typically orientated north south with oblique views towards the public open space adjacent to the WCML. Where there are gaps in existing tree and garden vegetation, the WCML fencing, overhead line equipment and train movements are apparent. Moss Bridge Farm and outbuildings are notable elements beyond the WCML. Views south to Parkers Road are screened by existing vegetation on the road embankment. Views north from properties on Thornfields and the adjacent surfaced footpath are enclosed by existing established woodland.</p>
<b>Summer</b>	<p>In summer, WCML is largely obscured by shrub and tree planting in foliage alongside the railway and on the low screen bund, although overhead line equipment is visible above intervening vegetation. Visibility is limited to the middle distance and there is a sense of enclosure from a combination of buildings and surrounding vegetation.</p>
<b>Night-time</b>	<p>The residential area is well-lit at night. However, in the middle distance to the east, the adjacent recreational space and WCML are unlit. Well-lit residential areas and street lighting in the far distance, contribute to skyglow.</p>

## Future baseline description

<b>Construction (2025)</b>	<p>There are no committed developments which will change the baseline.</p>
<b>Operation (2038)</b>	<p>There are no committed developments which will change the baseline.</p>

## Visual impact assessment

		<b>Temporary effects during construction</b>	<b>Significance of effect</b>
<b>Construction</b>		<p>There will be a noticeable change to the composition of near and middle-distance views. Large scale construction works will be visible, including Coppenhall Moss cutting, Warmingham Moss northbound WCML embankment and Coppenhall Moss north embankment, Footpath Crewe 29/1 accommodation overbridge and Parkers Road Overbridge. Users of Footpath Crewe 12/2 and 12/1 will experience sequential views along the western margin of the WCML. Temporary material stockpiles, the loss of existing vegetation and the demolition of buildings at Moss Bridge Farm will be evident to residents and footpath users. The stockpiles will be sited beyond the WCML with views of them filtered by existing mature vegetation alongside the western boundary of the WCML. Oblique and partially filtered views of the construction of Parkers Road Overbridge will be evident to residents and footpath users closer to Parkers Road. The removal of existing woodland will afford open near distance views from the surfaced Footpath Crewe 29/1 northwards towards the construction works associated with Footpath Crewe 29/1 accommodation overbridge. Views from properties along Perry Fields will be partially filtered by existing vegetation although construction of Footpath Crewe 29/1 accommodation overbridge will be visible above the tree canopies. The magnitude of visual change will be <b>medium</b>.</p>	<b>Moderate adverse (significant)</b>
<b>Construction night-time</b>		<p>The presence of night-time lighting for Crewe tunnel north main compound will introduce localised lighting elements which will be noticeable above existing intervening vegetation and WCML in a predominantly urban and well-lit view. This will result in a slight increase in the prominence of artificial lighting in the far distance of the view. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider view. At night there will be a <b>low</b> magnitude of visual change.</p>	<b>Minor adverse (non-significant)</b>
<b>Construction cumulative assessment</b>		<p>There are no developments which will result in cumulative construction effects.</p>	<b>No cumulative effect</b>

		<b>Permanent effects during operation</b>	<b>Significance of effect</b>
<b>Year 1</b>	<b>Winter</b>	<p>Views towards the Proposed Scheme elements including Coppenhall Moss cutting, Warmingham Moss northbound and southbound spurs and Footpath Crewe 29/1 accommodation overbridge will be largely filtered by the existing mature tree planting and landform bordering WCML and to the north of the residential area. However, the removal of existing woodland during the construction phase will be apparent for residents from properties on Aysgarth Avenue, Perryfields and Thornfields. This loss of woodland will allow open, near-distance views from the surfaced footpath northwards towards Footpath Crewe 29/1 accommodation overbridge and associated embankment. Immature mitigation planting will not provide any additional screening or integration at year 1. Views from properties along Perry Fields will be partially filtered by existing vegetation although the overbridge will be visible above the tree canopies. Train movements and overhead line equipment on the Proposed Scheme will be filtered but visible beyond that of WCML, partially contained by Coppenhall Moss cutting. The magnitude of visual change will be <b>low</b>.</p>	<b>Minor adverse (non-significant)</b>
	<b>Night-time</b>	<p>The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.</p>	<b>Not assessed</b>
<b>Year 15</b>	<b>Summer</b>	<p>The establishment of landscape reinstatement planting and mitigation planting along the eastern boundary of Coppenhall Moss cutting and footpath Crewe 29/1 accommodation overbridge embankment will assist in the visual integration of the Proposed Scheme and provide some additional screening of footpath Crewe 29/1 accommodation overbridge. The magnitude of visual change will remain <b>low</b>.</p>	<b>Minor adverse (non-significant)</b>
	<b>Night-time</b>	<p>The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.</p>	<b>Not assessed</b>
<b>Year 30</b>	<b>Summer</b>	<p>The further maturity of the mitigation planting at year 30 will provide denser screening in summer months, notably mitigation planting alongside footpath Crewe 29/1 accommodation overbridge. The magnitude of visual change will remain <b>low</b>.</p>	<b>Minor adverse (non-significant)</b>
	<b>Night-time</b>	<p>The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.</p>	<b>Not assessed</b>
<b>Operation cumulative assessment</b>		<p>There are no developments which will result in cumulative operation effects.</p>	<b>No cumulative effect</b>

# Viewpoint 304-03-005: view west from Footpath Crewe 28/1 (Crewe and Nantwich Circular Walk), Coppenhall Moss

This viewpoint is representative of sequential views experienced by users of Footpaths Crewe 28/1, 29/1 and 30/1, part of the promoted Crewe and Nantwich Circular Walk, Crewe.

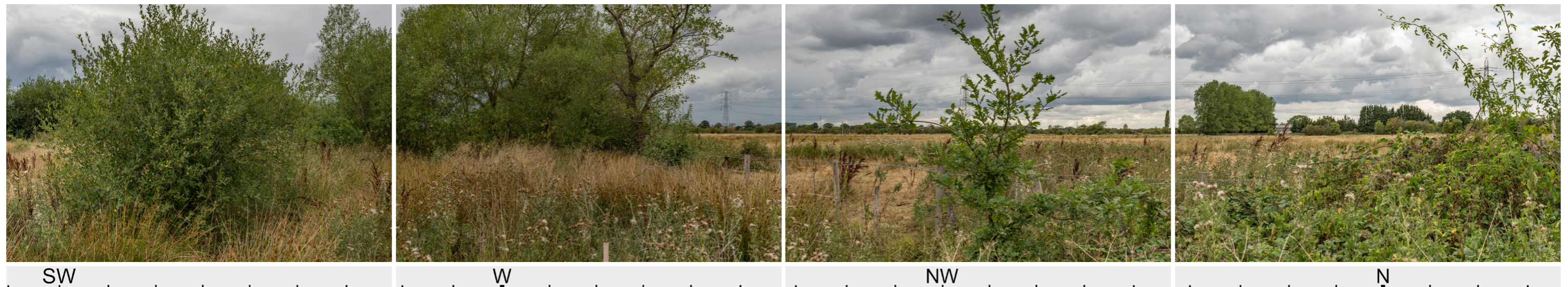
## Winter view (baseline)

Date taken: 26/03/2018. Time taken: 16:05



## Summer view (baseline)

Date taken: 10/08/2018. Time taken: 10:38



<b>Camera:</b>	Sony a7RII, FFS, Zeiss Loxia 50mm f/2.0 lens
<b>Approximate GPS co-ordinates ref.:</b>	370188, 358722
<b>Elevation:</b>	49.135m AOD
<b>Value of the viewpoint:</b>	This viewpoint has a <b>medium</b> value, its composition being representative and typical of the Cheshire Plain landscape to the north of Crewe, with WCML a noticeable component of view.
<b>Susceptibility of the receptor to the change arising from the Proposed Scheme:</b>	The attention of recreational users of the PRow, canal and towpath is focused on the surrounding landscape and canal. They are therefore <b>highly</b> susceptible to visual change arising from the construction and operation of the Proposed Scheme.
<b>Sensitivity of the receptor:</b>	
<b>High</b>	



# Viewpoint 304-03-005: view west from Footpath Crewe 28/1 (Crewe and Nantwich Circular Walk), Coppenhall Moss

## Visual baseline description

<b>Winter</b>	<p>The near distance comprises overgrown grassland with tall ruderal grasses and field boundary vegetation of hedgerows and broken belts of shrubs and trees. Post and wire fences separate the footpath from an area of rough pasture and semi improved pastoral fields in the middle-distance of view. Gaps in the vegetation alongside the footpath allow views towards WCML, its overhead line equipment and train movements, while overhead pylons and wind turbines are evident along the skyline.</p> <p>The far distance to the west of WCML comprises belts of field boundary vegetation limiting more distant views. Buildings associated with Moss Farm are visible to the north of the view, between mixed shelter belt planting. A footbridge over the railway to the west and the rooflines of new residential development on the western side of the railway are visible above intervening field vegetation.</p>
<b>Summer</b>	In summer, views from the footpath are limited by intervening field boundary vegetation and tall ruderal grasses although the overhead line equipment and train movement associated with WCML remains partially visible, along with pylons and wind turbines on the skyline.
<b>Night-time</b>	The night-time visual baseline is not described for this viewpoint as night-time effects have only been considered for occupiers of residential properties and people staying in hotel and healthcare institutions.

## Future baseline description

<b>Construction (2025)</b>	There are no committed developments which will change the baseline.
<b>Operation (2038)</b>	There are no committed developments which will change the baseline.

## Visual impact assessment

		<b>Temporary effects during construction</b>	<b>Significance of effect</b>
<b>Construction</b>		Footpath users will experience a substantial change to the composition of near and middle distance views. Large scale construction works will be visible, including the construction of Footpath Crewe 29/1 accommodation overbridge, Warmingham Moss southbound viaduct and Warmingham Moss northbound viaduct, Coppenhall Moss north embankment, Warmingham Moss southbound embankments 1 and 2. Major utility works, Warmingham Moss satellite compound, temporary material stockpiles and the conveyor together with vehicular movements will be visible in the middle-distance. The removal of hedgerows and skyline vegetation will increase the visibility of the WCML. Construction works will be viewed widely across the skyline. Temporary activity relating to habitat creation will be evident in the near distance. The magnitude of visual change will be <b>high</b> .	<b>Major adverse (significant)</b>
<b>Construction night-time</b>		Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	Not assessed
<b>Construction cumulative assessment</b>		There are no developments which will result in cumulative construction effects.	No cumulative effect

			<b>Permanent effects during operation</b>	<b>Significance of effect</b>
<b>Year 1</b>	<b>Winter</b>		There will be a substantial change to the composition of near and middle-distance views. Warmingham Moss southbound viaduct, Warmingham Moss northbound viaduct, Warmingham Moss southbound embankment No. 2 and Footpath Crewe 29/1 accommodation overbridge will be visible. The visibility of the Proposed Scheme, along with train movements and the presence of overhead line equipment, will change the skyline across a large proportion of the view. However, ground level train movements associated with the Proposed Scheme and viewed in association with existing train movements along the WCML will be partially screened by mitigation earthworks. Immature mitigation planting will not provide any screening or integration by year 1. Although existing WCML rail infrastructure is an existing component of the landscape, the Proposed Scheme will introduce embankments and viaduct structures as raised elements seen on the skyline, thus increasing the visibility of rail infrastructure beyond that currently experienced. The magnitude of visual change will be <b>high</b> .	<b>Major adverse (significant)</b>
	<b>Night-time</b>		Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	Not assessed
<b>Year 15</b>	<b>Summer</b>		Maturing mitigation planting in association with landscape earthworks, will assist in the visual integration of Warmingham Moss northbound and southbound viaducts and Warmingham Moss southbound spur embankment No.2. The planting will also help to integrate the Proposed Scheme with the landscape by further screening train movements and overhead line equipment. Mitigation planting will also have the beneficial effect of filtering views to the WCML. However, the viaducts, train movements and overhead line equipment will remain evident across much of the view. The magnitude of visual change will reduce to <b>medium</b> .	<b>Moderate adverse (significant)</b>
	<b>Night-time</b>		Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	Not assessed
<b>Year 30</b>	<b>Summer</b>		Only the upper parts of Warmingham Moss northbound and southbound viaducts will be visible in the near and middle distance, as the mature landscape planting will partially filter views to the lower sections of Warmingham Moss northbound viaduct. The magnitude of visual change will remain <b>medium</b> .	<b>Moderate adverse (significant)</b>
	<b>Night-time</b>		Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	Not assessed
<b>Operation cumulative assessment</b>			There are no developments which will result in cumulative operation effects.	No cumulative effect

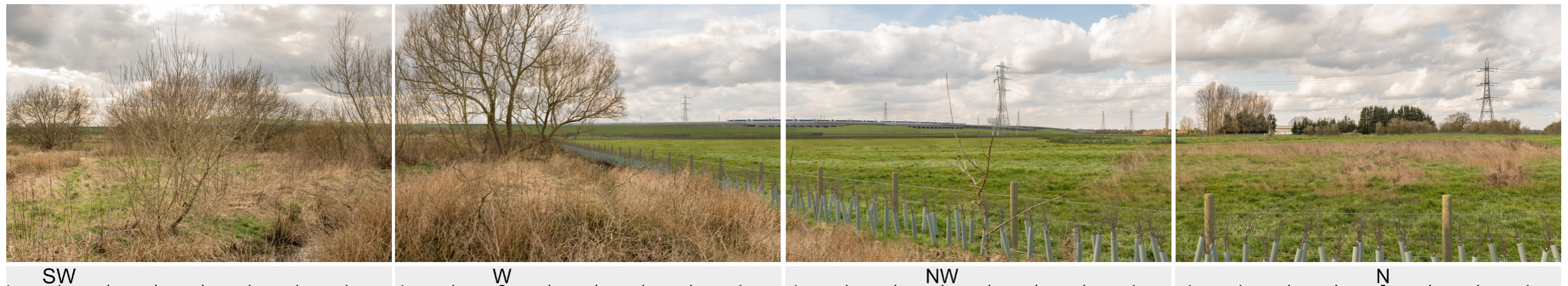
# Viewpoint 304-03-005: view west from Footpath Crewe 28/1 (Crewe and Nantwich Circular Walk), Coppenhall Moss

## Current baseline - winter view

Date taken: 26/03/2018. Time taken: 16:05.



## Winter verifiable photomontage - operation year 1



The viewpoint has been taken approximately 339.8m away from the Proposed Scheme. Viewpoint location shown on Map LV-01-706. For full details of the visual assessment at viewpoint 304-03-005 refer to Volume 5: Appendix LV-08-MA01, Part 3.

This verifiable photomontage (Type 4 as described in Visual Representation of Development Proposals LI TGN 06/19) provides an illustration of how the Proposed Scheme may look in 2038 (opening year) to help inform the visual impact assessment. The design of the Proposed Scheme may be subject to design development in response to consultation. Development of detail design after hybrid Bill submission will not result in any significant adverse change in the environmental effects reported in the assessment. Where new planting is proposed, it has been shown as immature plants which would mature over time to further integrate the Proposed Scheme into the landscape.

