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HS2

High Speed Rail (Crewe – Manchester) Environmental Statement

Volume 5: Appendix LV-001-0MA02

Landscape and visual

MA02: Wimboldsley to Lostock Gralam

Landscape and visual impact assessment and photomontages

HS2

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Department for Transport

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Introduction

This document is the appendix to the Landscape and visual impact assessment for the Wimboldsley to Lostock Gralam area (MA02), 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: Wimboldsley to Lostock Gralam. 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 Wimboldsley to Lostock Gralam area.

Table 1: Stakeholder engagement

Stakeholder	Comment	Response
Cheshire West and Chester Council	Cheshire West and Chester Council commented on the Working Draft Environmental Statement (WDES) in December 2018. The comments covered public rights of way (PRoW), photomontage locations and the assessment, including reference to specific landscape characterisation documents not referenced within the Working Draft Environmental Statement. Meetings were held at Cheshire West and Chester offices in Winsford on 6 April 2018, at Risley Moss Visitor Centre on 25 March 2019 and remotely on 25 November 2020. The discussion in 2018 covered the CP1 scheme design, the approach to the landscape and visual impact assessment (LVIA), photomontage locations, landscape effects and landscape mitigation. Requests for more open access to design detail for the Proposed Scheme were made. The 2019 meeting covered Cheshire West and Chester's response to the WDES and the CP2.1 design changes. Cheshire West and Chester 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 CP2.1 changes. The 2020 meeting covered the emerging design changes at CP3, including viewpoint selection for Borrow Pit D.	Cheshire West and Chester's comments on the LVIA and proposed viewpoint and photomontage locations were taken into account in the preparation of this Environmental Statement (ES). Comments on landscape mitigation have been accommodated in the landscape design where possible and comments on PRoW have been considered in this ES.
Cheshire East Council	Meetings were held at Cheshire East's offices in Macclesfield on 9 October 2018 and on 20 March 2019 and 24 September 2020. Cheshire East Council commented on the WDES in December 2018. The comments covered public rights of way, photomontage locations and the assessment. The discussion in 2018 covered the CP1 (pre-WDES) scheme design, the approach to the LVIA, photomontage locations, heritage and landscape effects and landscape mitigation. 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. The 2020 meeting covered the emerging design changes at CP3. Further engagement was undertaken during November 2020 in respect of viewpoint selection for Borrow Pit D.	Cheshire East 's comments on the LVIA and proposed photomontage locations were taken into account in the preparation of this ES. Their comments on landscape mitigation have been incorporated in the landscape design and comments on PRoW have been addressed in this ES.
Canal & River Trust	The Canal & River Trust (CRT) commented on the WDES in December 2018. The comments addressed concerns over the impact of Crewe North Rolling Stock Depot (RSD) at Wimboldsley upon the canal corridor of the Shropshire Union Canal (Middlewich Branch), and the design and appearance of viaduct crossings over the Shropshire Union Canal (Middlewich Branch) and the Trent and Mersey Canal, with reference to the Trust's own publication on Design Principles for Waterway Crossings. A boat tour of key hot spots was held from Aqueduct Marina, Church Minshull on 20 October 2017 and at HS2 Offices, Snowhill, Birmingham on 8 March 2019. The boat trip in 2017 covered the length of the Shropshire Union Canal (Middlewich Branch) from Walley's Green to Middlewich, and selected locations on the Trent and Mersey Canal at Whatcroft. Potential landscape effects and landscape mitigation, including design approaches to viaduct structures, were discussed. The 2019 meeting covered issues in relation to the response to the WDES and the CP2.1 design changes, including the design progression of canal crossings, viewpoint locations and desirable photomontage locations.	CRT's comments on the LVIA and proposed viewpoint and photomontage locations were taken into account in the preparation of this ES. Comments on landscape mitigation opportunities and design of canal crossings have been considered in the landscape design in this ES and supporting documents.

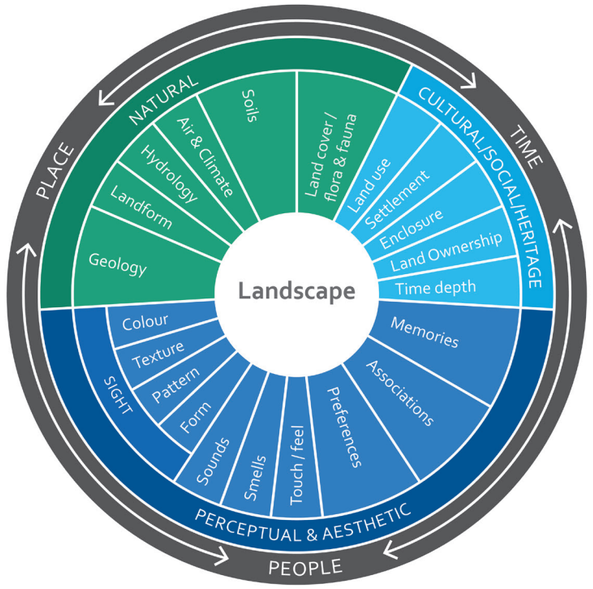
Part 2: Landscape character assessment

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 Wimboldsley to Lostock Gralam area. A summary of the landscape baseline and significant landscape effects is provided in the Volume 2, Community Area report: Wimboldsley to Lostock Gralam, 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 Ordinance 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 Environmental 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

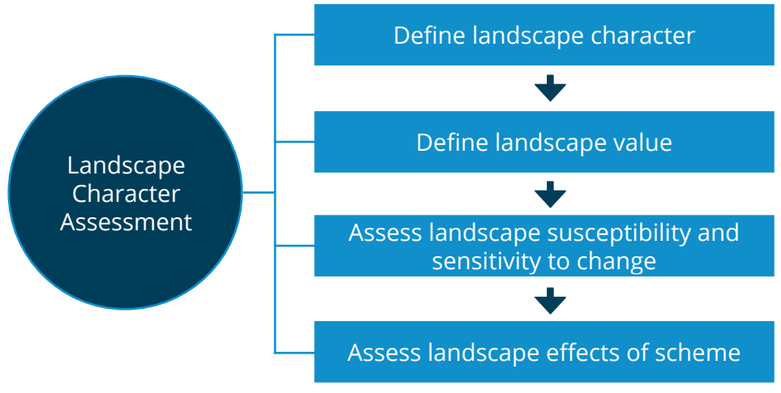
2.2 Approach to landscape characterisation

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/ townscape 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 LCAs, 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-MA02, (Volume 5, Landscape and visual Map Book). The county / District Landscape Character Types (LCT) / LCA of relevance to the Wimboldsley to Lostock Gralam area are summarised below:

2.2.3 Cheshire West and Chester:

- LCT 5 Undulating Enclosed Farmland: LCA East Winsford: Gently undulating lush landscape, with small wooded brooks that drain east or west to adjoining river valleys. A strong field pattern of hedgerows and hedgerow trees, with relatively low levels of woodland cover. Notable man-made features include canals, roads, railway lines and overhead power lines.
- LCT 10 Cheshire Plain East: LCA 10b Stublach Plain: Flat topography, over mudstone bedrock, is characterised by small and medium sized fields, commonly used for dairying, and where woodland is generally absent. Man-made features are common, relating to brine/salt extraction, gas storage facilities and overhead power lines.
- LCT 10 Cheshire Plain East: LCA 10c Lostock Plain: Flat topography, over mudstone bedrock, is characterised by small sized fields defined by low hedges and hedgerow trees, whilst more extensive woodland is absent. Field ponds are a frequent feature. Man-made features are common, relating to brine/salt extraction, gas storage facilities and overhead power lines.
- LCT 10 Cheshire Plain East: LCA 10d Wimboldsley and Sproston Plain: Flat topography, over mudstone bedrock, is characterised by small and medium sized fields, commonly used for dairying, and where woodland is generally absent. Field ponds are a frequent feature. Notable man-made features include canals, roads, railway lines and overhead power lines.
- LCT 14 Salt Heritage Landscape: LCA 14a Northwich: Underlying geology of rock salt and low-lying topography comprises a post-industrial landscape of man-made mounds, flashes, steep sided brooks and historical man-made features, including former salt works, and Trent and Mersey Canal. Enclosed farmland to the east of the LCA is marked by irregular straight-sided fields.



Above: The landscape assessment process

- LCT 15 River Valley: LCA 15e Dane Valley: Shallow valley comprising mainly pasture, with low steep sides supporting remnants of ancient woodland. The meandering course of the river is marked by riverine vegetation and is crossed by sandstone bridges at historical crossing points.

2.2.4 Cheshire East:

- LCT 4 Cheshire Plain East: LCA 4d Wimboldsley: Flat topography, over mudstone bedrock, is characterised by small and medium sized fields, commonly used for dairying. Frequent hedgerow trees give the sense of a well treed landscape, despite low levels of woodland cover. Field ponds are a frequent feature. Man-made features form distinctive features crossing the landscape, including canals, roads, and railway lines.

- LCT 7 Lower Wooded Farmland: LCA 7a Arley: Low lying, gently rolling topography, over rock salt and mudstone bedrock. Coverts and woodland along streams, link with hedgerows and frequent hedgerow trees including the designed landscape around Arley Hall. Field ponds are common, alongside a large number of mosses and meres. Notable man-made features crossing the landscape include arterial and local roads, including the M6 and M56.

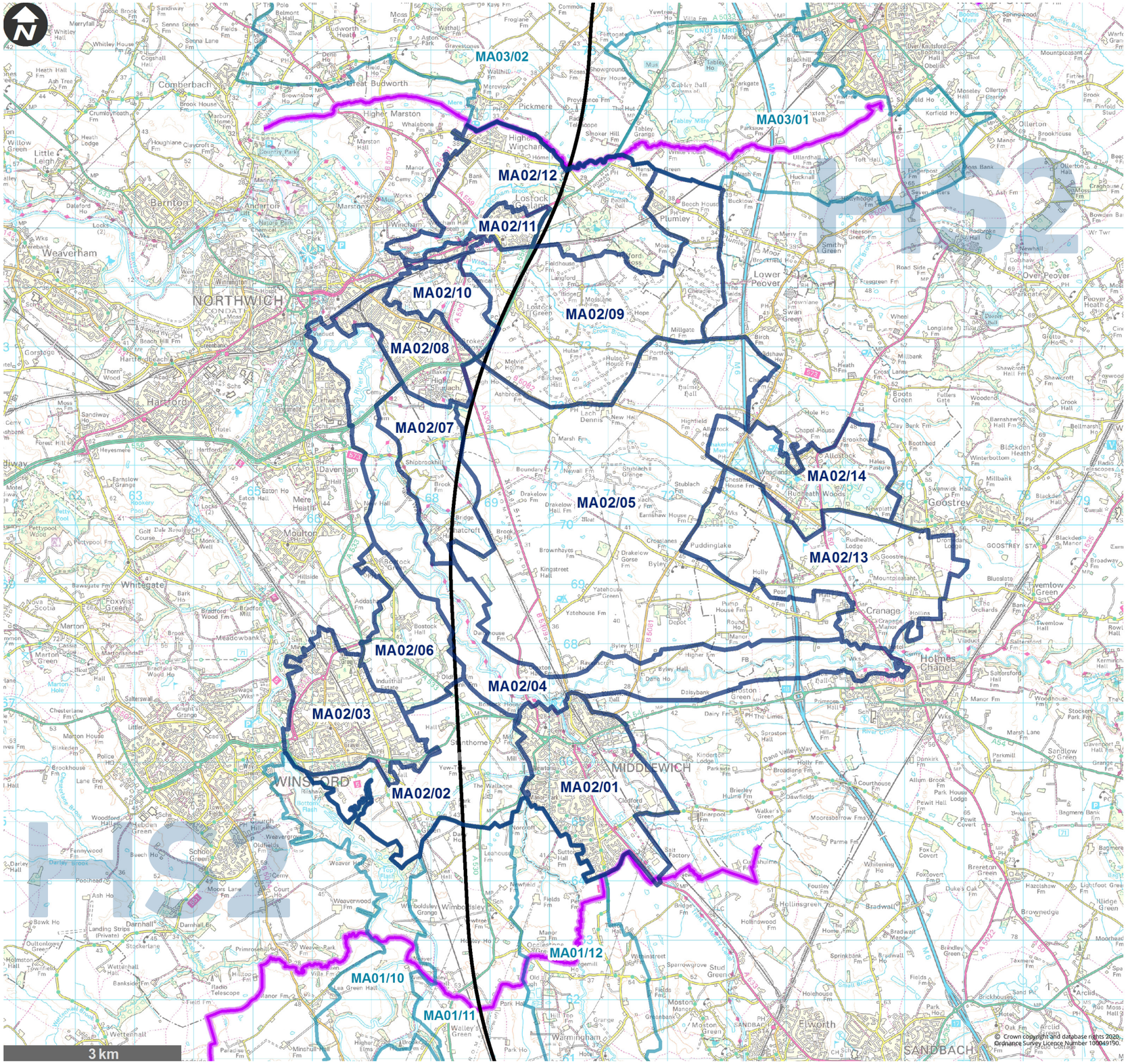
- LCT 7 Lower Wooded Farmland: LCA 7d Marthall: Low lying, gently rolling topography, over rock salt and mudstone bedrock. Mixed woodland, including along wooded stream, covets, that link with hedgerows and frequent hedgerow trees. Field ponds are frequent. Notable man-made features crossing the landscape include numerous roads, and railway line. Jodrell Bank telescope is one of the key features within the landscape visible over a substantial distance.

- LCT 8 Salt Flashes: LCA 8a Sandbach Flashes: 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 supporting dairy farming.

- LCT 10 River Valleys: LCA 10f Upper Weaver: Linear LCA defined by steep sided wooded valleys associated with the meandering River Weaver and its tributaries. Low lying pasture with outlying hamlets on the slightly elevated landform. Limited access by footpaths and road. Crossed laterally by the Shropshire Union Canal (Middlewich Branch) and West Coast Main Line (WCML).

2.2.5 Descriptions of all the LCA identified within the Wimboldsley to Lostock Gralam area are provided in the following sections. The LCA are shown in the Map Series LV-02. A summary description of the LCA most likely to be affected is included in the Volume 2, Community Area report: Wimboldsley to Lostock Gralam area, Section 11.

Overview of landscape character areas within MA02



Landscape character areas assessed in this community area

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

Landscape character areas assessed in neighbouring community areas

- MA01/10 - Upper Weaver Valley
- MA01/11 - Wimboldsley Plain
- MA01/12 - River Wheelock Farmland
- MA03/01 - Tabley Wooded Estates and Meres
- MA03/02 - Arley Lower Wooded Farmland

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

Middlewich LCA

Landscape character baseline description

This LCA comprises the town of Middlewich which has historically developed as a centre for salt extraction on the plain between the Dane and Wheelock Rivers.

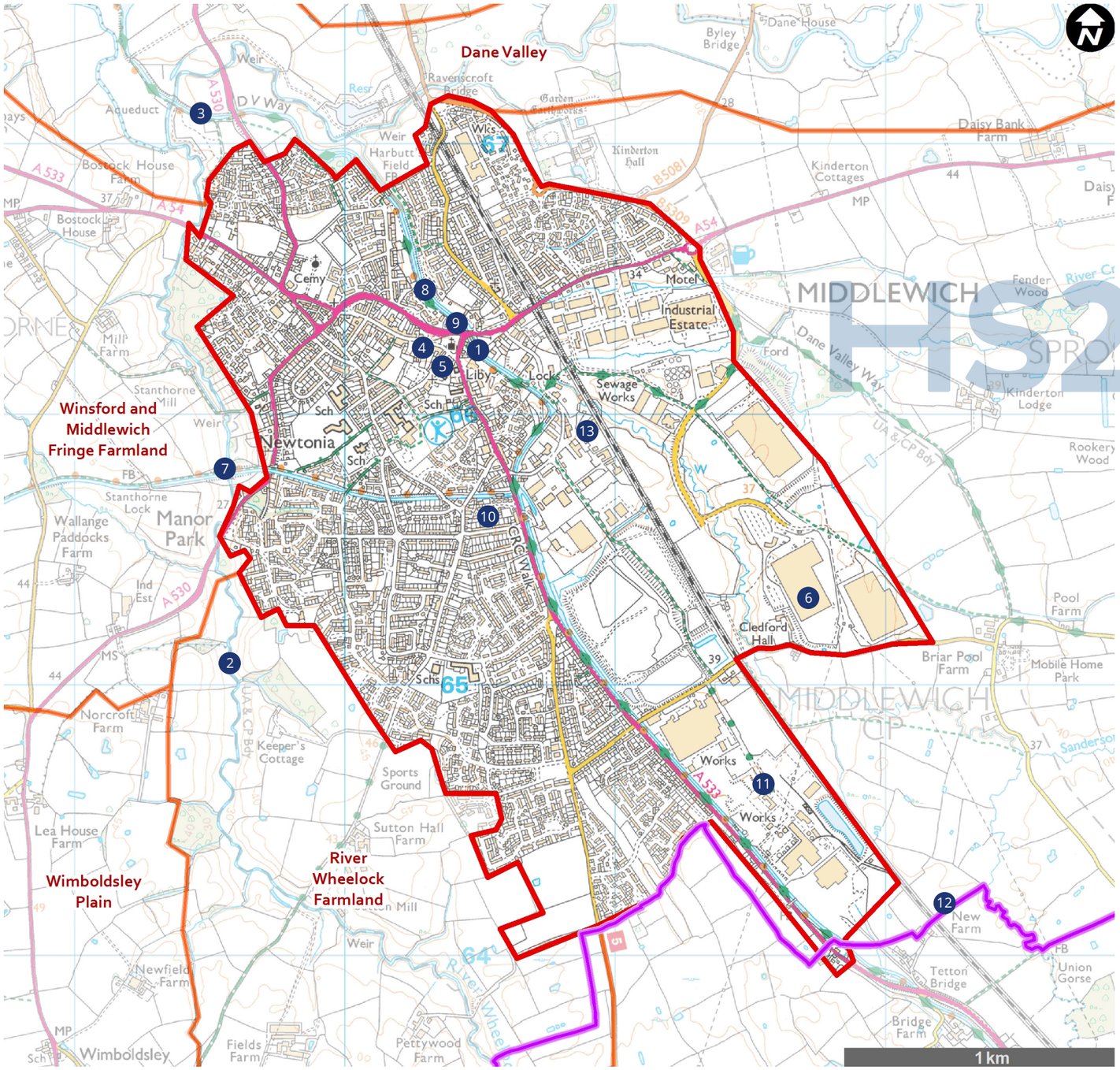
The town centre consists of largely 19th century buildings concentrated along Wheelock Street, with the 16th century Grade II* listed Church of Saint Michaels and All Angels prominent at its eastern end. There are extensive areas of interwar and post-war housing of primarily semi-detached red and brown brick properties, with relatively few street trees although numerous garden trees. Modern estates of primarily detached red and brown brick properties occupy almost the entire northern and western edges of the town. Riparian woodland borders the western margins of the town along the course of the River Wheelock. The Shropshire Union Canal (Middlewich Branch) joins the Trent and Mersey Canal via the Wardle Lock Branch Canal to the south of the town centre, both of which form tree-lined corridors through the town. Routes through the area include the long-distance footpaths of the Cheshire Ring Canal Walk and Dane Valley Way, several local footpaths, and National Cycle Network Routes 5 and 71. The Sandbach to Northwich railway is a freight only line passing through the town with the former Middlewich Station, closed since 1960.

The salt extraction industry continues on land between the Trent and Mersey Canal and the railway. Alongside the canal there is an area of waste lime beds contained by large bunds. Murgatroyd's Brine Works (a scheduled monument) sits adjacent to the railway line, this being a rare survival of a 'wild' brine pumping plant with typical features of its 19th century operation. Most of the eastern part of Middlewich is occupied by industrial estates comprised of metal sheds with red brick offices.



Key landscape characteristics

With a largely Victorian core, the town has substantially increased in size through the introduction of housing developments over the post-war period. The town retains substantial areas of industry and is a local centre for retail, community and leisure activity with many recreational routes, including the canals, providing connections to the surrounding countryside.



Proposed Scheme
LCA boundary

1 Town Wharf
2 The River Wheelock
3 The River Dane
4 Wheelock Street
5 Church of Saint Michaels and All Angels
6 Cledford Hall
7 The Shropshire Union Canal
8 Trent and Mersey Canal
9 River Croco
10 Wardle Lock
11 British Salt
12 Sandbach to Northwich railway
13 Murgatroyd's Brine Works Scheduled Monument

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Key landscape value attributes

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



Aesthetic

The 19th century buildings of the town centre feature some unusual architectural details such as colourful tiling, moulded plasterwork and black and white timber. The canal corridors provide a scenic quality and a sense of tranquillity particularly along their more heavily vegetated lengths in contrast with the surrounding urban townscape. Modern housing and industrial estates degrade the overall aesthetic value of the town.



Cultural, social and historic

The town's association with the salt extraction industry is evidenced through historical features such as Murgatroyd's Brine Works and the current production plant which is situated off Cledford Lane. The three canals in the town include Wardle Lock Branch which is considered to be shortest in the UK at 30m in length. The town centre features many listed buildings and several footpaths and cycleways offer valuable recreational opportunities.

Key landscape characteristics susceptible to the Proposed Scheme



Overall landscape value

The town of Middlewich sits on the plain between the rivers Dane and Wheelock with slight local variation in levels at the River Croco and other smaller tributary watercourses. This is an urban area with limited natural habitat, although the waste lime beds to the south-east have the potential to support grassland species. Most of the town consists of housing areas but with a core of retail services and leisure centred on a main shopping street of largely 19th century buildings. The town's connections to its Roman past and links to the Industrial Revolution are maintained through features such as a replica Roman theatre and current canal activity, with continuing salt manufacturing and regular cultural festivals.

Features of aesthetic and historic value are scattered within the large areas of housing and industry. The value of this LCA is therefore **medium-low** given the above.

Overall landscape susceptibility

The urban character of the town centre, with its assemblage of buildings of largely Victorian and earlier origins is susceptible to change as a result of the Proposed Scheme. It retains a sense of historic continuity, derived from the urban canal corridors of the Trent and Mersey Canal and Shropshire Union Canal (Middlewich Branch). However, the level of susceptibility is lessened somewhat by the character associated with the outer parts of the town, comprising areas of industry and modern housing. The landscape has a **medium-low** susceptibility to change resulting from the Proposed Scheme.

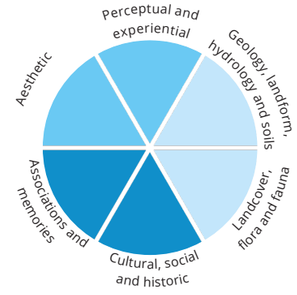
Future baseline

There are no committed developments which will change the baseline.

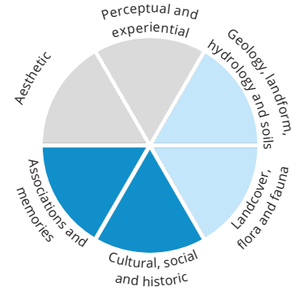
Overall landscape sensitivity

Middlewich has a sense of historic continuity and features of recreational value which are susceptible to the Proposed Scheme, but when balanced with the presence of existing industry and infrastructure, the resulting sensitivity of this LCA is **medium-low**.

Value



Susceptibility



Value and susceptibility key

n/a Low Medium High

Magnitude of change and level of effect

Construction

This LCA will be directly affected by the utilisation of the A54 (Middlewich Road, Chester Road, St. Michael's Way, Kinderton Street and Holmes Chapel Road) as a construction traffic route through Middlewich. The increase in traffic due to construction activity will be noticeable but will not substantially alter the town's existing urban character. Utilities diversion works along the A54 (Middlewich Road, Chester Road, St. Michael's Way, Kinderton Street and Holmes Chapel Road) road corridor will be locally evident during construction. The Proposed Scheme will pass approximately 1km to the west of Middlewich. The belt of mature riparian vegetation along the River Wheelock will heavily buffer the western edge of the LCA from construction activity to the west. The presence of a construction traffic route and utilities diversion works through the town will result in a **low** magnitude of change.

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

Operation year 1

The LCA will not be directly affected by the Proposed Scheme. The Proposed Scheme will pass approximately 1km to the west of Middlewich. Landscape effects will be contained to the west by intervening field and riverside vegetation, the latter along the River Wheelock which borders the town. Immature mitigation planting will not be sufficiently established by year 1 to integrate the Prosed Scheme. The magnitude of change will be **negligible**.

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

Operation year 15

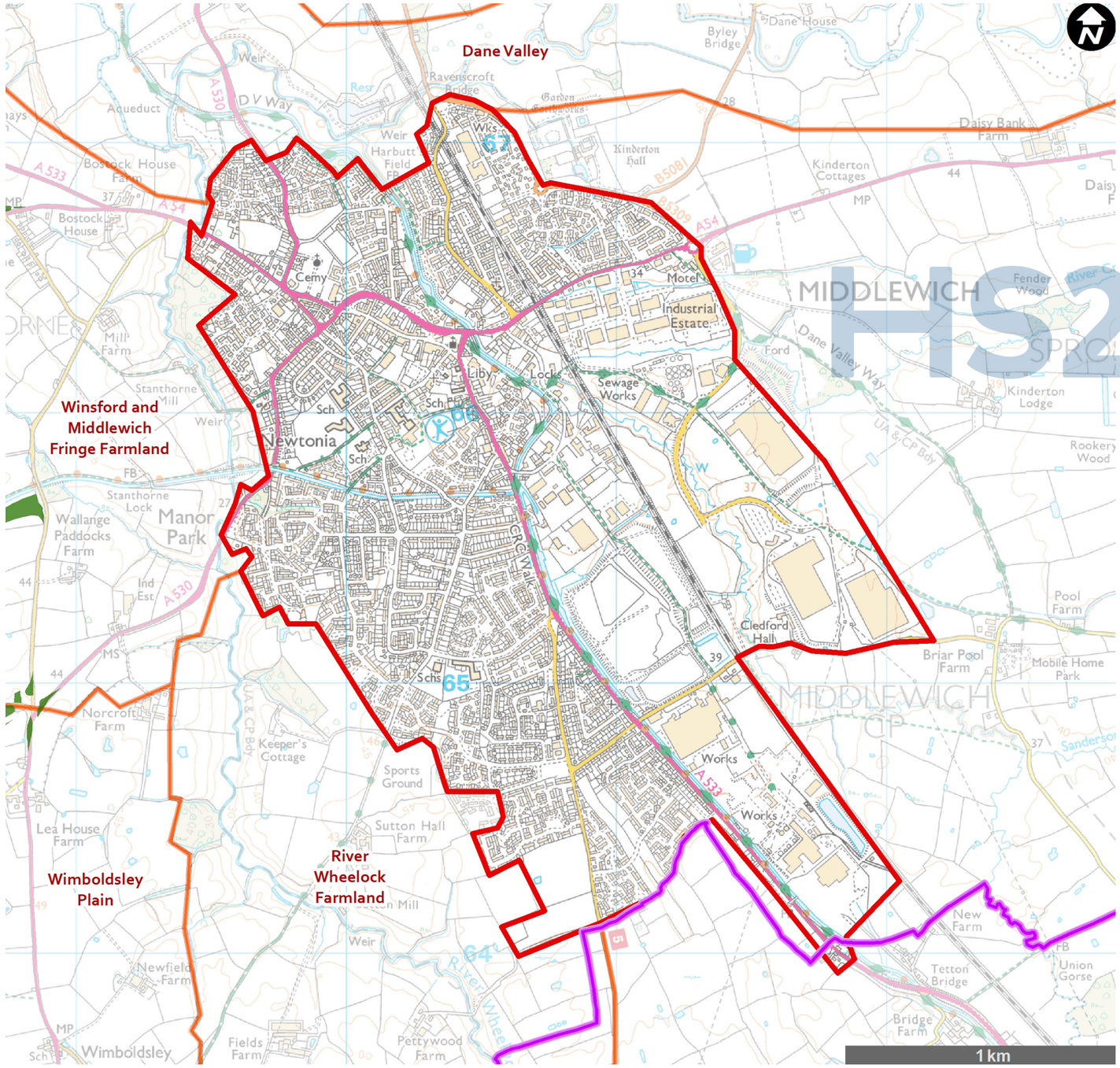
Intervening vegetation to the west of Middlewich will continue to contain landscape effects to the west. Landscape mitigation planting along the Proposed Scheme will be sufficiently established to integrate it locally and add to the existing framework of screening vegetation. The magnitude of change will remain **negligible**.

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

Operation year 30

Landscape mitigation planting along the Proposed Scheme will be sufficiently established to locally integrate the Proposed Scheme into its landscape setting. Intervening vegetation to the west of Middlewich will continue to contain landscape effects to the west. The magnitude of change will remain **negligible**.

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



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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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Winsford and Middlewich Fringe Farmland LCA

Landscape character baseline description

This LCA is a gently undulating agricultural landscape between the shallow valleys of the rivers Weaver and Wheelock, separating the urban fringes of Winsford to the west and Middlewich to the east.

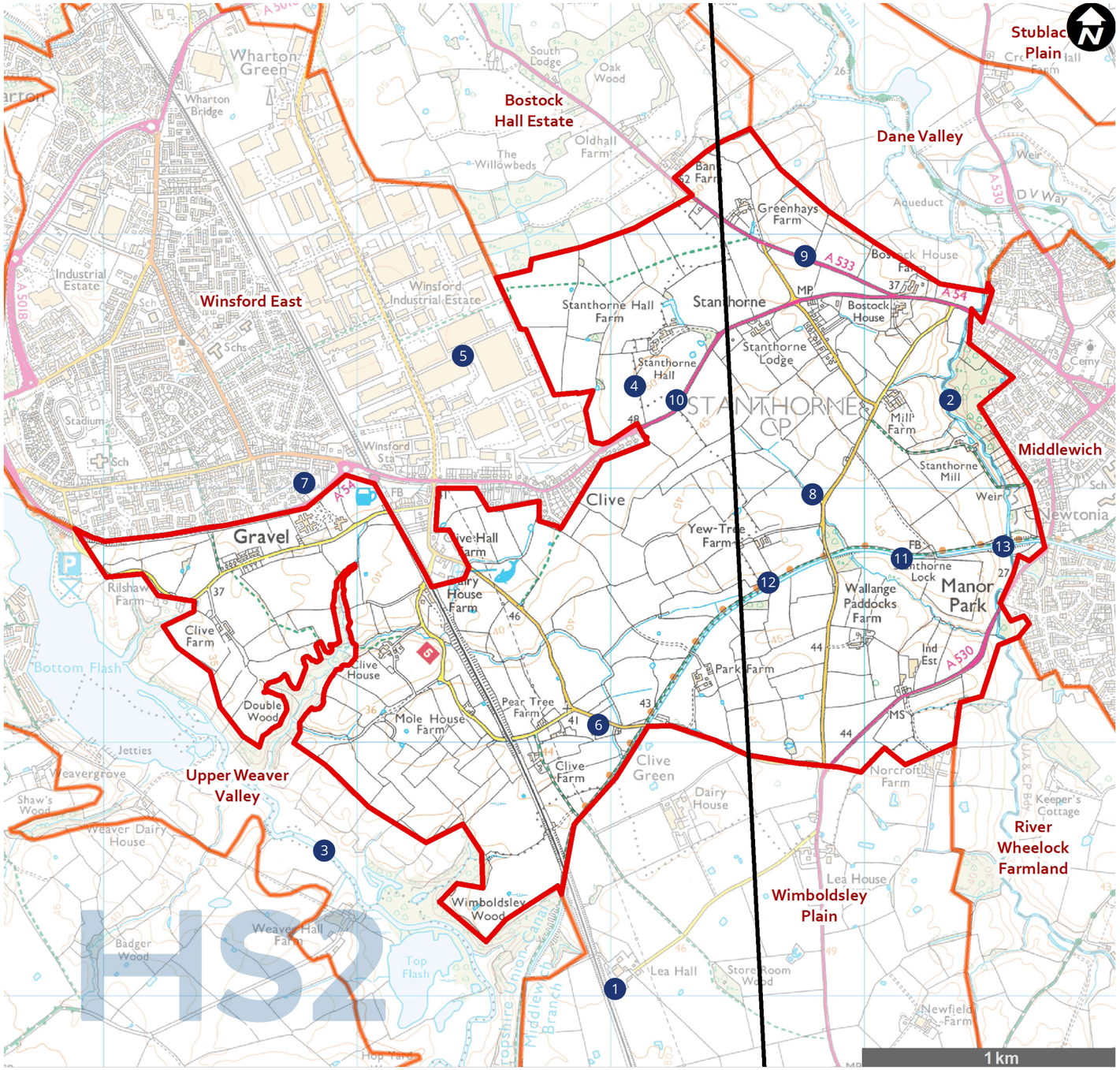
The area is characterised by an historic pattern of small to medium sized irregular fields, most of which are bordered by well-managed hedges incorporating mature trees. There are also frequent individual mature field trees. The landform is gently undulating between converging local watercourses. Along these watercourses, mature vegetation contributes to a sense of enclosure and forms visual buffers to the nearby residential and industrial edges of Middlewich and Winsford.

Beyond the towns, the settlement pattern is one of dispersed large individual farmsteads and houses including the locally prominent Stanthorne Hall. Despite the proximity of Winsford and Middlewich the landscape retains a largely rural character, although the eastern boundary of Winsford Industrial Estate is a noticeable detractor. The West Coast Main Line severs the landscape between Clive Green and Winsford, while the A530 Nantwich Road, A533 Northwich Road/Bostock Road and A54 Middlewich Road radiate across the landscape from Middlewich. The Shropshire Union Canal (Middlewich Branch) is a key feature of the LCA, affording a sense of historic continuity and incorporating several Grade II listed structures, including the aqueduct over the River Wheelock and Stanthorne Lock.



Key landscape characteristics

The combination of ancient field pattern, mature field boundaries and riparian woodland creates a generally peaceful and rural landscape, which belies its proximity to the towns of Winsford and Middlewich.