Each individual image represents a 39.6° horizontal field of view with planar projection. At this scale the images do not lend themselves to direct comparison out in the field. Therefore, for viewing in the field, it is recommended that each image from the panoramic photomontage is printed individually, onto an A3 landscape sheet (image size 390mm x 260mm) to be viewed at a comfortable arms length. For further details on the selection of photomontage locations, verifiable methodology and presentation refer to the Landscape and visual assessment Technical Note - Approach to verifiable photomontages (SMR Volume 5: Appendix CT-001-00001).

<b>Camera:</b>	Sony a7RII, FFS, Zeiss Loxia 50mm f/2.0 lens		
<b>Approximate GPS co-ordinates ref.:</b>	370188, 358722	<b>Direction of View:</b>	299°
<b>Elevation:</b>	49.135m AOD	<b>Height of Camera:</b>	1.6m



<b>Map Number</b>	LV-01-706
<b>Map Name</b>	Verifiable Photomontage Operation Year 1 (2038) - Winter Viewpoint 304-03-005
<b>Community Area :</b>	MA01

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**Date: May 2021**

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# Viewpoint 304-02-006: view east from Moss Lane, Crewe and Nantwich Circular Walk

This viewpoint is representative of views experienced by residents of Moss Lane and users of Footpath Leighton 7/1 and Crewe Footpath 12/1 (part of Crewe and Nantwich Circular Walk).

## Winter view (baseline)

Date taken: 13/02/2018 (stitched panorama)

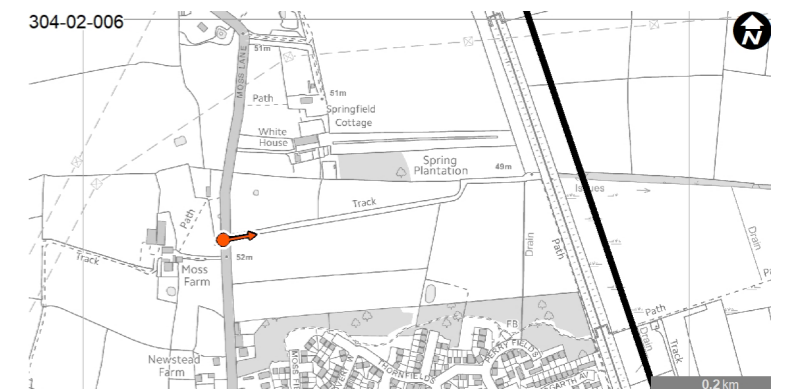


## Summer view (baseline)

Date taken: 30/08/2018 (stitched panorama)



<b>Camera:</b>	Nikon D3200 SLR 50mm (equivalent) focal length	
<b>Approximate GPS co-ordinates ref.:</b>	369230, 358637	
<b>Value of the viewpoint:</b>	This viewpoint has a <b>medium</b> value, its composition being representative of the Cheshire Plain landscape to the north of Crewe.	<b>Sensitivity of the receptor:</b>  <b>High</b>
<b>Susceptibility of the receptor to the change arising from the Proposed Scheme:</b>	Residents have a strong interest in their visual environment and the attention of recreational receptors is focused on the landscape. They are both therefore <b>highly</b> susceptible to visual change arising from the construction and operation of the Proposed Scheme.	



# Viewpoint 304-02-006: view east from Moss Lane, Crewe and Nantwich Circular Walk

## Visual baseline description

<b>Winter</b>	<p>In the near distance are managed roadside and trackside hedges, with occasional breaks and field accesses. Views from Moss Lane properties have interrupted or filtered views through garden boundary vegetation and roadside hedges.</p> <p>In the middle distance and beyond Moss Lane are long, rectilinear fields of semi-improved pasture, bordered by managed hedgerows with occasional hedgerow trees. A mature woodland belt screens properties in Leighton to the south, while intermittent overgrown hedges and small woodlands including Spring Plantation break up views to the north. Established gardens and hedgerows are typical for residential properties. An overhead power line and a wind turbine are noticeable. WCML is intermittently visible, with existing train movements and overhead line equipment partially screened by intervening vegetation and buildings. Peak District hills are visible in the far distance and form the skyline to the east.</p>
<b>Summer</b>	<p>There is an increased sense of enclosure due to foliage on roadside hedges and woodland to the north and south. Views from properties off Moss Lane will be further filtered or interrupted by intervening boundary vegetation. Views for footpath users are contained by hedges that border Moss Lane and the adjoining lane.</p>
<b>Night-time</b>	<p>Rural roads within the field of view are predominantly unlit and other night-time lighting within the view is limited to individual or isolated properties and the residential estate which lies beyond a belt of woodland to the south. There is a far distance skyglow from the town of Crewe to the south.</p>

## Future baseline description

<b>Construction (2025)</b>	<p>Committed development MA01/170 (Volume 5, Planning Data/Committed Development Map Book) for the construction of up to 400 dwellings will potentially introduce new visual receptors into the study area. This is an outline planning applications and the detailed designs were not available at the time of writing. It is assumed that the scale of the developments is likely to be in keeping with adjacent property heights and densities.</p>
<b>Operation (2038)</b>	<p>There are no committed developments which will change the baseline.</p>

## Visual impact assessment

		Temporary effects during construction	Significance of effect
<b>Construction</b>		Residents and footpath users will experience a substantial change to middle distance views. Large-scale construction works will be visible including the construction of Footpath Crewe 29/1 accommodation overbridge, Warmingham Moss southbound WCML embankment, Warmingham Moss northbound WCML embankment, Coppenhall Moss south embankment landscape earthworks and box structures. Major utility works, site haul routes and movements, Warmingham Moss satellite compound, temporary material stockpiles and the conveyor route together with vehicular movements will be visible in the middle-distance. Clearance of some hedgerow and vegetation along the horizon will be evident, along with the demolition of WCML footbridge for PRoW Footpath Minshull Vernon 2/1 and Footpath Warmingham 16/2. Construction works will be visible across the majority of the view and on the skyline, although along Moss Lane this will be interrupted by existing hedgerow and woodland planting in the near distance and middle-distance. The magnitude of visual change will be <b>high</b> .	<b>Major adverse (significant)</b>
<b>Construction night-time</b>		Moss Lane satellite compound, Warmingham Moss satellite compound and construction activity in relation to Warmingham Moss north and southbound viaducts and scheme-related required works on WCML will introduce new lighting elements within a predominantly rural and unlit area. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider view. At night there will be a <b>medium</b> magnitude of visual change.	<b>Moderate adverse (significant)</b>
<b>Construction cumulative assessment</b>		There are no developments which will result in cumulative effects.	<b>No cumulative effect</b>

		Permanent effects during operation	Significance of effect
<b>Year 1</b>	<b>Winter</b>	Residents of properties along Moss Lane and footpath users will have near and middle-distance views of Warmingham Moss southbound viaduct and Warmingham Moss northbound viaduct. Train movements and the presence of overhead line equipment will be visible, which will interrupt the skyline across much of the view. Ground level train movements along the Proposed Scheme at grade will be partially screened by mitigation earthworks, and will have a beneficial effect in screening existing WCML train movements. Although the WCML is an existing component of the landscape, the Proposed Scheme will introduce additional railway infrastructure including viaducts, embankments and earthworks into the landscape, resulting in an increased visibility of such elements, beyond that currently experienced. Due to its immaturity, the mitigation planting, however, will not provide any screening by year 1. The magnitude of visual change will be <b>high</b> .	<b>Major adverse (significant)</b>
	<b>Night-time</b>	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	<b>Not assessed</b>
<b>Year 15</b>	<b>Summer</b>	The maturing of mitigation planting on landscape earthworks assist in the visual integration and screening of Warmingham Moss southbound and northbound viaducts. The planting will also help to integrate the Proposed Scheme into the landscape by partly filtering train movements and overhead line equipment on the Proposed Scheme and indirectly that of the WCML. However, the train movements and overhead line equipment of Warmingham Moss northbound and Warmingham Moss southbound viaducts will remain evident across much of the view. The magnitude of visual change will reduce to be <b>medium</b> .	<b>Moderate adverse (significant)</b>
	<b>Night-time</b>	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	<b>Not assessed</b>
<b>Year 30</b>	<b>Summer</b>	Residents and footpath users will have views of the upper parts of Warmingham Moss northbound viaduct and Warmingham Moss southbound viaduct in the middle distance. However, the greater maturity of mitigation planting will partially filter views to the lower sections of Warmingham Moss northbound viaduct. The <b>medium</b> magnitude of visual change will remain.	<b>Moderate adverse (significant)</b>
	<b>Night-time</b>	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	<b>Not assessed</b>
<b>Operation cumulative assessment</b>		There are no developments which will result in cumulative operation effects.	<b>No cumulative effect</b>

# Viewpoint 304-02-007: view west from Footpath Warmingham 16/2 at Moss Farm, Coppenhall Moss

This viewpoint is representative of views experienced by residents of Moss Farm and Moss Fields Farm, from residential properties along Moss Lane and by users of Footpath Warmingham 16/2.

## Winter view (baseline)

Date taken: 16/02/2018 (stitched panorama)



## Summer view (baseline)

Date taken: 30/08/2018 (stitched panorama)



<b>Camera:</b>	Nikon D3200 SLR 50mm (equivalent) focal length
<b>Approximate GPS co-ordinates ref.:</b>	370068, 359085
<b>Value of the viewpoint:</b>	This viewpoint has a <b>medium</b> value, its composition of treed countryside being representative of the Cheshire Plain landscape to the north of Crewe, with the existing WCML a noticeable component of the view.
<b>Susceptibility of the receptor to the change arising from the Proposed Scheme:</b>	Residents have a strong interest in their visual environment and the attention of footpath users is focused on the landscape. They are both therefore <b>highly</b> susceptible to visual change arising from the construction and operation of the Proposed Scheme
<b>Sensitivity of the receptor:</b>	
<b>High</b>	



# Viewpoint 304-02-007: view west from Footpath Warmingham 16/2 at Moss Farm, Coppenhall Moss

## Visual baseline description

<b>Winter</b>	<p>Near-distance views comprise medium sized semi-improved pastoral fields seen beyond overgrown field boundary vegetation. Nearby residential properties have views screened by near distance garden trees and boundary hedges. Middle-distance views are of overgrown field boundary hedgerows, beyond which overhead line equipment and a pedestrian footbridge over WCML are visible structures. Train movement is evident in the middle-distance of the view. Views west from residential properties are partially screened and filtered by farm outbuildings and garden vegetation. Relatively thin hedgerows and groups of trees line the footpath and partially filter views.</p> <p>The far distance of the view is defined by an overlapping of distant field hedgerows and woodland copses beyond WCML. Spring Farm is partially visible to the west, along with overhead power lines, wooden telegraph poles and wind turbines at Coppenhall Junction which are visible on the skyline.</p>
<b>Summer</b>	<p>The extent of view is reduced due to the presence of summer foliage on field boundary hedgerows and trees, with additional screening of overhead line equipment and train movement on WCML. Pylons and wind turbines remain visible above field boundaries and tree canopies.</p>
<b>Night-time</b>	<p>Local roads in the area are unlit, with views to night-time lighting limited to individual or isolated properties. There is a prominent far distance skyglow from the town of Crewe to the south.</p>

## Future baseline description

<b>Construction (2025)</b>	<p>There are no committed developments which will change the baseline.</p>
<b>Operation (2038)</b>	<p>There are no committed developments which will change the baseline.</p>

## Visual impact assessment

		<b>Temporary effects during construction</b>	<b>Significance of effect</b>
<b>Construction</b>		<p>Residents and footpath users will experience a substantial change to the composition of near and middle-distance views. Large scale construction works will be visible, including: Footpath Crewe 29/1 accommodation overbridge, Warmingham Moss northbound and southbound viaducts, Coppenhall Moss north embankment, Warmingham Moss southbound embankment no. 1 and Warmingham Moss southbound embankment no. 2. Major utility works, Warmingham Moss satellite compound, areas of temporary material stockpiles and the conveyor, together with vehicular movements. The removal of hedgerows and vegetation along the horizon will increase the visibility of the WCML. Construction works will be viewed widely across the skyline. The magnitude of visual change will be <b>high</b>.</p>	<b>Major adverse (significant)</b>
<b>Construction night-time</b>		<p>The presence of night-time lighting for Warmingham Moss satellite compound and Moss Lane satellite compound and construction activity for Coppenhall Moss north embankment, Warmingham Moss southbound embankment no. 1 and no. 2 will introduce localised lighting elements in the middle-ground to the west. This will result in a noticeable increase of artificial lighting in the view. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider view. At night there will be a <b>medium</b> magnitude of visual change.</p>	<b>Moderate adverse (significant)</b>
<b>Construction cumulative assessment</b>		<p>There are no developments which will result in cumulative construction effects.</p>	<b>No cumulative effect</b>

			<b>Permanent effects during operation</b>	<b>Significance of effect</b>
<b>Year 1</b>	<b>Winter</b>		<p>Residents and footpath users will experience a substantial change to the composition of near and middle-distance views. Warmingham Moss southbound viaduct, Warmingham Moss northbound viaduct, Warmingham Moss southbound embankment No. 2 and Footpath Crewe 29/1 accommodation overbridge will be visible. The visibility of the Proposed Scheme, along with train movements and the presence of overhead line equipment, will change the skyline across a large proportion of the view. However, ground level train movements associated with the Proposed Scheme and viewed in the context of existing train movements along the WCML will be partially screened by mitigation earthworks. Immature mitigation planting will not provide any screening or integration by year 1. Although the existing WCML is an existing component of the landscape, the Proposed Scheme will introduce embankments and viaduct structures as raised elements on the skyline, increasing the visibility of rail infrastructure beyond that currently experienced. The magnitude of visual change will be <b>high</b>.</p>	<b>Major adverse (significant)</b>
	<b>Night-time</b>		<p>The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.</p>	<b>Not assessed</b>
<b>Year 15</b>	<b>Summer</b>		<p>Maturing mitigation planting on mitigation earthworks assist in the visual integration and screening of Warmingham Moss southbound viaduct, Warmingham Moss northbound viaduct and Warmingham Moss southbound embankment No.2. The planting will also help to integrate the Proposed Scheme into views across the landscape by further filtering views to train movements and overhead line equipment. Mitigation planting will also filter views to the WCML. However, the viaducts, train movements and overhead line equipment will remain evident across much of the view. The magnitude of visual change will reduce to <b>medium</b>.</p>	<b>Moderate adverse (significant)</b>
	<b>Night-time</b>		<p>The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.</p>	<b>Not assessed</b>
<b>Year 30</b>	<b>Summer</b>		<p>Only the upper parts of Warmingham Moss northbound and southbound viaducts will be visible in the near and middle distance, as the mature landscape planting will partially filter views to the lower sections of Warmingham Moss northbound viaduct. The magnitude of visual change will remain <b>medium</b>.</p>	<b>Moderate adverse (significant)</b>
	<b>Night-time</b>		<p>The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.</p>	<b>Not assessed</b>
<b>Operation cumulative assessment</b>			<p>There are no developments which will result in cumulative operation effects.</p>	<b>No cumulative effect</b>

# Viewpoint 304-02-008: view west from Drury Lane, Coppenhall Moss

This viewpoint is representative of views experienced by residents of Moss Lane Farm, Lane Ends Farm, Moss End Farm, Fields Farm, from residential properties on Drury Lane and by users of the on-road cycle route along Drury Lane.

## Winter view (baseline)

Date taken: 16/02/2018 (stitched panorama)

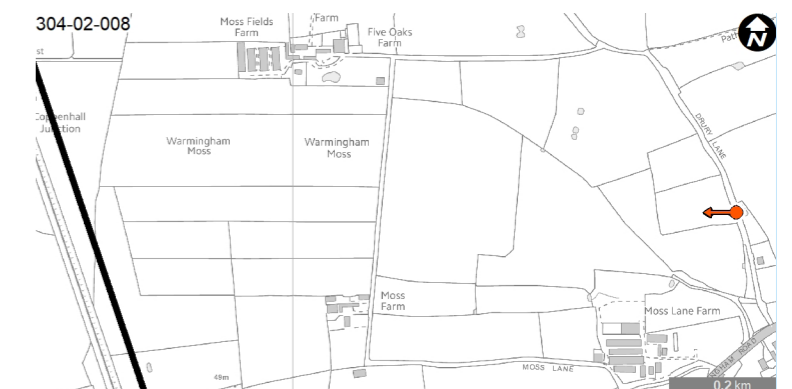


## Summer view (baseline)

Date taken: 30/08/2018 (stitched panorama)



<b>Camera:</b>	Nikon D3200 SLR 50mm (equivalent) focal length
<b>Approximate GPS co-ordinates ref.:</b>	370820, 359364
<b>Value of the viewpoint:</b>	This viewpoint has a <b>medium</b> value, its composition being typical of the treed countryside that forms the Cheshire Plain landscape to the north of Crewe.
<b>Susceptibility of the receptor to the change arising from the Proposed Scheme:</b>	Residents have a strong interest in their visual environment and the attention of recreational receptors is focused on the landscape. They are both therefore <b>highly</b> susceptible to visual change arising from the construction and operation of the Proposed Scheme.
<b>Sensitivity of the receptor:</b>	
<b>High</b>	



# Viewpoint 304-02-008: view west from Drury Lane, Coppenhall Moss

## Visual baseline description

<b>Winter</b>	<p>The viewpoint is on Drury Lane, north of Warmingham Road junction. In the near distance, to the south-west a dense roadside hedge interspersed with mature trees restricts westward visibility to field gateways and hedgerow gaps. Views from properties and for cyclists on Drury Lane are typically screened by intervening roadside hedgerows, trees and farm outbuildings with filtered visibility afforded to the pastoral fields. Moss Lane Farm is in the middle distance, with field boundary hedges and trees on gently rising rectangular pastoral fields. A well vegetated ditch crosses the view from near to middle distance. Looking west, the upper elements of buildings at Moss farm are visible.</p> <p>In the far distance, looking north-west taller buildings at Moss Fields Farm are visible through field boundary hedges and mature hedge and ditch line trees. The tops of WCML gantries are glimpsed, with an overhead power lines and wind turbines against the skyline.</p>
<b>Summer</b>	<p>With summer foliage, views from residential properties and from the on-road cycle route are further restricted by mature roadside and field boundary hedges, whilst individual hedgerow and ditch line trees appear more prominent. The upper elements of WCML gantries and the wind turbines remain visible, seen above intervening vegetation on the skyline.</p>
<b>Night-time</b>	<p>Local roads in the area are unlit, with views to night-time lighting limited to individual or isolated properties. There is a prominent far distance skyglow from the town of Crewe approximately 1km to the south-west.</p>

## Future baseline description

<b>Construction (2025)</b>	<p>There are no committed developments which will change the baseline.</p>
<b>Operation (2038)</b>	<p>There are no committed developments which will change the baseline.</p>

## Visual impact assessment

		<b>Temporary effects during construction</b>	<b>Significance of effect</b>
<b>Construction</b>		<p>For residents and recreational users of Drury Lane, the upper elements of construction equipment at Warmingham Moss satellite compound and the construction of Coppenhall Moss embankment will be visible in the far distance, parallel with and immediately east of the existing WCML. A combination of distance and existing field boundary and roadside hedgerow vegetation will largely screen lower level construction activity. The construction of landscape earthworks east of the Proposed Scheme, Warmingham Moss satellite compound and a materials storage area will be visible west of Moss Farm. The loss of some field hedgerows and trees will be perceived in the far distance and on the skyline but will not noticeably alter the characteristics of the view from Drury Lane. Views from the residential properties in farm steadings at Lane Ends and along Drury Lane will have more open views of construction traffic using Warmingham Road and construction activity along Moss Lane. The magnitude of visual change will be <b>low</b>.</p>	<b>Minor adverse (non-significant)</b>
<b>Construction night-time</b>		<p>The presence of night-time lighting for Warmingham Moss satellite compound, Moss Lane satellite compound and lighting for construction activity in relation to Warmingham Moss viaduct will introduce localised lighting elements in the far distance to the west resulting in a slight increase in the prominence and extent of artificial lighting in the view. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider view. At night there will be a <b>low</b> magnitude of visual change.</p>	<b>Minor adverse (non-significant)</b>
<b>Construction cumulative assessment</b>		<p>There are no developments which will result in cumulative construction effects.</p>	<b>No cumulative effect</b>

			<b>Permanent effects during operation</b>	<b>Significance of effect</b>
<b>Year 1</b>	<b>Winter</b>		<p>Operational effects will result from the introduction of infrastructure elements including overhead line equipment and train movements in the far distance. Views towards the upper elements of the Proposed Scheme will be filtered by intervening hedges, hedgerow trees and ditch line trees. Although the upper elements of overhead line equipment and train movements will be visible on the skyline, these will be seen in the context of existing WCML equipment and train movements and therefore will not be uncharacteristic of the existing view. Mitigation planting will not provide any additional screening or integration at year 1. The magnitude of visual change will therefore be <b>low</b>.</p>	<b>Minor adverse (non-significant)</b>
	<b>Night-time</b>		<p>The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.</p>	<b>Not assessed</b>
<b>Year 15</b>	<b>Summer</b>		<p>The growth of mitigation planting on Coppenhall Moss embankment east of the Proposed Scheme will add a further far distance screening element in combination with the existing intervening field, road and ditch line trees and hedgerows. The varied edge to the mitigation woodland planting will integrate and soften the linear appearance of the landscape earthworks east of the Proposed Scheme and will largely screen views of overhead line equipment and train movements. The magnitude of visual change will reduce to <b>negligible</b>.</p>	<b>Negligible (non-significant)</b>
	<b>Night-time</b>		<p>The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.</p>	<b>Not assessed</b>
<b>Year 30</b>	<b>Summer</b>		<p>The maturity of the mitigation planting at year 30 will provide denser screening in summer months. Woodland planting on the landscape earthworks east of Coppenhall Moss embankment will appear in character with other mature landscape components. The magnitude of visual change will remain <b>negligible</b>.</p>	<b>Negligible (non-significant)</b>
	<b>Night-time</b>		<p>The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.</p>	<b>Not assessed</b>
<b>Operation cumulative assessment</b>			<p>There are no developments which will result in cumulative operation effects.</p>	<b>No cumulative effect</b>

# Viewpoint 304-02-009: view east from Footpath Minshull Vernon 2/1, east of Moss Lane

This viewpoint is representative of views experienced by residents of Spring Farm, properties east of Moss Lane and by users of Footpath Minshull Vernon 2/1

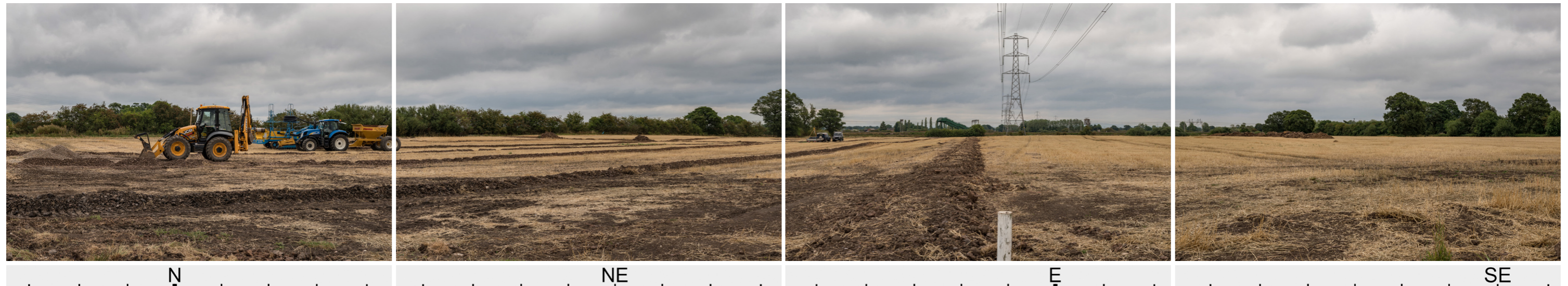
## Winter view (baseline)

Date taken: 13/01/2019. Time taken: 15:32

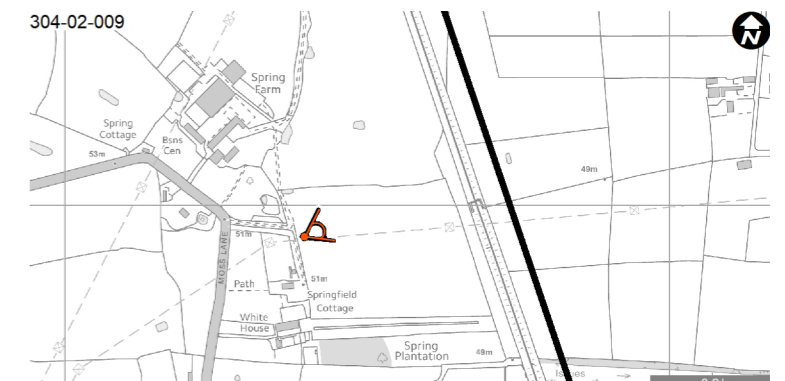


## Summer view (baseline)

Date taken: 13/08/2018 Time taken: 16:14



<b>Camera:</b>	Sony a7RII, FFS, Zeiss Loxia 50mm f/2.0 lens	
<b>Approximate GPS co-ordinates ref.:</b>	369395, 358948	
<b>Elevation:</b>	50.636m AOD	
<b>Value of the viewpoint:</b>	This viewpoint has a <b>medium</b> value, its composition being representative of the Cheshire Plain landscape to the north of Crewe, with an overhead power line a prominent component of the view and the route of WCML noticeable.	<b>Sensitivity of the receptor:</b>
<b>Susceptibility of the receptor to the change arising from the Proposed Scheme:</b>	Residents have a strong interest in their visual environment and the attention of footpath users is focused on the landscape. They are both therefore <b>highly</b> susceptible to visual change arising from the construction and operation of the Proposed Scheme.	High



# Viewpoint 304-02-009: view east from Footpath Minshull Vernon 2/1, east of Moss Lane

## Visual baseline description

<b>Winter</b>	Near and middle-distance views are of a broad and shallow arable field, with the view limited by boundary vegetation for residents of properties located east of Moss Lane. WCML crosses the view in the middle distance, with partial views to train movements, overhead line equipment and a pedestrian footbridge crossing. An overhead power lines extend from near distance to far distance and form a prominent skyline feature. A line of poplar trees, east of WCML, close to Moss Lane, are noticeable on the far distance against the skyline. Boundary vegetation associated with WCML, overgrown and unmanaged hedgerows and Spring Plantation combine to form a consistent low skyline.
<b>Summer</b>	Despite dense foliage on the field boundary hedges framing views to the north and south, train movements on WCML and the overhead power lines remain prominent. The poplar trees, east of WCML, close to Moss Lane, remain noticeable against the skyline. Views east from Spring Farm Business Centre are heavily filtered by intervening mature boundary hedges and field trees.
<b>Night-time</b>	Rural roads within the field of view are predominantly unlit and other night-time lighting within the view is limited to individual or isolated properties. There is a far distance skyglow from the urban fringe of Crewe, across residential development within Leighton and beyond woodland to the south.

## Future baseline description

<b>Construction (2025)</b>	There are no developments which will result in construction cumulative effects
<b>Operation (2038)</b>	There are no developments which will result in operational cumulative effects

## Visual impact assessment

		Temporary effects during construction	Significance of effect
	<b>Construction</b>	There will be a substantial change to the composition of middle-distance views. Large scale construction works will be visible, including the construction of Footpath Crewe 29/1 accommodation overbridge, Warmingham Moss southbound WCML embankment, Warmingham Moss northbound WCML embankment, Warmingham Moss southbound viaduct, Warmingham Moss northbound viaduct, Coppenhall Moss south embankment and landscape earthworks. Major utility works, site haul routes and movements, Warmingham Moss satellite compound, temporary material stockpiles and the conveyor together with vehicular movements will be visible in the middle-distance. Clearance of some hedgerow and vegetation along the horizon will be evident, along with the 'along with the demolition of the WCML footbridge which forms part of the existing Footpath Minshull Vernon 2/1 and Footpath Warmingham 16/2 alignment.. Construction works will be visible across the majority of the view and on the skyline, although along Moss Lane these will be interrupted by existing hedgerow and woodland planting in the near distance and middle-distance. The magnitude of visual change will be <b>high</b> .	<b>Major adverse (significant)</b>
	<b>Construction night-time</b>	Moss Lane satellite compound, Warmingham Moss satellite compound and construction activity in relation to Warmingham Moss north and southbound viaducts and scheme-related required works on WCML will introduce new lighting elements within a predominantly rural and unlit area. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider view. At night there will be a <b>medium</b> magnitude of visual change.	<b>Moderate adverse (significant)</b>
	<b>Construction cumulative assessment</b>	There are no developments which will result in cumulative construction effects.	<b>No cumulative effect</b>

		Permanent effects during operation	Significance of effect
<b>Year 1</b>	<b>Winter</b>	The Proposed Scheme will be visible in the near and middle distance of the view. Warmingham Moss southbound viaduct and Warmingham Moss northbound viaduct, along with train movements and the presence of overhead line equipment will be visible, and will interrupt the skyline across much of the view. Ground level train movements along the Proposed Scheme will be partially screened by mitigation earthworks and will have a beneficial effect in screening existing WCML train movements. Although the WCML is an existing component of the landscape, the Proposed Scheme will introduce additional railway infrastructure including viaducts, embankments and earthworks into the landscape, resulting in an increased visibility of such elements beyond that currently experienced. Due to its immaturity, the mitigation planting will not provide any screening by year 1. The magnitude of visual change will be <b>high</b> .	<b>Major adverse (significant)</b>
	<b>Night-time</b>	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	<b>Not assessed</b>
<b>Year 15</b>	<b>Summer</b>	The maturing of landscape mitigation planting on mitigation earthworks will help to screen the appearance of the Warmingham Moss southbound viaduct and Warmingham Moss northbound viaduct. The planting will also help to integrate the Proposed Scheme into the landscape by partly filtering train movements and overhead line equipment on the Proposed Scheme and indirectly that of the WCML. However, the train movements and overhead line equipment on Warmingham Moss northbound and Warmingham Moss southbound viaducts will remain evident across much of the view. The magnitude of visual change will reduce to <b>medium</b> .	<b>Moderate adverse (significant)</b>
	<b>Night-time</b>	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	<b>Not assessed</b>
<b>Year 30</b>	<b>Summer</b>	Residents and footpath users will have views to the upper parts of Warmingham Moss northbound viaduct and Warmingham Moss southbound viaduct in the middle distance. The greater maturity of mitigation planting will partially filter views to the lower sections of Warmingham Moss northbound viaduct, and sections at grade. The <b>medium</b> magnitude of visual change will remain.	<b>Moderate adverse (significant)</b>
	<b>Night-time</b>	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	<b>Not assessed</b>
<b>Operation cumulative assessment</b>		There are no developments which will result in cumulative operation effects.	<b>No cumulative effect</b>

# Viewpoint 304-02-009: view east from Footpath Minshull Vernon 2/1, east of Moss Lane

This viewpoint is representative of views experienced by residents of Spring Farm, properties east of Moss Lane and by users of Minshull Vernon Footpath 2/1

## Current baseline - winter view

Date taken: 13/01/2019. Time taken: 15:32



## Winter verifiable photomontage - operation year 1



The viewpoint has been taken approximately 338.5m away from the Proposed Scheme. Viewpoint location shown on Map LV-01-707. For full details of the visual assessment at viewpoint 304-02-009 refer to Volume 5: Appendix LV-08-MA01, Part 3.