Proposed Scheme
LCA boundary

1 WCML
2 The River Wheelock
3 The River Weaver
4 Stanthorne Hall
5 Winsford Industrial Estate
6 Clive Green
7 Winsford
8 A530 Croxton Lane
9 A533 Bostock Road
10 A54 Middlewich Road
11 Stanthorne Lock.
12 The Shropshire Union Canal (Middlewich Branch)
13 Aqueduct

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Key landscape value attributes

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



Aesthetic

The irregular field pattern in combination with frequent hedges, trees and riparian vegetation creates a sense of local distinctiveness, despite the proximity of Middlewich and Winsford. The urban fringes of both towns are generally well integrated into their landscape setting by vegetation. However, the abrupt boundary of Winsford Industrial Estate is a notable exception. The rail and power lines that cross the landscape between Winsford and Clive Green are also detracting features. The Shropshire Union Canal (Middlewich Branch) has a scenic quality associated with the farmland to the south of the settlements.



Cultural, social and historic

The Shropshire Union Canal (Middlewich Branch) has several listed historic structures. It is also a valued recreation corridor linking town and country for boating, walking and cycling. Some of the large and isolated estate properties in the area are Grade II listed, such as at Stanthorne Hall and Park Farmhouse. These buildings are often prominent components within the landscape, adding to the area's sense of history.

Key landscape characteristics susceptible to the Proposed Scheme



Overall landscape value

The area forms a buffer landscape between the towns of Middlewich and Winsford. It is accessible recreationally via the Shropshire Union Canal (Middlewich Branch) corridor, and via a connecting network of footpaths and cycle routes. It has some sense of tranquillity despite its proximity to the towns, although this is interrupted by overhead power lines and transport routes including the West Coast Main Line, the A530 Nantwich Road and A54 Middlewich Road, along with the industrial edge of Winsford. The tight-knit field pattern and high frequency of hedges and mature trees, in particular between Clive and Clive Green, contrast with the more intensive agricultural landscape to the south, in the former, there is a stronger sense of old lanes and historic settlements. The Shropshire Union Canal (Middlewich Branch), locally prominent farms and estate properties all add to the sense of historic continuity. The value of this LCA is **medium**.

Overall landscape susceptibility

The LCA forms a buffer landscape between the towns of Winsford and Middlewich. It retains a sense of historic continuity, derived from landscape patterns comprising the Shropshire Union Canal (Middlewich Branch), local settlement and field pattern, all of which are susceptible to the type of development proposed. However, the landscape is influenced by existing transport and energy infrastructure including the WCML and major roads. It has a **medium** susceptibility to change resulting from the Proposed Scheme.

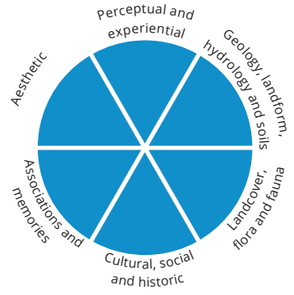
Future baseline

There are no committed developments which will change the baseline.

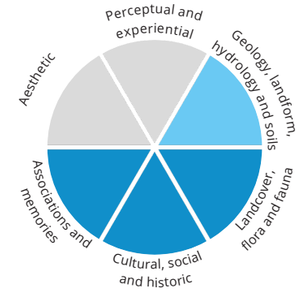
Overall landscape sensitivity

The value of this area as a largely intact agricultural landscape between the towns of Middlewich and Winsford, in combination with the cultural value, social value and susceptibility of its defining historic landscape features results in the sensitivity of this LCA being **medium**.

Value



Susceptibility



Value and susceptibility key

n/a Low Medium High

Magnitude of change and level of effect

Construction

This LCA will be directly affected by construction of the Proposed Scheme, including the realignment of the A54 Middlewich Road and the excavation of MA02 Borrow Pit C. It will be indirectly affected by construction of the realigned Clive Green Lane at the southern extent of the LCA. The construction of these elements, together with Stanthorne South embankments No. 1 and No. 2, will remove field boundary vegetation and disrupt the local field pattern and road network, the latter including Clive Green Lane, the A54 Middlewich Road and the A533 Northwich Road/Bostock Road. Where the Shropshire Union Canal (Middlewich Branch) is crossed by the Proposed Scheme, construction activity will affect its landscape setting. The presence of five satellite compounds, temporary material stockpiles, of construction activity, and construction traffic along the A54 Middlewich Road and A533 Bostock Road will result in a substantial change to the key characteristics of the LCA and will impact upon the tranquillity of the setting. The magnitude of change will be **high**.

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

Operation year 1

This LCA will be directly affected by the introduction of large-scale infrastructure and the realignments of Clive Green Lane, the A54 Middlewich Road and the A533 Northwich Road/Bostock Road. The absence of vegetation removed during construction will be a noticeable change within the landscape pattern of irregular fields and maintained hedgerows. Train movements on embankments and the prominence of the Shropshire Union Canal viaducts No.s 1 -3, will reduce the tranquil quality of the LCA, most notably along the Shropshire Union Canal (Middlewich Branch). Landscape earthworks on either side of Stanthorne South embankments, between the Shropshire Union Canal (Middlewich Branch) and the realignment of the A54 Middlewich Road will, however, partially contain train movements. There will be changes to the landscape setting of nearby buildings, notably the Grade II listed properties of Park Farm, Stanthorne Hall and Stanthorne Lodge. The Middlewich Road sectioning auto-transformer station will be an uncharacteristic feature in the landscape. The Proposed Scheme will form a low skyline component, with its earthworks and structures bisecting the LCA and permanently changing the landscape pattern in a similar manner to the WCML, although connectivity will be retained via the realigned A54 Middlewich Road and Shropshire Union Canal (Middlewich Branch) corridor. Landscape mitigation planting will not be sufficiently established to integrate the Proposed Scheme into the landscape. The magnitude of change will be **high**.

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

Operation year 15

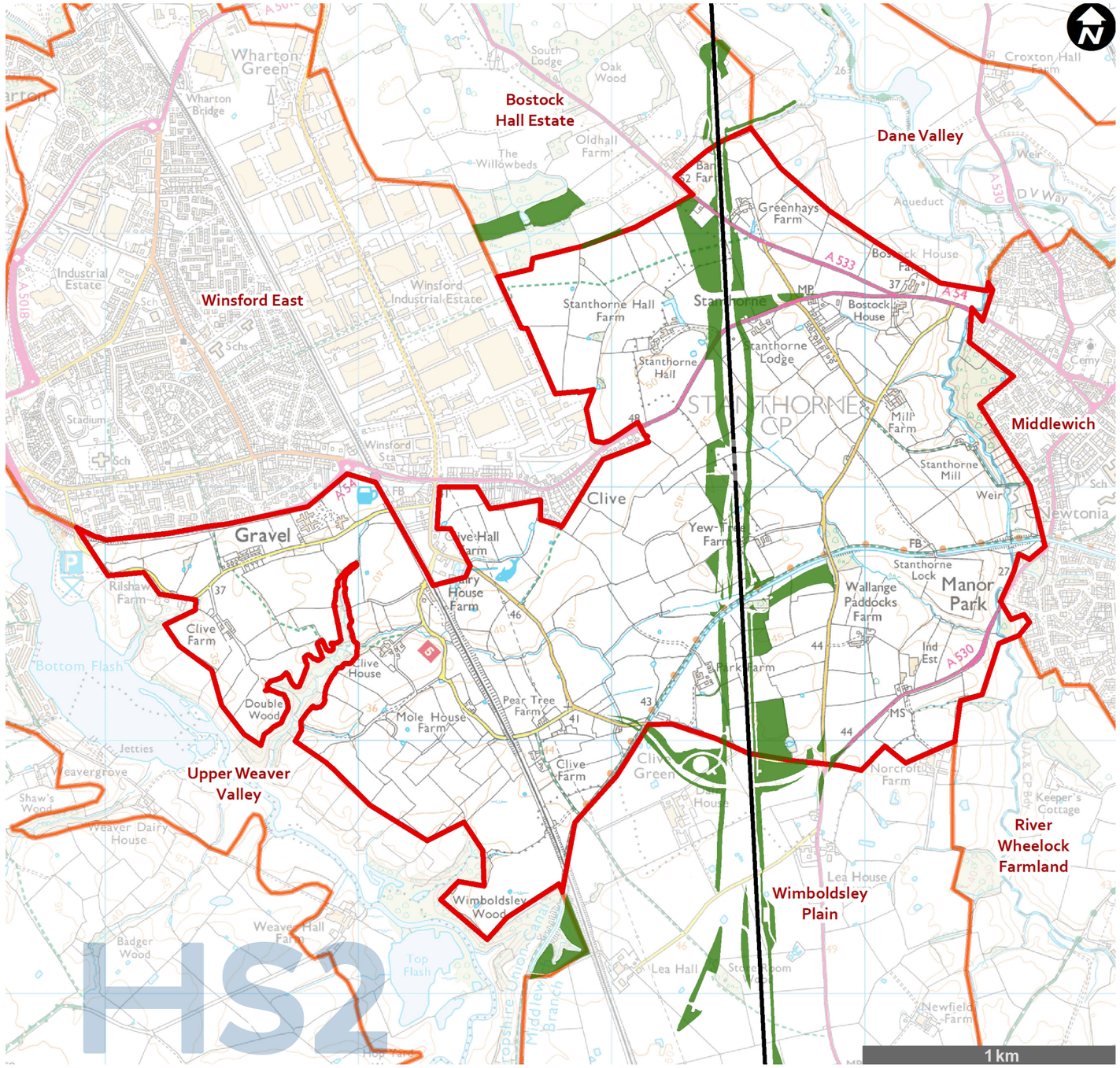
Extensive mitigation planting along landscape earthworks on either side Stanthorne South embankments No. 1 and No. 2, around Clive Green Lane North and South embankments Nos 1-3 and alongside the Proposed Scheme will be sufficiently established to largely contain landscape effects of the Proposed Scheme and increased integration with surrounding vegetation. The establishment of mitigation planting will serve to better integrate the realigned Clive Green Lane, the A54 Middlewich Road and A533 Northwich Road, into the landscape. Landscape character will, however, remain noticeably changed due to the scale of the Proposed Scheme, the severance of the rural landscape pattern separating Winsford and Middlewich, and the presence of the Shropshire Union Canal viaducts Nos. 1-3 crossing the Shropshire Union Canal (Middlewich Branch). The magnitude of change will reduce to **medium**.

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

Operation year 30

The mature mitigation planting along landscape earthworks either side of Stanthorne South embankments No. 1 and No. 2, the realigned Clive Green Lane and around the Middlewich Road sectioning auto-transformer station will further reduce the prominence of the Proposed Scheme between Winsford and Middlewich. The Shropshire Union Canal viaducts Nos 1-3 will remain evident at the crossing of the Shropshire Union Canal (Middlewich Branch). The magnitude of change will remain **medium**.

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



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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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Winsford East LCA

Landscape character baseline description

This LCA is a residential and industrial part of the town of Winsford, centred on the former village of Wharton on the plain between the River Weaver to the west and River Dane to the east.

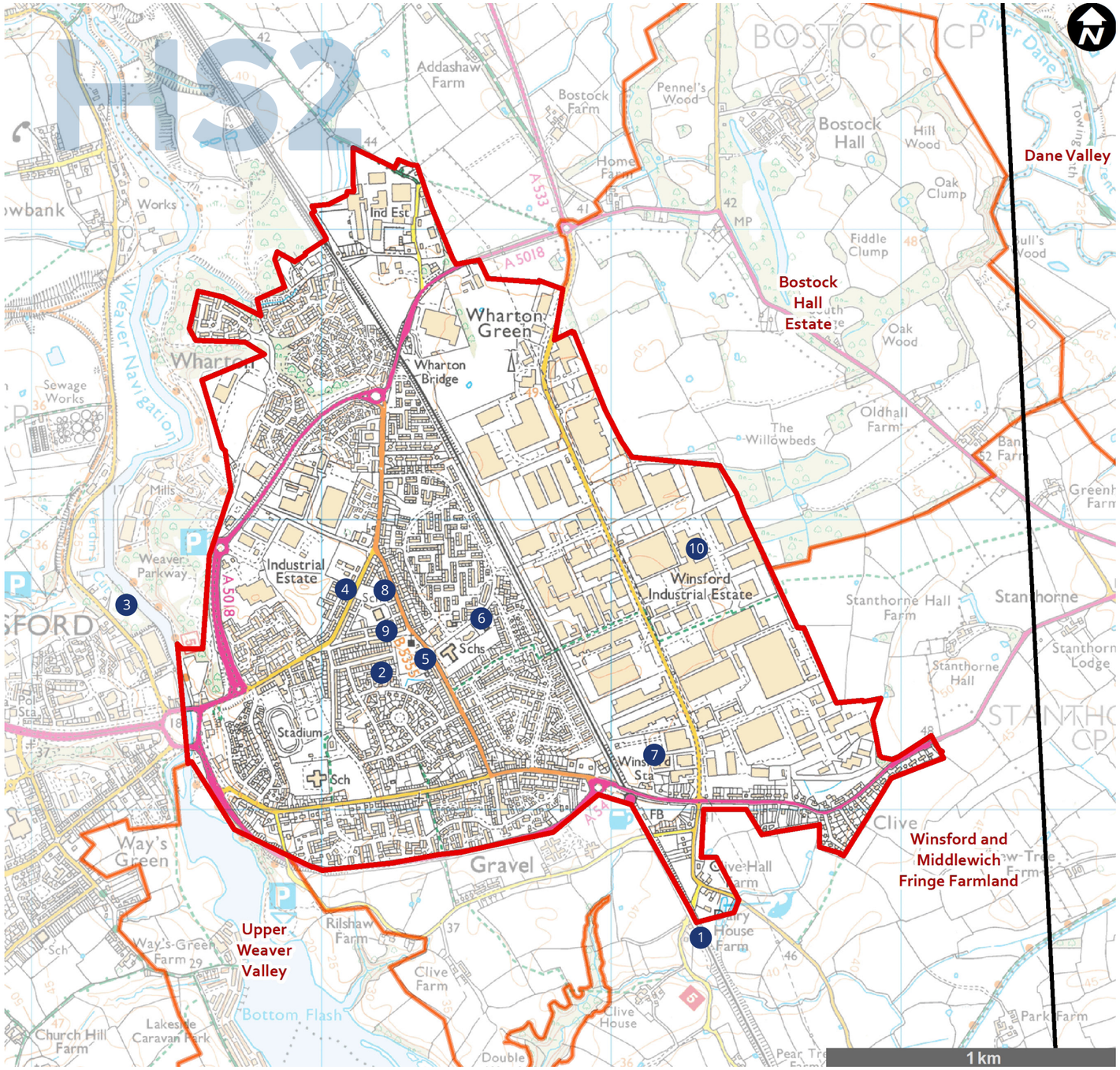
The LCA is bisected by the West Coast Main Line (WCML), with a largely residential district to the west and the Winsford Industrial Estate to the east. The Victorian buildings of Wharton, developed around the triangle of Wharton Road, Crook Lane and School Road, include terraced housing and Christ Church (built in 1843). There is an area of 20th century red brick and white rendered housing to the south of the original village of Wharton stretching east along Middlewich Road. 1960s housing between Crook Lane and the railway comprises grey or beige brick terraces with white, brown or grey-blue panels and detached houses with steep pitched roofs and dormer windows. Modern development is concentrated in the south and north-west of the area. A local footpath from Crook Lane runs east over the WCML, through Winsford Industrial Estate and into open countryside at Stanthorne.

Industrial and commercial land use predominates and is concentrated within the north-west and north-east of the LCA and at the Winsford Industrial Estate to the east of the WCML. These industrial and commercial buildings are of a very large-scale and arranged perpendicular to wide access roads with grass verges often with associated ornamental trees and shrubs. The building materials used are generally grey or blue steel (although some are red, green or yellow coloured) and red brick.



Key landscape characteristics

The original village of Wharton, with its remnant Victorian buildings, has been subsumed by the scale of surrounding modern housing and industry. Residential development is contained by the expanse of Winsford Industrial Estate to the east and by the heavily vegetated Weaver Valley to its west.



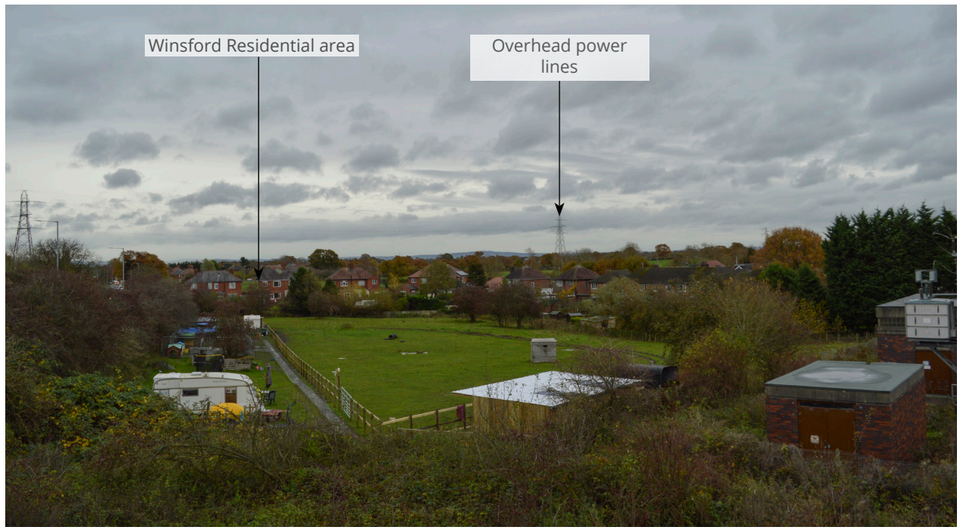
Proposed Scheme
LCA boundary

1. WCML
2. Wharton
3. The River Weaver
4. Wharton Road
5. Christ Church
6. Willow Wood Community Primary School
7. Middlewich Road
8. B5355 Crook Lane
9. School Road
10. Winsford Industrial Estate

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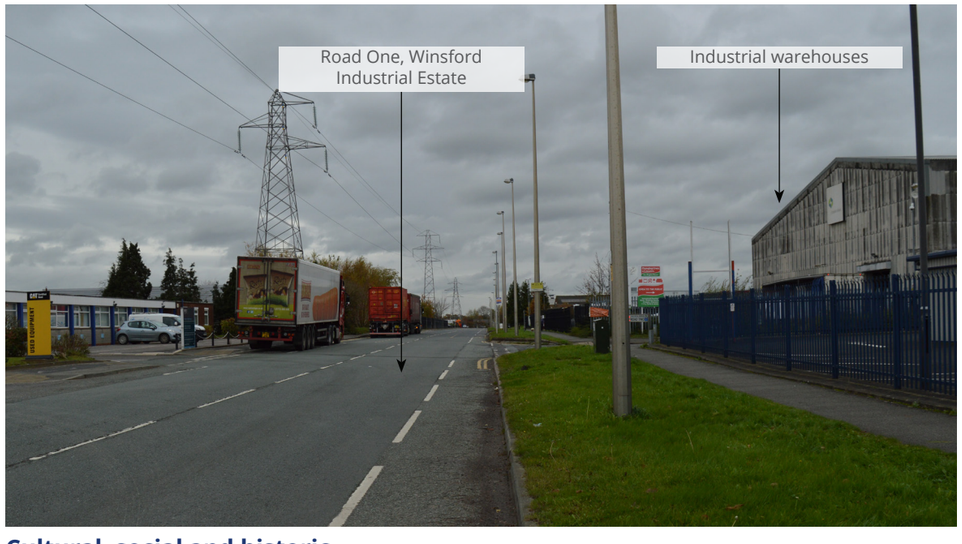
Key landscape value attributes

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



Aesthetic

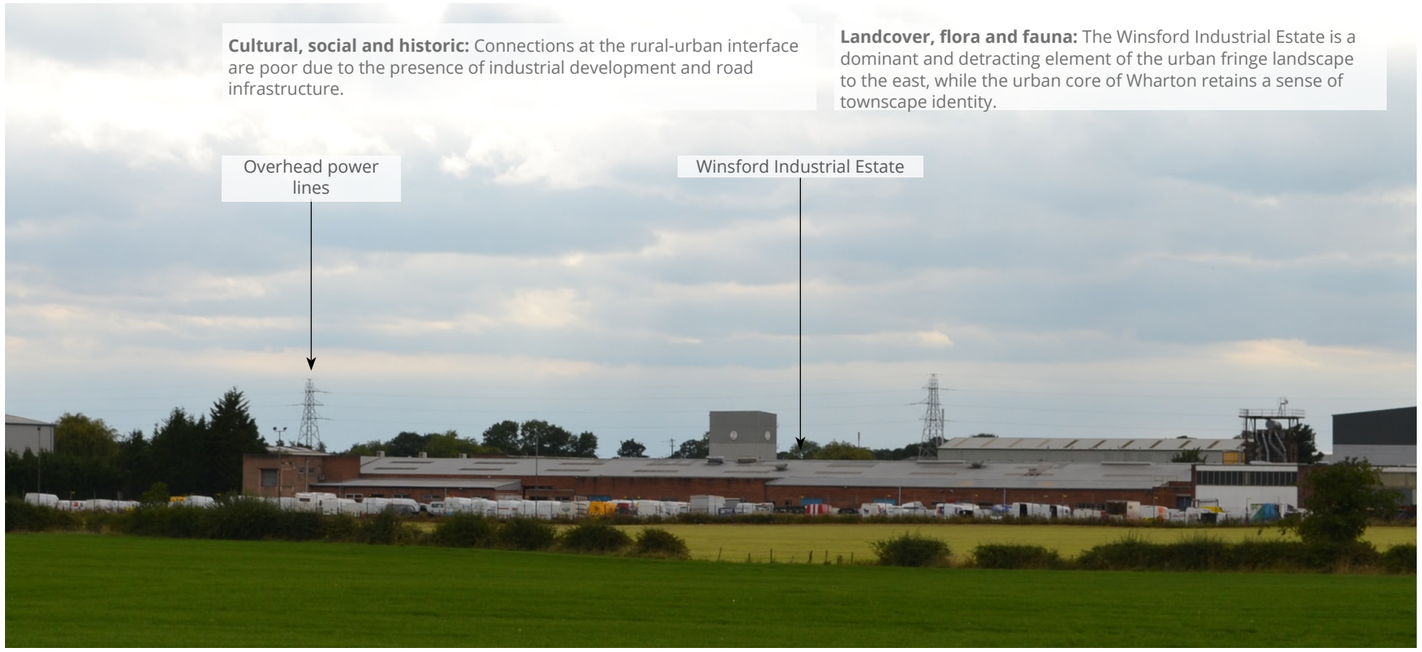
Aside from the original village core around the triangle of Wharton Road, Crook Lane and School Road, the buildings, in particular commercial properties, are unremarkable with some unattractive features such as poor quality boundary treatments.



Cultural, social and historic

The Victorian building of Christ Church remains a local feature and centre of community activity despite the surrounding more recent housing and commercial development. A footpath running from the central residential area, over the railway, through Winsford Industrial Estate and out into open countryside offers pedestrian access between residential and employment areas.

Key landscape characteristics susceptible to the Proposed Scheme



Overall landscape value

Victorian buildings in the original village of Wharton add to the historic landscape value of the LCA. Elsewhere, the discordant pattern of more modern residential and industrial development results in a poor sense of place. Limited crossing points over the River Weaver and WCML, restrict east-west connectivity across the LCA. A limited PRoW network and a local footpath connect the urban area with the surrounding rural landscape. The value of this LCA is **low** given the above.

Overall landscape susceptibility

Beyond the original village of Wharton, the susceptibility of the LCA to change arising from the Proposed Scheme, has already been diminished by the presence of the WCML, low quality housing areas and large-scale industrial development. The landscape therefore has a **low** susceptibility to change resulting from the Proposed Scheme.

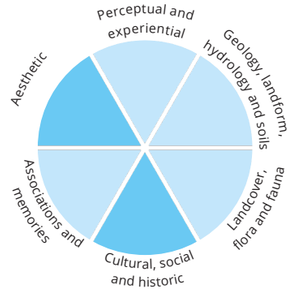
Future baseline

There are no committed developments which will change the baseline.

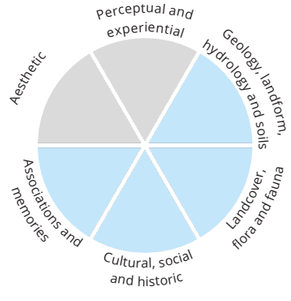
Overall landscape sensitivity

Landscape value is lowered by poor east-west connectivity across the LCA and between the rural-urban landscape. Beyond the original village of Wharton, the susceptibility of the LCA has already been diminished by the presence of the WCML, low quality housing and industrial development. The sensitivity of this LCA is **low**.

Value



Susceptibility



Value and susceptibility key

n/a Low Medium High

Magnitude of change and level of effect

Construction

This LCA will be directly affected by the utilisation of the A54 Middlewich Road and Road One/Beta Road as a construction traffic route through the residential area of Clive and the Winsford Industrial Estate, respectively. However, construction traffic movements will not alter the baseline character of this part of the LCA. Utilities diversion works along the A54 Middlewich Road will be locally evident during construction. The Proposed Scheme will pass approximately 500m to the east of the residential extent of Winsford. The magnitude of change will be **low**.

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

Operation year 1

The LCA will not be directly affected by the Proposed Scheme. The Proposed Scheme will pass approximately 500m to the east of the residential extent of Winsford, where the character of the LCA will remain strongly influenced by the presence of the Winsford Industrial Estate. Mitigation planting will not be sufficiently mature to provide any landscape integration of the Proposed Scheme. The magnitude of change will be **negligible**.

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

Operation year 15

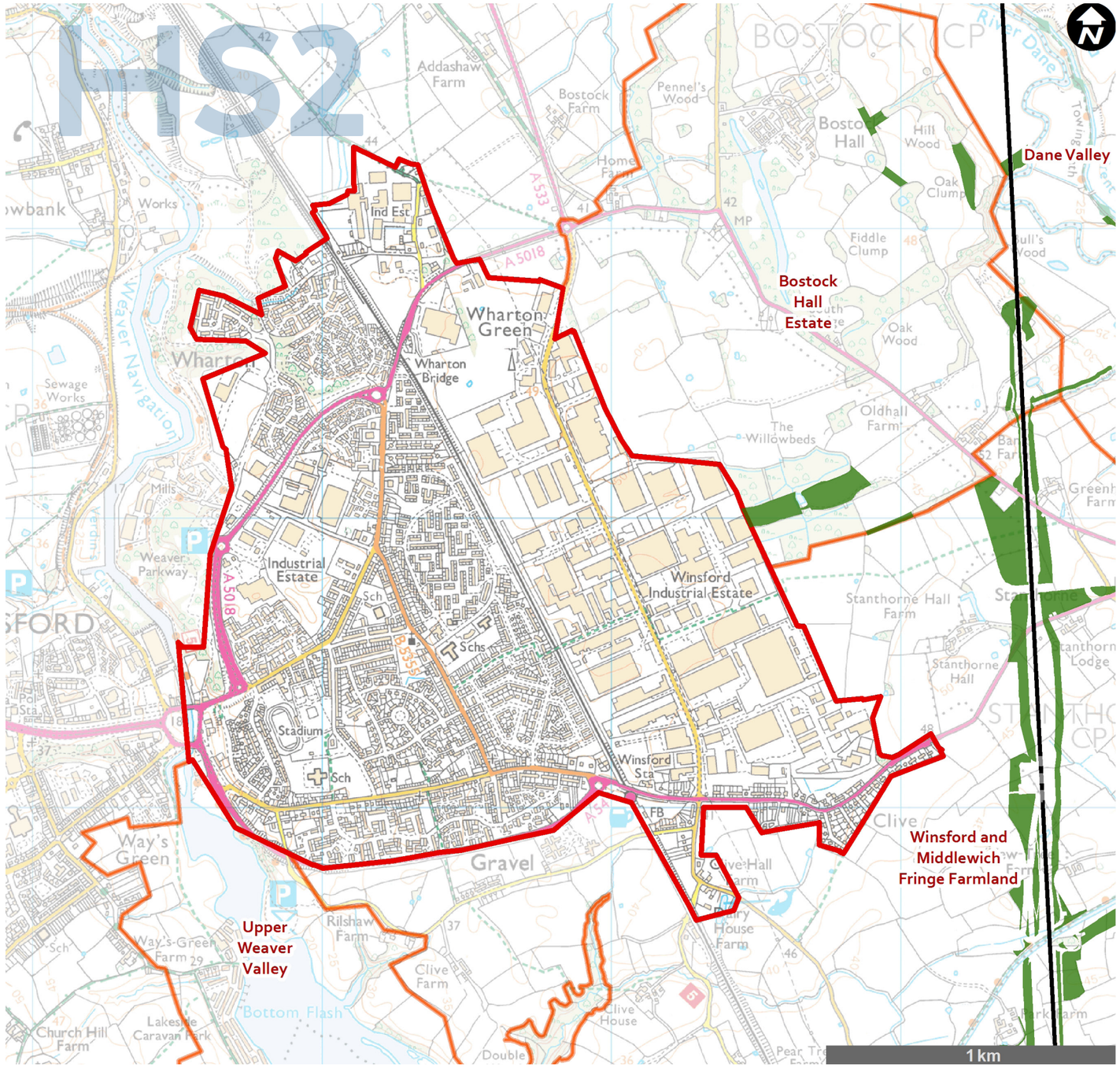
Landscape mitigation planting along the Proposed Scheme will be sufficiently established to integrate the scheme locally and add to the existing framework of vegetation. The magnitude of change will remain **negligible**.

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

Operation year 30

The maturing of landscape mitigation planting will fully integrate the scheme within the landscape to the east of Winsford. The magnitude of change will remain **negligible.**

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



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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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Dane Valley LCA

Landscape character baseline description

This LCA is a quiet, rural valley following the course of the meandering River Dane to the west of Holmes Chapel. The River Dane is joined by the River Wheelock at Middlewich and flows northwards to Northwich in parallel with the Trent and Mersey Canal.

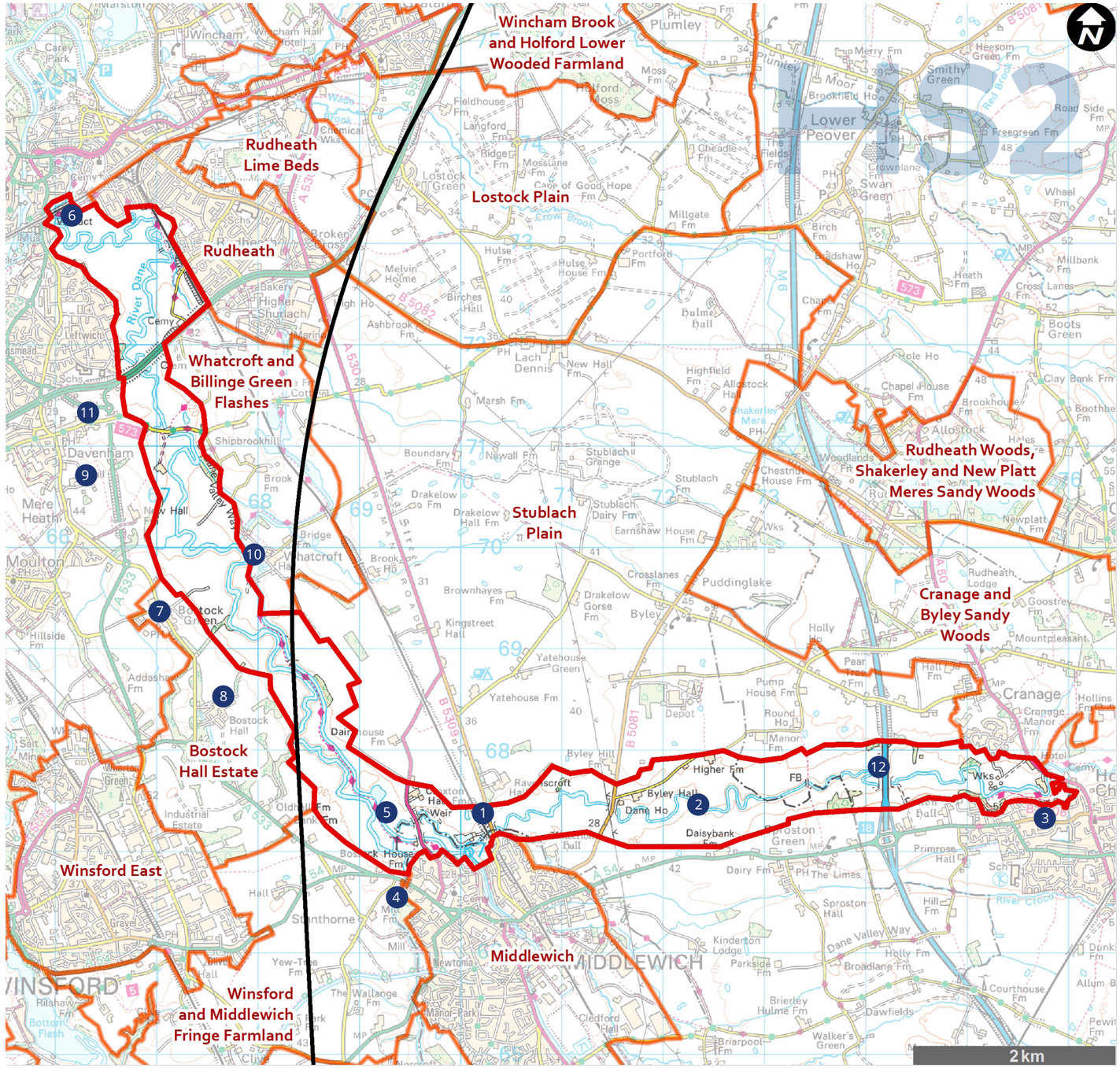
The narrow floodplain contains the widely meandering river with its low, steep-sided and tree-lined banks next to open arable fields. The valley is flanked to the west by the estate woodlands (some ancient) of Bostock Hall and Davenham Hall and along its eastern fringe by the well-vegetated canal corridor. Bostock (comprising Bostock Hall estate and the village of Bostock Green) and the Trent and Mersey Canal are designated conservation areas.

There are few prominent developments within the valley, with only isolated farmsteads and dwellings appearing along its fringes. Bostock Hall and nearby Bostock Green on the western flank of the valley are largely screened by estate woodland and other vegetation. To the east several large farms and landed properties, including the Grade II* listed Whatcroft Hall, punctuate the skyline but do not dominate. St Wilfrid's Parish Church at Davenham provides a distant focal point to the north, along the line of the valley. The Dane Valley Way (long distance footpath) forms part of the Cheshire Ring Canal Walk in this area and provides a valuable recreational resource. There are several valley crossing points including railway viaducts at Northwich and Middlewich, the M6 west of Holmes Chapel, the A556 Shurlach Road south of Northwich and the A530 at Middlewich.



Key landscape characteristics

The tree-lined, meandering River Dane and its constantly changing relationship with the Trent and Mersey Canal create a distinctive and tranquil landscape with limited road and rail crossings where tranquillity is lowered.



Proposed Scheme
LCA boundary

1 Sandbach to Northwich Line
2 River Dane
3 Holmes Chapel
4 River Wheelock
5 Trent and Mersey Canal
6 Northwich
7 Bostock Green
8 Bostock Hall
9 Davenham Hall
10 Whatcroft Hall
11 St Wilfrid's Parish Church
12 M6

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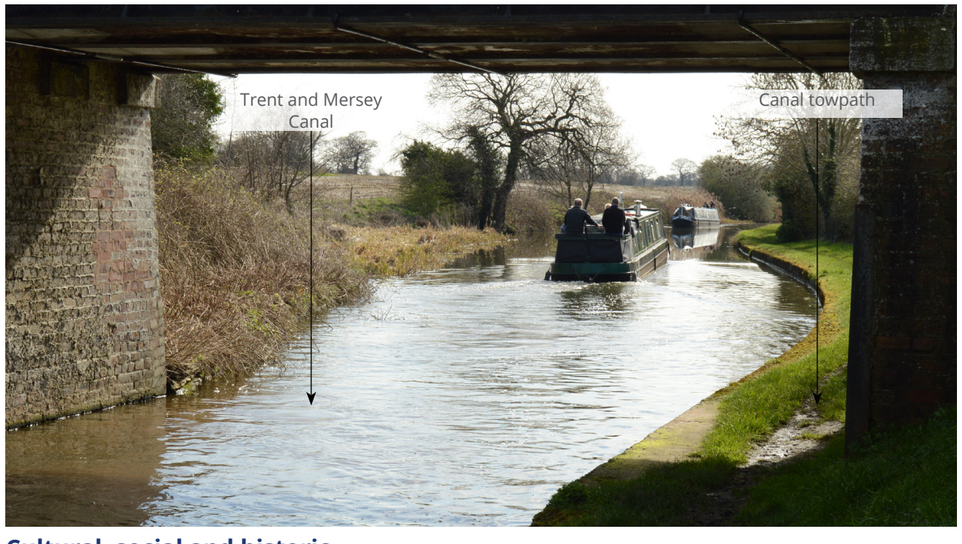
Key landscape value attributes

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



Aesthetic

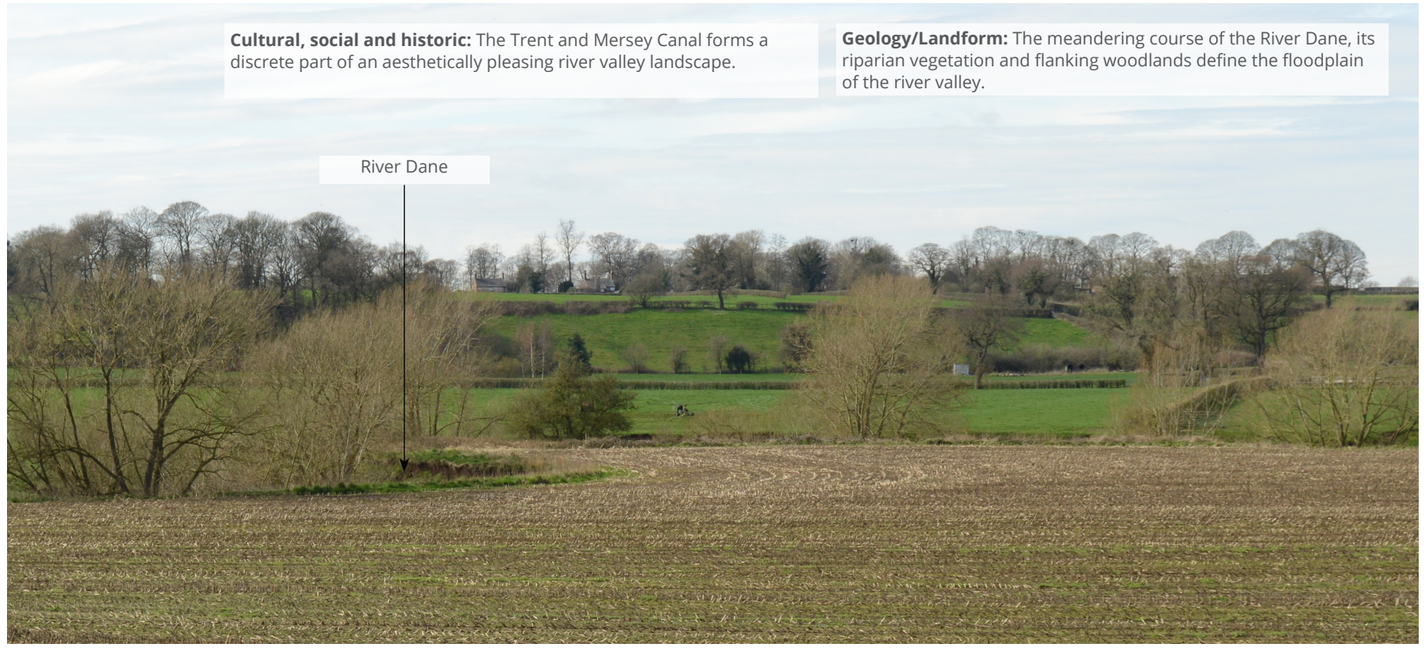
The River Dane flows through a shallow valley in a tranquil rural setting with few visual detractors. The river follows a meandering course and its riparian vegetation is contained by gently sloping arable fields, flanked by deciduous woods (including estate plantations) that form a continuous skyline along both sides of the valley. The Trent and Mersey Canal is low-lying and well integrated into its landscape setting.



Cultural, social and historic

The Trent and Mersey Canal follows the contours of the Dane valley's eastern margin and provides a strong sense of local historic and cultural association. The canal corridor is valued for its recreational opportunities and tranquillity. Long established buildings such as Bostock Hall, Whatcroft Hall and St Wilfrid's Parish Church at Davenham are notable skyline features that contribute to a strong sense of place.

Key landscape characteristics susceptible to the Proposed Scheme



Overall landscape value

The Dane Valley has an aesthetically pleasing composition of landscape elements. A river valley landscape buffered from surrounding settlement by gently sloping arable farmland and woodlands that create a strong skyline. The rich history of the Trent and Mersey canal adds to the cultural value of the LCA. The canal and Dane Valley Way provide recreational opportunities for walkers cyclists and boaters. Away from road and rail infrastructure, tranquillity levels are high. The value of this LCA is therefore **medium-high** given the above.

Overall landscape susceptibility

The low-lying river valley, intact agricultural landscape, historic canal corridor and recreational routes are susceptible to change. The landscape therefore has a **medium-high** susceptibility to change resulting from the Proposed Scheme.

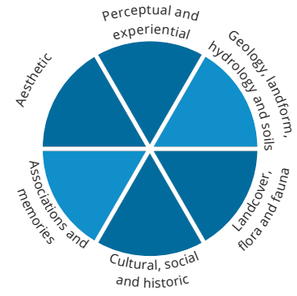
Future baseline

There are no committed developments which will change the baseline.

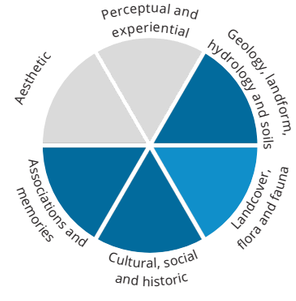
Overall landscape sensitivity

The scenic quality, sense of historic continuity and recreational value of the river valley landscape, in combination with the susceptibility of historic features and their landscape settings results in the sensitivity of this LCA being **medium-high**.

Value



Susceptibility



Value and susceptibility key

n/a Low Medium High

Magnitude of change and level of effect

Construction

This LCA will be directly affected by construction of the River Dane viaduct. Construction activity will occur within a tranquil and secluded section of the Dane valley, an otherwise attractive riverine landscape unaffected by prominent built development. Construction works for the viaduct will be close to the river and above and next to the historic Trent and Mersey Canal with its high recreational value. Localised changes to landform will result from large-scale earthworks and temporary material stockpiles. The presence of plant noise, crane movements, and lighting will adversely affect the the tranquillity of this rural and secluded river valley landscape. The magnitude of change will be **high**.

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

Operation year 1

The River Dane viaduct will form a prominent structure within the valley. As a bridging structure, at ground level there will be limited disruption of landscape features, including landscape pattern. However, the presence of the viaduct and elevated train movements will reduce the sense of tranquillity, seclusion and scenic quality of the valley. The viaduct will be a visually prominent, elevated structure crossing the largely intact agricultural landscape interrupting the unrestricted long-distance views along this part of the Dane valley.
Where the Proposed Scheme crosses the Trent and Mersey Canal, the River Dane viaduct will adversely affect the landscape setting of this historic asset and alter the sequential experience of the river valley landscape for its recreational users. Immature mitigation planting will not be sufficiently established by year 1 to integrate the Prosed Scheme. The magnitude of change will be **high.**

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

Operation year 15

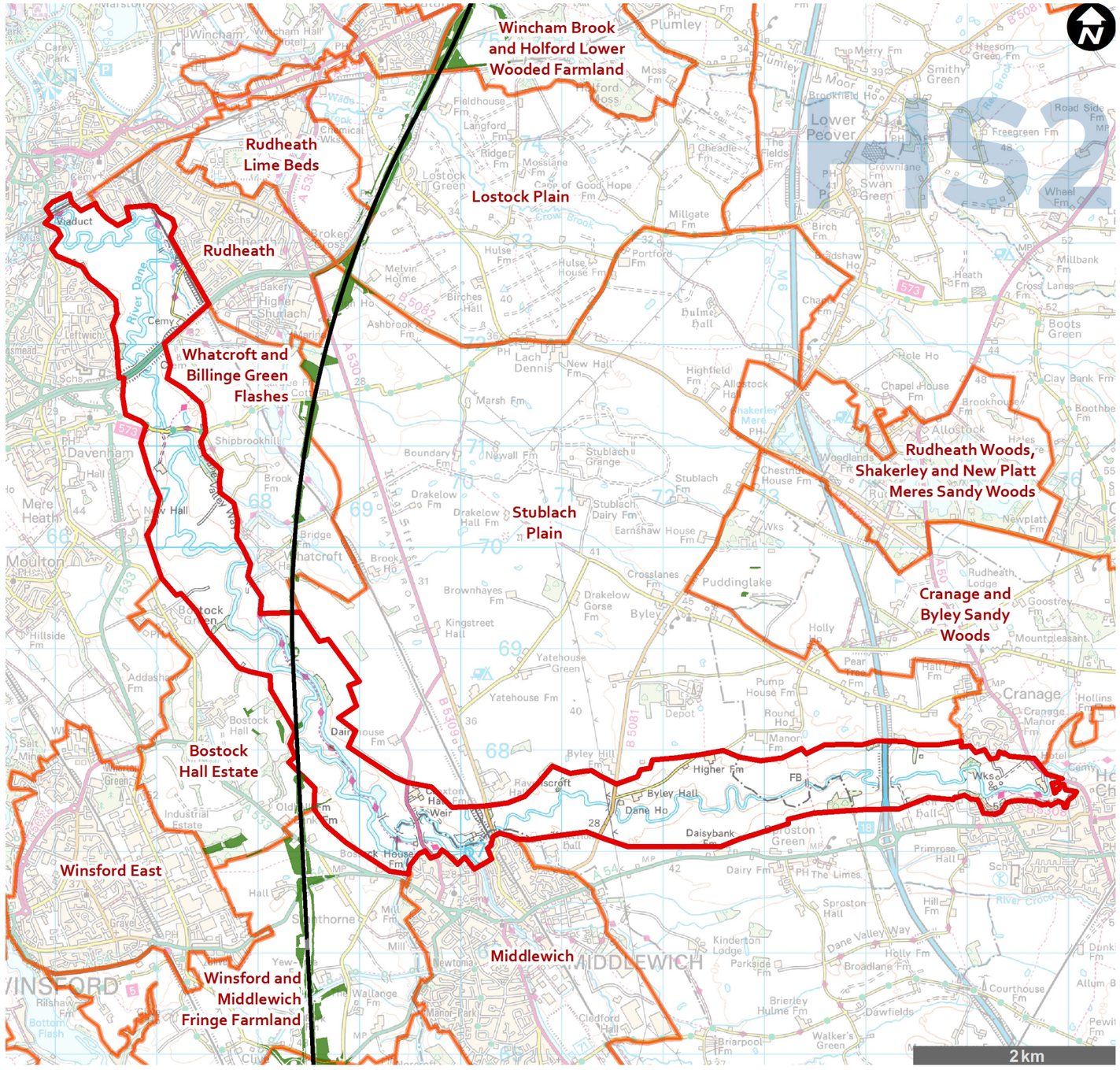
Mitigation planting at the viaduct approaches will be sufficiently established to provide some screening of the connecting abutments on either side of the valley. Growth of mitigation planting along the Dane Valley embankment will help the process of integration and connectivity with existing mature woodland, adjoining the Trent and Mersey Canal, along the eastern side of the floodplain. The River Dane viaduct will however remain a prominent and elevated element crossing the river valley. The magnitude of change will remain **high.**

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

Operation year 30

The maturing of mitigation planting at Stanthorne North embankment and Dane Valley embankment will help to integrate and frame the River Dane viaduct. This will reduce the visibility of these approach structures and link with adjoining well-established woodland. The River Dane viaduct will however remain a prominent and elevated element crossing the river valley. The magnitude of change will remain **high.**

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



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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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Stublach Plain LCA

Landscape character baseline description

This LCA is a flat agricultural landscape of small to medium-sized fields, with the Lostock brine field to the north, Allostock heathland to the east, and the River Dane valley to the south and west.

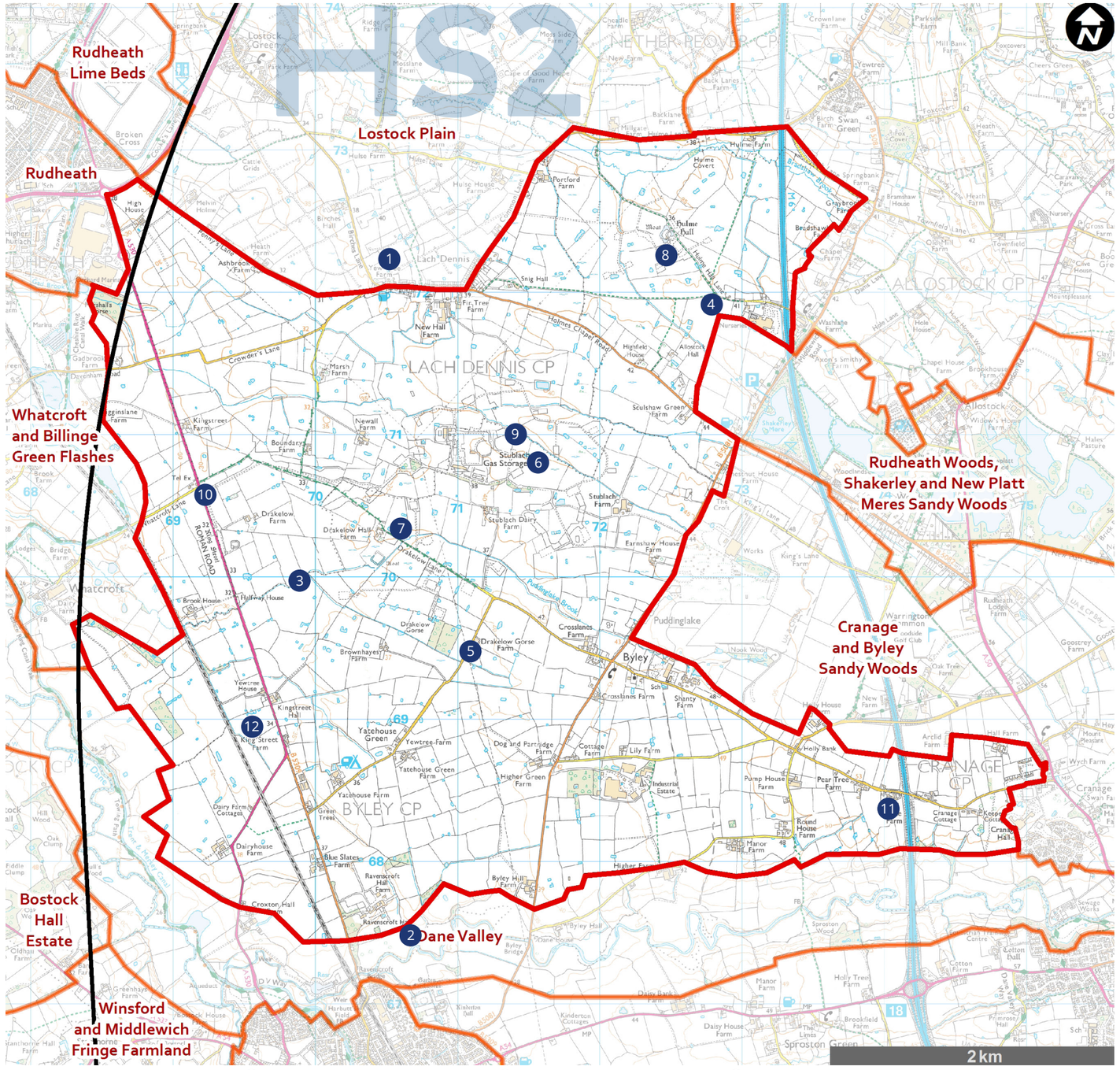
Landuse is a mixture of pasture and arable with frequent ponds (often where marl has been extracted to improve the land). Small watercourses including Puddinglake Brook are low lying in the landscape and marked by hedges at field boundaries. Woodland cover is very sparse across the area with only small pockets such as Hulme Covert and Drakelow Gorse. Hedgerow trees are a more frequent feature in this plain landscape. Overhead power lines are notable and detracting elements in the landscape. Several of the red brick farmsteads scattered across the area are Grade II listed and there are two moated sites, which are both scheduled monuments, to the north at Drakelow Hall and Hulme Hall (the latter also Grade II* listed). Footpaths are scarce and predominantly located around Hulme Hall.

Landscape character has been partially influenced by the long history of salt extraction and the presence of the gas storage industry, particularly in the centre at Stublach Gas Storage Plant. The M6 crosses the south-east of the area and the A530 King Street (a Roman road) and the Sandbach to Northwich branch railway run north to south on the west side. Away from the immediate road and rail corridors, there is a feeling of remoteness.



Key landscape characteristics

A flat open and largely agricultural landscape with evidence of historic uses and some continuing industry, in a setting of relative tranquillity.



Proposed Scheme
LCA boundary

1 Lostock brine field
2 River Dane
3 Puddinglake Brook
4 Hulme Covert
5 Drakelow Gorse
6 Stublach Grange
7 Drakelow Hall
8 Hulme Hall
9 Stublach Gas Storage Plant
10 A530 King Street
11 M6
12 Sandbach to Northwich branch railway

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Key landscape value attributes

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



Aesthetic

This is a flat landscape of small to medium scale fields well-maintained hedges and large hedgerow trees. Traditional red brick farmhouses are scattered across the plain. Industrial elements associated with the brine extraction and gas storage industries, are well concealed within the landscape by field boundary hedgerows and mature trees.



Cultural, social and historic

The A530 King Street Roman Road, with its virtually straight alignment, the two moated houses of Drakelow Hall and Hulme Hall, and listed farmhouses add to the cultural and historic landscape value of the LCA. There are some local footpaths, mainly to the north around Hulme Hall but the area is primarily a working landscape with limited opportunities for recreation.

Key landscape characteristics susceptible to the Proposed Scheme



Overall landscape value

Although this LCA typifies the low-lying, flat landscape of the Cheshire plain, there are some localised variations in landform along the many small watercourses which cross the landscape. Field boundary hedgerows with trees often follow the line of watercourses and woodland cover is sparse. Numerous ponds add to the biodiversity value of the the landscape. Woodland cover is sparse with some small copses, but the abundance of field ponds has the potential to support wildlife. There is a perception of seclusion as a result of the sparse road network. However, overhead power lines are detracting elements across the LCA.

This rural working landscape has some scenic quality and sense of historical continuity. The value of this LCA is therefore **medium** given the above.

Overall landscape susceptibility

The landscape has been shaped by industrial and agricultural practices and retains physical evidence of past uses. The largely intact landscape pattern and landscape setting of the Roman Road and listed buildings are susceptible to change. The presence of salt extraction and gas storage industries lowers susceptibility. The landscape therefore has a **medium** susceptibility to change resulting from the Proposed Scheme.

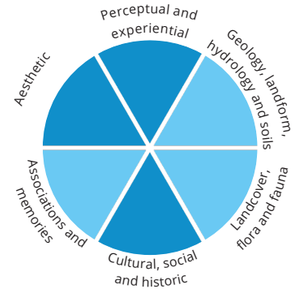
Future baseline

There are no committed developments which will change the baseline.

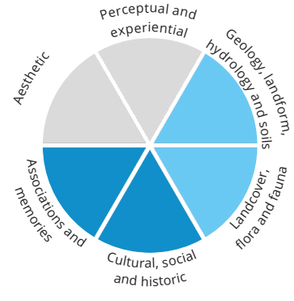
Overall landscape sensitivity

The largely intact rural landscape in combination with the susceptibility of historic features and their landscape settings result in the sensitivity of this LCA being **medium**.

Value



Susceptibility



Value and susceptibility key

n/a Low Medium High

Magnitude of change and level of effect

Construction

A small proportion of this LCA will be directly affected by construction of the Proposed Scheme between Davenham Road and the B5082 Penny's Lane, to the urban fringe of Northwich near Rudheath, and a second section of the very western edge of the LCA, in the vicinity of Whatcroft in the adjacent Whatcroft and Bilinge Green Flashes LCA. This LCA will accommodate three satellite compounds and temporary material stockpiles. Construction activity, including utilities diversion works, will result in the loss of existing vegetation. Beyond the area of construction activity, the influence of the Proposed Scheme across the Stublach Plain will quickly diminish where the depth of field boundary vegetation prevents longer distance views across the landscape. The LCA will also be directly affected by the utilisation of the A530 King Street, B5082 Penny's Lane, Crowder's Lane and Whatcroft Hall Lane as construction traffic routes. However, minor road alterations and construction traffic movements will not substantially influence local character, as the A530 King Street is already well-trafficked. Although the rural character of the urban fringe farmland at the north-western extent of the LCA towards Northwich will be locally affected, however, construction activity and utilities diversion works will have a very limited effect on the wider Stublach Plain LCA, resulting in a **low** magnitude of change.

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

Operation year 1

A small proportion of the LCA will be directly affected by the presence of the Proposed Scheme between Davenham Road and the B5082 Penny's Lane, to the urban fringe of Northwich near Rudheath, and on the very western tip of the LCA in the vicinity of Whatcroft in the adjacent Whatcroft and Bilinge Green Flashes LCA. The Proposed Scheme will cross the LCA on Dane Valley embankment and Rudheath embankment which will be uncharacteristic landforms within this LCA. Gad Brook viaduct will be an uncharacteristic element within the LCA. These new elements of the Proposed Scheme along with train movements, will be introduced into rural fringe farmland of the Stublach Plain towards Northwich and alongside the Dane Valley beyond the western boundary of the LCA. The presence of the Proposed Scheme will result in reduction in tranquillity in a localised area. Landscape effects will be limited to the western extent of the LCA, contained by existing vegetation. Immature mitigation planting will not be sufficiently established by year 1 to integrate the Proposed Scheme, resulting in a **low** magnitude of change.

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

Operation year 15

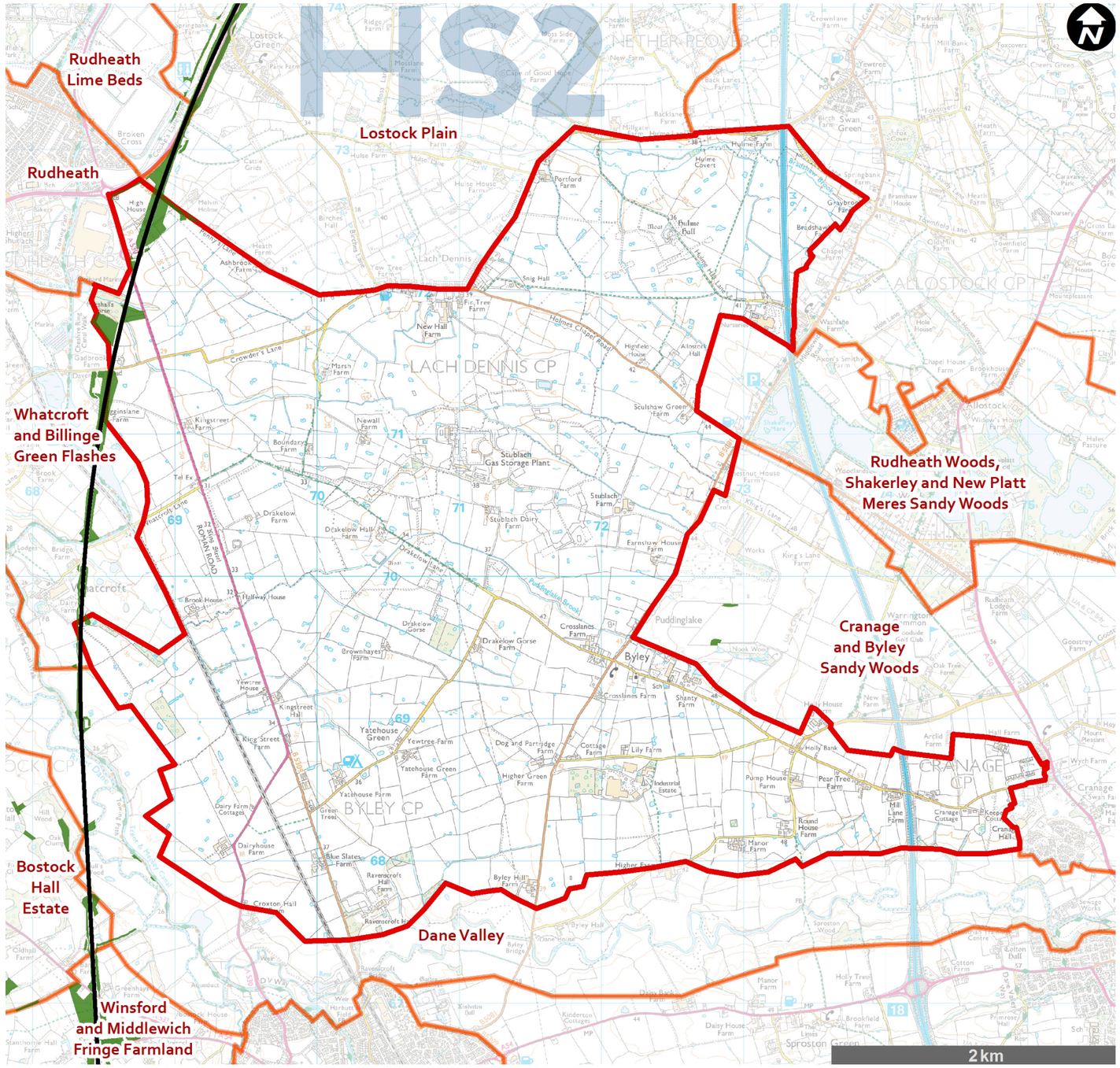
Maturing mitigation planting will provide some integration of the Proposed Scheme into its landscape context. The relationship between the farmland and the urban fringe of Northwich will be softened and largely restored by this planting. Tranquillity across a small proportion of the LCA will continue to be lowered by the presence of Gad Brook viaduct and associated train movements. The magnitude of change will reduce to **negligible.**

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

Operation year 30

The maturing of mitigation planting will fully integrate the Proposed Scheme and further screen train movement along the embankment between the Dane Valley and the urban fringe of Northwich. Hedgerows and trees present in the field boundaries will restrict any influence of the Proposed Scheme to the westernmost limits of the LCA. The magnitude of change will remain **negligible.**

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



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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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Bostock Hall Estate LCA

Landscape character baseline description

This LCA, an area of estate land around the historic Bostock Hall, is a well-wooded, gently undulating plain of mixed arable fields and pasture between the rivers Dane to the east and Weaver to the west.

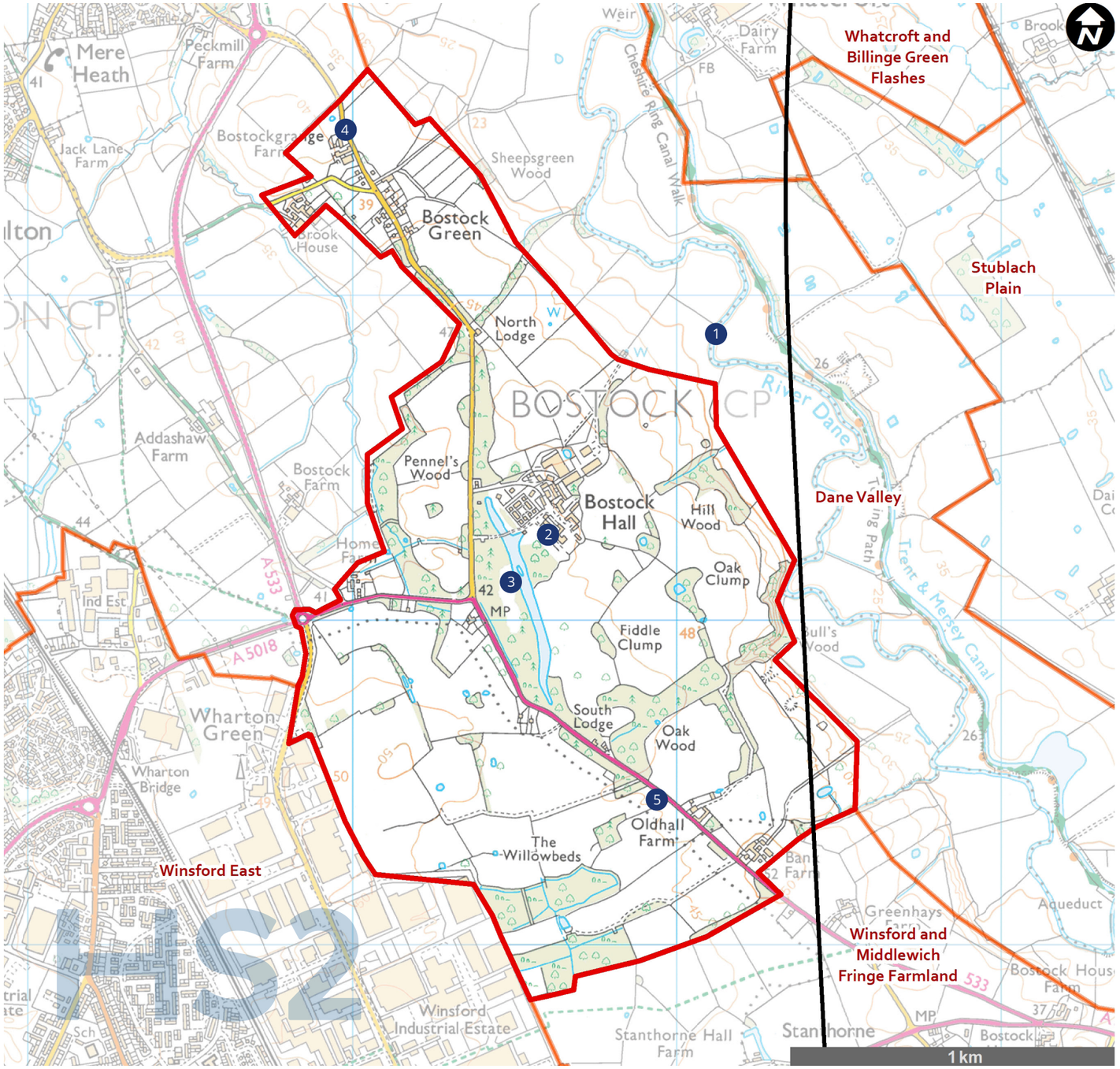
Bostock Hall is a large Grade II* listed country house, built in 1775 for a Manchester businessman. Alterations to the Hall and associated buildings were carried out in the mid-late 19th century in a mix of classical and gothic styles. Bostock Green was rebuilt at the same time as the Hall alterations to form a model village of black and white timbered houses with distinctive red Cheshire brickwork. The Hall and grounds were further adapted around 1999 as a residential development of neo-classical style. The layout of the grounds has retained the managed lawns and the lake. The village of Bostock Green together with Bostock Hall and its grounds are designated as the Bostock Conservation Area which also encompasses several Grade II listed buildings and structures.

There are no public footpaths or cycle routes within the area and the road network is sparse. The mature trees lining the C653 London Road, connecting Bostock Green to the A533 Bostock Road, are conspicuous within the wider landscape. Estate woodland cover along and around small watercourses and pools, avenues of trees and copses created for breeding game occur frequently. The pattern of field hedges has changed little since the earliest recorded tithe map of 1839. Trees tend to conceal overhead power lines as well as screening most of Winsford Industrial Estate at the south-western boundary.



Key landscape characteristics

The historic Bostock Hall estate, including Bostock Green village, appears well cared for but the lack of footpaths and publicly accessible spaces restricts enjoyment of this distinctive landscape for local residents.