This verifiable photomontage (Type 4 as described in Visual Representation of Development Proposals LI TGN 06/19) provides an illustration of how the Proposed Scheme may look in 2038 (opening year) to help inform the visual impact assessment. The design of the Proposed Scheme may be subject to design development in response to consultation. Development of detail design after hybrid Bill submission will not result in any significant adverse change in the environmental effects reported in the assessment. Where new planting is proposed, it has been shown as immature plants which would mature over time to further integrate the Proposed Scheme into the landscape.

Each individual image represents a 39.6° horizontal field of view with planar projection. At this scale the images do not lend themselves to direct comparison out in the field. Therefore, for viewing in the field, it is recommended that each image from the panoramic photomontage is printed individually, onto an A3 landscape sheet (image size 390mm x 260mm) to be viewed at a comfortable arms length. For further details on the selection of photomontage locations, verifiable methodology and presentation refer to the Landscape and visual assessment Technical Note - Approach to verifiable photomontages (SMR Volume 5: Appendix CT-001-00001).

<b>Camera:</b>	Sony a7RII, FFS, Zeiss Loxia 50mm f/2.0 lens		
<b>Approximate GPS co-ordinates ref.:</b>	369395, 358948	<b>Direction of View:</b>	62°
<b>Elevation:</b>	50.636 metres AOD	<b>Height of Camera:</b>	1.65m

<p><b>Key Plan</b></p>	Map Number LV-01-707	<p>HS2 Ltd accept no responsibility for any circumstances, which arise from the reproduction of this map after alteration, amendment or abbreviation or if it is issued in part or issued incomplete in any way.</p> <p>Registered in England. Registration number 06791686. Registered office: One Canada Square, London, E14 5AB. © Crown copyright and database rights 2020. Ordnance Survey Licence Number 100049190.</p>
	Map Name Verifiable Photomontage Operation Year 1 (2038) - Winter Viewpoint 304-02-009	

Date: May 2021

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# Viewpoint 304-02-010: view south-west from Maplins Moss Place, Coppenhall, Crewe

This viewpoint is representative of views experienced by residents of the westernmost properties at Maplins Moss Place, Coppenhall.

## Winter view (baseline)

Date taken: 22/03/2019 (stitched panorama)

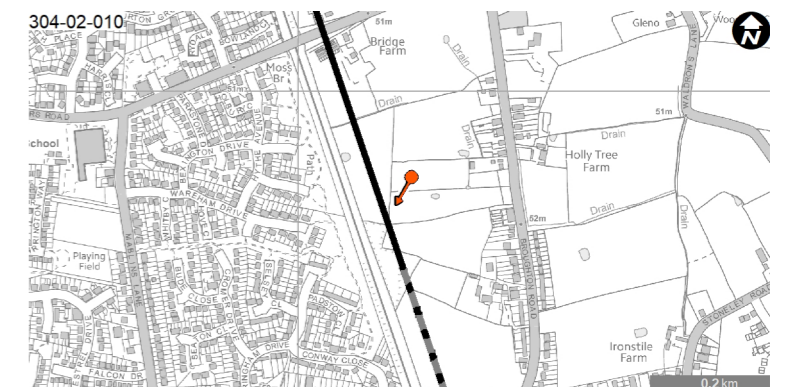


## Summer view (baseline)

Date taken: 30/08/2018 (stitched panorama)



<b>Camera:</b>	Nikon D3200 SLR 50mm (equivalent) focal length	
<b>Approximate GPS co-ordinates ref.:</b>	370188, 357858	
<b>Value of the viewpoint:</b>	This viewpoint has a <b>medium</b> value, typical of the urban fringe landscape of northern Crewe, with WCML forming a noticeable far distance component of the view.	<b>Sensitivity of the receptor:</b>  <b>High</b>
<b>Susceptibility of the receptor to the change arising from the Proposed Scheme:</b>	Residents have a strong interest in their visual environment and are therefore <b>highly</b> susceptible to visual change arising from the construction and operation of the Proposed Scheme.	



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# Viewpoint 304-02-010: view south-west from Maplins Moss Place, Coppenhall, Crewe

## Visual baseline description

<b>Winter</b>	The near distance comprises the local road, street lighting and a wide grass verge with immature tree planting bordered by a field boundary hedge with mature hedgerow trees. Visibility beyond is filtered by this vegetation, towards a palisade fence in the middle distance denoting the boundary of WCML. Overhead line equipment and train movements are a noticeable component over a large proportion of the view. In the far distance a mature belt of trees and shrubs along the western boundary of WCML filter visibility of established residential development.
<b>Summer</b>	In summer, the intervening field boundary hedge and mature trees in foliage provide additional screening of WCML, overhead line equipment and train movement. New tree planting along the residential development boundary verge currently affords no screening benefit.
<b>Night-time</b>	Maplins Moss Place includes street lighting and the residential area west of the WCML in Crewe generate far distance skyglow above WCML and intervening vegetation. Adjacent fields in the near distance of the view between the viewpoint and WCML are unlit.

## Future baseline description

<b>Construction (2025)</b>	Committed development MA01/210 (Volume 5, Planning Data/Committed Development Map Book: Maps CT13-301 to CT-13-304a) is an application for up to 129 homes. This is an outline planning application and the detailed designs were not available at the time of writing. It is assumed that the scale of the developments is likely to be in keeping with adjacent property heights and densities. As such, the views west will be largely filtered by intervening vegetation and built form.
<b>Operation (2038)</b>	There are no committed developments that will change the baseline

## Visual impact assessment

		Temporary effects during construction	Significance of effect
<b>Construction</b>		Residents of properties to the western margin of Maplins Moss Place will experience a substantial change to the composition of near-distance views. Large scale construction works will be visible, including the construction of Crewe tunnel north portal building and Crewe north portal cutting (retained cutting). The Crewe tunnel north main compound and associated construction activities will be visible in the near distance and across the majority of the view. The removal of hedgerows and trees will increase visibility towards the existing WCML. The demolition of buildings at Bridge Farm and construction works for Parkers Road Overbridge, including the loss of roadside and embankment vegetation, will be apparent in the far-distance of the view. The magnitude of visual change will be <b>high</b> .	<b>Major adverse (significant)</b>
<b>Construction night-time</b>		The presence of night-time lighting for Crewe tunnel north main compound and construction activity in relation to Crewe tunnel north porous portal and portal building will introduce new lighting elements. There will be a noticeable increase in the prominence and extent of artificial lighting in the near distance replacing existing views over fields, but in the context of well-lit residential areas beyond WCML. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider view. At night there will be a <b>medium</b> magnitude of visual change.	<b>Moderate adverse (significant)</b>
<b>Construction cumulative assessment</b>		There are no developments which will result in cumulative construction effects.	<b>No cumulative effect</b>

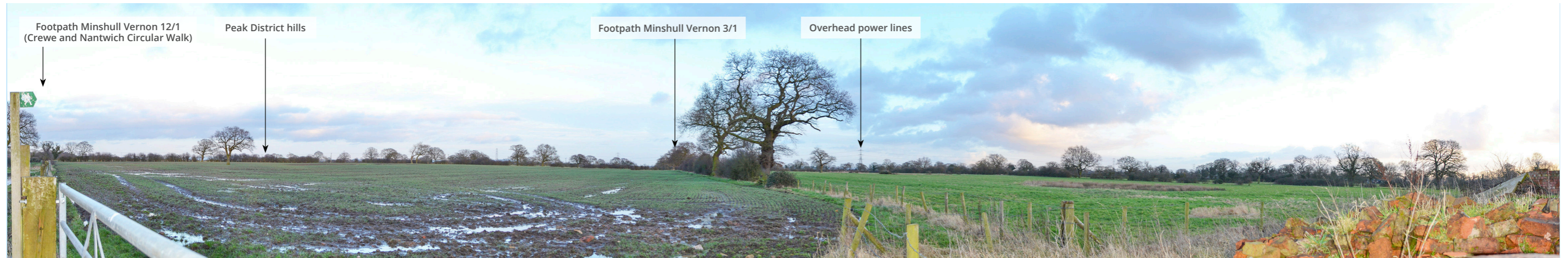
			Permanent effects during operation	Significance of effect
<b>Year 1</b>	<b>Winter</b>		Residents will experience a noticeable change to the composition of near and middle-distance views. Crewe north portal cutting (retained cutting) will be visible in the near distance to the west and Crewe tunnel north portal building in the middle distance to the south. Near-distance views from apartments will be of the noise fence barrier bordering the cutting, and in the distance the loss of existing vegetation removed during construction will allow open views to the WCML. The immaturity of mitigation planting will mean that it will not provide any additional screening or integration at year 1. The magnitude of visual change will be <b>medium</b> .	<b>Moderate adverse (significant)</b>
	<b>Night-time</b>		The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	<b>Not assessed</b>
<b>Year 15</b>	<b>Summer</b>		The establishment of mitigation planting alongside Crewe north cutting and around the tunnel portal building and auto-transformer station, will add a near distance and middle-distance screening element to views from properties by year 15, integrating the scheme and filtering views of the tunnel portal building area. The magnitude of visual change will reduce to <b>low</b> .	<b>Minor adverse (non-significant)</b>
	<b>Night-time</b>		The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	<b>Not assessed</b>
<b>Year 30</b>	<b>Summer</b>		The further maturity of the mitigation planting at year 30 will provide denser screening in summer months and will filter views of the Proposed Scheme. In addition, views of WCML will be further screened by the maturity of this planting. The magnitude of visual change will reduce to <b>negligible</b> .	<b>Negligible (non-significant)</b>
	<b>Night-time</b>		The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	<b>Not assessed</b>
<b>Operation cumulative assessment</b>			There are no developments which will result in cumulative operation effects.	<b>No cumulative effect</b>

# Viewpoint 305-03-001: view east from Footpath Minshull Vernon 12/4 (Crewe and Nantwich Circular Walk) north of Bradfield Green

The viewpoint is representative of views experienced by users of Footpaths Minshull Vernon 3/1, 1/1, 12/1 and 12/4 (Crewe and Nantwich Circular Walk), and of residents in properties bordering Bradfield Green.

## Winter view (baseline)

Date taken: 22/03/2019 (stitched panorama)



## Summer view (baseline)

Date taken: 30/09/2018 (stitched panorama)



<b>Camera:</b>	Nikon D3200 SLR 50mm (equivalent) focal length
<b>Approximate GPS co-ordinates ref.:</b>	368420, 359381
<b>Value of the viewpoint:</b>	This viewpoint has a <b>medium</b> value, its composition of the treed countryside that is typically found across the Cheshire Plain landscape to the north of Crewe.
<b>Susceptibility of the receptor to the change arising from the Proposed Scheme:</b>	The attention of footpath users is focused on the landscape and residents have a strong interest in their visual environment. They are both therefore <b>highly</b> susceptible to visual change arising from the construction and operation of the Proposed Scheme.

**Sensitivity of the receptor:**  
**High**



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# Viewpoint 305-03-001: view east from Footpath Minshull Vernon 12/4 (Crewe and Nantwich Circular Walk) north of Bradfield Green

## Visual baseline description

<b>Winter</b>	<p>The viewpoint looks across medium sized fields bordering Bradfield Green village, at a junction of footpaths forming part of the promoted Crewe and Nantwich Circular Walk. The near distance is occupied by a grassed track, bordered by a field boundary of post and wire fencing, intermittent hedgerow with some mature trees and building rubble from demolished adjacent structures. Residential properties to the northern fringe of Bradfield Green have hedged rear garden boundaries, largely obstructing views across the farmland. In the middle distance, fields are bordered by managed or tall hedgerows with frequent mature hedgerow trees.</p> <p>In the far distance of view, field boundaries merge to create a low skyline of tree canopies, above which overhead power lines are visible. The rising ground screens views of the WCML to the east. There are intermittent, long-distance views to the western outlying crests of Peak District hills.</p>
<b>Summer</b>	<p>With summer foliage, the view is framed by overgrown field boundary hedgerows and hedgerow trees, while individual deciduous field trees appear more distinctive. Views from residential properties to the north of Bradfield Green and along the A530 Middlewich Road are heavily filtered by frequent mature trees along existing and former field margins.</p>
<b>Night-time</b>	<p>Local roads in the area are unlit, with other night-time lighting within the view limited to individual or isolated properties. There is a far-distance skyglow from the town of Crewe approximately 1.5km to the south.</p>

## Future baseline description

<b>Construction (2025)</b>	<p>There are no committed developments which will change the baseline.</p>
<b>Operation (2038)</b>	<p>There are no committed developments which will change the baseline.</p>

## Visual impact assessment

		Temporary effects during construction	Significance of effect
<b>Construction</b>		<p>The construction of Warrington Moss north and southbound viaducts will be visible in the far distance, running parallel to and east and west of the existing WCML. The upper elements of construction equipment in Moss Lane satellite compound will be visible in the far distance, beyond Spring Farm. Construction traffic using A530 Middlewich Road and B5076 Flowers Lane will be visible in the view from properties in Bradfield Green. Construction activities will result in perceptible alterations to the view in the middle to far distance, introducing uncharacteristic elements into the skyline, but screening on field boundaries will largely filter views of activities at ground level. Also, visible will be the taller elements of the undergrounding of a section of overhead electricity transmission line crossing the Proposed Scheme elements and WCML. Visibility for residents in Bradfield Green will be screened by existing vegetation or interrupted by farm buildings. The magnitude of visual change will be <b>low</b>.</p>	<b>Minor adverse (non-significant)</b>
<b>Construction night-time</b>		<p>The presence of night-time lighting at Moss Lane satellite compound and Warrington Moss satellite compound will introduce new areas of artificial lighting in the far distance to the east. However, views for residents of Bradfield Green will be largely filtered through existing vegetation or screened by intervening buildings. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider view. At night there will be a <b>negligible</b> magnitude of visual change.</p>	<b>Negligible (non-significant)</b>
<b>Construction cumulative assessment</b>		<p>There are no developments which will result in cumulative construction effects.</p>	<b>No cumulative effect</b>

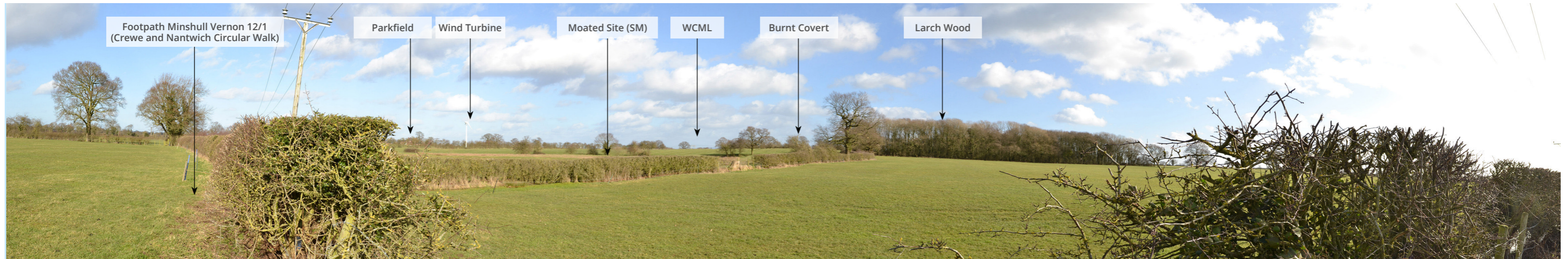
		Permanent effects during operation	Significance of effect
<b>Year 1</b>	<b>Winter</b>	<p>Operational effects will result from the introduction of additional infrastructure elements including overhead line equipment and train movements. Views from footpaths towards these component elements will be heavily filtered by intervening tall hedgerows and by hedgerow and field trees. In the far distance, the Proposed Scheme will run in parallel with and to the west of WCML. Although the upper elements of overhead line equipment and train movements will be visible at a distance, they will be seen in the context of the existing WCML. The immature mitigation planting on landscape earthworks will not provide screening or integration at year 1. The magnitude of visual change will be <b>low</b>.</p>	<b>Minor adverse (non-significant)</b>
	<b>Night-time</b>	<p>The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.</p>	<b>Not assessed</b>
<b>Year 15</b>	<b>Summer</b>	<p>The growth of mitigation planting on landscape earthworks west of Warrington Moss northbound viaduct will add a further screening element to the far distance of this view. In combination with the screening afforded by existing intervening field boundary hedges and hedgerow and field trees, the visibility of the viaduct, overhead line equipment and train movements will be effectively screened. The magnitude of visual change will reduce to <b>negligible</b>.</p>	<b>Negligible (non-significant)</b>
	<b>Night-time</b>	<p>The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.</p>	<b>Not assessed</b>
<b>Year 30</b>	<b>Summer</b>	<p>The further maturity of the mitigation planting at year 30 will provide denser screening in summer months including tree and hedgerow planting on landscape earthworks west of the Proposed Scheme, which will appear well-wooded and in character with the local landscape setting of hedged fields and small copses. The magnitude of visual change will remain <b>negligible</b>.</p>	<b>Negligible (non-significant)</b>
	<b>Night-time</b>	<p>The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.</p>	<b>Not assessed</b>
<b>Operation cumulative assessment</b>		<p>There are no developments which will result in cumulative operation effects.</p>	<b>No cumulative effect</b>

# Viewpoint 305-03-002: view east from Footpath Minshull Vernon 12/1 (Crewe and Nantwich Circular Walk) east of Minshull Hall Court

This viewpoint is representative of views experienced by users of Footpath Minshull Vernon 12/1 (Crewe and Nantwich Circular Walk) and by residents of Minshull Hall Court and Four Crofts.

## Winter view (baseline)

Date taken: 15/02/2018 (stitched panorama)



## Summer view (baseline)

Date taken: 28/09/2018 (stitched panorama)



<b>Camera:</b>	Nikon D3200 SLR 50mm (equivalent) focal length
<b>Approximate GPS co-ordinates ref.:</b>	368817, 360192
<b>Value of the viewpoint:</b>	This viewpoint has a <b>medium</b> value, its composition of the treed countryside that is typically found across the Cheshire Plain landscape to the north of Crewe.
<b>Susceptibility of the receptor to the change arising from the Proposed Scheme:</b>	The attention of footpath users is focused on the landscape and residents have a strong interest in their visual environment. They are both therefore <b>highly</b> susceptible to visual change arising from the construction and operation of the Proposed Scheme.
<b>Sensitivity of the receptor:</b>	
<b>High</b>	



# Viewpoint 305-03-002: view east from Footpath Minshull Vernon 12/1 (Crewe and Nantwich Circular Walk) east of Minshull Hall Court

## Visual baseline description

<b>Winter</b>	<p>The viewpoint from Footpath Minshull Vernon 12/1 forms a part of the promoted Crewe and Nantwich Circular Walk, crossing open farmland south of Walley's Green. The near distance is typically of a tall, well-managed hedgerow, although occasional gaps permit views across rising pastoral fields and mature hedgerows with occasional hedge trees. Wood poles carry power lines across the near distance, following the footpath and field margin.</p> <p>In the middle distance, landform rises towards the east, where Larch Wood and Burnt Covert form prominent blocks of mature woodland on the skyline. Mature hedgerow trees, small copses and managed hedgerows form a far distance skyline of vegetation, WCML and its overhead line equipment is largely screened by landform and intervening vegetation. A wind turbine south of Parkfield Farm is prominent on the skyline. Properties at Minshull Hall Court and Four Crofts have a mix of open views eastwards or are screened by intervening buildings.</p>
<b>Summer</b>	<p>Summer foliage does not change the extent of the view for users of the footpath, although Larch Wood is more prominent and individual mature hedgerow trees more distinctive. Views north-east from Minshall Hall Court are interrupted and filtered more in summer due to nearby mature hedgerow trees.</p>
<b>Night-time</b>	<p>Local roads in the area are unlit, with other night-time lighting within the view limited to individual or isolated properties. There is a far distance skyglow from the town of Crewe approximately 2km to the south.</p>

## Future baseline description

<b>Construction (2025)</b>	<p>There are no committed developments which will change the baseline.</p>
<b>Operation (2038)</b>	<p>There are no committed developments which will change the baseline.</p>

## Visual impact assessment

		<b>Temporary effects during construction</b>	<b>Significance of effect</b>
<b>Construction</b>		<p>Construction of the Proposed Scheme will be visible in the far distance, parallel to and east of WCML, including work for the construction of Footpath Minshull Vernon 8/1 accommodation overbridge over both WCML and the Proposed Scheme. An access track to the south from the A530 Middlewich Road via Moat House Farm will be visible, together with the construction of a balancing pond. Construction traffic using the A530 Middlewich Road will be visible to the west but partly filtered by intervening vegetation. Views from Footpath Minshull Vernon 12/1 will be largely filtered or screened by tall hedgerows in the near distance and by hedgerow trees and Larch Wood and Burnt Covert in the far distance. The loss of some hedgerow vegetation and trees in the far distance will not substantially alter the characteristics of the view. The magnitude of visual change will be <b>low</b>.</p>	<b>Minor adverse (non-significant)</b>
<b>Construction night-time</b>		<p>Visibility of additional lighting associated with construction activities and compounds to the north associated with Crewe RSD will be heavily filtered by intervening vegetation. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider view. At night there will be a <b>negligible</b> magnitude of visual change.</p>	<b>Negligible (non-significant)</b>
<b>Construction cumulative assessment</b>		<p>There are no developments which will result in cumulative construction effects.</p>	<b>No cumulative effect</b>

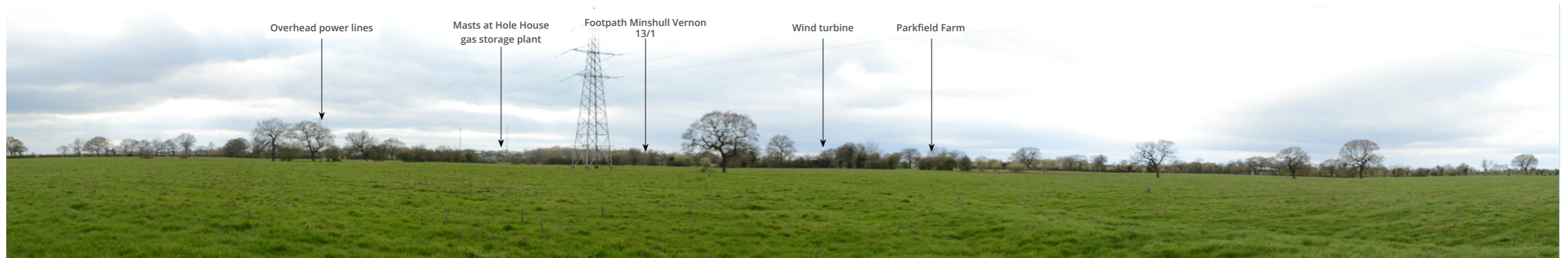
			<b>Permanent effects during operation</b>	<b>Significance of effect</b>
<b>Year 1</b>	<b>Winter</b>		<p>Operational effects will result from the introduction of infrastructure elements including overhead line equipment, train movements and Footpath Minshull Vernon 8/1 accommodation overbridge at Parkfield Farm. Views towards these components will be screened or heavily filtered by intervening managed and tall field boundary hedgerows, hedge trees, field trees and small woodlands. Mitigation planting will not provide any additional screening or integration at year 1. Where gaps and accesses in field boundaries allow views, the Proposed Scheme will be seen in the far distance in parallel to and east of the existing WCML. However, this will be in the context of overhead existing line equipment and train movements on the WCML which are characteristic elements in the existing view. The magnitude of visual change will be <b>low</b>.</p>	<b>Minor adverse (non-significant)</b>
	<b>Night-time</b>		<p>The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.</p>	<b>Not assessed</b>
<b>Year 15</b>	<b>Summer</b>		<p>The establishment of mitigation woodland planting around Footpath Minshull Vernon 8/1 accommodation overbridge, along with hedge planting west of WCML will further reduce the visibility of existing overhead line equipment and train movements. The magnitude of visual change will reduce to <b>negligible</b>.</p>	<b>Negligible (non-significant)</b>
	<b>Night-time</b>		<p>The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.</p>	<b>Not assessed</b>
<b>Year 30</b>	<b>Summer</b>		<p>The further maturity of the mitigation planting at year 30 will provide a denser screen in summer months. Train movements and overhead line equipment will be screened by mature hedges and woodland alongside WCML and mature planting around the accommodation overbridge. The magnitude of visual change will remain <b>negligible</b>.</p>	<b>Negligible (non-significant)</b>
	<b>Night-time</b>		<p>The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.</p>	<b>Not assessed</b>
<b>Operation cumulative assessment</b>			<p>There are no developments which will result in cumulative operation effects.</p>	<b>No cumulative effect</b>

# Viewpoint 305-03-003: view west from Footpath Warmingham 4/1, west of Warmingham

This viewpoint is representative of sequential views experienced by users of Warmingham Footpaths 4/1, 4/2, 7/1 and 7/2, to the west of Warmingham.

## Winter view (baseline)

Date taken: 22/03/2019 (stitched panorama)



## Summer view (baseline)

Date taken: 30/08/2018 (stitched panorama)



<b>Camera:</b>	Nikon D3200 SLR 50mm (equivalent) focal length	
<b>Approximate GPS co-ordinates ref.:</b>	370030, 360655	
<b>Value of the viewpoint:</b>	This viewpoint has a <b>medium</b> value, its composition being representative and typical of the treed countryside of the Cheshire Plain landscape to the north of Crewe.	<b>Sensitivity of the receptor:</b>
<b>Susceptibility of the receptor to the change arising from the Proposed Scheme:</b>	The attention of recreational receptors is focused on the landscape. They are therefore <b>highly</b> susceptible to visual change arising from the construction and operation of the Proposed Scheme.	<b>Medium-high</b>



# Viewpoint 305-03-003: view west from Footpath Warmingham 4/1, west of Warmingham

## Visual baseline description

<b>Winter</b>	<p>There are uninterrupted near-distance views, across a large and predominantly level pastoral field towards isolated mature trees in the middle distance and field boundary hedges and trees beyond.</p> <p>In the far distance, views of WCML are heavily filtered through intervening vegetation. A gas distribution station and isolated wind turbines can be seen on the skyline and detract from the overall rural character of the view.</p>
<b>Summer</b>	<p>Individual field trees associated with remnant sections of hedgerow are more distinctive in summer foliage. While the extent of the view does not change in summer and the pylon and sub-station remain visible, the sense of enclosure increases slightly.</p>
<b>Night-time</b>	<p>The night-time visual baseline is not described for this viewpoint as night-time effects have only been considered for occupiers of residential properties and people staying in hotel and healthcare institutions</p>

## Future baseline description

<b>Construction (2025)</b>	<p>There are no committed developments which will change the baseline.</p>
<b>Operation (2038)</b>	<p>There are no committed developments which will change the baseline.</p>

## Visual impact assessment

		<b>Temporary effects during construction</b>	<b>Significance of effect</b>
	<b>Construction</b>	<p>Construction work for the Proposed Scheme will be visible in the far distance of the view, running parallel with and just in front of WCML and seen beyond existing continuous field hedges and trees. Views of construction activity will be intermittent and partially filtered through near distance and intervening field hedges with frequent hedge trees and copses. Tree clearance and earthworks for the construction of Footpath Minshull Vernon 8/1 accommodation overbridge at Parkfield Farm will be partially visible to the north-west. The removal of small woodlands and field vegetation will be noticeable by users of footpaths. However, views will be intermittent, seen between intervening blocks of woodland and field boundary vegetation and construction activity will not form the main focus of view. The construction activities will result in alterations to the view in the far distance, introducing uncharacteristic elements into the skyline, but screening on field boundaries will filter views of activities at ground level. The magnitude of visual change will be <b>low</b>.</p>	<b>Minor adverse (non-significant)</b>
	<b>Construction night-time</b>	<p>Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.</p>	<b>Not assessed</b>
	<b>Construction cumulative assessment</b>	<p>There are no developments which will result in cumulative effects.</p>	<b>No cumulative effect</b>

		<b>Permanent effects during operation</b>	<b>Significance of effect</b>
<b>Year 1</b>	<b>Winter</b>	<p>Operational effects will result from the introduction of infrastructure elements including overhead line equipment, train movements and Footpath Minshull Vernon 8/1 accommodation overbridge at Parkfield Farm. The Proposed Scheme will be visible in the far distance of the view, partially filtered through intervening hedgerows, hedgerow trees and frequent field trees. The Proposed Scheme will run broadly parallel with WCML, but will be closer in the view than the existing WCML. Immature mitigation planting will not provide any additional screening or integration at year 1. The magnitude of visual change will be <b>low</b>.</p>	<b>Minor adverse (non-significant)</b>
	<b>Night-time</b>	<p>The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.</p>	<b>Not assessed</b>
<b>Year 15</b>	<b>Summer</b>	<p>Due to the growth of mitigation planting on the Footpath Minshull Vernon 8/1 accommodation overbridge earthworks, views of the overbridge and embankment will be filtered and will appear more integrated in to the view. The establishment of mitigation planting alongside the Proposed Scheme will add a further far distance screening element in combination with the existing intervening field boundaries, hedgerow trees and field trees. Mitigation planting will integrate and filter views of Parkfield accommodation access overbridge. Overhead line equipment and train movements on the Proposed Scheme will be further screened in the far distance of the view, as will the visibility of WCML. The magnitude of visual change will therefore reduce to <b>negligible</b>.</p>	<b>Negligible (non-significant)</b>
	<b>Night-time</b>	<p>The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.</p>	<b>Not assessed</b>
<b>Year 30</b>	<b>Summer</b>	<p>The further maturity of the mitigation planting at year 30 will provide denser screening in summer months, with established hedges and mature hedgerow trees to the east of both the Proposed Scheme and WCML. Footpath Minshull Vernon 8/1 accommodation overbridge will appear well wooded, in character with isolated woodland belts and copses in the vicinity. The magnitude of visual change will therefore remain <b>negligible</b>.</p>	<b>Negligible (non-significant)</b>
	<b>Night-time</b>	<p>The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.</p>	<b>Not assessed</b>
	<b>Operation cumulative assessment</b>	<p>There are no developments which will result in cumulative operation effects.</p>	<b>No cumulative effect</b>

# Viewpoint 305-02-004: view east from Moat House Farm, A530 Middlewich Road

This viewpoint is representative of views experienced by residents of Moat House Farm, properties on A530 Middlewich Road at Walley's Green and by users of Footpath Minshull Vernon 12/2 and 12/3 (Crewe and Nantwich Circular Walk) and Footpath Minshull Vernon 13/1.