Key landscape value attributes

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



Aesthetic

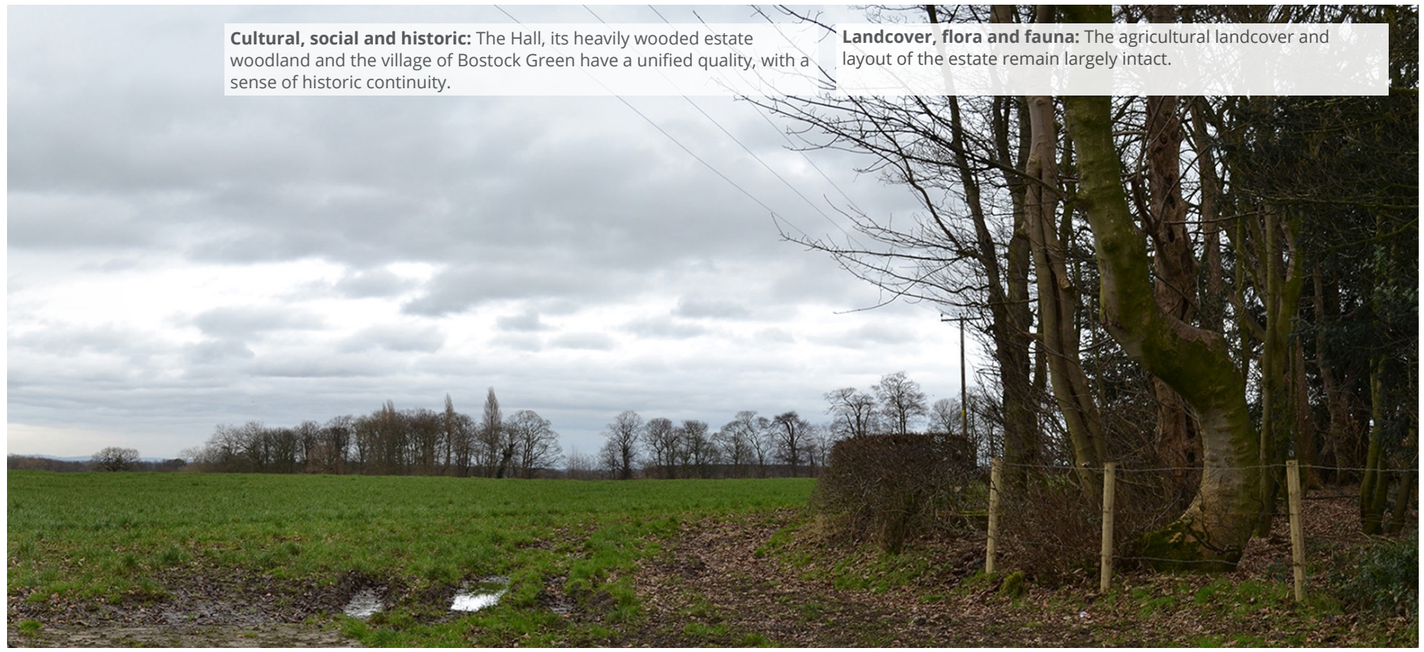
A scenic and well-wooded country estate landscape which has maintained its distinctive character despite partial redevelopment for housing. The original Bostock Estate buildings and modern additions utilise a cohesive palette of red Cheshire brick with black and white timbered details. Woodland partially screens elements including overhead power lines.



Cultural, social and historic

The Grade II* listed Bostock Hall, together with its grounds and Bostock Green formed a model estate which is designated as Bostock Conservation Area. The Hall and associated buildings have been redeveloped within the last 25 years as a residential area but the open arrangement of the grounds including managed lawns and lake have been retained. There are no public footpaths or cycle paths within the area.

Key landscape characteristics susceptible to the Proposed Scheme



Overall landscape value

This is an aesthetically pleasing landscape where listed buildings in traditional red brick and timber, add to the landscape heritage value. A large proportion of the LCA falls within Bostock Conservation Area. Away from the roads, woodland cover and the largely intact estate landscape imparts a strong sense of seclusion and tranquillity. The lack of opportunity for outdoor recreation, lowers overall value. The value of this LCA is therefore **medium-high**.

Overall landscape susceptibility

The well-wooded nature of the landscape, historic features and largely intact landscape of the historic Bostock Estate and Bostock Conservation Area, are susceptible to changes resulting from the Proposed Scheme. The landscape therefore has **medium-high** susceptibility to change resulting from the Proposed Scheme.

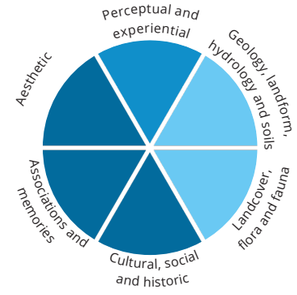
Future baseline

There are no committed developments which will change the baseline.

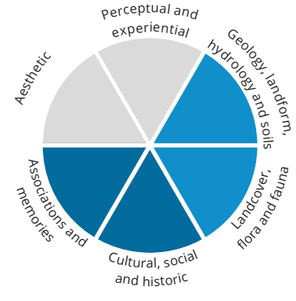
Overall landscape sensitivity

The scenic quality, sense of historic continuity and abundance of woodland in this country estate landscape, in combination with the susceptibility of historic features and their settings result in the sensitivity of this LCA being **medium-high**.

Value



Susceptibility



Value and susceptibility key

n/a Low Medium High

Magnitude of change and level of effect

Construction

A proportion of this LCA will be directly affected by construction of the Proposed Scheme. Construction works in association with the construction of Stanthorne North embankment, A533 Bostock Road diversion and River Dane viaduct, including the siting of River Dane viaduct south satellite compound and temporary material stockpiles, will be introduced into the rural, estate landscape to the south-east of this LCA. The A533 Bostock Road and a section of the C653 London Road, will be used as construction traffic routes, introducing additional vehicle movements into the tranquil setting of the Bostock Green Conservation Area and the wider Bostock Hall estate. The presence of construction activity will affect the landscape setting of Bank House Farm Grade II listed building to the south west of the LCA. Construction activity beyond the boundary of the LCA to the west in the adjacent Dene Valley LCA, will be largely contained by mature woodland at Oak Wood, Bulls's Wood, Oak Clump and Hill Wood, there by reducing landscape effects for this LCA. The village of Bostock Green along the A533 Bostock Road to the north-west, will be sufficiently distant from the Proposed Scheme and will not be affected. Construction activity will influence the relationship between the estate landscape and River Dane Valley, although limited by the framework of existing estate vegetation. The magnitude of change will be **low.**

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

Operation year 1

A small proportion of this LCA will be directly affected by the presence of the Proposed Scheme. The presence of the Stanthorne North embankment, A533 Bostock Road realignment and River Dane viaduct will alter the relationship of the Bostock Hall estate with the River Dane Valley at the southernmost extent of the LCA. Immature mitigation planting and ecological woodland planting will not be sufficiently mature to integrate the Proposed Scheme. The established and mature estates woodlands of Oak Wood, Bull's Wood, Oak Clump and Hill Wood will largely contain landscape effects to the east. The magnitude of change will be **low.**

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

Operation year 15

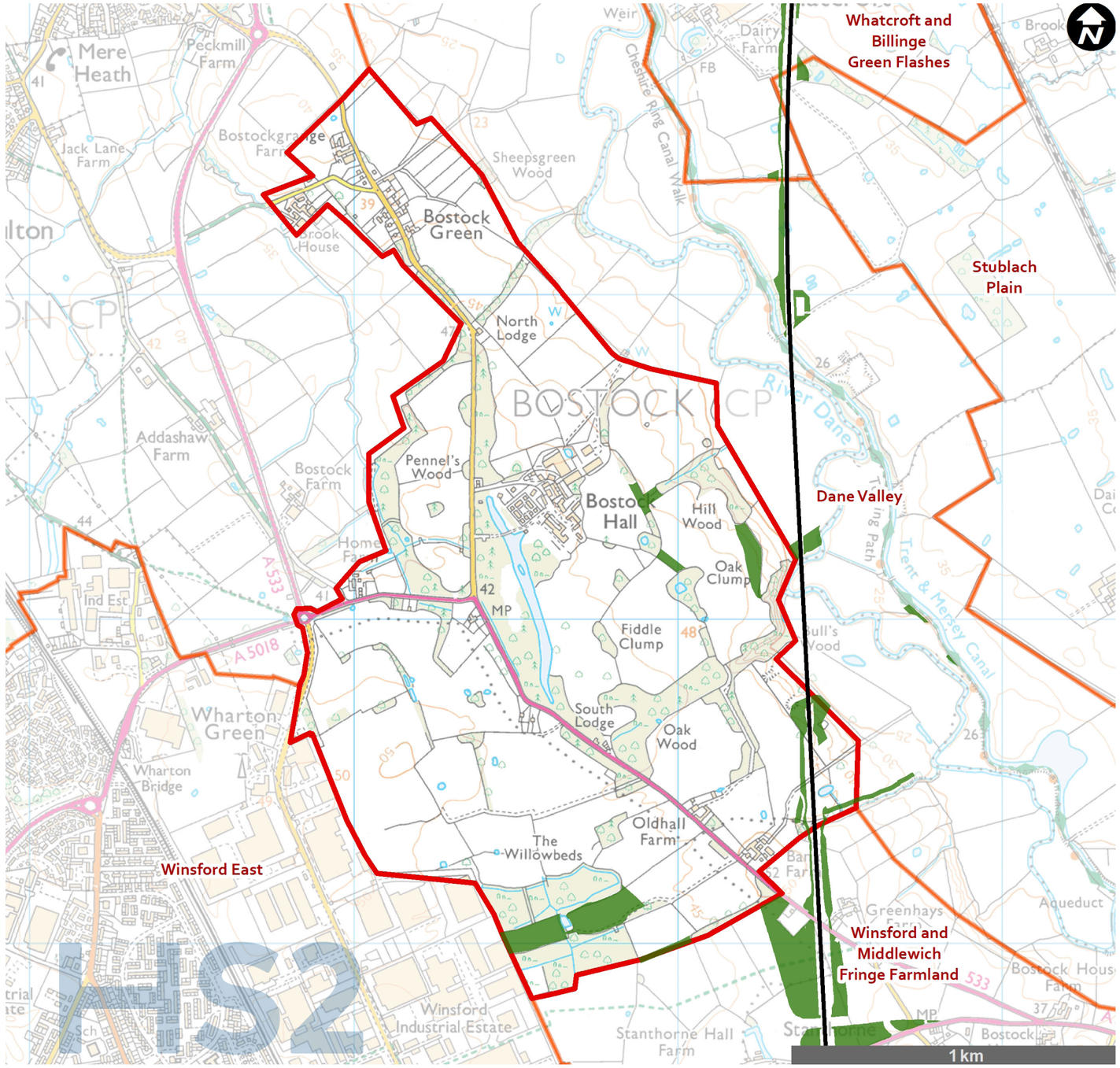
The greater maturity of mitigation planting and ecological woodland planting, between the A533 Northwich Road diversion and along the Proposed Scheme on its approach to the River Dane viaduct will integrate the Proposed Scheme locally, although the sense of division from the river valley will remain. Woodland planting connecting the existing woodland belts bordering Bostock Hall will have become established thereby increasing the woodland screen between the estate landscape and the river valley. The magnitude of change will remain **low.**

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

Operation year 30

The maturing of landscape mitigation planting and ecological woodland planting will have fully integrated the Proposed Scheme with the surrounding framework of long-standing estate woodlands. The magnitude of change will reduce to **negligible.**

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



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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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Whatcroft and Billinge Green Flashes LCA

Landscape character baseline description

This LCA is an undulating rural landscape bordering the River Dane valley, divided by the Trent and Mersey Canal and the Sandbach to Northwich Line railway.

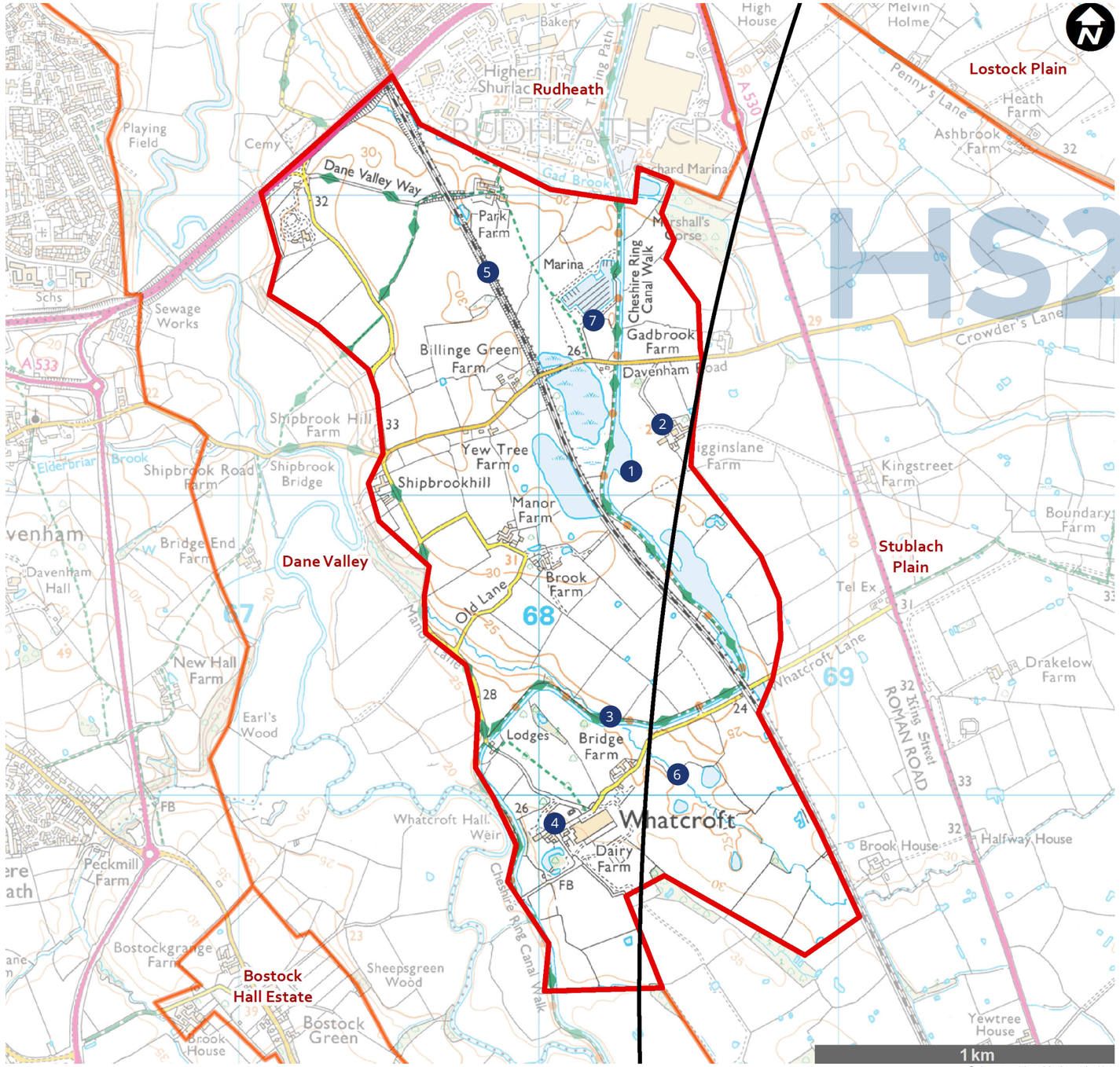
The Trent and Mersey Canal diverts from the River Dane at Whatcroft Hall, through a stretch of farmland adjoining Puddinglake Brook. The Hall, its lodges and the nearby Dairy Farm and Brook Farm form a prominent group of buildings on the fringes of the Dane valley, complementary in character with other large houses and isolated farmsteads in this open agricultural landscape. The canal takes a sinuous route, circumnavigating these buildings and several flashes (created by subsidence following salt extraction) near Billinge Green. The landscape here has a scenic composition, the water bodies set within a gently undulating terrain of medium-sized fields bordered by managed hedges with mature trees.

In addition to a scattering of large farmsteads, the small hamlets of Billinge Green and Shipbrook, are clusters of mainly vernacular dwellings set within a network of rural lanes. Water-related recreational activity is popular, as evidenced by the Cheshire Ring Canal Walk (long distance footpath), a new mooring basin at Park Farm Marina and canalside mooring facilities at Oakwood Marina near Higgins Lane Farm. The elevated, freight only Sandbach to Northwich Line railway bisects the area, forming local divisions between the canal corridor and the well vegetated flashes.



Key landscape characteristics

The industrial history of this area is evident in the form of the canal and railway, and most distinctively the presence of the flashes created by subsidence following salt extraction. The waterbodies offer varied recreational opportunities, despite the railway partly restricting access.



Proposed Scheme
LCA boundary
Cheshire Ring Canal Walk

1 Oakwood Marina
2 Higgins Lane Farm
3 Trent and Mersey Canal
4 Whatcroft Hall
5 Sandbach to Northwich Line
6 Puddinglake Brook
7 Park Farm Marina

Key landscape value attributes

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



Aesthetic

The riparian landscape of the River Dane has an aesthetically pleasing composition of elements. The landscape of the Trent and Mersey Canal incorporates a variety of elements, with the canal passing distinctive farms and residences at Whatcroft and Puddinglake Brook before connecting with subsidence flashes in a mosaic of waterbodies; with boating activities being a focus.



Cultural, social and historic

The Trent and Mersey Canal corridor embodies a strong sense of historic continuity, with the adjoining subsidence flashes a visible reminder of past salt mining. The waterbodies now provide a valuable wildlife and recreational resource close to Northwich, with increased boating activity leading to the creation of new mooring basins and canal orientated facilities in this area.

Key landscape characteristics susceptible to the Proposed Scheme



Overall landscape value

This is an intimate agricultural landscape bordering the River Dane valley, with a gently undulating landform and an aesthetically pleasing combination of landscape elements. The discrete, well vegetated stream courses of Puddinglake Brook and Gad Brook descend west to the River Dane, while the landscape is crossed and sub-divided by canal and railway. The farmland is punctuated by distinct individual or clustered properties typical of the Cheshire landscape, set within a regular pattern of fields with managed hedges.

The Trent and Mersey Canal is an integral feature of this tranquil landscape, following natural contours and connecting with subsidence flashes. This unusual sequence of waterbodies close to Northwich has a high value for recreation. The creation of new mooring basins is reflective of the canal's location on the 'Cheshire Ring' boating circuit, while the Cheshire Ring Canal Walk and Dane Valley Way link to a network of local footpaths. The canal, the flashes and the Sandbach to Northwich Line railway all give an underlying sense of historic continuity, with the Trent and Mersey Canal corridor designated as a conservation area. The value of this LCA is therefore **medium-high**.

Overall landscape susceptibility

The intimacy of the landscape at a local scale, derived from its landform, the network of enclosed waterbodies and the relative isolation of farms, contributes to a landscape setting that is valued for recreation. The existing Sandbach to Northwich Line railway, while rarely used for freight traffic is representative of an existing railway influence on the landscape. The landscape has a **medium-high** susceptibility to change resulting from the Proposed Scheme.

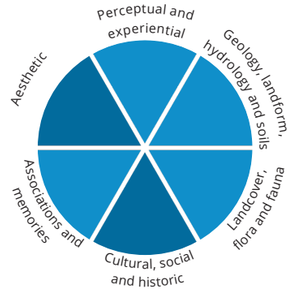
Future baseline

There are no committed developments which will change the baseline.

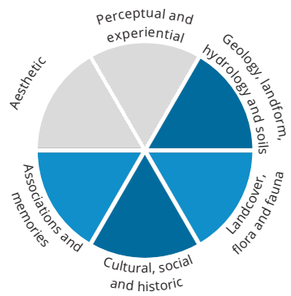
Overall landscape sensitivity

The scenic qualities associated with the canal corridor and its linked waterbodies, the evident sense of historic continuity within the landscape, and the susceptibility of landscape features to change result in the sensitivity of this LCA being **medium-high.**

Value



Susceptibility



Value and susceptibility key

n/a Low Medium High

Magnitude of change and level of effect

Construction

This LCA will be directly affected by construction activity, principally to create three viaducts. Work will be undertaken to span the Trent and Mersey Canal at two locations, Puddinglake Brook viaduct and Trent and Mersey Canal viaduct, whilst Gad Brook viaduct on the northern fringe of the LCA will be constructed over Davenham Road. The construction of these elements, together with Whatcroft South and Whatcroft North embankments will remove vegetation, disrupt the existing field pattern and isolate several land parcels. Construction activities, two satellite compounds and a construction traffic route along Whatcroft Hall Lane will impact upon the tranquillity of this rural landscape. The magnitude of change will be **high**.

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

Operation year 1

This LCA will be directly affected by the introduction of large-scale infrastructure. Train movements on Puddinglake Brook viaduct, Whatcroft South embankment, Trent and Mersey Canal viaduct, Whatcroft North embankment and Gad Brook viaduct will change the sense of tranquillity associated with the LCA and the landscape setting of historic assets. There will be changes to the landscape settings of nearby buildings and historic assets, notably to Whatcroft Hall (Grade II* listed), Brook Farm (Grade II listed) and Pear Tree Farm Cottages whilst the absence of Higgins Lane Farm, removed during construction will be a further change in landscape pattern. The Davenham Road express feeder autotransformer station will be an uncharacteristic feature in the landscape. Immature mitigation planting will not be sufficiently established by year 1 to integrate the Proposed Scheme.

The new earthworks and structures will be permanent changes to the landscape pattern and will result in the isolation of two parcels of land along the Trent and Mersey Canal, by the Dane Valley and Whatcroft South embankments. Train movement across Puddinglake Brook viaduct and Trent and Mersey Canal viaduct will impact upon the tranquil character and aesthetic qualities of the Trent and Mersey Canal, although the structures will maintain an open aspect along the canal corridor. The magnitude of change will be **high.**

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

Operation year 15

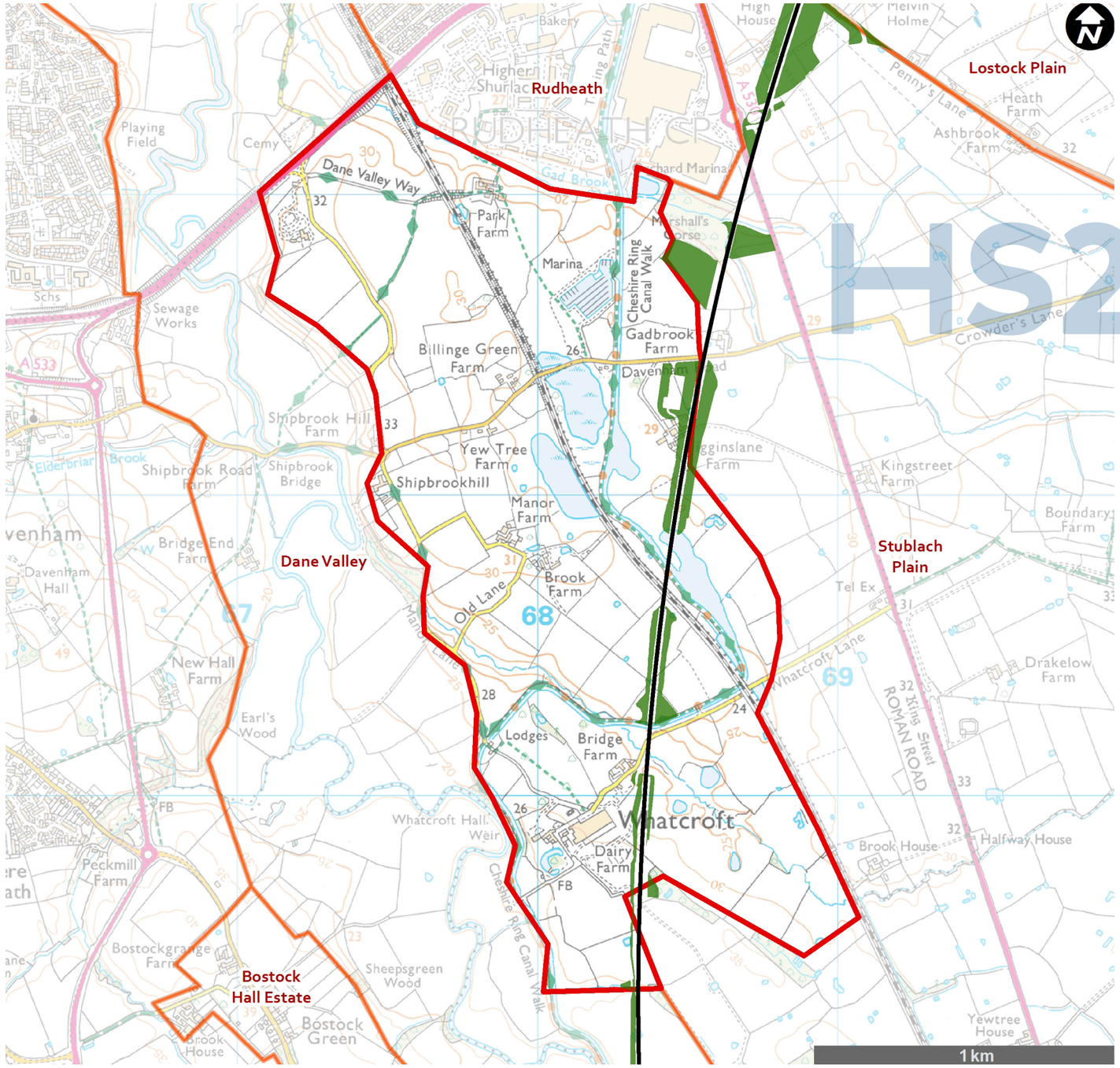
Mitigation planting along the embankment approaches to each of the viaducts will be sufficiently established to provide some local screening of the Proposed Scheme, with increased levels of connectivity to existing vegetation. Landscape character will however remain noticeably changed, due to the scale of the Proposed Scheme including the embankment landform and viaduct across the canal corridor and in proximity to historic assets. The magnitude of change will reduce to **medium**.

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

Operation year 30

Mature mitigation planting along embankments and around the Davenham Road express feeder auto-transformer station will further reduce the visibility of the Proposed Scheme and frame the sequence of viaducts, although the presence of the viaduct structures crossing the canal corridor will remain evident. The magnitude of change will remain **medium**.

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



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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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Rudheath LCA

Landscape character baseline description

This LCA is an employment and residential area, defined by industrial works to the north, Gad Brook to the south, and the Sandbach to Northwich branch railway in the Dane valley to the west.

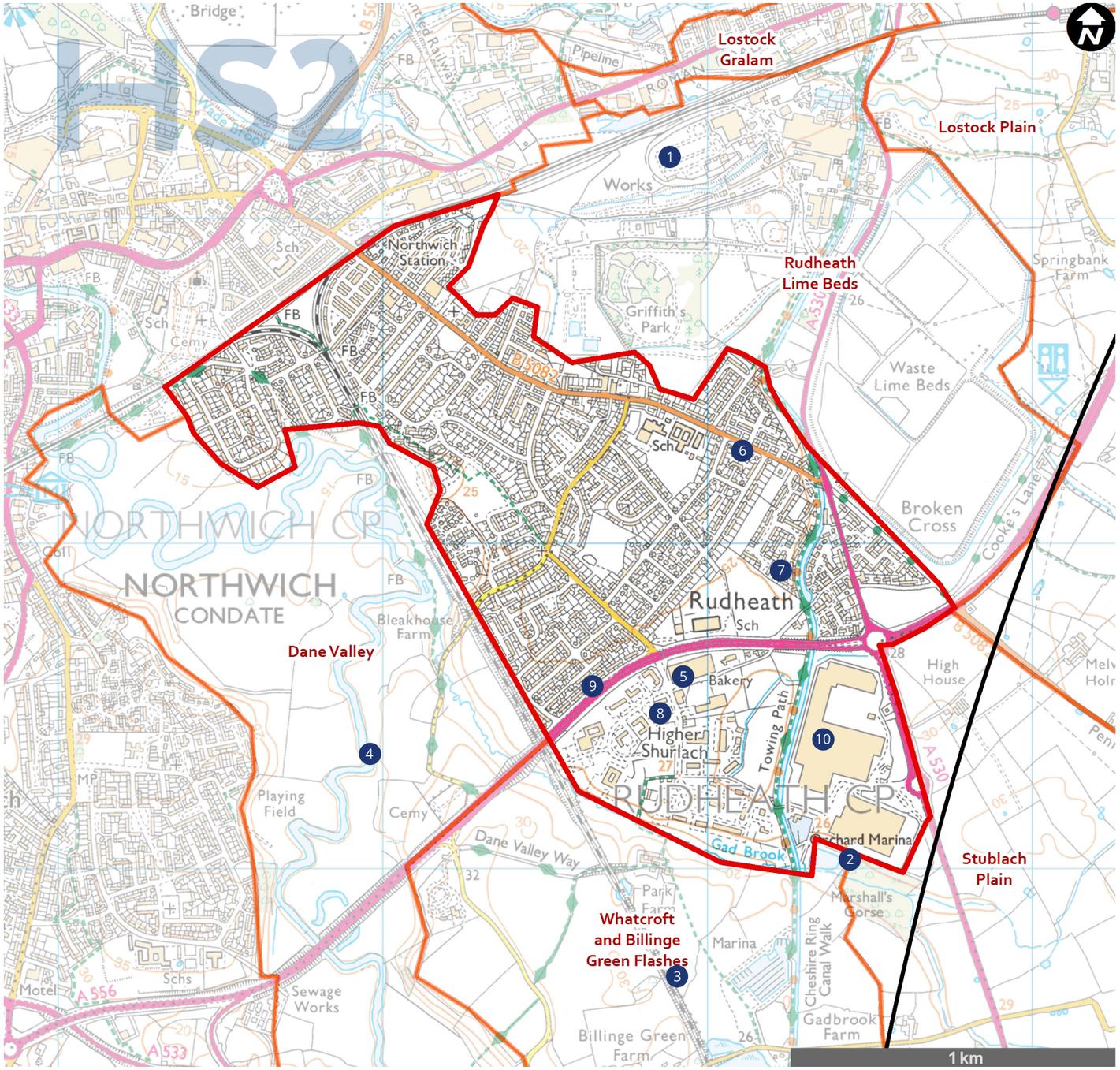
Roberts Bakery occupies a large site within Higher Shurlach industrial estate, to the south of the A556 Shurlach Road. The bakery of Frank Roberts and Sons has been associated with this area since 1887 and continues to be a major employer. The sprawling dark brown brick bakery and associated steel silos and sheds, form one of the most prominent assemblages of buildings in the locality. However, vegetation amongst houses to the north and commercial buildings to the south of the bakery, screens much of it from the wider area. The Trent and Mersey Canal lies to the east of the bakery site beyond which is a large supermarket distribution centre. The Cheshire Ring Canal Walk (long distance path) follows the canal towpath. The LCA is crossed by the A556 Shurlach Road and the Sandbach to Northwich railway encroaches on the LCA in the far north west where it branches to the east and west.

The main residential area of Rudheath, lies to the north of the A556 Shurlach Road and predominantly comprises early-mid 20th century, red brick, semi-detached houses, often with hipped or half-hipped roofs. Small groupings of bungalows and pockets of red brick late 20th century and modern housing are found throughout the area, with a concentration of Victorian terraces on Middlewich Road. There are several open spaces within the residential area. The Dane Valley Way passes through the north-west of the LCA and a local footpath links Gadbrook Road to Greenhall Road at the northern extent of the area.



Key landscape characteristics

An area of generally unremarkable housing, with some recreational resources and large commercial buildings to the south.



- Proposed Scheme
- LCA boundary
- The Cheshire Ring Canal Walk

1. Industrial works
2. Gad Brook
3. Sandbach to Northwich branch railway
4. River Dane
5. Roberts Bakery
6. Middlewich Road
7. Trent and Mersey Canal
8. Gadbrook Road
9. A556 Shurlach Road
10. Morrisons Gadbrook

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Key landscape value attributes

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



Aesthetic

Residential properties are mainly early-mid 20th century, red brick, semi-detached houses, often with hipped or half-hipped roofs. In the residential area, property boundaries, verges and green spaces appear to be well-maintained with a relative uniformity in architectural style. The scale and homogeneous style of buildings within Higher Shurlach industrial estate is of limited aesthetic value.



Cultural, social and historic

The Trent and Mersey Canal passes through both industrial and residential parts of the LCA. The canal is designated as a conservation area, and a length of the Cheshire Ring Canal Walk follows the line of the towpath. The Dane Valley Way also passes through the area and there are some local footpaths crossing the railway. Roberts Bakery, a prominent building in this urban landscape, has been associated with this area since the late 19th century.

Key landscape characteristics susceptible to the Proposed Scheme



Overall landscape value

The flat landform has been urbanised through industrial and residential use and incorporates little natural green space. Belts of vegetation line the A556 Shurlach Road, Trent and Mersey Canal and the Sandbach to Northwich branch railway providing some biodiversity and amenity value.

The Trent and Mersey Canal offers a combination of history, recreation and a generally pleasant environment, apart from where it is close to the supermarket warehouse. The value of this LCA is therefore **medium-low** given the above.

Overall landscape susceptibility

The layering of mostly ordinary quality housing together with commercial land uses over a pre-dominantly flat landform, with limited natural vegetation cover, reduces the susceptibility of this LCA to future development. The landscape therefore has a **medium-low** susceptibility to change resulting from the Proposed Scheme.

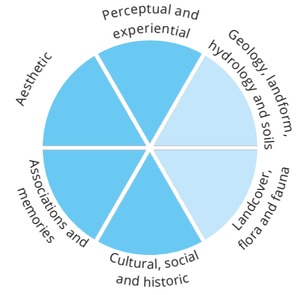
Future baseline

There are no committed developments which will change the baseline.

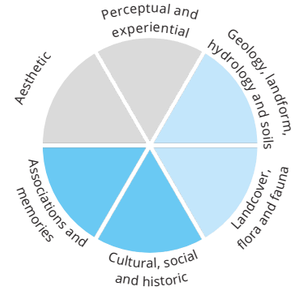
Overall landscape sensitivity

The qualities associated with the canal are counterbalanced with other attributes of this largely residential and industrial area which has a low susceptibility to further development. This results in the sensitivity of this LCA being **medium-low**.

Value



Susceptibility



Value and susceptibility key

n/a Low Medium High

Magnitude of change and level of effect

Construction

This LCA will be directly affected by the utilisation of the A556 Shurlach Road and the A530 King Street as construction traffic routes. The additional traffic movements will not be uncharacteristic of the existing road corridor and urban setting.

The main construction works will lie to the south and east of the A556 Shurlach Road and A530 King Street, beyond the boundary of the LCA. The proximity of Gad Brook viaduct north satellite compound, together with construction activity related to the creation of Gad Brook viaduct and Rudheath embankment will be locally perceived at the limit of the LCA but will not markedly influence the urban character and setting of Rudheath.

The presence of a construction traffic route and utilities diversion works through the town will result in a **low** magnitude of change.