## Winter view (baseline)

Date taken: 15/02/2018 (stitched panorama)



## Summer view (baseline)

Date taken: 28/09/2018 (stitched panorama)



<b>Camera:</b>	Nikon D3200 SLR 50mm (equivalent) focal length
<b>Approximate GPS co-ordinates ref.:</b>	368378, 360847
<b>Value of the viewpoint:</b>	This viewpoint has a <b>medium</b> value, its composition being representative and typical of the Cheshire Plain landscape to the east of Walley's Green.
<b>Susceptibility of the receptor to the change arising from the Proposed Scheme:</b>	Residents have a strong interest in their visual environment and the attention of recreational receptors is focused on the landscape. They are both therefore <b>highly</b> susceptible to visual change arising from the construction and operation of the Proposed Scheme.

**Sensitivity of the receptor:**  
**High**



# Viewpoint 305-02-004: view east from Moat House Farm, A530 Middlewich Road

## Visual baseline description

<b>Winter</b>	<p>The viewpoint is on A530 Middlewich Road at the access lane to Moat House Farm, south of Walley's Green. The near distance comprises buildings at Moat House Farm, a mature field boundary hedge along A530 Middlewich Road and a post and rail fence boundary fence to the farm access. A line of wooden poles follows the lane, visible as a skyline element. Visibility from the A530 Middlewich Road and adjoining properties is partially screened by roadside hedges, farm buildings and garden trees.</p> <p>In the middle-ground, large pastoral fields extend to a skyline of overgrown boundary hedges with occasional mature trees. To the north, 'The Woodlands' and properties south of Walley's Green are in the middle-ground and far distance. Mature field vegetation around intervening fields forms the far distance, with Parkfield Farm located beyond Moat House Farm, and adjacent to the existing WCML, along which overhead line equipment and train movements are visible through boundary vegetation.</p>
<b>Summer</b>	<p>With summer foliage, views are framed by surrounding field vegetation and far distance visibility is reduced. Individual deciduous hedgerow trees appear more distinctive. Visibility from properties bordering the A530 Middlewich Road is heavily restricted by roadside hedges and garden vegetation, whilst property within the open countryside east of the A530 Middlewich Road have more direct views to the east including the WCML.</p>
<b>Night-time</b>	<p>The A530 Middlewich Road and rural roads within the field of view are unlit. Night-time lighting is limited to views of individual or isolated properties, with a distant far distance sky glow generated by the town of Crewe approximately 3km to the south.</p>

## Future baseline description

<b>Construction (2025)</b>	There are no committed developments which will change the baseline.
<b>Operation (2038)</b>	There are no committed developments which will change the baseline.

## Visual impact assessment

		<b>Temporary effects during construction</b>	<b>Significance of effect</b>
<b>Construction</b>		Residents and footpath users will experience a noticeable change to the composition of middle-distance views. Large scale construction works will be visible including Footpath Minshull Vernon 8/1 accommodation overbridge, visible beyond the outbuildings of Moat House Farm and the WCML. Further northwards and towards Wimboldsley, the landform will progressively screen construction activity. The lane running from the A530 Middlewich Road at Moat House Farm towards Parkfield Farm will be reconstructed as a maintenance access road for two balancing ponds. Large scale construction works will be visible including Footpath Minshull Vernon 8/1 accommodation overbridge, visible beyond the outbuildings of Moat House Farm spanning the WCML and the Proposed Scheme. The loss of individual field trees, hedgerow trees and copses during construction will be noticeable in the middle-distance but will not substantially alter the characteristics of the view. Views from properties along the A530 Middlewich Road towards the construction works will be largely filtered by intervening hedges, hedgerow trees and field trees, while visibility for occupants of Moat House Farm will be further screened or interrupted by outbuildings. Removal of trees adjacent to the access track east of Moat House farm will be noticeable for footpath users. Footpath Minshull Vernon 13/1 will be temporarily diverted. The magnitude of visual change will be <b>medium</b> .	<b>Moderate adverse (significant)</b>
<b>Construction night-time</b>		Visibility of additional lighting associated with construction activities and compounds to the north associated with Crewe RSD will be heavily filtered by intervening vegetation. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider view. At night there will be a <b>negligible</b> magnitude of visual change.	<b>Negligible (non-significant)</b>
<b>Construction cumulative assessment</b>		There are no developments which will result in cumulative construction effects.	<b>No cumulative effect</b>

			<b>Permanent effects during operation</b>	<b>Significance of effect</b>
<b>Year 1</b>	<b>Winter</b>		Operational effects will result from the introduction of infrastructure elements including overhead line equipment, train movements and Footpath Minshull Vernon 8/1 accommodation overbridge next to Parkfield Farm. Views toward these component elements will be heavily filtered by intervening hedges, hedgerow trees and field trees. Removal of trees during construction will be noticeable for footpath users. Mitigation planting will not provide any additional screening or integration at year 1. In the middle distance, the Proposed Scheme will run in parallel with and to the east of WCML, seen in the context of existing overhead line equipment and train movement that is largely characteristic of the existing appearance. The magnitude of visual change will be <b>low</b> .	<b>Minor adverse (non-significant)</b>
	<b>Night-time</b>		The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	<b>Not assessed</b>
<b>Year 15</b>	<b>Summer</b>		The establishing mitigation hedge planting alongside the Proposed Scheme will add a further, middle-distance screening element in combination with the existing intervening field boundaries, hedgerow trees and field trees. Mitigation planting will integrate and soften the appearance of Footpath Minshull Vernon 8/1 accommodation overbridge, into existing view. Overhead line equipment and train movements on the Proposed Scheme will be further screened in the middle-ground, as will existing train movements and equipment on WCML. The magnitude of visual change will therefore remain <b>low</b> .	<b>Minor adverse (non-significant)</b>
	<b>Night-time</b>		The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	<b>Not assessed</b>
<b>Year 30</b>	<b>Summer</b>		The further maturity of the mitigation planting at year 30 will provide denser screening, with established hedges and mature hedgerow trees to the west of both the Proposed Scheme and also the WCML. Footpath Minshull Vernon 8/1 accommodation overbridge will appear well-wooded and therefore in character with isolated woodland belts and copses in the vicinity. The magnitude of visual change will therefore remain <b>low</b> .	<b>Minor adverse (non-significant)</b>
	<b>Night-time</b>		The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	<b>Not assessed</b>
<b>Operation cumulative assessment</b>			There are no developments which will result in cumulative operation effects.	<b>No cumulative effect</b>

# Viewpoint 305-02-005: view west from Footpath Minshull Vernon 8/1 at Park House Farm

This viewpoint is representative of views experienced by residents of Park House Farm, Park Hall Farm, Parkfield Farm and by users of Footpath Minshull Vernon 8/1.

## Winter view (baseline)

Date taken: 26/02/2019. Time taken: 10:52.



## Summer view (baseline)

Date taken: 17/09/2019. Time taken: 14:23.



<b>Camera:</b>	Sony a7RII, FFS, Zeiss Loxia 50mm f/2.0 lens	
<b>Approximate GPS co-ordinates ref.:</b>	369243, 361217	
<b>Elevation:</b>	52.326m AOD	
<b>Value of the viewpoint:</b>	This viewpoint has a <b>medium</b> value, its composition being representative and typical of the views of the WCML within the treed landscape associated with the Cheshire Plain landscape to the north of Crewe.	<b>Sensitivity of the receptor:</b>  <b>High</b>
<b>Susceptibility of the receptor to the change arising from the Proposed Scheme:</b>	Residents have a strong interest in their visual environment and the attention of footpath users is focused on the landscape. They are both therefore <b>highly</b> susceptible to visual change arising from the construction and operation of the Proposed Scheme.	



# Viewpoint 305-02-005: view west from Footpath Minshull Vernon 8/1 at Park House Farm

## Visual baseline description

<b>Winter</b>	<p>The viewpoint is located on Footpath Minshull Vernon 8/1 east of WCML between Wimboldsley and Minshull Vernon. In the near distance is a farm access track crossing pastoral farmland bounded by post and rail fencing.</p> <p>In the middle distance land rises gently to the north-west, with hedged fields and numerous field and hedgerow trees. To the north-west, a small copse partially screens a pond next to Park House Farm. The house and farm buildings are partially screened by boundary vegetation closing the view beyond. The property at Parkfield Farm, immediately to the west of the WCML has close and direct views east over the railway. View west from Park Hall Farm are relatively open with the WCML in the middle distance.</p> <p>In the far distance a network of field boundary hedges forms the skyline with filtered views of gantries and overhead line equipment on WCML.</p>
	<p>In summer, foliage on trees and scrubby vegetation around Park Farm pond further filter views west from the property and although there are views towards WCML, the overhead lines and gantries are less visible. Deciduous hedgerows and field trees appear more distinctive against the skyline.</p>
	<p>Local roads in the area are unlit, with other night-time lighting within the view limited to individual or isolated properties. There is a far distance skyglow from the town of Crewe approximately 3km to the south.</p>

## Future baseline description

<b>Construction (2025)</b>	There are no committed developments which will change the baseline.
<b>Operation (2038)</b>	There are no committed developments which will change the baseline.

## Visual impact assessment

		Temporary effects during construction	Significance of effect
	<b>Construction</b>	There will be a substantial change to the composition of near and middle-distance views. Large scale construction works will be visible, including the construction of Footpath Minshull Vernon 8/1 accommodation overbridge and Crewe North IMB-R. In addition, there will be views north towards construction works for the A530 Nantwich Road realignment and overbridge with Crewe North RSD beyond (all located within the Wimboldsley to Lostock Gralam area (MA02)) from Park Hall Farm. Construction activity will be visible across the majority of the view, parallel with and east of the WCML, beyond intervening hedges and hedgerow trees. Earthworks for construction of Footpath Minshull Vernon 8/1 accommodation overbridge will be visible in near and middle-distance views from Parkfield and Park House Farms. The removal of hedgerows and copses during construction will be noticeable, and the works will alter the appearance of the middle-distance and skyline as seen from Footpath Minshull Vernon 8/1. The magnitude of visual change will be <b>high</b> .	<b>Major adverse (significant)</b>
	<b>Construction night-time</b>	The presence of night-time lighting for the construction activity in relation to Crewe RSD South satellite compound and Crewe North RSD will introduce new lighting elements in the middle and far-distance views to the north resulting in an increase in the extent of artificial lighting in the rural setting. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider view. At night there will be a <b>low</b> magnitude of visual change.	<b>Minor adverse (non-significant)</b>
	<b>Construction cumulative assessment</b>	There are no developments which will result in cumulative construction effects.	<b>No cumulative effect</b>

			Permanent effects during operation	Significance of effect
<b>Year 1</b>	<b>Winter</b>		The introduction of Footpath Minshull Vernon 8/1 accommodation overbridge and Crewe North IMB-R, will result in noticeable changes to middle-distance views. The Proposed Scheme, although similar in appearance to the WCML, will be visible across much of the view, running parallel to, and to the east of, the WCML. Footpath Minshull Vernon 8/1 accommodation overbridge will appear on the skyline close to Parkfield Farm, while A530 Nantwich Road overbridge will be visible on the skyline to the north (this being located within the adjacent Wimboldsley to Lostock Gralam area (MA02)). In summer months, the intervening vegetation will filter views to the Proposed Scheme and will reduce the visibility of overhead line equipment and train movements from Parkfield Farm. Footpath Minshull Vernon 8/1 accommodation overbridge will remain partially visible. The immaturity of mitigation planting means that it will not provide any screening or integration in the summer of year 1. The magnitude of visual change will be <b>medium</b> .	<b>Moderate adverse (significant)</b>
	<b>Night-time</b>		The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	<b>Not assessed</b>
<b>Year 15</b>	<b>Summer</b>		The maturing of mitigation planting, in combination with existing intervening field boundary hedges and field trees will further reduce visibility of the Proposed Scheme, including Crewe North IMB-R and A530 Nantwich Road overbridge (this being located within the adjacent Wimboldsley to Lostock Gralam area (MA02)). Overhead line equipment and train movements on the Proposed Scheme will be largely screened, as will those on WCML, integrating the new and existing infrastructure into the local landscape. The magnitude of visual change will reduce to <b>low</b> .	<b>Minor adverse (non-significant)</b>
	<b>Night-time</b>		The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	<b>Not assessed</b>
<b>Year 30</b>	<b>Summer</b>		The further maturity of the mitigation planting at year 30 will provide denser screening in summer months. Train movements and overhead line equipment will be screened by the mature embankment planting. The magnitude of visual change will remain <b>low</b> .	<b>Minor adverse (non-significant)</b>
	<b>Night-time</b>		The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	<b>Not assessed</b>
<b>Operation cumulative assessment</b>			There are no developments which will result in cumulative operation effects.	<b>No cumulative effect</b>

# Viewpoint 305-02-005: view west from Footpath Minshull Vernon 8/1 at Park House Farm

This viewpoint is representative of views experienced by residents of Park House Farm, Park Hall Farm, Parkfield Farm and by users of Footpath Minshull Vernon 8/1.

## Current baseline - winter view

Date taken: 26/02/2019. Time taken: 10:52.



## Winter verifiable photomontage - operation year 1



The viewpoint has been taken approximately 241.2m away from the Proposed Scheme. Viewpoint location shown on Map LV-01-708. For full details of the visual assessment at viewpoint 305-02-005 refer to Volume 5: Appendix LV-LV-08-MA01, Part 1.

This verifiable photomontage (Type 4 as described in Visual Representation of Development Proposals LI TGN 06/19) provides an illustration of how the Proposed Scheme may look in 2038 (opening year) to help inform the visual impact assessment. The design of the Proposed Scheme may be subject to design development in response to consultation. Development of detail design after hybrid Bill submission will not result in any significant adverse change in the environmental effects reported in the assessment. Where new planting is proposed, it has been shown as immature plants which would mature over time to further integrate the Proposed Scheme into the landscape.

Each individual image represents a 39.6° horizontal field of view with planar projection. At this scale the images do not lend themselves to direct comparison out in the field. Therefore, for viewing in the field, it is recommended that each image from the panoramic photomontage is printed individually, onto an A3 landscape sheet (image size 390mm x 260mm) to be viewed at a comfortable arms length. For further details on the selection of photomontage locations, verifiable methodology and presentation refer to the Landscape and visual assessment Technical Note - Approach to verifiable photomontages (SMR Volume 5: Appendix CT-001-00001).

<b>Camera:</b>	Sony a7RII, FFS, Zeiss Loxia 50mm f/2.0 lens		
<b>Approximate GPS co-ordinates ref.:</b>	369243, 361217	<b>Direction of View:</b>	258°
<b>Elevation:</b>	52.326m AOD	<b>Height of Camera:</b>	1.64m



<b>Map Number</b>	LV-01-708
<b>Map Name</b>	Verifiable Photomontage Operation Year 1 (2038) - Winter Viewpoint 305-02-005
<b>Community Area :</b>	MA01

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**Date: May 2021**

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# Viewpoint 306-02-001: view east from Walley's Green

This viewpoint is representative of views experienced by residents along the A530 Middlewich Road, Walley's Green.

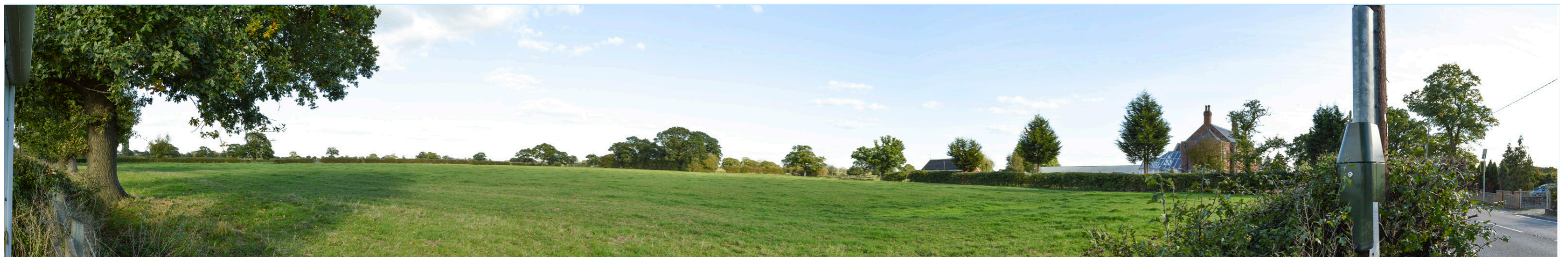
## Winter view (baseline)

Date taken: 22/03/2019 (stitched panorama)



## Summer view (baseline)

Date taken: 28/09/2018 (stitched panorama)



<b>Camera:</b>	Nikon D3200 SLR 50mm (equivalent) focal length	
<b>Approximate GPS co-ordinates ref.:</b>	368315, 361234	
<b>Value of the viewpoint:</b>	This viewpoint has a <b>medium</b> value, its composition being representative and typical of the Cheshire Plain landscape to the east of Walley's Green.	<b>Sensitivity of the receptor:</b>  <b>High</b>
<b>Susceptibility of the receptor to the change arising from the Proposed Scheme:</b>	Residents have a strong interest in their visual environment and are therefore <b>highly</b> susceptible to visual change arising from the construction and operation of the Proposed Scheme.	



# Viewpoint 306-02-001: view east from Walley's Green

## Visual baseline description

<b>Winter</b>	<p>The viewpoint is located on the A530 Middlewich Road within Walley's Green. Looking east, the near distance comprises a managed roadside hedge with occasional mature roadside trees. In the middle distance, gently undulating and rising fields are bordered by low clipped hedges with numerous field and hedgerow trees, along with occasional isolated woodland copses. Buildings within 'The Woodlands' are visible to the south. Visibility from properties along the A530 is interrupted by roadside hedges, buildings and garden trees.</p> <p>In the middle distance, extending towards the far distance, a network of field vegetation is visible and there is a distant appreciation of WCML, associated overhead line equipment and train movements.</p>
<b>Summer</b>	<p>With summer foliage, there is an increased sense of enclosure alongside the A530 Middlewich Road and along field boundaries. Visibility from properties is limited by the belt of mature roadside trees. The increase in foliage provides an additional screen to WCML, although overhead line equipment and train movement remain intermittently visible in the far distance and against the skyline.</p>
<b>Night-time</b>	<p>The Minshull Vernon length of the A530 Middlewich Road has some street lighting while other roads within the field of view to the east and north are unlit. Other night-time lighting within the view is limited to individual or isolated properties.</p>

## Future baseline description

<b>Construction (2025)</b>	<p>There are no committed developments which will change the baseline.</p>
<b>Operation (2038)</b>	<p>There are no committed developments which will change the baseline.</p>

## Visual impact assessment

		<b>Temporary effects during construction</b>	<b>Significance of effect</b>
<b>Construction</b>		<p>Residents will experience a noticeable change to the composition of middle-distance views. Large scale construction works will be visible, including construction of Footpath Minshull Vernon 8/1 accommodation overbridge, the A530 Nantwich Road realignment and A530 Nantwich Road overbridge. Construction activity will run parallel with and just beyond the existing WCML alignment. Earthworks for the construction of Footpath Minshull Vernon 8/1 accommodation overbridge will be visible, along with temporary material stockpiles situated towards the A530 Nantwich Road realignment. Views will be partially screened by roadside vegetation, intervening hedges, hedgerow trees and field trees. Oblique, long-distance views towards the construction of A530 Nantwich Road overbridge will be screened by mature woodland bordering the watercourse to the north of Newfield Hall Farm. The magnitude of visual change will be <b>medium</b>.</p>	<b>Moderate adverse (significant)</b>
<b>Construction night-time</b>		<p>Night-time lighting for Crewe RSD and south satellite compound in the far distance to the north, and lighting in association with Crewe north connections in the far distance to the east, will introduce additional areas of artificial lighting in the view. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider view. At night there will be a <b>low</b> magnitude of visual change.</p>	<b>Minor adverse (non-significant)</b>
<b>Construction cumulative assessment</b>		<p>There are no developments will would result in cumulative construction effects.</p>	<b>No cumulative effect</b>

		<b>Permanent effects during operation</b>	<b>Significance of effect</b>
<b>Year 1</b>	<b>Winter</b>	<p>Operational effects will result from the introduction of infrastructure elements including overhead line equipment, train movements and the Footpath Minshull Vernon 8/1 accommodation overbridge next to Parkfield Farm to the south and A530 Middlewich Road and overbridge to the north (located within the adjacent Wimboldsley to Lostock Gralam area (MA02)). Views toward these elements will be heavily filtered by intervening hedges, hedgerow trees and field trees. The immaturity of mitigation planting will not provide any additional screening or integration at year 1. In the middle distance, the Proposed Scheme will run in parallel and to the east of WCML, viewed in combination with existing overhead line equipment and train movement that is largely characteristic of the existing view. The magnitude of visual change will be <b>low</b>.</p>	<b>Minor adverse (non-significant)</b>
	<b>Night-time</b>	<p>At night, the lighting associated with Crewe North RSD to the north will introduce new localised lighting elements in the far distance, seen above and through existing intervening field vegetation in a predominantly unlit view. This will result in a slight increase in the prominence of artificial lighting in the view. At night there will be a <b>negligible</b> magnitude of visual change.</p>	<b>Negligible (non-significant)</b>
<b>Year 15</b>	<b>Summer</b>	<p>The establishment of mitigation hedge planting alongside the Proposed Scheme will add a further, middle-distance screening element in combination with existing intervening field boundaries, hedgerow trees and field trees. Mitigation planting will integrate and partially filter views of Footpath Minshull Vernon 8/1 accommodation overbridge and the A530 Middlewich Road to the north. Overhead line equipment and train movements will be additionally screened in the middle distance. The magnitude of visual change will remain <b>low</b>.</p>	<b>Minor adverse (non-significant)</b>
	<b>Night-time</b>	<p>At night, the lighting associated with Crewe North RSD to the north will remain apparent in the far distance, seen above and through existing intervening field vegetation in a predominantly unlit view. At night there will remain a <b>negligible</b> magnitude of visual change.</p>	<b>Negligible (non-significant)</b>
<b>Year 30</b>	<b>Summer</b>	<p>The further maturity of the mitigation planting at year 30 will provide denser screening in summer months, with established hedges and mature hedgerow trees to the west of the Proposed Scheme and WCML. Footpath Minshull Vernon 8/1 accommodation overbridge and the A530 Middlewich Road will appear well-wooded and in character with isolated woodland belts and copses in the vicinity. The magnitude of visual change will therefore remain <b>low</b>.</p>	<b>Minor adverse (non-significant)</b>
	<b>Night-time</b>	<p>At night, the lighting associated with Crewe North RSD to the north will remain apparent in the far-distance, seen above and through existing intervening field vegetation in a predominantly unlit view. At night there will remain a <b>negligible</b> magnitude of visual change.</p>	<b>Negligible (non-significant)</b>
<b>Operation cumulative assessment</b>		<p>There are no developments which will result in cumulative operation effects.</p>	<b>No cumulative effect</b>

# Viewpoint 306-02-002: view west from The Old Hough, Occlestone Green

This viewpoint is representative of views experienced by residents of the Old Hough, by users of the Old Hough fishery and users of Footpath Warmingham 7/1 of the Old Hough fishery and users of Warmingham Footpaths 7/2 and 13/1.

## Winter view (baseline)

Date taken: 15/02/2018 (stitched panorama)



## Summer view (baseline)

Date taken: 28/09/2018 (stitched panorama)



<b>Camera:</b>	Nikon D3200 SLR 50mm (equivalent) focal length	
<b>Approximate GPS co-ordinates ref.:</b>	369872, 362364	
<b>Value of the viewpoint:</b>	This viewpoint has a <b>medium</b> value, its composition being representative and typical of the Cheshire Plain landscape to the north of Crewe.	<b>Sensitivity of the receptor:</b>  <b>High</b>
<b>Susceptibility of the receptor to the change arising from the Proposed Scheme:</b>	Residents have a strong interest in their visual environment and the attention of recreational receptors is focused on the landscape. They are both therefore <b>highly</b> susceptible to visual change arising from the construction and operation of the Proposed Scheme.	



# Viewpoint 306-02-002: view west from The Old Hough, Occlestone Green

## Visual baseline description

<b>Winter</b>	<p>Near-distance views from Footpath Warmingham 7/4 near Forge Mill Road comprises an open grassed field margin, separated from pastoral fields by a timber post and rail fence and framed by ornamental tree planting along the fence line. Residents of The Old Hough experience similar, although largely oblique views to the west. Users of the footpath alongside the fishing ponds experience views towards surrounding belts of tree and shrub planting, such that visibility is restricted to the near distance.</p> <p>In the middle distance, the landform falls gently towards Hoggins Brook. Riparian vegetation and blocks of deciduous woodland create a partial skyline in the middle distance, between which there are occasional open views towards a horizon of pastoral fields, frequent boundary hedges and trees. Manor Cottage, situated on the A530 Nantwich Road is visible on the skyline to the west, while Manor Farm and Cottage are visible on rising ground to the north, beyond Hoggins Brook.</p>
<b>Summer</b>	<p>The summer foliage of field boundary hedgerows, mature deciduous hedge trees and woodland areas in combination, reduce the extent of visibility for residents of The Old Hough and for footpath users. Views west from footpaths surrounding the fishing ponds remain well screened.</p>
<b>Night-time</b>	<p>Local roads in the area are unlit, with other night-time lighting within the view limited to individual or isolated properties.</p>

## Future baseline description

<b>Construction (2025)</b>	<p>There are no committed developments which will change the baseline.</p>
<b>Operation (2038)</b>	<p>There are no committed developments which will change the baseline.</p>

## Visual impact assessment

		<b>Temporary effects during construction</b>	<b>Significance of effect</b>
<b>Construction</b>		<p>Construction of the Proposed Scheme will be visible in the far and middle-distance as a partial component of the view, parallel to and just in front of WCML. Views of construction of the Proposed Scheme and material stockpiles will be filtered by near-distance and intervening field hedges and occasional hedge trees and copses. Construction activity within A530 Nantwich Road satellite compound and the earthworks and overbridge associated with the realignment of A530 Nantwich Road (Proposed Scheme components being located within the adjacent Wimboldsley to Lostock Gralam area (MA02)) will be visible in the far distance. The removal of areas of copse woodland vegetation will alter a characteristic of the view from The Old Hough. Local landform will partially screen the construction of Crewe North RSD and IMB-R beyond A530 Nantwich Road, although taller plant and equipment will be visible above intervening vegetation. Views from footpaths will be intermittent between intervening blocks of woodland and construction activity will not form the focus of views for footpath users. The magnitude of visual change will be <b>low</b>.</p>	<b>Minor adverse (non-significant)</b>
<b>Construction night-time</b>		<p>The presence of night-time lighting associated with Crewe North RSD and IMB-R, A530 Nantwich Road satellite compound and Crewe North RSD south compound 1 (all located within the adjacent Wimboldsley to Lostock Gralam area (MA02)) will introduce new lighting elements in the far distance. This will be seen above and through intervening woodland vegetation in a predominantly rural, narrow and unlit view. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider view. At night there will be a <b>low</b> magnitude of visual change.</p>	<b>Minor adverse (non-significant)</b>
<b>Construction cumulative assessment</b>		<p>There are no developments which will result in cumulative construction effects</p>	<b>No cumulative effect</b>