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

Operation year 1

The Proposed Scheme will cross on Gad Brook viaduct and Rudheath embankment, beyond the south-eastern extents of the Rudheath LCA. Landscape mitigation planting will not have integrated the Proposed Scheme locally, however the influence of the Proposed Scheme on the urban character and setting of Rudheath will be limited by intervening industrial landuse and road infrastructure on the eastern edge of the LCA. The magnitude of change will be **negligible.**

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

Operation year 15

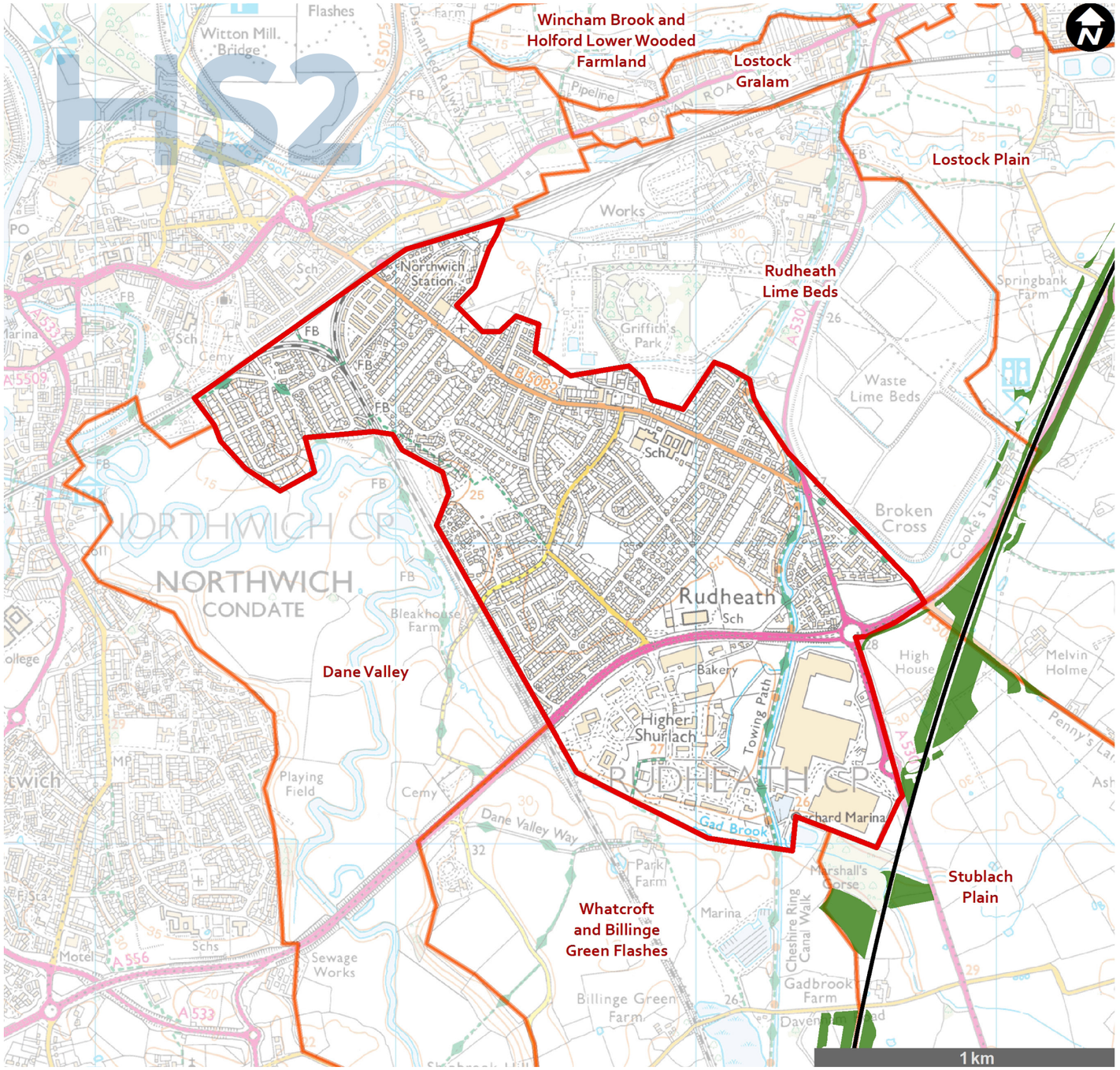
Landscape mitigation planting along Rudheath embankment, in combination with ecological woodland planting will be sufficiently established to provide some integration of the Proposed Scheme beyond the boundary of the LCA. The magnitude of change will remain **negligible.**

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

Operation year 30

Mature mitigation planting will further integrate the Proposed Scheme into its landscape setting. The magnitude of change will remain **negligible.**

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



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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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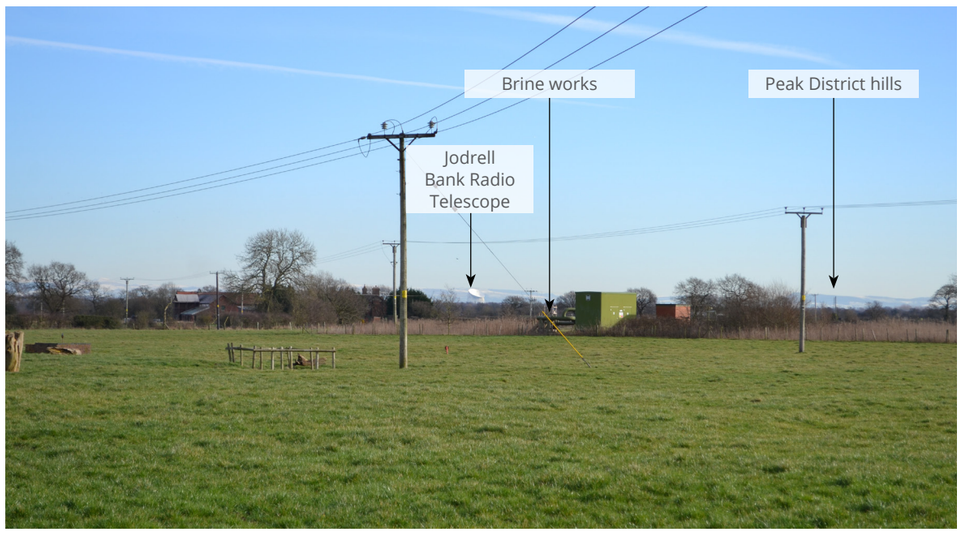
Lostock Plain LCA

Landscape character baseline description

This LCA is an area of predominantly flat agricultural land which was formerly heath and is now characterised in part by the extraction of brine. It is bordered by the industrial and residential fringes of Northwich to the west, the Stublach Plain to the south and the wooded area of Marthall to its north.

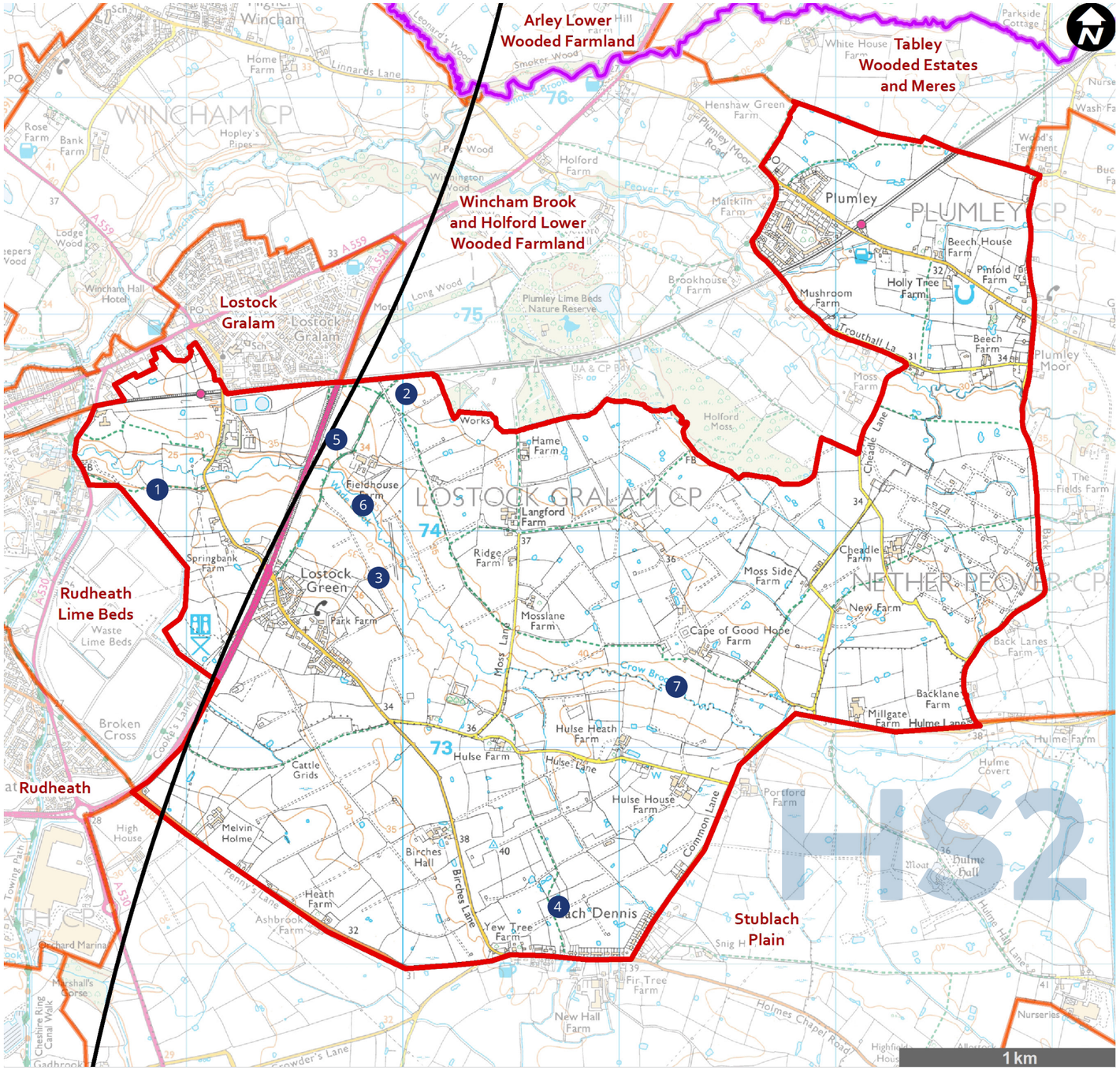
The field pattern comprises a network of small and irregular medieval fields surrounding the compact linear villages of Lostock Green and Lach Dennis, with a pattern of larger sized and more regular enclosure beyond. Agricultural use is predominantly pasture, with a large distribution of field ponds where marl was previously extracted for improvement of the land. Crow Brook and Wade Brook flow east-west across the area, interrupting an otherwise level terrain. A network of drainage ditches trace field boundaries that are lined by largely intact and mature hedgerows. Woodland cover is sparse consisting of isolated small copses and hedgerow trees. Individual farmsteads, typically of red brickwork construction punctuate the landscape of the open plain. There is a network of local footpaths, mainly following farm tracks and field boundaries.

This is a major brine extraction area which is also utilised for underground gas storage. These activities create an above ground, visible infrastructure of wellheads, fenced compounds and connecting tracks, evident throughout the landscape. The busy A556 Shurlach Road passes east of Northwich, its mature flanking vegetation creating a buffer to the town's industrial and residential fringe. Overhead power lines are evident to the west of Lostock Green and in the open landscape to the south.



Key landscape characteristics

A level, agricultural landscape that is interrupted by relatively unobtrusive yet widespread industrial activity. A landscape of open character with a cohesive building vernacular.



Key landscape value attributes

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



Aesthetic

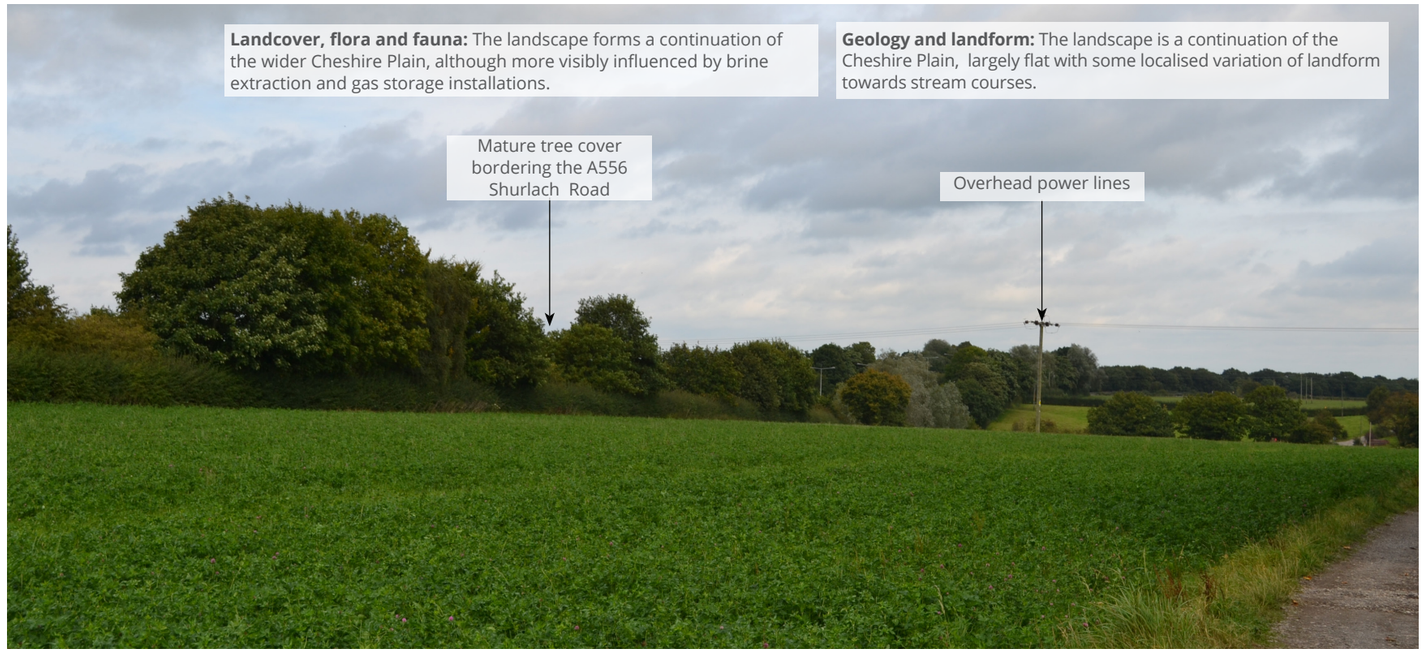
A shallow agricultural landscape with an open aspect, composed of mainly small to medium scale fields bordered by maintained hedges with infrequent field trees and low woodland cover. Traditional red brick farmhouses punctuate the landscape, while industrial installations including overhead power lines, well-heads, fenced compounds and tracks are detracting features.



Cultural, social and historic

Lostock Green forms the focus of built development within the LCA, whilst within the open countryside a number of the red brick farmsteads throughout the area are Grade II listed, reflecting a historic agricultural use of the land and providing some sense of historic continuity. There are several local footpaths following farm tracks and field boundaries, while the area is primarily a working agricultural landscape with limited facility for recreation.

Key landscape characteristics susceptible to the Proposed Scheme



Overall landscape value

The landscape is typical of the wider Cheshire Plain, being predominantly agricultural and of level terrain with some localised variation in landform towards stream courses and an abundance of field ponds. Tree cover is sparse, although there are some belts of riparian vegetation along stream courses.

The aesthetic quality of the rural landscape is interrupted by numerous discrete but widespread industrial installations, mainly relating to brine extraction. To the west of the area, the tranquillity of the landscape is influenced by the presence of overhead power lines, the A556 Shurlach Road and the perception of the industrial skyline and residential fringes of Northwich. There is a sense of historic continuity, although there is little in terms of definitive character. The value of this LCA is therefore **medium-low**.

Overall landscape susceptibility

The shallow terrain and sparsity of woodland cover create an open landscape character, but one where the frequency of boundary hedges, hedge and field trees in combination prevent longer distance views and provide visual containment limiting the influence of development change on the wider landscape. The industrial uses of the land for brine extraction, although discrete do still impact upon the predominantly agricultural character of the landscape. It therefore has a **medium-low** susceptibility to change resulting from the Proposed Scheme.

Future baseline

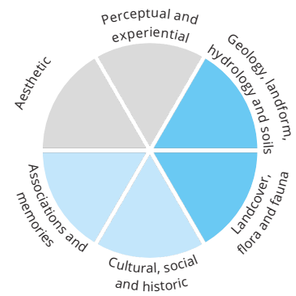
There are no committed developments which will change the baseline.

Overall landscape sensitivity

The industrial influence on the landscape, in combination with the inherent landscape characteristics typically associated with the wider Cheshire Plain result in the sensitivity of this LCA being **medium-low**.

Value

Susceptibility



Value and susceptibility key



Magnitude of change and level of effect

Construction

This LCA will be directly affected by construction works to realign the A556 Shurlach Road and along the Proposed Scheme between Rudheath and Lostock Gralam, where structures including Gad Brook viaduct cross the A530 King Street, Wade Brook viaduct cross the Gad Brook and Lostock Gralam viaduct cross the Mid-Cheshire Line will be built.

The construction of these elements, along with Rudheath embankment and Lostock Gralam South embankment will encroach upon adjacent agricultural land but have minimal influence on the existing field pattern already modified close to the A556 Shurlach Road. Where utilities diversions cross field boundaries and watercourses there will be losses of vegetation, and there will also be a loss of mature trees adjacent to the A556 Shurlach Road. These activities will impact upon the urban fringe character relationship between the town of Northwich and the tranquil rural landscape of the Lostock Plain at the north-western margin of the LCA.

Construction activity will comprise utilities diversions, three satellite compounds, temporary material stockpiles at transfer nodes and construction traffic along the A556 Shurlach Road, B5082 Penny's Lane and Birches Lane. These activities will impact upon the urban fringe character relationship between the town of Northwich and the increasingly tranquil rural landscape of Lostock Plain at the north-western margin of the LCA. The magnitude of change will be **medium**.

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

Operation year 1

By year 1 the mitigation planting will not be sufficiently mature to integrate the embankment approaches between the viaduct structures into the landscape, or to screen the realignment of the A556 Shurlach Road and Birches Lane diversion. The absence of established roadside vegetation will contribute to exposure of traffic movement on the realigned A556 Shurlach Road, while train movements on embankment and viaduct will be experienced alongside and in parallel with the new road corridor. There will be changes to the setting of nearby settlement and buildings notably at Lostock Green village, at Fieldhouse Farm, Springbank Farm and properties along Birches Lane, where the Proposed Scheme will further increase the presence and influence of transport infrastructure on the local landscape. Earthworks to the eastern side of HS2 main line, passing Lostock Green will provide a partial screen to train movement thus lessening the impact on the landscape setting of the village.

The new earthworks and structures will not substantially change the landscape pattern but reinforce an established transport corridor. The industrial edge of Northwich will be further exposed to the Lostock Plain as a result of vegetation loss. The magnitude of change will be **medium.**

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

Operation year 15

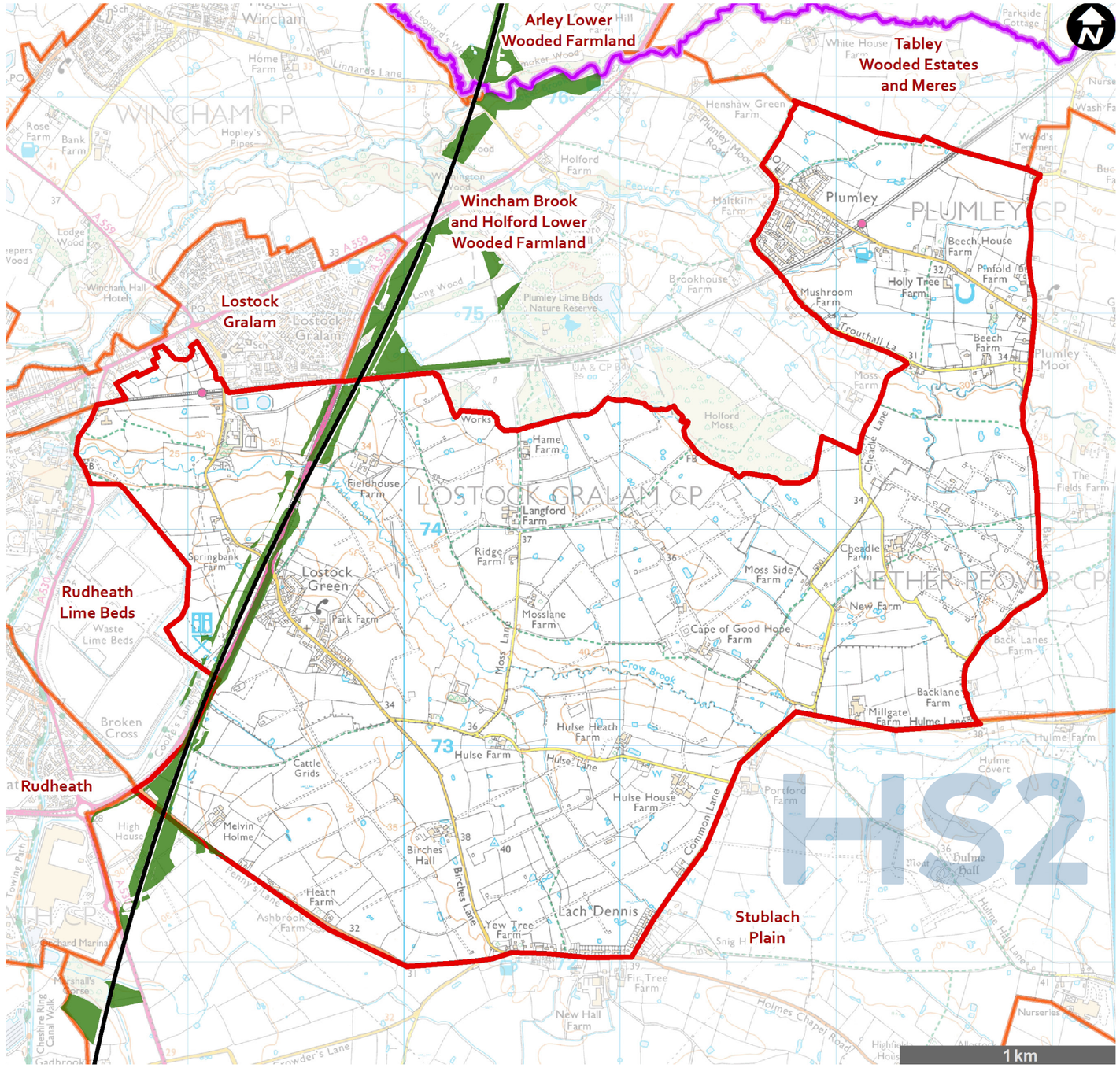
The establishing mitigation planting alongside the Proposed Scheme will restore the vegetation pattern and functions previously associated with roadside planting along the A556 Shurlach Road corridor. The planting will integrate with the wider landscape setting, thereby reducing visual exposure of the industrial fringe of Northwich on the open plain landscape to the east. The planting will soften the interface between Lostock Green village and the Proposed Scheme. The magnitude of change will reduce to **low.**

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

Operation year 30

The maturing mitigation planting will by year 30, have fully integrated the Proposed Scheme with the wider landscape. The vegetation will serve as a visual screen and buffer to the nearby industrial fringe of Northwich and to the local landscape setting of Lostock Green village. The magnitude of change will remain **low**.

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



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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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Rudheath Lime Beds LCA

Landscape character baseline description

This LCA is divided almost equally between three land uses associated with the local chemical industry; these are a chemical works, an area of waste lime beds and an area of remediated land developed as a wooded park.

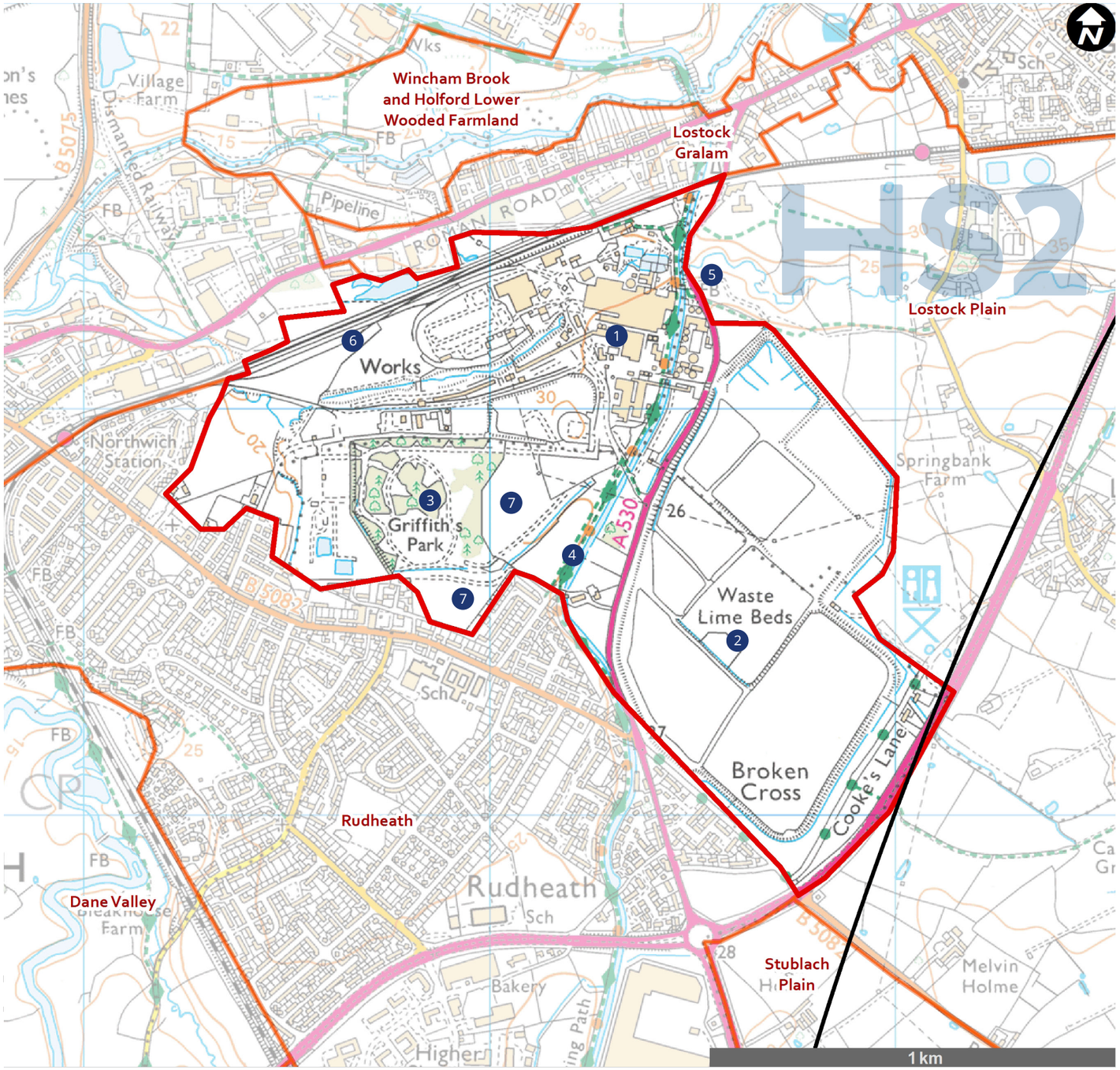
Tata Chemicals has been operated as an ammonia-soda production plant since the late-19th century. The plant comprises a large-scale assemblage of steel sheds, silos and pipelines with concrete and brick structures. It is a prominent landmark which can be seen across the Cheshire plain, particularly from the east. The Trent and Mersey Canal was historically used to transport products from Lostock works and passes through the east of the site. The A530 Griffiths Road runs adjacent to the canal to the east and divides Lostock works from the waste lime beds. Waste products from the chemical industry have historically been left to settle within rectangular fields contained by large engineered bunds. The earthworks are highly conspicuous from adjacent areas as the local terrain is very flat with narrow winding valleys along watercourses.

Wade Brook runs east-west through Lostock Works and then under the Mid-Cheshire Line railway in the north-west of the area. Ditches drain the remediated chemical waste sites to the south-west which are now Griffiths Park and St John's Playing Fields. The park is raised above the playing fields and is a well-used recreational resource of paths and sculptures through developing woodland. The Cheshire Ring Canal Walk (long distance path) along the Trent and Mersey Canal offers further opportunities for recreation.



Key landscape characteristics

Different stages of the historic and continued chemical industry have shaped this landscape which ranges from highly engineered, to reclaimed by nature and offering recreational enjoyment.



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Key landscape value attributes

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



Aesthetic

Lostock works appears an imposing, sprawling form of steel sheds, silos and pipelines with concrete and brick structures. The engineered bunds containing the waste lime beds contrast with the flat landscape and appear conspicuously artificial, as does Griffiths Park which has been effectively remediated and offers some aesthetic value, particularly along the routes through trees with sculptures.



Cultural, social and historic

The area demonstrates parts of the brine extraction industry which has historically characterised the region. Lostock works is alongside the Trent and Mersey Canal Conservation Area and Cheshire Ring Canal Walk and has associated waste lime beds and remediated land. Lostock Works has been operated as an ammonia-soda production plant since the late-19th century and the adjoining remediated land at Griffiths Park is a valued recreational resource.

Key landscape characteristics susceptible to the Proposed Scheme



Overall landscape value

The naturally flat terrain with local variation in levels at Wade Brook has been substantially modified by the large engineered bunds containing the waste lime beds and the artificial landform on which sit Griffiths Park and St John's Playing Fields. The land reclamation for the park includes woodland planting, but beyond this there is very little vegetation. The waste lime beds have the potential to support calcareous grassland species. The Trent and Mersey Canal has value for recreation and for appreciating the area's history.

The chemical works is an imposing form which dominates the LCA and is reflective of the importance of this industry to Cheshire, although its scale in the landscape when experienced at close quarters can feel overwhelming. The value of this LCA is therefore **medium-low** given the above.

Overall landscape susceptibility

The cultural history, particularly relating to the canal, is vulnerable to changes as a result of the Proposed Scheme. However, the landform has been radically altered by industry and the lack of natural land cover reduces the area's susceptibility. The landscape therefore has a **low** susceptibility to change resulting from the Proposed Scheme.

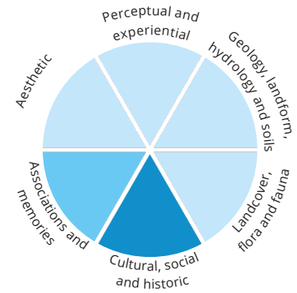
Future baseline

There are no committed developments which will change the baseline.

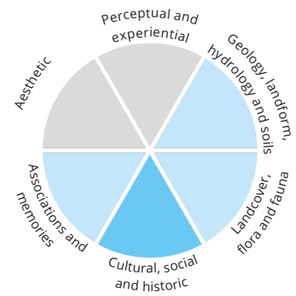
Overall landscape sensitivity

The values relating mainly to the canal and the presence of Griffiths Park and the playing fields are counterbalanced by the negative aesthetic and other influences due to the chemical industry of the area. The landscape sensitivity of the LCA is **low**.

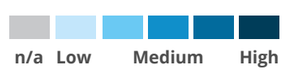
Value



Susceptibility



Value and susceptibility key



Magnitude of change and level of effect

Construction

This LCA will be directly affected by construction activity for the Proposed Scheme between Rudheath and Lostock Green, and the realignment of the A556 Shurlach Road. The industrial character of the landscape will not be strongly influenced by the presence of construction activity, which will be situated beyond the south-eastern extents of the waste lime beds. The recreational value of the Trent and Mersey Canal and Griffiths Park within the LCA will be unaffected. The engineered landform of the waste lime beds encloses the canal corridor to its east and will prevent influence from construction activity, while the majority of Griffiths Park is enclosed by an establishing infrastructure of woodland. The magnitude of change will be **low.**

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

Operation year 1

The Proposed Scheme along Rudheath embankment, in combination with the A556 Shurlach Road realignment will represent an extension of existing transport infrastructure bordering the active waste lime beds, at the southern boundary of the LCA. Immature mitigation planting will not be sufficiently established by year 1 to integrate the Proposed Scheme. The landscape character of the LCA will not alter, with the Trent and Mersey Canal and Griffiths Park unaffected in terms of their recreational value and local sense of place. The magnitude of change will be **negligible.**

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

Operation year 15

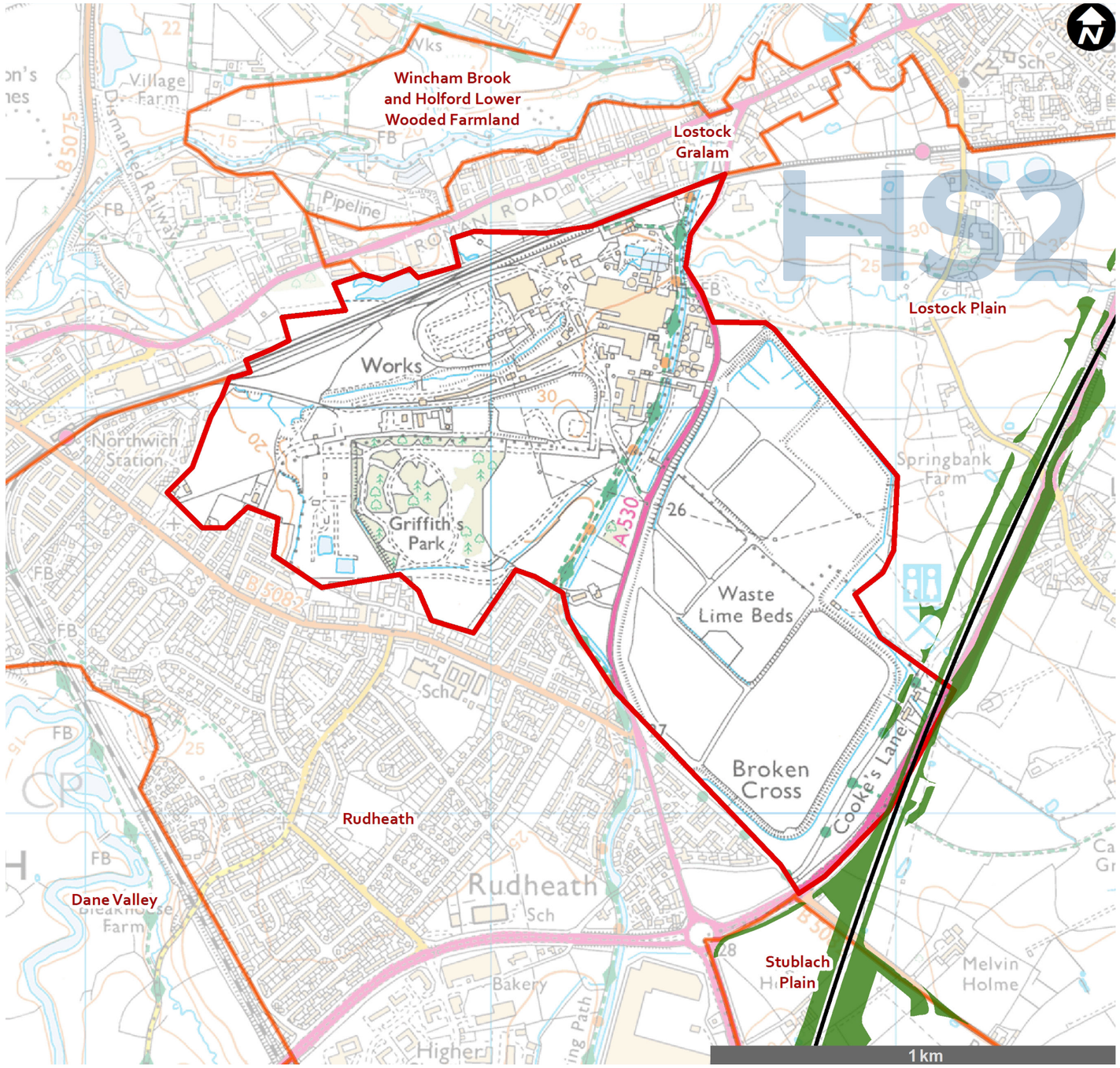
Landscape mitigation planting along Rudheath embankment, in combination with ecological woodland planting will be sufficiently established to provide some integration of the Proposed Scheme and the A556 Shurlach Road realignment. The interface between the A556 road corridor and the waste lime beds will be softened by the establishment of this mitigation planting. The Trent and Mersey Canal and Griffiths Park landscape areas will remain unaffected. The magnitude of change will remain **negligible.**

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

Operation year 30

The maturing of mitigation planting will fully integrate the A556 Shurlach Road realignment and serve as a partial screen to the Proposed Scheme. The Trent and Mersey Canal and Griffiths Park landscape areas will remain unaffected. The magnitude of change will remain **negligible.**

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



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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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Lostock Gralam LCA

Landscape character baseline description

This LCA is a primarily residential area with properties forming a linear settlement concentrated along the A559 Manchester Road.