			<b>Permanent effects during operation</b>	<b>Significance of effect</b>
<b>Year 1</b>	<b>Winter</b>		<p>Operational effects will result from the introduction of infrastructure elements including Crewe North RSD and IMB-R, and the A530 Nantwich Road overbridge (all located within the adjacent Wimboldsley to Lostock Gralam area (MA02)) which will be visible in the far distance, partially screened by intervening woodland, hedgerows and hedgerow trees. Overhead line equipment and train movements will be noticeable in the far distance, to the north of Park Hall Farm. The Proposed Scheme will be broadly parallel to WCML, where overhead line equipment and train movement is largely characteristic of the existing middle to far distance view. Views toward these component elements will be heavily filtered by intervening field hedges, hedgerow trees and field trees. The magnitude of visual change will be <b>low</b>.</p>	<b>Minor adverse (non-significant)</b>
	<b>Night-time</b>		<p>At night, the lighting associated with Crewe North RSD and IMB-R to the west (located within the adjacent Wimboldsley to Lostock Gralam area (MA02)) will introduce new localised lighting elements in the far distance, seen above and through existing intervening field vegetation in a predominantly unlit view. At night there will be a <b>low</b> magnitude of visual change.</p>	<b>Minor adverse (non-significant)</b>
<b>Year 15</b>	<b>Summer</b>		<p>Due to the growth of mitigation planting around A530 Nantwich Road overbridge, on the landscape earthworks in front of Crewe North RSD and IMB-R and to the north of the A530 Nantwich Road, views of the depot and overbridge will be filtered and appear more integrated. Mitigation planting will integrate and filter far-distance views of the Proposed Scheme, overhead line equipment and train movements. The magnitude of visual change reduce to <b>negligible</b>.</p>	<b>Negligible (non-significant)</b>
	<b>Night-time</b>		<p>At night, the lighting associated with Crewe North RSD and IMB-R to the west (located within the adjacent Wimboldsley to Lostock Gralam area (MA02)) will remain apparent in the far-distance, seen above existing intervening field vegetation in a predominantly unlit view. At night there will be a <b>negligible</b> magnitude of visual change.</p>	<b>Negligible (non-significant)</b>
<b>Year 30</b>	<b>Summer</b>		<p>The further maturity of the mitigation planting at year 30 will provide denser screening in summer months, including tree and hedgerow planting around Crewe North RSD and IMB-R and hedgerows and belts of trees and shrubs along the Proposed Scheme. The magnitude of visual change will remain <b>negligible</b>.</p>	<b>Negligible (non-significant)</b>
	<b>Night-time</b>		<p>At night, the lighting associated with Crewe North RSD and IMB-R to the west (located within the adjacent Wimboldsley to Lostock Gralam area (MA02)) will remain apparent in the far-distance, seen above existing intervening field vegetation in a predominantly unlit view. At night there will remain a <b>negligible</b> magnitude of visual change.</p>	<b>Negligible (non-significant)</b>
<b>Operation cumulative assessment</b>			<p>There are no developments which will result in cumulative operation effects.</p>	<b>No cumulative effect</b>

# Non-significantly affected viewpoints: construction phase

Table 2: Schedule of non-significantly affected viewpoints, with justification

Viewpoint number	Construction	Construction night-time	Construction cumulative	Justification
302-02-001	Minor adverse	Negligible	No cumulative effect	Due to the distance of construction activity from this viewpoint and the presence of buildings and vegetation in the foreground continuing to filter views of the background.
302-06-002	Minor adverse	Not assessed	No cumulative effect	Low sensitivity receptor, and nature of the surrounding heavily developed landscape construction activity would not be out of character
302-04-003	Negligible	Negligible	No cumulative effect	Low sensitivity receptor, and limited visibility towards construction activity
304-02-003	Minor adverse	Minor adverse	No cumulative effect	The construction activities will not substantially alter the characteristics of the view and will be filtered by intervening garden, field hedges and trees.
304-02-008	Minor adverse	Minor adverse	No cumulative effect	Distance and existing field boundary and roadside hedgerow vegetation will largely screen lower level construction activity.
305-03-001	Minor adverse	Negligible	No cumulative effect	A combination of distance, existing vegetation and farm buildings in the intervening landscape will limit visibility.
305-03-002	Minor adverse	Negligible	No cumulative effect	Landform, existing vegetation and distance will limit views of the Proposed Scheme, construction occurring beyond the WCML
305-03-003	Minor adverse	Not assessed	No cumulative effect	Due to a combination of distance and vegetation in the intervening landscape construction activity will not form a focus of the view.
306-02-002	Minor adverse	Minor adverse	No cumulative effect	Changes to the background of the view will be screened by intervening vegetation and construction activity will not form a focus of the view.

# Non-significantly affected viewpoints: operation phase

Table 3: Schedule of non-significantly affected viewpoints, with justification

Viewpoint number	Operation year 1 (2038)		Operation year 15 (2053)		Operation year 30 (2068)		Operation cumulative	Justification
	Winter	Night-time	Summer	Night-time	Summer	Night-time		
301-02-007	Minor adverse	Not assessed	Negligible	Not assessed	Negligible	Not assessed	Minor adverse	Views toward these component elements will be filtered by intervening vegetation along Casey Lane and on landscape earthworks immediately west of the Proposed Scheme
302-02-001	Negligible	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect	Vegetation in the intervening landscape and the realigned Newcastle Road on embankment will filter views to the Proposed Scheme and screen views
302-06-002	Negligible	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect	Low sensitivity receptor, and nature of the surrounding heavily developed landscape.
302-04-003	Negligible	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect	Low sensitivity receptor, and limited visibility towards the Proposed Scheme
304-02-001	Minor adverse	Not assessed	Minor adverse	Not assessed	Negligible	Not assessed	No cumulative effect	Views toward the Proposed Scheme will be filtered by the existing belt of mature tree planting and landform bordering WCML.
304-02-002	Minor adverse	Not assessed	Negligible	Not assessed	Minor beneficial	Not assessed	No cumulative effect	Proposed Scheme largely screened from view in Crewe north cutting (retained cutting)
304-02-003	Minor adverse	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect	Views towards the Proposed Scheme will be heavily filtered by intervening field boundary hedges, hedgerow trees and garden vegetation.
304-02-004	Minor adverse	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect	
304-02-008	Minor adverse	Not assessed	Minor adverse	Not assessed	Negligible	Not assessed	No cumulative effect	Distance and existing field boundary and roadside hedgerow vegetation will screen views of the Proposed Scheme.
305-03-001	Minor adverse	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect	A combination of distance, existing vegetation and farm buildings in the intervening landscape will limit visibility.
305-03-002	Minor adverse	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect	Landform, existing vegetation and distance will limit views of the Proposed Scheme, beyond the WCML
305-03-003	Minor adverse	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect	Due to a combination of distance and vegetation in the intervening landscape the Proposed Scheme will not form a focus of the view.
305-02-004	Minor adverse	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect	Views toward these component elements will be heavily filtered by intervening hedges, hedgerow trees and field trees.
306-02-001	Minor adverse	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect	Views toward the Proposed Scheme will be heavily filtered by intervening hedges, hedgerow trees and field trees.
306-02-002	Minor adverse	Minor adverse	Negligible	Negligible	Negligible	Negligible	No cumulative effect	Changes to the background of the view will be screened by intervening vegetation and the Proposed Scheme will not form a focus of the view.

## Part 4: Assessment matrices

### 4.1 Landscape assessment matrix

4.1.1 Table 3 below summarises the assessment of significance for all of the LCA identified in the Hough to Walley's Green area. These are ordered from south to north along the route of the Proposed Scheme. The assessment of significant effects is presented in Volume 2, Community Area report: Hough to Walley's Green (MA01), Section 11.

**Table 4: Landscape assessment matrix summarising the assessment of significance for all of the LCA identified in the Hough to Walley's Green area**

LCA	Construction	Construction cumulative	Operation year 1 (2038)	Operation year 15 (2053)	Operation year 30 (2068)	Operation cumulative
Blakenhall Lower Farms and Woods	Negligible	Major adverse	Negligible	Negligible	Negligible	Moderate adverse
Wychwood Park	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible
Hough Common	Negligible	Minor adverse	Negligible	Negligible	Negligible	Minor adverse
Shavington/Crewe Outer Fringe Lower Farms and Woods	Minor adverse	Major adverse	Negligible	Negligible	Negligible	Moderate adverse
Crewe Urban Fringe	Negligible	Minor adverse	Negligible	Negligible	Negligible	Negligible
Crewe Station Area and Sidings	Minor adverse	No cumulative effect	Negligible	Negligible	Negligible	No cumulative effect
Crewe East Commercial and Industrial	Negligible	No cumulative effect	Negligible	Negligible	Negligible	No cumulative effect
Crewe North	Minor adverse	No cumulative effect	Negligible	Negligible	Negligible	No cumulative effect
Crewe Fringe Mosslands	Moderate adverse	No cumulative effect	Minor adverse	Minor adverse	Minor adverse	No cumulative effect
Upper Weaver Valley	Negligible	No cumulative effect	Negligible	Negligible	Negligible	No cumulative effect
Wimboldsley Plain	Major adverse	No cumulative effect	Major adverse	Major adverse	Major adverse	No cumulative effect
River Wheelock Farmland	Negligible	No cumulative effect	Negligible	Negligible	Negligible	No cumulative effect

### 4.2 Visual assessment matrix

4.2.1 Table 4 below summarises the assessment of significance for all the representative viewpoints identified in the Hough to Walley's Green area. These are ordered from south to north along the route of the Proposed Scheme. The assessment of significant effects is presented in Volume 2, Community Area report: Hough to Walley's Green, Section 11. The night-time assessment (reported in Part 3 of this document, as appropriate) has only been undertaken for certain receptors with a view of proposed continuous lighting during either construction or operation. Further detail on this is provided within the Technical Note: Approach to night-time assessment, contained within the SMR. In most cases, in urban areas, additional lighting is not considered to give rise to significant effects due to the widespread presence of street lighting, lightspill from adjacent buildings and skyglow. Where there is no direct foreground visibility of additional lighting, no further assessment has been undertaken.

**Table 5: Visual assessment matrix summarising the assessment of significance for all of the viewpoints identified in the Hough to Walley's Green area**

Viewpoints		Construction			Operation year 1 (2038)		Operation year 15 (2053)		Operation year 30 (2068)		Operation cumulative
		Winter	Night-time	Cumulative	Winter	Night-time	Summer	Night-time	Summer	Night-time	
300-02-005	View north from Newcastle Road	Moderate adverse	Minor adverse	Major adverse	Minor adverse	Not assessed	Negligible	Not assessed	Negligible	Not assessed	Major adverse
300-02-006	View north-east from Newcastle Road, Hough	Moderate adverse	Minor adverse	Moderate adverse	Minor adverse	Not assessed	Negligible	Not assessed	Negligible	Not assessed	Moderate adverse
301-02-006	View south-east from Casey Lane	Major adverse	Major adverse	Major adverse	Minor adverse	Not assessed	Negligible	Not assessed	Negligible	Not assessed	Moderate adverse
301-02-007	View south-east from Weston Lane, Basford	Minor adverse	Minor adverse	Moderate adverse	Minor adverse	Not assessed	Negligible	Not assessed	Negligible	Not assessed	Minor adverse
302-02-001	View north-east from Ivatt Drive, Crewe	Minor adverse	Negligible	No cumulative effect	Negligible	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect

Viewpoints		Construction			Operation year 1 (2038)		Operation year 15 (2053)		Operation year 30 (2068)		Operation cumulative
		Winter	Night-time	Cumulative	Winter	Night-time	Summer	Night-time	Summer	Night-time	
302-06-002	View south-west from Cowley Way, Crewe	Minor adverse	Not assessed	No cumulative effect	Negligible	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect
302-04-003	View south-east from Crewe Station railway platform	Negligible	Negligible	No cumulative effect	Negligible	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect
303-02-001	View north from public open space bordering the B5076 Middlewich Street	Major adverse	Moderate adverse	No cumulative effect	Moderate adverse	Not assessed	Moderate adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect
303-02-003	View south-east from public open space bordering the B5076 Middlewich Street	Major adverse	Major adverse	No cumulative effect	Moderate adverse	Not assessed	Moderate adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect
303-02-004	View north-west from Bradfield Road, Crewe	Major adverse	Moderate adverse	No cumulative effect	Moderate adverse	Not assessed	Minor adverse	Not assessed	Negligible	Not assessed	No cumulative effect
304-02-001	View east from Somerley Close, Leighton, Crewe	Moderate adverse	Minor adverse	No cumulative effect	Minor adverse	Not assessed	Minor adverse	Not assessed	Negligible	Not assessed	No cumulative effect
304-02-002	View west from Broughton Road, Coppenhall, Crewe	Major adverse	Moderate adverse	No cumulative effect	Minor adverse	Not assessed	Negligible	Not assessed	Minor beneficial	Not assessed	No cumulative effect
304-02-003	View north-west from the White Lion Public House, Coppenhall Moss	Minor adverse	Minor adverse	No cumulative effect	Minor adverse	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect
304-02-004	View east from Bleasdale Road, Leighton, Crewe	Moderate adverse	Minor adverse	No cumulative effect	Minor adverse	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect
304-03-005	View west from Footpath Crewe 28/1 (Crewe and Nantwich Circular Walk), Coppenhall Moss	Major adverse	Not assessed	No cumulative effect	Major adverse	Not assessed	Moderate adverse	Not assessed	Moderate adverse	Minor adverse	No cumulative effect
304-02-006	View east from Moss Lane, Crewe and Nantwich Circular Walk	Major adverse	Moderate adverse	No cumulative effect	Major adverse	Not assessed	Moderate adverse	Not assessed	Moderate adverse	Minor adverse	No cumulative effect
304-02-007	View west from Footpath Warmingham 16/2 at Moss Farm, Coppenhall Moss	Major adverse	Moderate adverse	No cumulative effect	Major adverse	Not assessed	Moderate adverse	Not assessed	Moderate adverse	Minor adverse	No cumulative effect
304-02-008	View west from Drury Lane, Coppenhall Moss	Minor adverse	Minor adverse	No cumulative effect	Minor adverse	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect
304-02-009	View east from Footpath Minshull Vernon 2/1, east of Moss Lane	Major adverse	Moderate adverse	No cumulative effect	Major adverse	Not assessed	Moderate adverse	Not assessed	Moderate adverse	Not assessed	No cumulative effect
304-02-010	View south-west from Maplins Moss Place, Coppenhall, Crewe	Major adverse	Moderate adverse	No cumulative effect	Moderate adverse	Not assessed	Minor adverse	Not assessed	Negligible	Not assessed	No cumulative effect
305-03-001	View east from Footpath Minshull Vernon 12/4 (Crewe and Nantwich Circular Walk) north of Bradfield Green	Minor adverse	Negligible	No cumulative effect	Minor adverse	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect
305-03-002	View east from Footpath Minshull Vernon 12/1 (Crewe and Nantwich Circular Walk) east of Minshull Hall Court	Minor adverse	Negligible	No cumulative effect	Minor adverse	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect
305-03-003	View west from Footpath Warmingham 4/1, west of Warmingham	Minor adverse	Not assessed	No cumulative effect	Minor adverse	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect
305-02-004	View east from Moat House Farm, A530 Middlewich Road	Moderate adverse	Negligible	No cumulative effect	Minor adverse	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect
305-02-005	View west from Footpath Minshull Vernon 8/1 at Park House Farm	Major adverse	Minor adverse	No cumulative effect	Moderate adverse	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect
306-02-001	View east from Walley's Green	Moderate adverse	Minor adverse	No cumulative effect	Minor adverse	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect
306-02-002	View west from The Old Hough, Occlestone Green	Minor adverse	Minor adverse	No cumulative effect	Minor adverse	Minor adverse	Negligible	Negligible	Negligible	Negligible	No cumulative effect