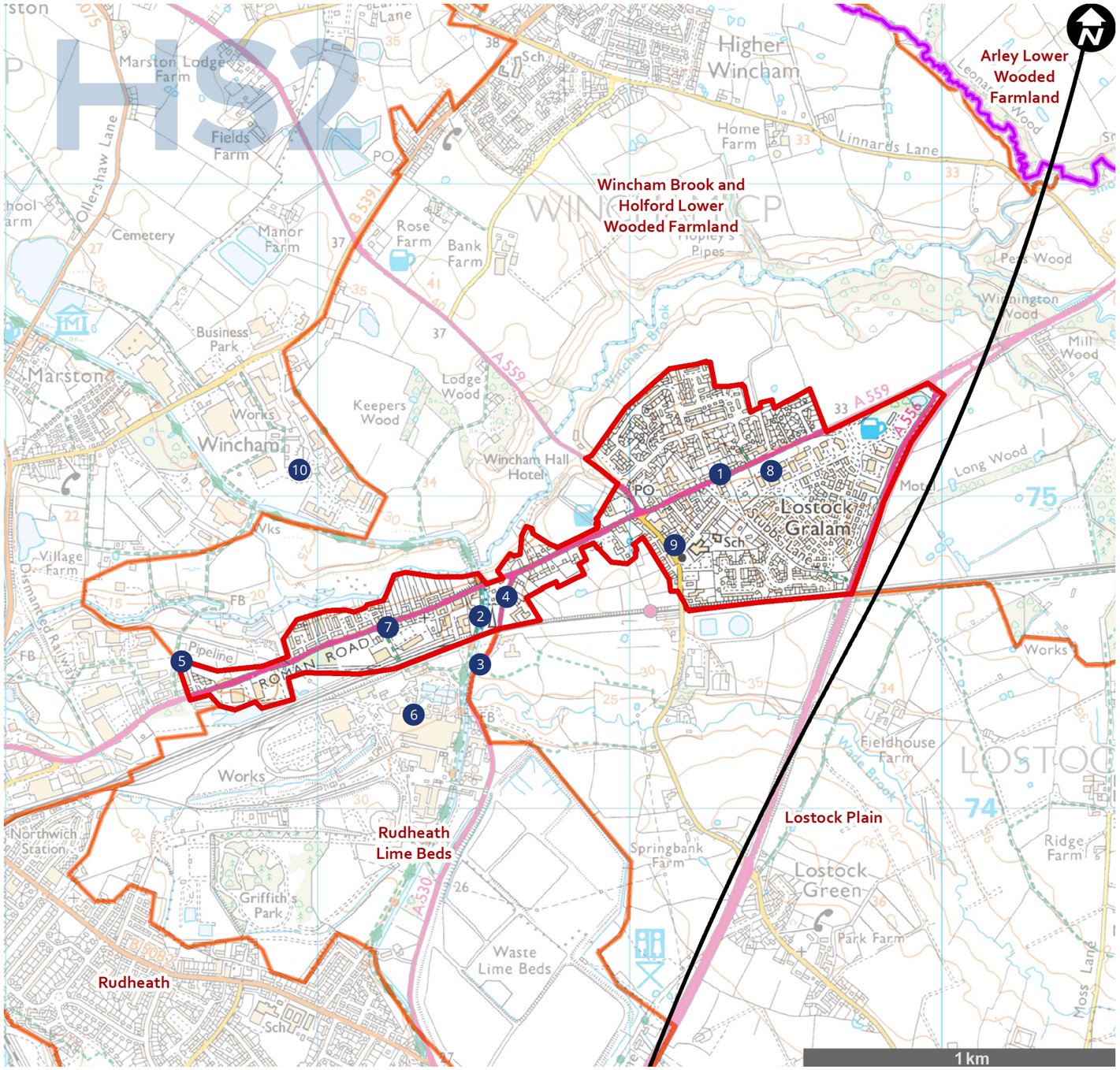
The A559 Manchester Road (part of the former Roman road connecting Chester and Manchester via Northwich) forms the spine of Lostock Gralam. The Trent and Mersey Canal and Cheshire Ring Canal Walk (long distance route following the canal towpath) pass north-south under the A559 Manchester Road adjacent to Griffiths Road. There is a small marina south of the A559 Manchester Road and several historic brick canalside buildings have been converted into a restaurant, offices and builder's yard. Features outside the LCA are an influence on this area, particularly the western part, including pipelines and the imposing forms of Wincham Business Park and Thor chemical works to the north, and Tata chemical works to the south. The Tata chemical works site was formerly the Brunner Mond plant established in the late 19th century. A Grade II listed war memorial on Works Lane records Brunner Mond employees killed in the First and Second World Wars.

Housing is red brick and occasionally white render and varies between Victorian terraces concentrated in the west, a large estate of early-mid 20th century housing and a low-rise care home to the east, and modern estates to the south east. Warehouses, car showrooms and other businesses, many with large car parks are scattered through the area. Cheshire Business Park to the east includes offices, a hotel and pub. At the eastern end of the village, St John the Evangelist is a pleasant red brick Victorian church with a steeple.



Key landscape characteristics

This is a linear settlement of generally unremarkable housing influenced by nearby large-scale chemical industry activities.



Proposed Scheme
LCA boundary
The Cheshire Ring Canal Walk

1 A559 Manchester Road
2 The Trent and Mersey Canal
3 Griffiths Road
4 Wincham Wharf marina
5 Wincham Business Park
6 Tata Chemical Works
7 War memorial
8 Cheshire Business Park
9 St John the Evangelist Church
10 Thor Chemicals

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Key landscape value attributes

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



Aesthetic

This linear village is comprised of generally unremarkable red brick and white render housing of varying ages. There are several large buildings including car showrooms and pubs which are generally accompanied by relatively unattractive surface car parks. The Lostock Club features black and white timber detail offering some visual interest. The chemical plants of Thor to the north and Tata to the south, whilst outside the village, are close enough to influence its character.



Cultural, social and historic

The Trent and Mersey Canal passes through the centre of the village and is designated as a conservation area with a well-used marina and historic brick buildings converted to commercial and leisure use. The Cheshire Ring Canal Walk follows the towpath and there is a local footpath running south along Works Lane and over the railway.

Key landscape characteristics susceptible to the Proposed Scheme



Overall landscape value

The naturally flat landform has been modified through history including by the development of the A559 Manchester Road (a former Roman road), the Trent and Mersey Canal, and the expansion of housing. There is very little natural land cover within the village, with vegetation largely limited to gardens and sports fields.

The linear settlement pattern of Lostock Gralam along the A559 Manchester Road means there is no village centre and leaves the sparse ribbon development to the west feeling disjointed from the more densely populated eastern part. The large chemical plants, whilst outside the LCA, influence the character of the village, particularly in the west.

The village has developed in tandem with the adjacent chemical works and the few features of aesthetic value tend to be associated with its older buildings, such as Victorian terraced housing, St John the Evangelist Church, and the war memorial on Work Lane. The value of this LCA is therefore **medium-low** given the above.

Overall landscape susceptibility

The elements which are more vulnerable to change are the groupings of 19th century buildings in the village. However the generally flat urbanised landform already influenced by industry, combined with a lack of natural land cover lowers the area's susceptibility. The landscape therefore has a **medium-low** susceptibility to change resulting from the Proposed Scheme.

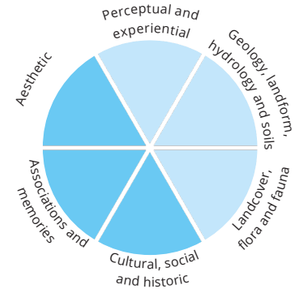
Future baseline

There are no committed developments which will change the baseline.

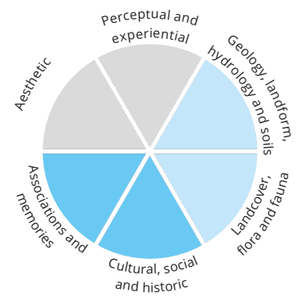
Overall landscape sensitivity

The value and susceptibility of the 19th century parts of the village, in combination with the predominantly ordinary quality housing and detracting industrial and commercial elements results in the sensitivity of this LCA being **medium-low.**

Value



Susceptibility



Value and susceptibility key

n/a Low Medium High

Magnitude of change and level of effect

Construction

This LCA will be directly affected by the utilisation of the A559 Manchester Road as a construction traffic route through Lostock Gralam. These additional traffic movements due to construction activity, will be noticeable but will not substantially alter the surrounding urban character and setting of the road corridor. Utilities diversion works along the A54 road corridor will be locally evident during construction.

Construction activity in relation to Lostock Gralam north embankment and Smoker Brook viaduct will take place to the immediate east of the LCA in the adjacent Wincham Brook and Holford Lower Wooded Farmland LCA. These works, along with the presence of Smoker Brook viaduct south satellite compound and transfer node will have an indirect influence upon the easternmost limit of the LCA, where the works will be perceived as an eastward extension of built development. The urban character and setting within Lostock Gralam will not however be materially influenced. The magnitude of change will be **low.**

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

Operation year 1

The Proposed Scheme will pass to the immediate east of the LCA, along Lostock Gralam north embankment before crossing the junction of the A556 Shurlach Road and A559 Manchester Road along the Smoker Brook viaduct. While not directly affecting the LCA, the presence of the Proposed Scheme will associate with the existing road transport network bordering the town and increase the extent of perceived settlement boundaries. The urban character and setting within Lostock Gralam will not however be materially influenced. Immature mitigation planting will not be sufficiently established by year 1 to integrate the Proposed Scheme into its landscape setting. The magnitude of change will be **low.**

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

Operation year 15

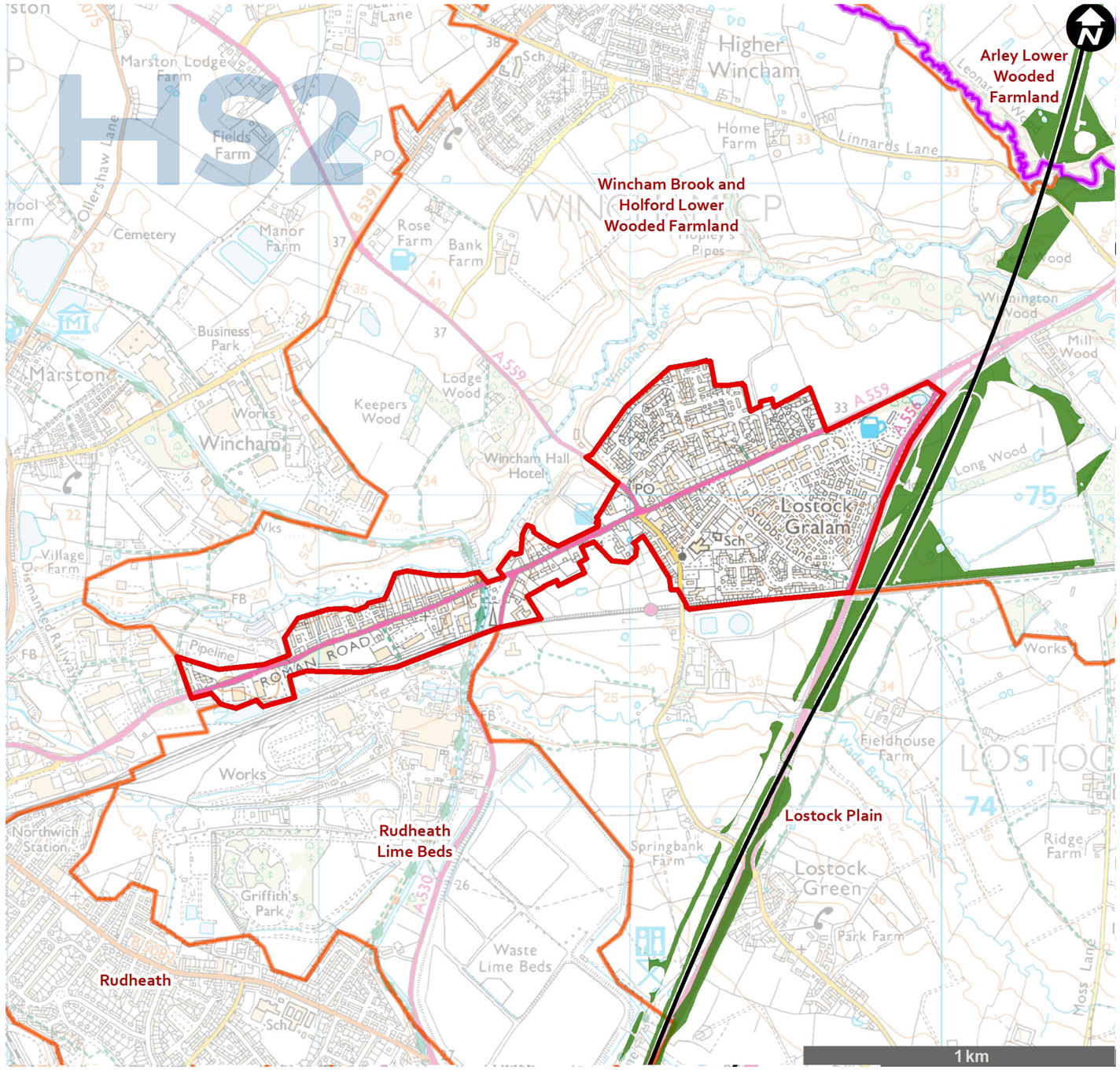
The establishment of landscape mitigation and ecological woodland planting alongside Lostock Gralam North embankment will start to integrate the Proposed Scheme with the predominantly wooded landscape to the east of Lostock Gralam. Smoker Brook viaduct will remain evident where it crosses the junction of the A556 Shurlach Road and A559 Manchester Road, where the Proposed Scheme will be perceived as an extension of the transport infrastructure defining the eastern limit of the settlement. The magnitude of change will reduce to **negligible.**

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

Operation year 30

The maturing of landscape mitigation and ecological woodland planting will further integrate the Proposed Scheme with the adjacent A556 Shurlach Road corridor and the surrounding network of woodland cover. Smoker Brook viaduct will remain evident where it crosses the junction of the A556 Shurlach Road and A559 Manchester Road where the transport infrastructure defines the eastern limit of the settlement. The magnitude of change will remain **negligible.**

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



Cumulative assessment (construction and operation)

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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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Wincham Brook and Holford Lower Wooded Farmland LCA

Landscape character baseline description

This LCA is an area of arable and pastoral land to the north-east of Northwich, characterised by a network of heavily wooded, incised stream courses and areas of woodland on former mossland.

The field pattern within the LCA varies between irregular small and medium-sized fields to larger, more regular enclosure. Most fields are bordered by mature hedgerows, frequently with ponds originating from marl pits. The meandering stream courses of Smoker Brook and Peover Eye flow east to west, converging to form Wincham Brook. Distinctive belts of woodland flank these incised stream courses at Winnington Wood, Smoker Wood and Leonard's Wood, parts of which are ancient and semi-natural woodland. To the south-east, Plumley Lime Beds Site of Special Scientific Interest (SSSI) and Holford Moss incorporate large tracts of woodland with intervening grassland and wetland habitats. A network of local footpaths runs close to these woodlands and to the moated site of Holford Hall, linking the village of Plumley with Lostock Gralam.

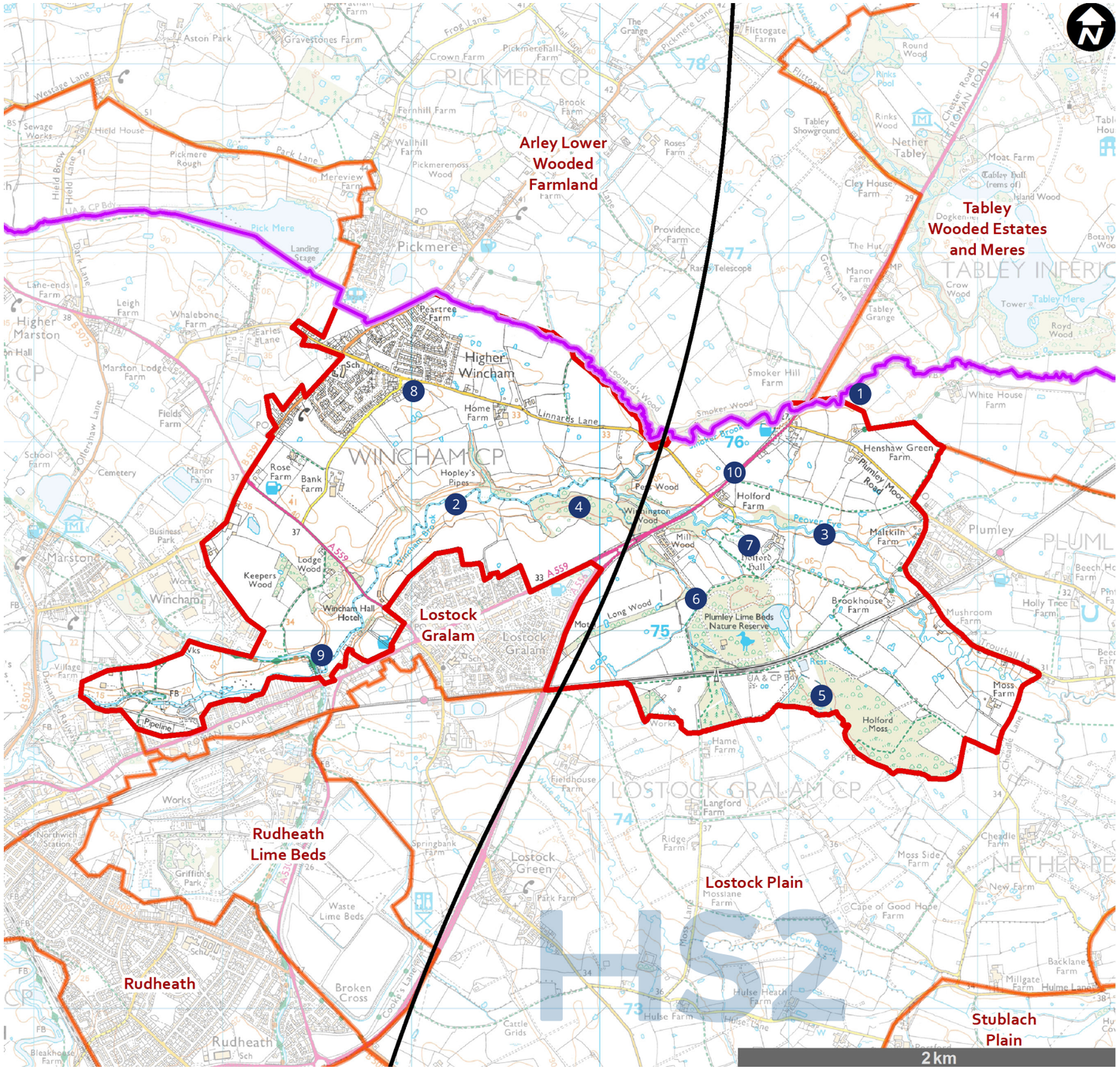
Higher Wincham is located in the north-western part of the LCA and comprises predominantly 20th century housing, whilst the residential and industrial fringes of Lostock Gralam and Wincham edge the valley of Wincham Brook. The valley is crossed by the Trent and Mersey Canal, the canal being an important recreation corridor and historic asset linking local settlements.

Beyond Higher Wincham, settlement is limited to dispersed farmsteads and clusters of properties alongside local roads. The highly trafficked A556 Chester Road/ Shurlach Road and the Mid Cheshire Line railway cross the landscape to the east of Lostock Gralam, both of which are detracting elements in the landscape. However, the density of roadside vegetation and surrounding woodland limits the influence of this linear infrastructure.



Key landscape characteristics

This is a flat, well-wooded landscape which is generally able to accommodate detracting infrastructure elements such as the A556 Shurlach Road, due to the presence of mature, enclosing vegetation which contains landscape effects. The LCA provides opportunities for recreational use of footpaths and tracks amongst the woodland.



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Key landscape value attributes

Key landscape value attributes of the Wincham Brook and Holford Lower Wooded Farmland LCA are set out below, interpreting landscape baseline information on the previous page and drawing on findings from field surveys.



Aesthetic

Aesthetic quality varies between large areas of tranquil and remote rural fields and woodlands with scattered farmhouses, and ordinary quality modern housing in Higher Wincham village to the north-west. The pattern of woodland limits the influence of the A556 Chester Road, railway and edges of the surrounding villages, on the rural landscape.



Cultural, social and historic

There are two scheduled monuments in this area, Plumley Lime Beds Nature reserve and Holford Hall moated site. Holford Hall, which is also Grade II* listed, is a 17th century country house. The Trent and Mersey Canal, a designated conservation area, passes through the far west of the LCA with the Cheshire Ring Canal Walk following its towpath.

Key landscape characteristics susceptible to the Proposed Scheme



Overall landscape value

The landform contrasts between flat plain and steep-sided watercourses which are frequently lined by woodland. There is ancient woodland at Winnington Wood, Smoker Wood and Leonard's Wood and woodland with grassland and wetland habitats at Holford Moss and Plumley Lime Beds SSSI.

The area generally feels tranquil with an intimate quality to its many woodlands and small watercourses.

The landscape has many areas of scenic quality and historic value which are only partially influenced by development or infrastructure. The value of this LCA is therefore **medium** given the above.

Overall landscape susceptibility

The narrowly incised watercourses and the prevalence of long-established woodland, in addition to mossland areas designated for their biodiversity value are all vulnerable to change. The landscape currently accommodates existing major road and rail infrastructure, primarily due to areas of woodland containing their influence on the surrounding landscape. The landscape therefore has a **medium** susceptibility to change resulting from the Proposed Scheme.

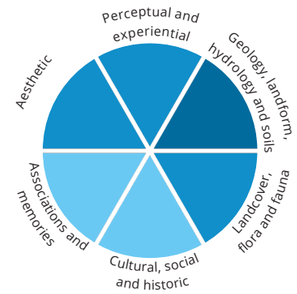
Future baseline

There are no committed developments which will change the baseline.

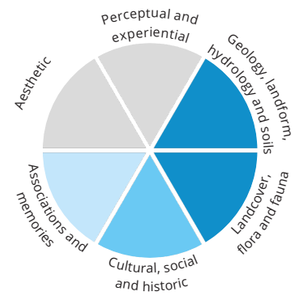
Overall landscape sensitivity

The scenic value and sense of historic continuity of this area is balanced with the presence of encroaching urban development and linear infrastructure. When considered with the susceptibility of the landscape including its historic and natural features, this results in the sensitivity of this LCA being **medium**.

Value



Susceptibility



Value and susceptibility key

n/a Low Medium High

Magnitude of change and level of effect

Construction

This LCA will be directly affected by construction of the extensive Smoker Brook viaduct over the A556 Chester Road/Shurlach Road and Lostock Gralam North embankment. There will be a loss of mature tree cover at Long Wood, Winnington Wood, Leonard's Wood and Smoker Wood, the majority being designated ancient woodland. Construction activity, utilities diversions, the presence of two satellite compounds, temporary material stockpiles and construction traffic along the A556 Chester Road/Shurlach Road and A559 Manchester Road will be concentrated close to the fringe of Lostock Gralam and the adjacent valley woodlands. The magnitude of change will be **medium**.

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

Operation year 1

At year1, landscape mitigation planting will not be sufficiently established to integrate the Proposed Scheme into the landscape whilst areas of former woodland will be locally evident. Train movements running across Smoker Brook viaduct and Lostock Gralam North embankment will be experienced in combination with the existing A556 Chester Road / Shurlach Road and junction with the A559 Manchester Road. Although relatively long in span, the Smoker Brook viaduct will be partially accommodated within the landscape by the surrounding mature woodland. The new earthworks and structures will not substantially alter the landscape pattern of the LCA, and the permeability of the viaduct structure will reduce any perceived sense of landscape severance. Immature mitigation planting will not be sufficiently established by year 1 to integrate the Prosed Scheme. The magnitude of change will be **medium.**

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

Operation year 15

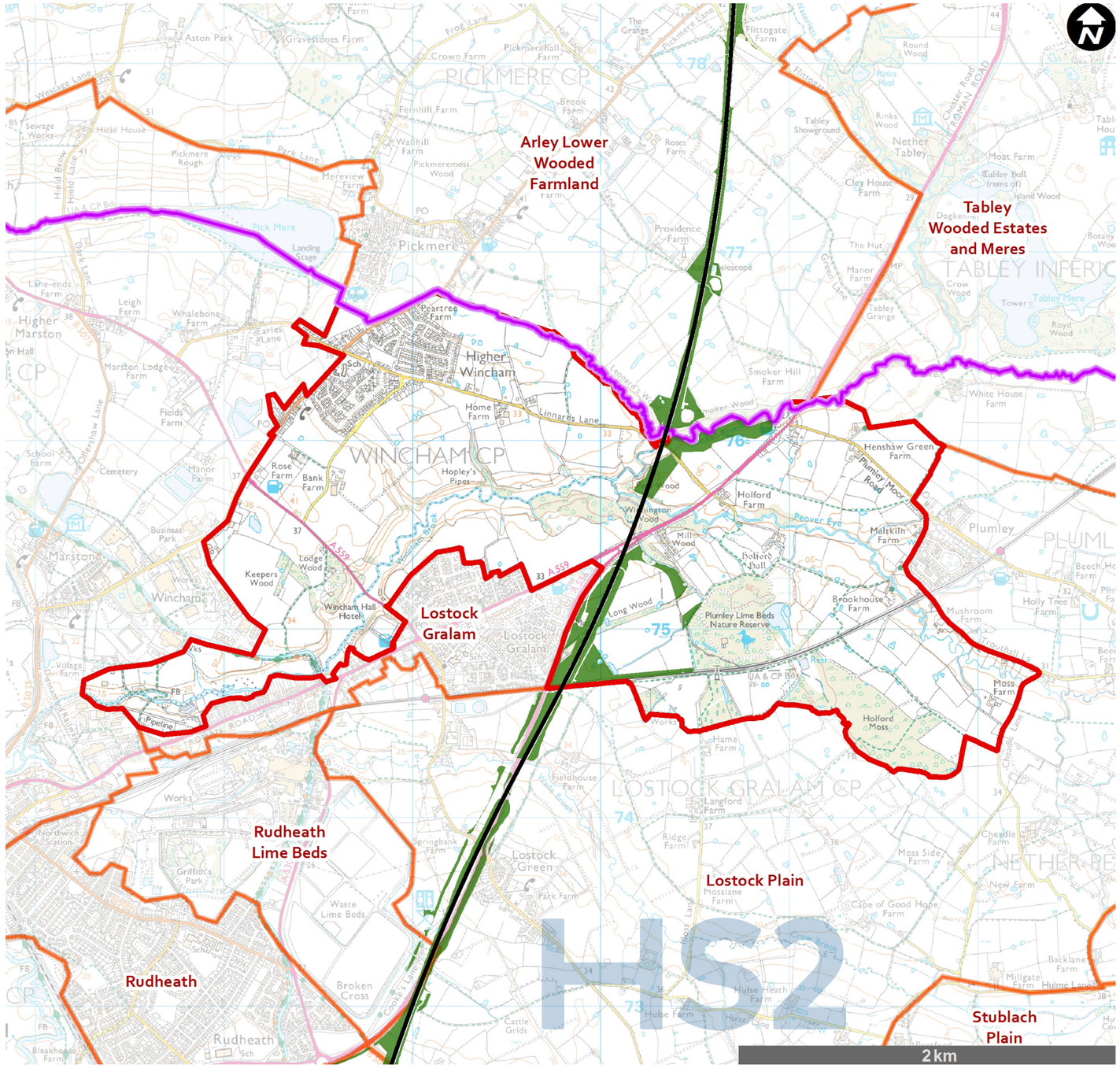
The establishment of landscape mitigation and ecological woodland planting alongside Lostock Gralam North embankment will begin to integrate the Proposed Scheme with the predominantly wooded landscape to the east of Lostock Gralam. Smoker Brook viaduct will remain evident where it crosses the junction of the A556 Chester Road/Shurlach Road and A559 Manchester Road, and here the Proposed Scheme will be perceived as an extension of the transport infrastructure defining the eastern limit of Lostock Gralam. The magnitude of change will reduce to **low.**

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

Operation year 30

The maturing of landscape mitigation and ecological woodland planting will further integrate the Proposed Scheme with the adjacent A556 Chester Road/Shurlach Road corridor and neighbouring woodland. Smoker Brook viaduct will remain evident where it crosses the junction of the A556 Chester Road/Shurlach Road and A559 Manchester Road where the transport infrastructure in combination will define the eastern limit of the settlement. The magnitude of change will remain **low.**

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



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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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Cranage and Byley Sandy Woods LCA

Landscape character baseline description

This is a well wooded area associated with former grazed heathland and still retains a heathy character. It is defined by blocks of mixed woodland and predominantly arable farmland interspersed with small relict heath and mosses.

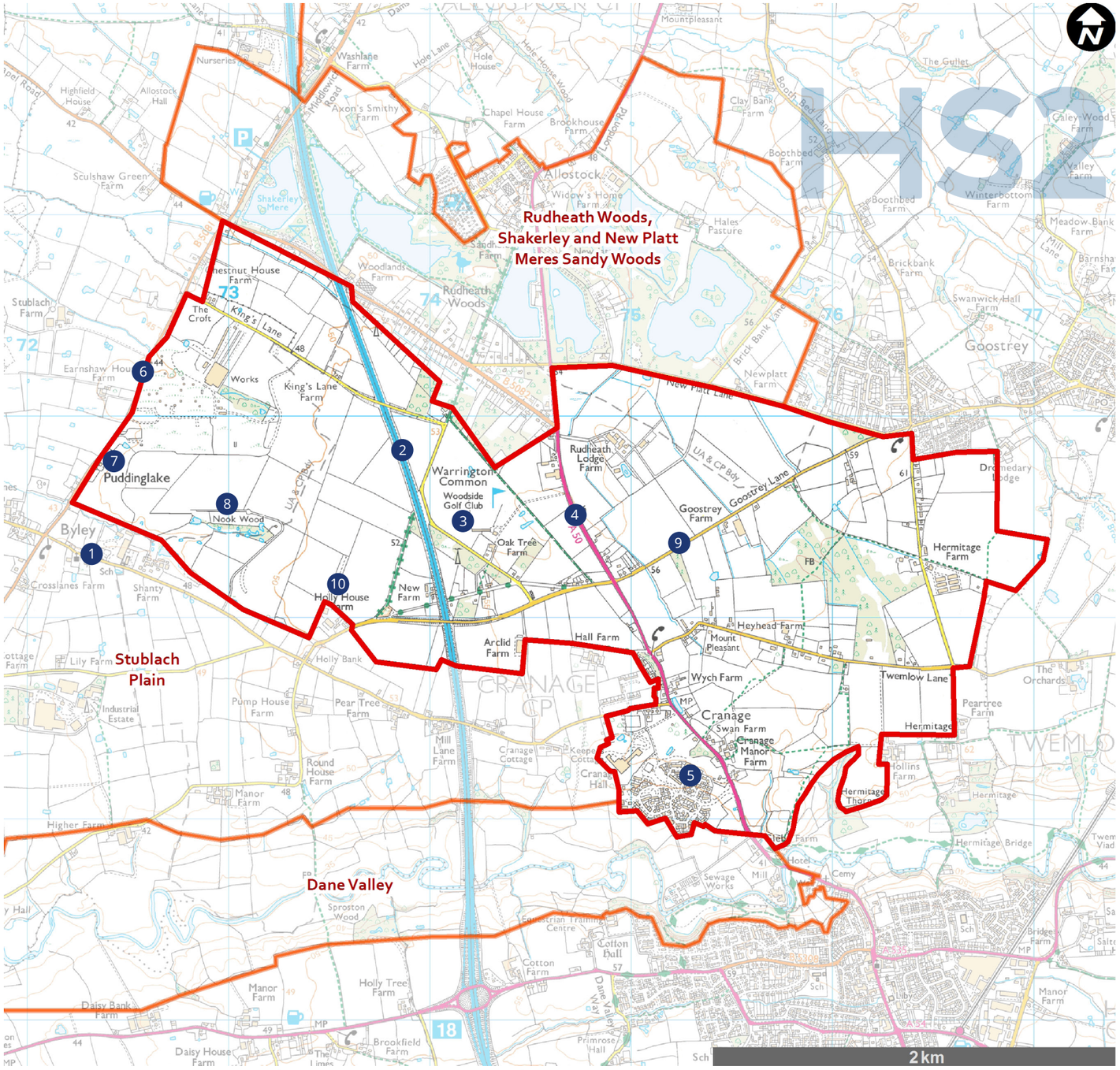
The field pattern is of a medium to large-scale with a mix of arable and pasture, crossed by brooks. Numerous small ponds and mosses formed in glacial hollows are now often hidden within dense woodland. Beyond the woodlands, the flat or undulating landscape consists of large fields defined by straight hedgerow boundaries. Many of the fields are defined by linear blocks of trees, including conifer plantations, which dominate the skyline and generally restrict views out of the area.

A number of substantial properties and grazing enclosures occupy plots which appear to have been cut out of the dense woodland. The only vantage points are provided by the bridges constructed over the busy M6 motorway as it runs north-south through the area. This major highway is not as visually intrusive as one might expect, due to the presence of mature roadside planting, the visual constraint associated with woodland cover and the lack of high viewpoints. However, there is loss of tranquillity due to the presence of traffic movements.



Key landscape characteristics

A generally well-managed flat to gently undulating landscape with dispersed settlement and a visual contrast between the enclosed nature of the woodland and the openness of the large arable fields. Some sense of rural tranquillity away from the major road networks to the east of the LCA.



Proposed Scheme

LCA boundary

1. Byley
2. M6 Motorway
3. Woodside Golf Club
4. A50 Knutsford Road
5. Cranage
6. B5081 Middlewich Road
7. Puddinglake
8. Nook Wood
9. Goostrey Lane
10. Holly House Farm

Key landscape value attributes

The key landscape value attributes of the Cranage and Byley Sandy Woods LCA set out below, interpret landscape baseline information on the previous page and draw on findings from field surveys.



Aesthetic

This is a landscape of strong contrasts where the flat or gently rolling topography and large straight-sided fields combine with woodland blocks to create a large scale landscape. The mosaic of woodland and relict heathland are both a legacy of glaciation and former sand and gravel quarries which provide some sense of naturalness and visual diversity (a variety of colours and textures and changing seasonal interest) and a setting for recreation and enjoyment of the landscape. Views over the large arable fields to the Pennine Hills which enable appreciation of the wider landscape are afforded to the east of the LCA. To the west of the LCA, a gas station, large factory works and road corridor are detracting elements within the local landscape when occasional views are afforded.



Cultural, social and historic

The landscape is one of former open heathland, subject to field enclosure in recent centuries for agricultural use. Active quarries continue a longstanding exploitation of the area for the abstraction of sand and gravels, although these tend to be well screened within the LCA by mature tree belts. Development is sparse, with older farmsteads provide a cultural record of the past and reflect the historic associations of the area with the industrially generated wealth of adjacent towns and cities. The Public Right of Way network is concentrated mainly to the east of the LCA.

Key landscape characteristics susceptible to the Proposed Scheme



Overall landscape value

This is a generally flat open landscape with landform, soils, vegetation having been heavily influenced by glacial activity, with numerous metlwater channels and hollows in which ponds and mosses subsequently developed to the east of the LCA. Blocks of mixed woodland, planted on former sandy heathland, lend a wooded appearance. Large arable fields are defined by straight hedgerows or post and wire fences with some smaller pastoral fields as well as remnant areas of 18th or 19th century field enclosure from waste heathland. Away from the busy M6 motorway which runs north-south along the Cheshire West border, and key arterial road of the A50 Knutsford Road, areas of tranquillity can be found in the east of the LCA. To the west of the LCA the gas station and factory works are well screened and integrated adjacent to the B5081 Middlewich Road and King's Lane. PRoW, particularly in the east of the LCA provide a valuable recreational resource for cycling, walking and horse riding. The M6 and A50 Knutsford Road are generally well integrated into the landscape.The value of this LCA is therefore **medium**.

Overall landscape susceptibility

The relict heathland and woodland blocks are susceptible to change arising from the Proposed Scheme. However, existing road infrastructure crossing the central area of the LCA and the presence of commercial buildings lower susceptibility. The landscape therefore has a **medium-low** susceptibility to change resulting from the Proposed Scheme.

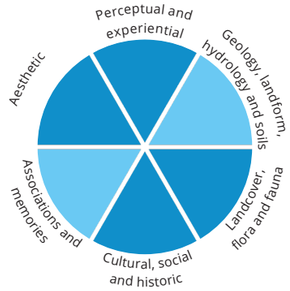
Future baseline

Committed development MA02/252 (Volume 5, Planning data/committed development map book), comprising land at Rudheath Lodge, New Platt Lane, Cranage and Allostock will be utilised for silica sand extraction and associated development, mineral extraction by dredging, progressive restoration, mineral processing and dispatch. The site is likely to be active at the point of construction (2025). The presence of the development would result in the loss of pasture and arable fields bordered with hedgerows and occasional trees within the eastern extent of the LCA. Overall susceptibility of the LCA would remain **medium-low**.

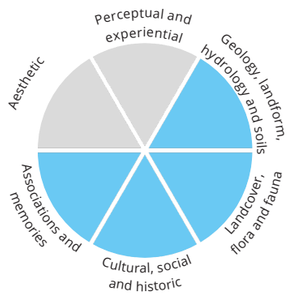
Overall landscape sensitivity

This is a rural landscape which, whilst largely intact with sparse development, contains detracting features including the M6 motorway, A50 Knutsford road, pylons, gas station and large factory works. The landscape has local recreational value, including a golf course, enhanced by proximity to Holmes Chapel and Goostrey with a PRoW network predominantly in the east of the LCA. The sensitivity of this LCA is **medium-low**.

Value



Susceptibility



Value and susceptibility key

n/a Low Medium High

Magnitude of change and level of effect

Construction

The construction boundary for the MA02 Borrow Pit D lies in the western extents of the LCA and to the west of the M6 motorway corridor and south of the neighbouring Rudheath Woods, Shakerley and New Platt Meres Sandy Woods LCA. MA02 Borrow Pit D will result in loss of a linear belt of woodland and fragmentation of hedgerows within large arable fields. MA02 Borrow Pit D will be located in proximity to the M6, gas station and factory works. Construction activity will be largely screened by roadside and field vegetation with limited access to the immediate area from PRoW, although taller plant equipment will be visible from further afield within the LCA. The magnitude of change will be **low**.

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

Operation year 1

MA02 Borrow Pit D will change the local field pattern and character through the arable fields and result in a slight reduction of vegetation cover of woodland and hedgerows. The lack of publicly accessible land and screening from roadside vegetation limit the perception of any localised changes. Reinstatement planting will not be sufficiently established by year 1 to integrate the Proposed Scheme. The magnitude of change will be **low.**

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

Operation year 15

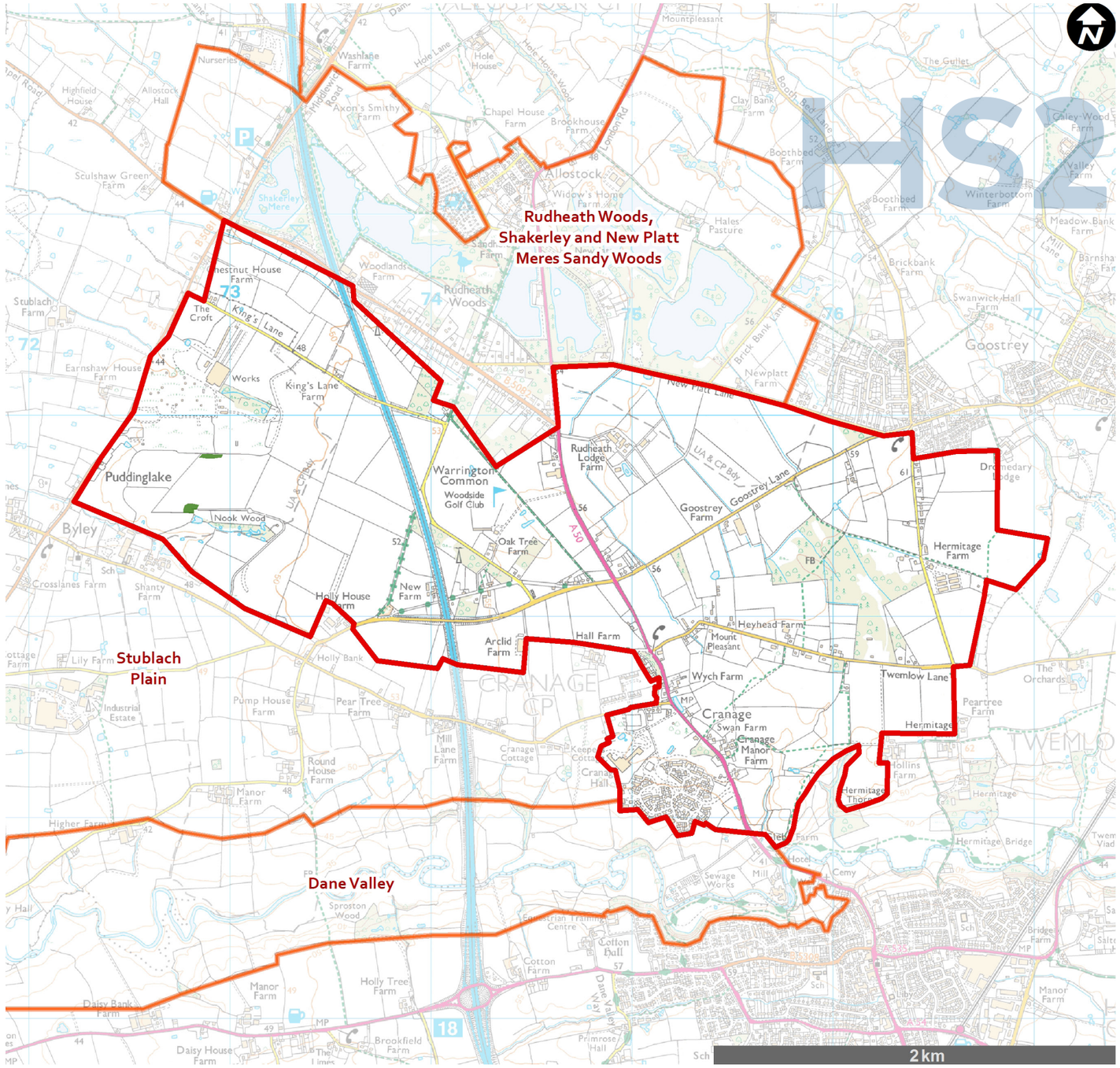
The re-establishment of field boundaries, land use and hedgerows will integrate with the surrounding landscape while intervening roadside vegetation will limit the extent of landscape effects. The magnitude of change will reduce to **negligible.**

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

Operation year 30

Changes to the pattern and structure of the local landscape associated with MA02 Borrow Pit D construction will not be perceptible from the wider landscape in the long term. The magnitude of change will therefore remain **negligible.**

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



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Cumulative assessment (construction and operation)

Construction: Committed development MA02/252 has been included within the cumulative assessment, as the mineral extraction will be concurrent with the extraction of material associated with MA02 Borrow Pit D. It will result in the loss of pasture and arable fields bordered with hedgerows and occasional trees and introduce new areas of mineral extraction activities within 800m to the east of the land required for construction of the Proposed Scheme. However, due to their locations, the Proposed Scheme and extraction operations as part of planning application ref MA02/252 will be perceived separately. Non-significant effects reported for the committed development MA02/252 and the Proposed Scheme will not result in significant cumulative effects on landscape character.

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

No cumulative effects during construction and no operation.

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Rudheath Woods, Shakerley and New Platt Meres Sandy Woods LCA

Landscape character baseline description

An open large-scale area of glacio-fluvial deposits on the eastern boundary of the Cheshire West borough with large water-bodies and large-scale arable fields.

This is a flat landscape of woodland, farmland and heathland overlying sand and gravel glacio-fluvial drift material, deposited during the last glaciation, lying between 45m and 50m Above Ordnance Datum (AOD).

Areas of plantation woodland on former heath and peatland, including conifers which form a dark skyline. Sandy soils support species rich acid grassland, oak-birch woodland and lowland heath. Open water, woodland and heathland are present, and are the result of sand and gravel extraction on former heathland. Shakerley Mere Country Park, Boundary Water Park, Rudheath Woods and PRoW, provide good opportunities for recreation.

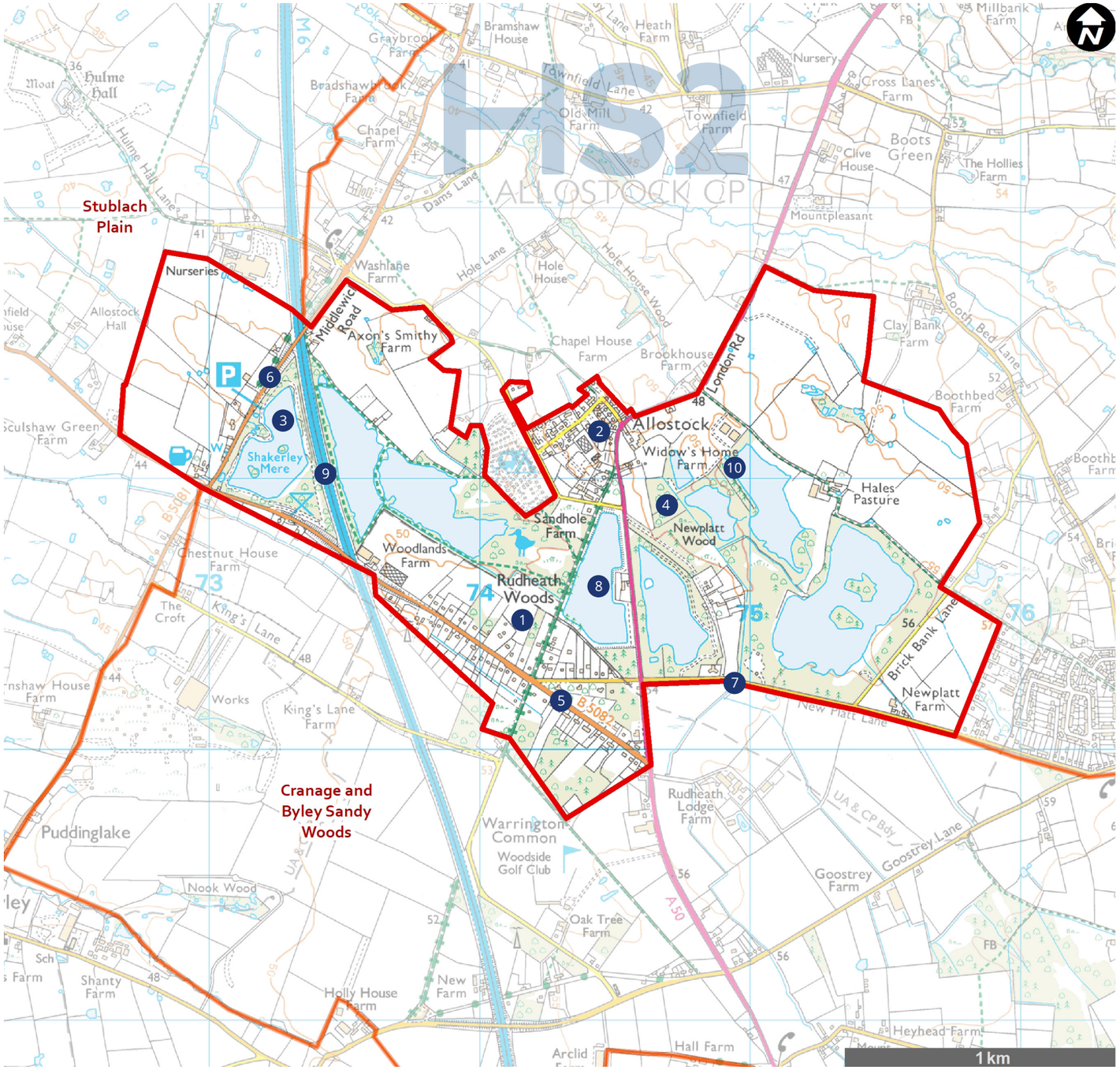
Settlement comprises farmsteads of 18th-19th century origin set within areas of relatively recent enclosure together with scattered ribbon development alongside roads and a village at Allostock. There is a limited road network and straight roads bordered by verges and punctuated by gorse reflect the sandy character of the area.

The general perception is of one of a large-scale landscape due to the flat landform, large scale fields and large water bodies, which dominate the local landscape character. The scale of the landscape is perceived in open vistas across the meres from close to the waters edge. Elsewhere, dense woodland cover creates a strong sense of enclosure, with close, tree dominated horizons. Low density settlement and dense woodland cover, results in a perception of tranquillity. The large-scale M6 divides the east and west sides of the LCA, but is well integrated into the landscape by roadside vegetation. Traffic movements along the M6 lower the perception of tranquillity locally.


Rudheath Woods

Key landscape characteristics

A generally flat and large-scale landscape with Shakerley Mere Country Park, Rudheath Wood, Boundary Water Park and PRoW, providing recreational opportunities. Open views across the meres, typically surrounded by woodland, are of particular significance and tranquillity is high, away from the M6 corridor.



Proposed Scheme
LCA boundary

1. Rudheath Woods
2. Allostock
3. Shakerley Mere
4. Newplatt Wood
5. B5082 Northwich Road
6. B5081 Middlewich Road
7. New Platt Lane
8. Boundary Water Park
9. M6 Motorway

Key landscape value attributes

The key landscape value attributes of the Rudheath Woods, Shakerley and New Platt Meres Sandy Woods LCA set out below, interpret landscape baseline information on the previous page and draw on findings from field surveys.



Aesthetic

This is a landscape of strong contrasts. The flat or gently rolling topography and large, regular fields combine with extensive woodland blocks and large water bodies to create a large-scale landscape pattern. In marked contrast, within the woodlands there is a strong sense of enclosure. The woodland is mainly coniferous, with surrounding remnant heathlands. Buildings are characteristically red brick with clay tiles or slate, punctuated by white washed buildings. The man-made lakes appear natural and contribute to a sense of tranquillity associated with this landscape.



Cultural, social and historic

The legacy of sand and gravel extraction has resulted in a large-scale landscape of large, open waterbodies. There are good opportunities for land and water based recreation in association with woods, meres and the PRoW network.

Key landscape characteristics susceptible to the Proposed Scheme



Overall landscape value

Areas of open water, combined with dense woodland and a good PRoW network, add to the recreational value of this LCA. Enclosing woodland and low density of settlement, result in high levels of tranquillity, despite the M6 road corridor cutting through the LCA in a north-south direction. The value of this LCA is therefore **medium-high**.

Overall landscape susceptibility

The dense woodland cover, open views across meres, and the connectivity of recreational assets, are susceptible to changes resulting from the Proposed Scheme. Susceptibility is locally lowered by the presence of the M6 corridor. The landscape therefore has a **medium** susceptibility to change resulting from the Proposed Scheme.

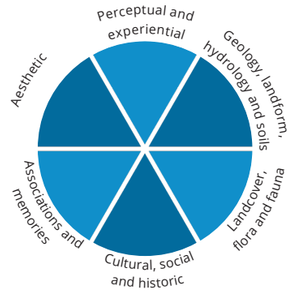
Future baseline

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

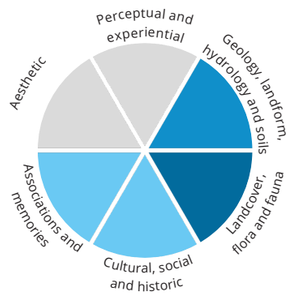
Overall landscape sensitivity

The LCA has high recreational and land cover values combined with a perception of tranquillity across much of the LCA. Susceptibility to change is lowered by the presence of large-scale infrastructure. The sensitivity of this LCA is **medium**.

Value



Susceptibility



Value and susceptibility key

n/a Low Medium High

Magnitude of change and level of effect

Construction

This LCA will not be directly affected by construction activity in association with MA02 Borrow Pit D which will be located in the adjacent Cranage and Sandy Woods LCA. The magnitude of change will be **negligible**.

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

Operation year 1

There will be no landscape effects for this LCA during operation of the Proposed Scheme. The area of land affected by the MA02 Borrow Pit D in the adjacent Cranage and Byley Sandy Woods LCA, will have been reinstated, however replacement planting will be immature in year 1. The magnitude of change will be **negligible**.

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

Operation year 15

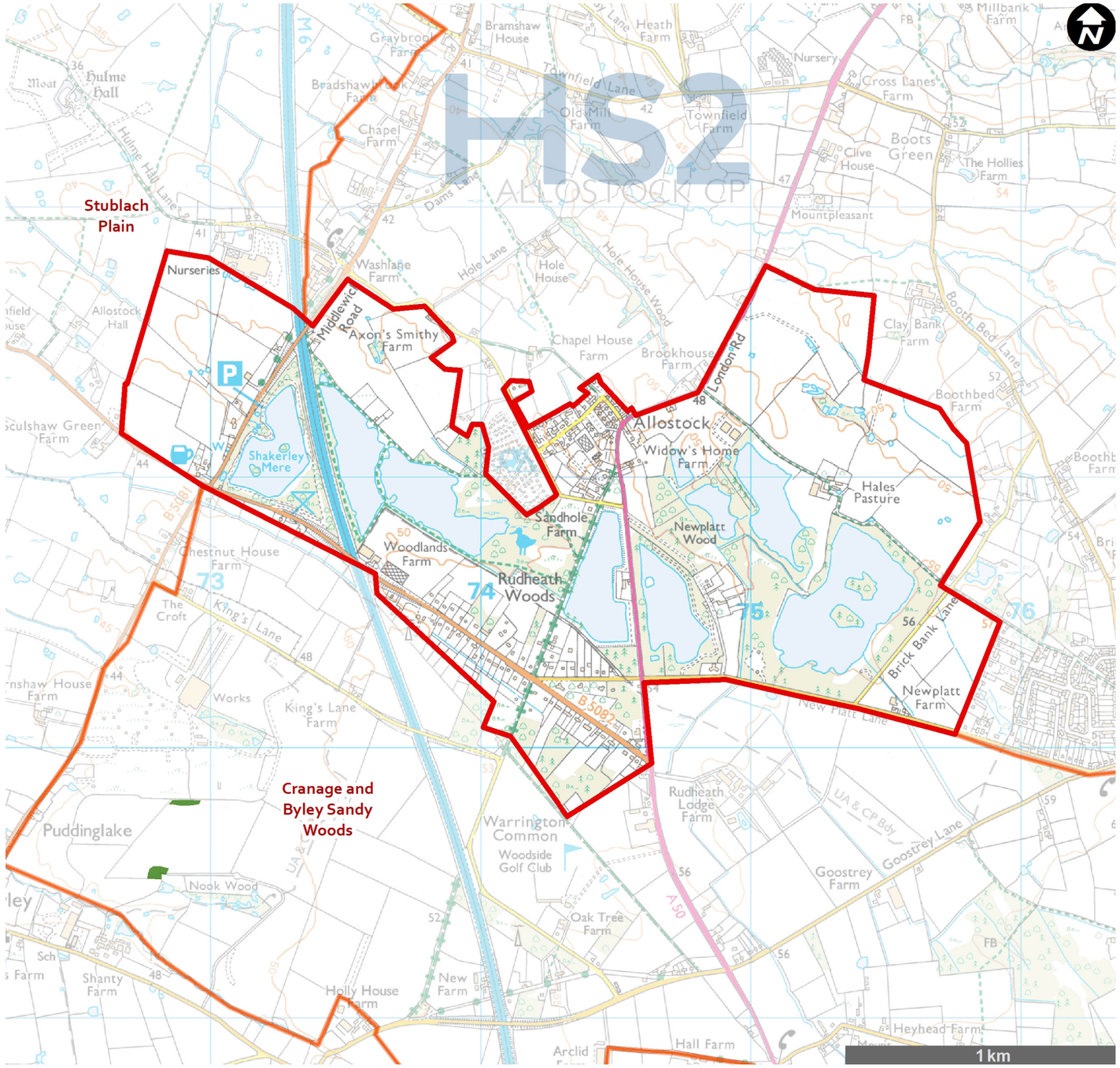
Land affected by the MA02 Borrow Pit D will have previously been reinstated, and replacement planting will have established. The magnitude of change will remain **negligible**.

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

Operation year 30

Land affected by the MA02 Borrow Pit D will have previously been reinstated, and replacement planting will have matured. The magnitude of change will remain **negligible**.

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



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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.

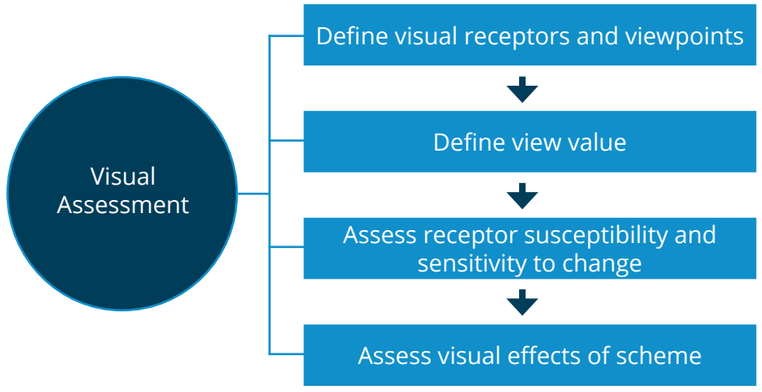
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Part 3: Visual assessment

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.



Above: The visual assessment process

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: Wimboldsley to Lostock Gralam (MA02), Section 11.

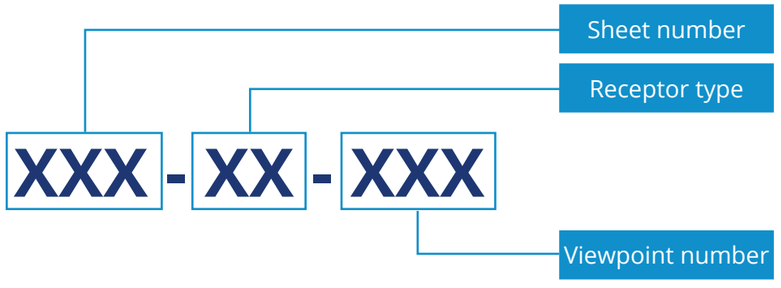
3.1.4 Photographs have been included to represent the view from visual receptors during winter and, where relevant, summer. For some visual receptors no appropriate or accessible location from which to capture representative photographs of the view was available, therefore no photograph has been included 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)

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 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 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 numbering convention is used:



Above: Viewpoint numbering convention used for HS2 Phase 2b

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;

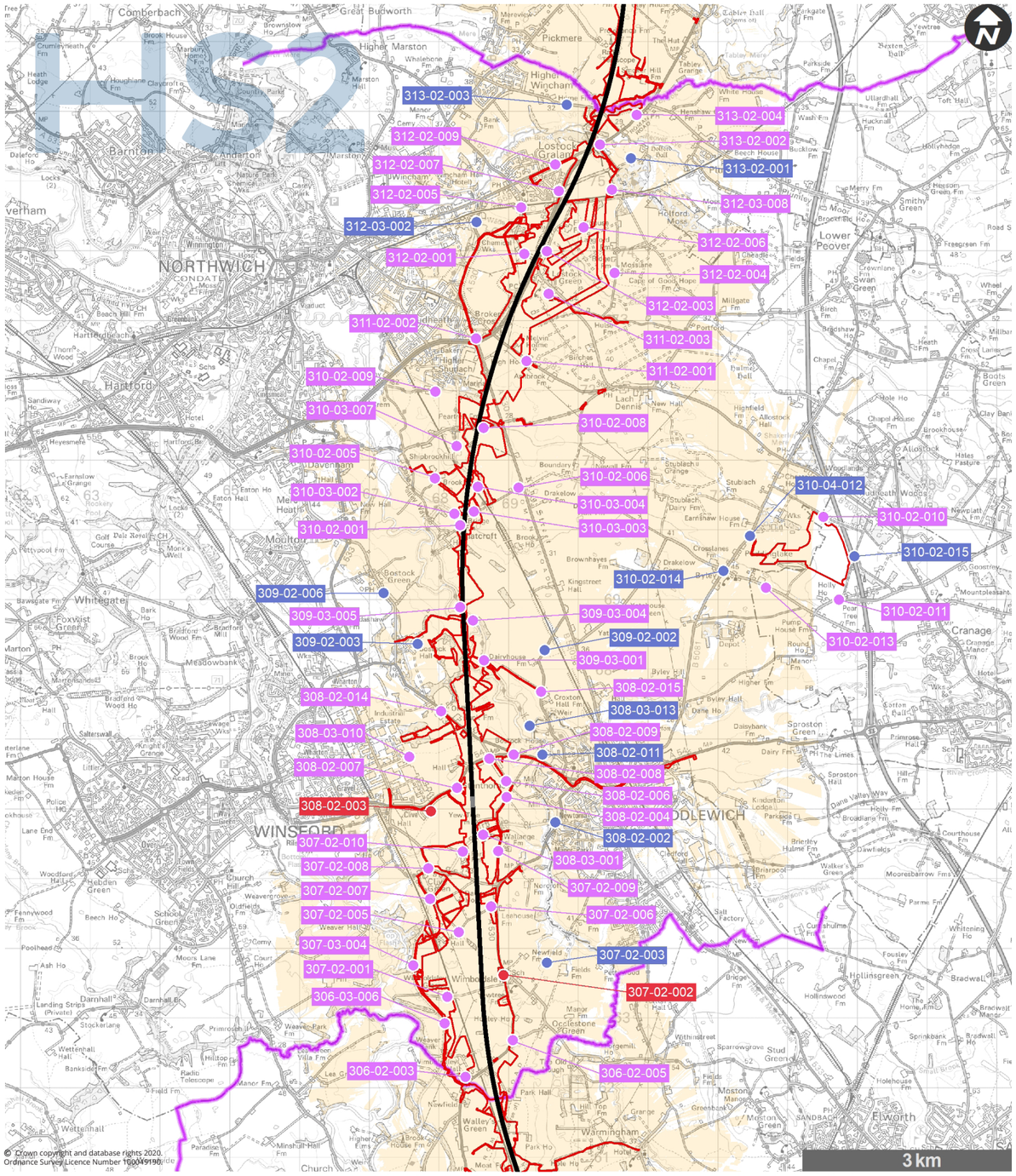
05. hotels and healthcare institutions – people staying in hotels or healthcare institutions and schools have periods of time where their attention may be focused on the landscape, whilst at other times attention is more likely to be focused on other activities. Based on the level of interaction with 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 focused 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.

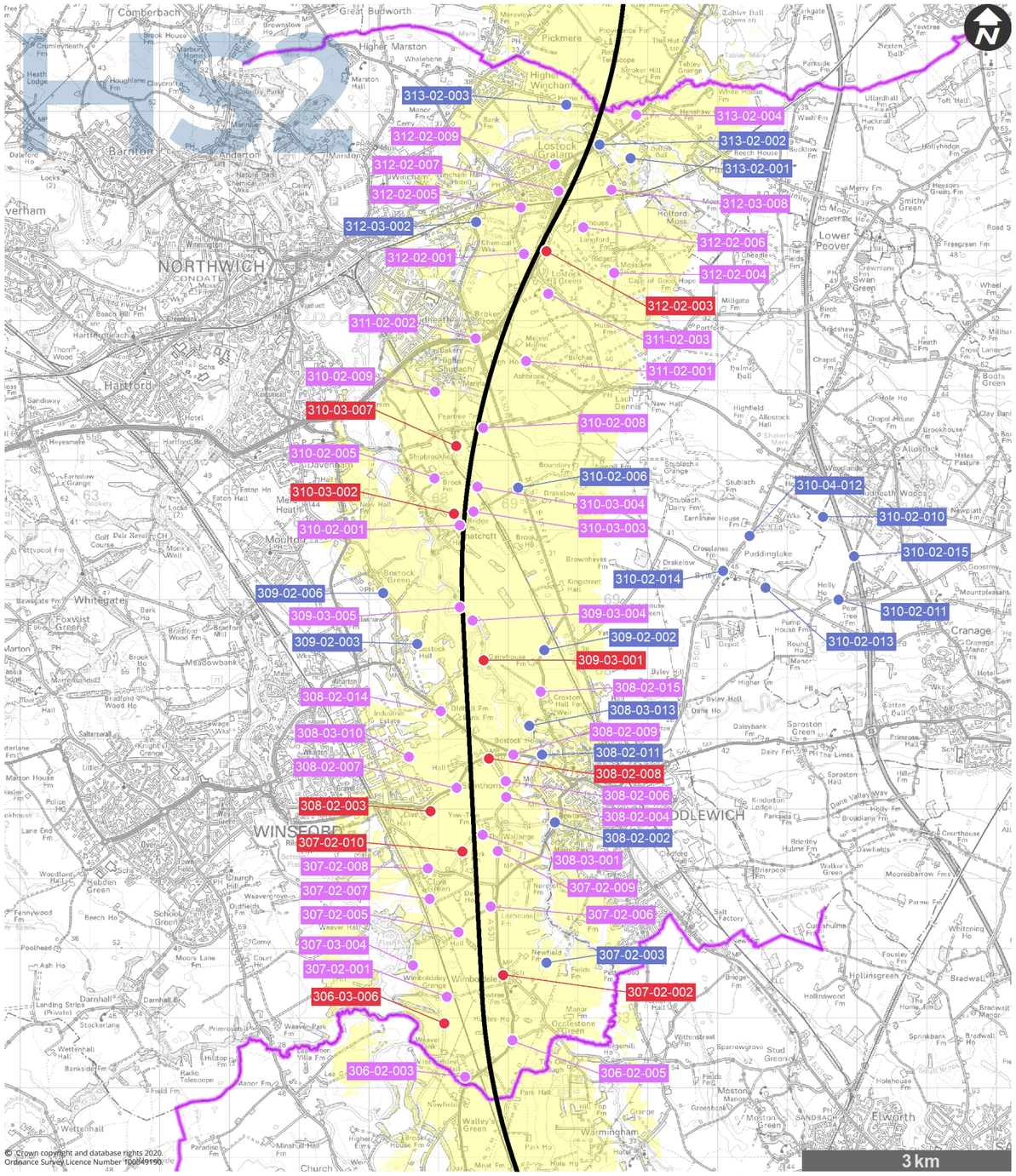
Overview of viewpoints and photomontages in the community area

Construction phase



Route in tunnel
Route on surface
Community area boundary
Non significantly affected viewpoint
Significantly affected viewpoint
ZTV construction
Non significantly affected photomontage
Significantly affected photomontage
Land potentially required during construction

Operation phase



Route in tunnel
Route on surface
Community area boundary
Non significantly affected viewpoint
Significantly affected viewpoint
ZTV operation year 1
Non significantly affected photomontage
Significantly affected photomontage

Viewpoint 306-02-003: view east from Footpath Wimboldsley 5/2, Verdin Arms public house, Walley's Green

This viewpoint is representative of views experienced by residents of Wimboldsley Hall, Verdin Arms public house and users of Footpath Wimboldsley 5/2, and visitors to the Verdin Arms public house.

Winter view (baseline)

Date taken: 22/03/2018 (stitched panorama)

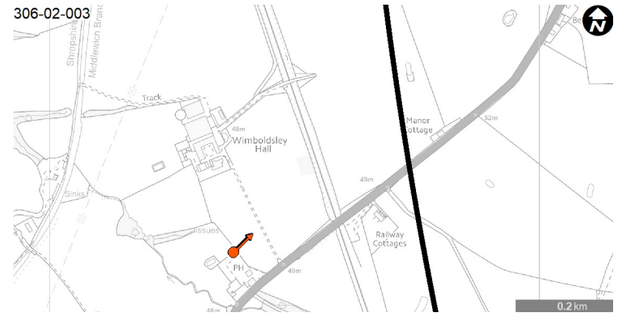


Summer view (baseline)

Date taken: 07/09/2018 (stitched panorama)



Camera:	Nikon D3200 SLR 50mm (equivalent) focal length	
Approximate GPS co-ordinates ref.	368339, 362215	
Value of the viewpoint:	This viewpoint has a **medium** value, being representative of views of the open countryside to the north of Crewe, with the West Coast Main Line a noticeable component of the view.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The viewpoint is representative of residents, visitors to the public house and footpath users. 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 less focused on the landscape.	**High**



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Viewpoint 306-02-003: view east from Footpath Wimboldsley 5/2, Verdin Arms public house, Walley's Green

Visual baseline description

Winter	In the near distance is a managed hedge bordering the footpath and car park of the Verdin Arms public house, with timber telegraph poles and wires following the line of the hedge. The middle-distance comprises open fields, with Wimboldsley Hall forming a prominent element on the skyline. An access lane to the property is defined by an avenue of intermittent mature deciduous trees. The WCML runs across the majority of the view in the middle-distance, with overhead line equipment and passing trains visible against a far distance skyline of mature field and hedge trees. To the south, the A530 Nantwich Road crosses the WCML via an overbridge with well-vegetated embankments, while an accommodation bridge to the east of Wimboldsley Hall also marks the line of the railway. Properties at Bellsmithy on the A530 Nantwich Road are visible in the far distance. The Peak District hills are visible as a far distant horizon above the far distance tree canopy.
Summer	In summer, a combination of hedge growth, mature field trees and roadside trees in foliage reduces the extent of views across the open fields. The vegetation provides a filter to views east from Wimboldsley Hall and the public house, with an increased sense of enclosure and individual field trees appearing more prominent. Overhead line equipment associated with the WCML remains partially visible.
Night-time	Local roads in the area, including the A530 Nantwich Road, are unlit with night-time lighting limited to individual properties. There is a distant far distance skyglow from the town of Middlewich approximately 3km to the north-east.

Future baseline description

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

Visual impact assessment

		Temporary effects during construction	**Significance of effect**
Construction		Residents and footpath users will have near and middle-distance views to large-scale construction works across the WCML including the construction works for the Crewe North RSD, A530 Nantwich Road satellite compound and Crewe North RSD satellite compounds 2 and 3, and Minshull Vernon RS satellite compound, along with the A530 Nantwich Road realignment and overbridge. The removal of existing vegetation along the WCML and A530 Nantwich Road together with the height of the A530 Nantwich Road overbridge, the Wimboldsley Hall accommodation overbridge and the Crewe North RSD buildings will emphasise the construction of the Proposed Scheme from Wimboldsley Hall and the Verdin Arms public house. The construction works will be prominent across the majority of the view in the near and middle-distance. Construction activity will result in a **high** magnitude of visual change.	**Major adverse (significant)**
Construction night-time		The presence of night-time lighting associated with the A530 Nantwich Road satellite compound, Crewe North RSD satellite compound 1 and Minshull Vernon RS satellite compound, with construction works associated with WCML possessions and Crewe North RSD, including workers accommodation, will introduce additional light sources and sky glow in the middle-distance and far distance 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, although there will be a substantial increase in the prominence of artificial lighting. At night there will be a **high** magnitude of visual change.	**Major adverse (significant)**
Construction cumulative assessment		There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	**Significance of effect**
Year 1	**Winter**	Residents and footpath users will have open views across the WCML towards the Crewe North RSD. The Crewe North RSD maintenance shed and the A530 Nantwich overbridge will be visible in the near and middle-distance. These prominent elements, in combination with the absence of existing vegetation along the WCML and A530 Nantwich Road removed during construction will represent a substantial change. The Proposed Scheme will be highly visible across the majority of the view and appear out of character within the open agricultural setting. The immaturity of mitigation planting will not provide any screening or integration at year 1. There will be a **high** magnitude of visual change.	**Major adverse (significant)**
	Night-time	At night, the lighting associated with the Crewe North RSD to the east will generate light spill in the middle-distance beyond the WCML and appear above and through existing intervening field vegetation, in a predominantly rural and unlit area. The lights and their support systems will be designed to reduce the visual impact of the lighting installation. There will be a noticeable increase in the prominence of artificial lighting and at night there will be a **medium** magnitude of visual change.	**Moderate adverse (significant)**
Year 15	**Summer**	Due to the growth of mitigation planting adjacent to the WCML and along the embankments of the A530 Nantwich Road realignment, the Crewe North RSD will be partially screened. However, the roofline of the maintenance shed will still be apparent above the tree canopies. The A530 Nantwich overbridge will be more integrated into the wider landscape but still visible on the skyline. The Proposed Scheme will be visible across the majority of the view and appear out of character within the open agricultural setting. Mitigation planting and earthworks will provide some visual screening but the new elements will still be apparent on the skyline. The established mitigation planting will help integrate the Proposed Scheme. However, there will still be a substantial alteration to the view, and the magnitude of visual change will remain **high**.	**Major adverse (significant)**
	Night-time	At night, the lighting associated with the Crewe North RSD in the middle-distance, will be partially screened by mitigation planting establishing west of the WCML, however awareness of the lighting and night-time glow will remain noticeable in an otherwise predominantly rural and unlit area. At night there will remain a **medium** magnitude of visual change.	**Moderate adverse (significant)**
Year 30	**Summer**	The maturing of the mitigation planting at year 30 will provide denser screening in summer months including tree and hedgerow planting alongside the Proposed Scheme. Train movements and views of the Crewe North RSD maintenance shed will be partially screened, although the roofline of the maintenance building will be apparent above the tree canopies. The A530 Nantwich overbridge will be more integrated into the wider landscape. The magnitude of visual change will reduce to **medium**.	**Moderate adverse (significant)**
	Night-time	At night, the lighting associated with the Crewe North RSD in the middle-distance, will be further screened by mature mitigation planting west of the WCML, however awareness of the lighting and night-time glow will remain noticeable in an otherwise predominantly rural and unlit area. At night there will remain a **medium** magnitude of visual change.	**Moderate adverse (significant)**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 306-02-005: view west from Bellsmithy, A530 Nantwich Road

This viewpoint is representative of views experienced by residents in properties bordering the A530 Nantwich Road at Hopley House, Bellsmithy and Yewtree Farm, Manor Cottage , users of Footpath Wimboldsley 3/1 and Bridleway Wimboldsley 2/1, and road users of A530 Nantwich Road.

Winter view (baseline)

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

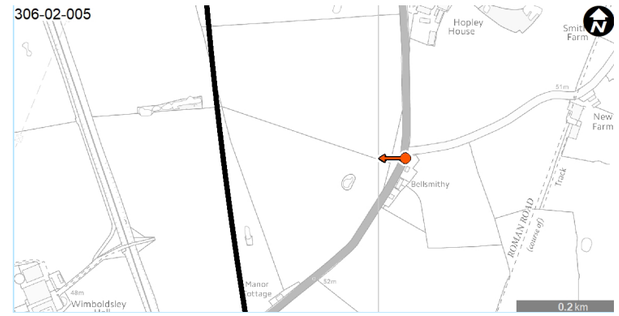


Summer view (baseline)

Date taken: 07/09/2018 (stitched panorama)



Camera:	Nikon D3200 SLR 50mm (equivalent) focal length	
Approximate GPS co-ordinates ref.	369048, 362954	
Value of the viewpoint:	This viewpoint has a **medium** value, its composition being representative and typical of the open and predominantly agricultural landscape to the south of Middlewich, with the A530 Nantwich Road a noticeable component of the view.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The viewpoint is representative of residential properties, footpath users and road users. Residents have a strong interest in their visual environment and have a **high** susceptibility to visual change arising from the construction and operation of the Proposed Scheme. Road users have a lower susceptibility as their attention is less focused on the landscape.	**High**



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Viewpoint 306-02-005: view west from Bellsmithy, A530 Nantwich Road

Visual baseline description

Winter	The view looks west across the A530 Nantwich Road, with a near distance comprising managed roadside and field boundary hedges with infrequent, isolated roadside trees. Views from properties bordering the A530 Nantwich Road and from footpaths are typically open and unrestricted, although those at Yewtree House and Yewtree Farm to the north are enclosed by garden vegetation. In the middle-distance are large arable fields bordered by managed hedgerows with infrequent trees and occasional small isolated copses; with overhead power lines visible against the skyline. The view extends unrestricted to a distant far distance of field boundary vegetation and woodland belts bordering the River Weaver. Overhead line equipment and train movements along the WCML is visible against this backdrop, but does not break the skyline . The rooflines of Wimboldsley Hall and Wimboldsley Grange are both visible in the distant far distance.
Summer	In summer the extent of views does not substantially change, although summer foliage on tree canopies in the vicinity of Yewtree House/Yewtree Farm and Hopley House heavily filters views west from these properties. The WCML and power lines remain evident across much of the view. Individual field and hedgerow trees appear more prominent and distinctive.
Night-time	Local roads in the area are unlit, with night-time lighting limited to individual properties. There is a distant far distance skyglow from the town of Winsford approximately 3km to the north-west.

Future baseline description

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

Visual impact assessment

		Temporary effects during construction	**Significance of effect**
Construction		Residents, footpath users and road users along the A530 Nantwich Road will have near and middle-distance views to large- scale construction works including views towards the construction works for the Crewe North RSD, Walley's Green embankment and the A530 Nantwich Road satellite compound. The large-scale construction works will require the removal of established hedgerows which incorporate mature trees and pockets of woodland. This vegetation removal will be apparent and represent a substantial change to the agricultural character of the view notably in the open and direct views from properties to the east of the A530 Nantwich road. Intervening vegetation associated with the properties at Yewtree Farm (comprising Yew Tree Court and The Dairy House) will provide some filtering of views. However, the proximity of the borrow pit areas including the Borrow Pit A satellite compound will be visible. The construction works will be visible across the majority of the view and out of character within the open agricultural setting. Construction activity will result in a **high** magnitude of visual change.	**Major adverse (significant)**
Construction night-time		The presence of night-time lighting associated with the Crewe North RSD satellite compounds 1 and 2, A530 Nantwich Road satellite compound and MA02 borrow pit A satellite compound will introduce additional light sources in the near distance and generate far distance skyglow. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider view, although there will be a substantial increase in the prominence of artificial lighting. At night there will be a **high** magnitude of visual change.	**Major adverse (significant)**
Construction cumulative assessment		There are no developments which will result in cumulative effects.	**No cumulative effect**

		Permanent effects during operation	**Significance of effect**
Year 1	**Winter**	Residents, footpath users and road users along the A530 Nantwich Road will have open and direct views towards the Crewe North RSD and Walley's Green embankment and its associated landscape earthworks. The Crewe North RSD maintenance shed and the A530 Nantwich overbridge will be visible in the middle-distance as new skyline structures. Intervening vegetation associated with the properties at Yewtree Farm (comprising Yew Tree Court and The Dairy House) will provide some filtering of views. Other properties front directly onto A530 Nantwich Road, with open views towards the Crewe North RSD. The proximity of A530 Nantwich overbridge embankment will represent a substantial change in the views from Manor Cottage . The removal of established hedgerows with mature trees during the construction phase will open up views to the west. The Proposed Scheme will be highly visible across the majority of the view representing a substantial change to the agricultural character and skyline. At year 1 the immaturity of mitigation planting will not provide any screening or integration. There will be a **high** magnitude of visual change.	**Major adverse (significant)**
	Night-time	At night, operational lighting associated with the Crewe North RSD will introduce lighting elements in the middle-distance in a predominantly rural and unlit area. The lights and their support systems will be designed to reduce the visual impact of the lighting installation. There will be noticeable increase in the prominence of artificial lighting and at night there will be a **medium** magnitude of visual change.	**Moderate adverse (significant)**
Year 15	**Summer**	Due to the growth of mitigation planting on Walley's Green embankment and on landscape earthworks, views of the Crewe North RSD will be partially screened, although the roofline of the maintenance shed will be apparent above the tree canopies. The A530 Nantwich Road overbridge will be more integrated into the wider landscape but still visible in the middle-distance as a new skyline element. The Proposed Scheme will be visible across the majority of the view and out of character within the open agricultural setting. Mitigation planting and earthworks will provide some screening and will help integrate the Proposed Scheme into the wider landscape but new structures will still be apparent on the skyline. The established mitigation planting will help integrate the Proposed Scheme. However, there will still be a noticeable alteration to the view. The magnitude of visual change will reduce to **medium.**	**Moderate adverse (significant)**
	Night-time	At night, operational lighting associated with the Crewe North RSD will remain noticeable in the middle-distance in a predominantly rural and unlit area, although maturing landscape mitigation planting will provide screening. However, the prominence of artificial lighting will remain and at night there will remain a **medium** magnitude of visual change.	**Moderate adverse (significant)**
Year 30	**Summer**	The mature mitigation planting will provide denser screening in summer months including tree and hedgerow planting alongside the Proposed Scheme. The Crewe North RSD maintenance building will be partially screened although the roofline of the maintenance building will be apparent above the tree canopies. The A530 Nantwich Road overbridge will be more integrated into the wider landscape, however the magnitude of visual change will remain **medium**.	**Moderate adverse (significant)**
	Night-time	At night, operational lighting associated with the Crewe North RSD will remain noticeable in the middle-distance in a predominantly rural and unlit area, although mature landscape mitigation planting will provide an additional screen, however the prominence of artificial lighting will remain and at night there will remain a **medium** magnitude of visual change.	**Moderate adverse (significant)**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 306-03-006: view east from the Shropshire Union Canal (Middlewich Branch), south of Wimboldsley Grange

This viewpoint is representative of views experienced by users of Footpath Wimboldsley 5/1 and 9/1 and canal users along the Shropshire Union Canal (Middlewich Branch), Wimboldsley.

Winter view (baseline)

Date taken: 25/02/2019 Time taken: 17:12



NE





E



SE

Summer view (baseline)

Date taken: 25/02/2019 Time taken: 15:24


NE




E


SE

Camera:	Sony a7RII, FFS, Zeiss Loxia 50mm f/2.0 lens	
Approximate GPS co-ordinates ref.	368081.674, 362927.336	
Elevation:	43.369m AOD	
Value of the viewpoint:	This viewpoint has a **medium-high** value, where the heritage asset of the canal corridor and Wimboldsley Grange make a contribution to the view.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The attention of recreational users of the canal and towpath is focused on the canal and surrounding landscape. They are therefore **highly** susceptible to visual change arising from the construction and operation of the Proposed Scheme.	**High**



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Viewpoint 306-03-006: view east from the Shropshire Union Canal (Middlewich Branch), south of Wimboldsley Grange

Visual baseline description

Winter	The view from the towpath looks east and across the immediate line of the Shropshire Union Canal (Middlewich Branch). The canal occupies the near distance across the entire field of view, with a continuous post and wire fence bordering the opposite bank. The view extends across large, gently rising arable fields forming a middle-distance skyline, where overhead line equipment and train movements associated with the WCML appears as a continuous skyline element. Electricity pylons also form a skyline feature in the middle-distance, visible across much of the view. Tree cover is relatively sparse, limited to infrequent hedge trees or isolated mature field trees and with some denser planting alongside stream courses. Wimboldsley Grange is visible to the north, its extensive farm buildings prominent on the skyline alongside the canal, while Wimboldsley Hall is seen to the south. The tops of tree canopies and rooflines of properties bordering the A530 Nantwich Road are just visible beyond the WCML, forming a largely continuous far distance skyline.
Summer	In summer, the WCML and pylons remain prominent within the view due to the lack of hedges and tree cover. A belt of vegetation bordering The Dingle stream course interrupts views north towards Wimboldsley Grange. Large and mature isolated field trees appear more distinctive in terms of size and form.
Night-time	The night-time baseline is not described for this viewpoint, as night-time effects are considered only for occupants of residential properties and residents staying in hotels and healthcare institutions.

Future baseline description

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

Visual impact assessment

		Temporary effects during construction	**Significance of effect**
Construction		Recreational users of the Shropshire Union Canal (Middlewich Branch) will have middle-distance and far distance views to large-scale construction works across and beyond the WCML including views towards towards the construction of the Crewe North RSD (including the A530 Nantwich Road satellite compound and Crewe North RSD satellite compounds 1 and 2) along with the A530 Nantwich Road realignment and overbridge to the south, and utility diversions. The construction works will be prominent in the middle-distance and this will be partially enabled by the removal of field boundary hedges and accompanying mature trees. Vegetation along The Dingle watercourse will partially filter views to construction to the north beyond Wimboldsley Grange. Construction activity will be noticeable against the skyline and across the majority of the view, beyond the WCML. Construction activity will result in **medium** magnitude of visual change.	**Moderate adverse (significant)**
Construction night-time		Night time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Construction cumulative assessment		There are no developments which will result in construction cumulative effects.	**No cumulative effect**

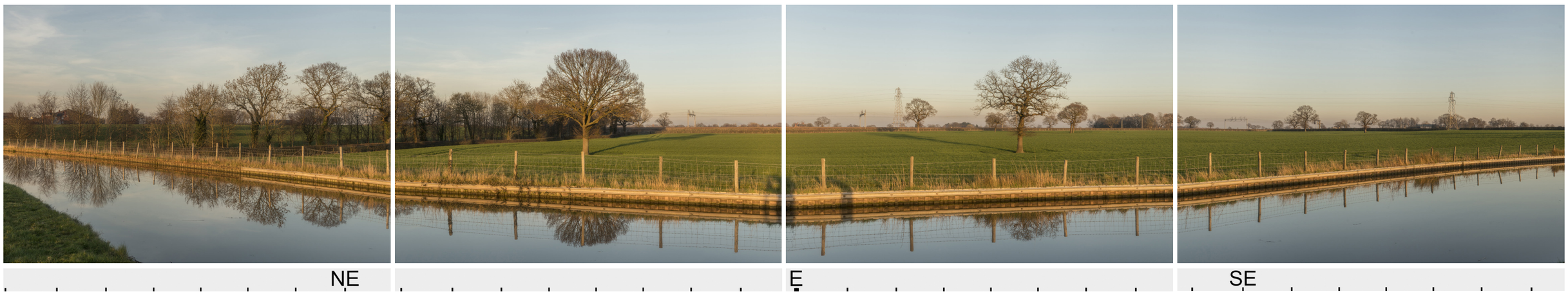
		Permanent effects during operation	**Significance of effect**
Year 1	**Winter**	Operational effects will result from the introduction of the Crewe North RSD, beyond overhead line equipment associated with WCML. Recreational receptors will have wide reaching, middle-distance views of the maintenance shed and the A530 Nantwich Road overbridge across the open eastern bank of the canal. Buildings associated with Wimboldsley Grange and mature riparian woodland alongside The Dingle stream course will provide partial screening to the north. The diverted power line and tower will be more prominent in the near distance of the view. The introduction of the Crewe North RSD and the A530 Nantwich Road overbridge, in combination with the absence of mature trees removed during construction will be a noticeable change to the characteristics of the view and the skyline profile beyond the existing WCML. At year 1, the immaturity of landscape mitigation planting will not integrate the Proposed Scheme. The magnitude of visual change will be **medium**.	**Moderate adverse (significant)**
	Night-time	Night time effects have only been considered for occupants of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Year 15	**Summer**	Due to the growth of mitigation planting, views of the Crewe North RSD will be partially screened by a continuous belt of woodland running alongside the WCML. Elements of the depot will be intermittently visible above the mitigation planting and will remain a part of the far distance skyline. Additional woodland establishment alongside the Dingle water course will be largely characteristic of the existing view in the middle-distance. The relocated electricity pylon will remain visible, although a characteristic component of the existing view. Due to the change of the view beyond the WCML and the effective integration of the Proposed Scheme into the local landscape. The magnitude of visual change will reduce to **low.**	**Minor adverse (non-significant)**
	Night-time	Night time effects have only been considered for occupants of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Year 30	**Summer**	The maturity of the mitigation planting at year 30 will provide denser screening of the Crewe North RSD beyond the WCML. The maintenance shed and A530 Nantwich Road overbridge will remain intermittently visible on the far distance skyline. The relocated overhead high voltage electricity pylon will remain visible, although a characteristic component of the existing view. The magnitude of visual change will remain **low**.	**Minor adverse (non-significant)**
	Night-time	Night time effects have only been considered for occupants of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 306-03-006: view east from the Shropshire Union Canal (Middlewich Branch), south of Wimboldsley Grange

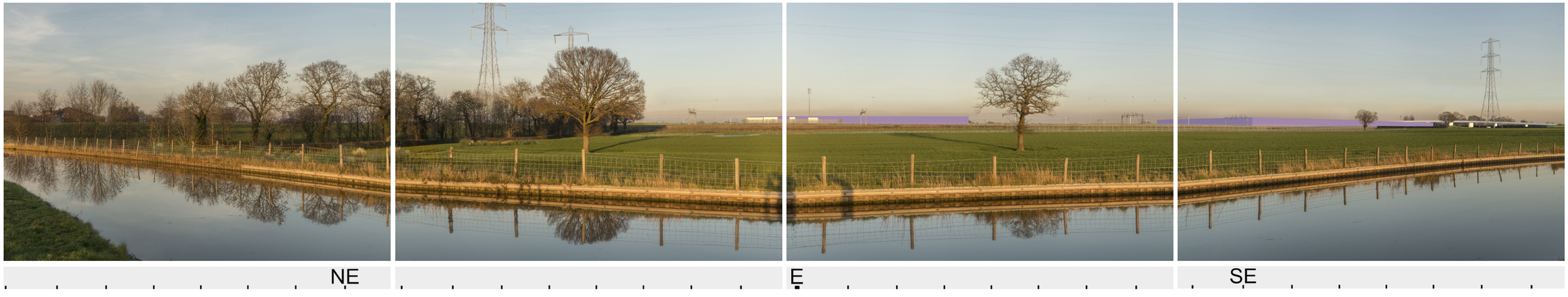
This viewpoint is representative of views experienced by users of Footpath Wimboldsley 5/1 and 9/1 and canal users along the Shropshire Union Canal (Middlewich Branch), Wimboldsley.

Current baseline - winter view

Date taken: 25/02/2019 Time taken: 17:12



Winter verifiable photomontage - operation year 1

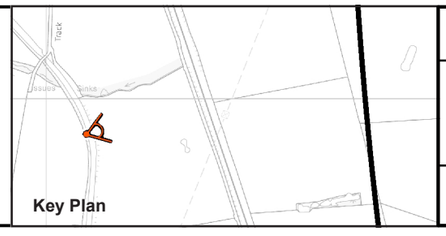


Camera:	Sony a7RII, FFS, Zeiss Loxia 50mm f/2.0 lens		
Approximate GPS co-ordinates ref.	368081.674, 362927.336	**Direction of View:**	70.6°
Elevation:	43.369m AOD	**Height of Camera:**	1.590m

The viewpoint has been taken approximately 571m away from the Proposed Scheme. Viewpoint location shown on Map LV-01-709. For full details of the visual assessment at viewpoint 306-**03**-006 refer to Volume 5: Appendix Appendix LV-001-0MA02 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 show 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).



Map Number
LV-01-709

Map Name
Verifiable Photomontage
Operation Year 1 (2038) - Winter
Viewpoint 306-**03**-006

Community Area :
MA02

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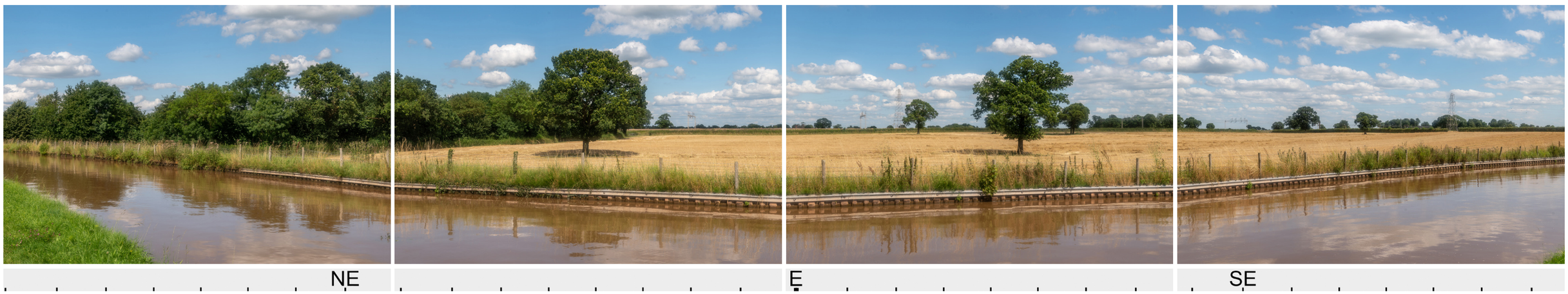
Date: Oct 2021

Viewpoint 306-03-006: view east from the Shropshire Union Canal (Middlewich Branch), south of Wimboldsley Grange

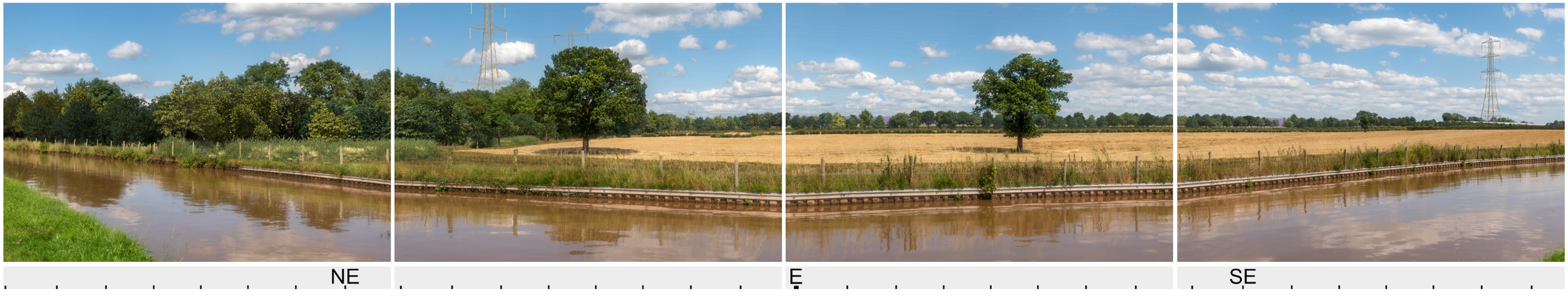
This viewpoint is representative of views experienced by users of Footpath Wimboldsley 5/1 and 9/1 and canal users along the Shropshire Union Canal (Middlewich Branch), Wimboldsley.

Current baseline - summer view

Date taken: 29/07/2019 Time taken: 15:24.



Summer verifiable photomontage - operation year 15



Camera:	Sony a7RII, FFS, Zeiss Loxia 50mm f/2.0 lens		
Approximate GPS co-ordinates ref.	368081.674, 362927.336	**Direction of View:**	70.6°
Elevation:	43.369m AOD	**Height of Camera:**	1.590m

The viewpoint has been taken approximately 571m away from the Proposed Scheme. Viewpoint location shown on Map LV-01-710. For full details of the visual assessment at viewpoint 306-**03**-006 refer to Volume 5: Appendix Appendix LV-001-0MA02 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 2053 (15 years after opening) 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 semi-mature trees which have put on 15 years of growth to illustrate how the Proposed Scheme will further integrate into the landscape over time.

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).



Map Number
LV-01-710

Map Name
Verifiable Photomontage
Operation Year 15 (2053) - Summer
Viewpoint 306-**03**-006

Community Area :
MA02

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Date: Oct 2021

Viewpoint 307-02-001: view east from Wimboldsley Grange

This viewpoint is representative of views experienced by residents at Wimboldsley Grange.

Winter view (baseline)

It has not been possible to capture winter photography.

Summer view (baseline)

It has not been possible to capture summer photography.

Camera:	n/a	
Approximate GPS co-ordinates ref.	368114, 363308	
Value of the viewpoint:	This viewpoint has a **medium** value, being representative of views of the open agricultural Cheshire Plain landscape to the south of Middlewich, with the West Coast Main Line railway a noticeable component of the view.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The viewpoint is representative of residents of Wimboldsley Grange. 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.	**High**



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Viewpoint 307-02-001: view east from Wimboldsley Grange

Visual baseline description

Winter	In the near distance to the south is the Shropshire Union Canal (Middlewich Branch) and to the east the WCML corridor. Areas of mature trees alongside the railway and to the east of the property provide a partial screen to train movements and overhead line equipment. Trees along the stream course of 'The Dingle' interrupt longer distance views south along the line of the railway. The WCML is openly viewed from the property where it passes to the south-east, while electricity pylons and overhead power lines also form a skyline feature in the middle-distance, beyond the WCML. The far distance comprises tree canopies and rooflines of properties bordering the A530 Nantwich Road, forming a largely continuous far distance skyline.
Summer	The summer foliage of deciduous woodland surrounding Wimboldsley Grange will provide a dense screen to train movements and overhead line equipment associated with the WCML. Similarly, tree foliage along The Dingle will create an effective screen to views south from the property. Isolated field trees bordering the property will provide an increased sense of enclosure although the railway and overhead power lines will remain evident within lines of view to the south-east.
Night-time	Local roads in the area are unlit, with night-time lighting limited to individual properties. There is a distant far distance skyglow from the town of Middlewich approximately 2.5km to the east.

Future baseline description

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

Visual impact assessment

		Temporary effects during construction	**Significance of effect**
Construction		Residents will have near and middle-distance views to large-scale construction works including views, across the WCML, towards the construction works for the Crewe North RSD, the Crewe North RSD satellite compounds 2 and 3 along with the A530 Nantwich Road realignment and overbridge to the south. The construction works will be prominent in the near distance, immediately beyond and adjacent to the WCML and highly visible across much of the view. The construction area for utility works extends to the south, north and west of Wimboldsley Grange, which will bring such activity close to the property. Construction activity will result in a **high** magnitude of visual change in relation to these highly sensitive receptors.	**Major adverse (significant)**
Construction night-time		The presence of night-time lighting associated with Crewe North RSD satellite compounds 2 and 3 will introduce additional light sources in the near and middle-distance. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider view. However, there will be a substantial increase in the prominence of artificial lighting. At night there will be a **high** magnitude of visual change.	**Major adverse (significant)**
Construction cumulative assessment		There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	**Significance of effect**
Year 1	**Winter**	Residents will have open views across the WCML towards the Crewe North RSD, across the middle-distance of the view. The Crewe RSD telecommunications site and the auxiliary maintenance shed will be prominent elements, with the array of lighting columns for the stabling sidings visible beyond. The loss of existing vegetation removed during the construction phase, including clearance to accommodate utility diversions will allow open views towards the main maintenance building to the south and the A530 Nantwich Road overbridge, which will form new far distance elements and represent a substantial change to views. At year 1, the immaturity of landscape mitigation planting will not intgrate the Proposed Scheme, There will be a **high** magnitude of visual change.	**Major adverse (significant)**
	Night-time	At night, the lighting associated with the Crewe North RSD will introduce lighting elements across the extents of the depot area in the middle-distance and far distance, above and through existing intervening field vegetation in a predominantly rural and unlit area. This will include lighting of the stabling sidings, road lighting and security lighting, The lights and their support systems will be designed to reduce the visual impact of the lighting installation. However, there will be a substantial increase in the prominence of artificial lighting and night-time sky glow. At night there will be a **high** magnitude of visual change.	**Major adverse (significant)**
Year 15	**Summer**	The growth of mitigation planting adjacent to the WCML and Crewe North RSD traction sub-station in the direct line of view from the property will provide some screening of the Crewe North RSD and associated infrastructure. Taller elements such as the mast at Crewe North RSD telecommunications site, overhead line equipment and lighting columns will be perceived above the tree canopies in the middle-distance. The main maintenance shed and the A530 Nantwich Road overbridge will remain as visible far distance elements to the south. The establishing mitigation planting will provide some integration of the Proposed Scheme, however there will remain a substantial alteration to the view. The magnitude of visual change will remain **high**.	**Major adverse (significant)**
	Night-time	At night, the lighting and night-time sky glow associated with the Crewe North RSD stabling sidings will be noticeable in the middle-distance and far distance of view, although road lighting will be partially screened in the near distance by establishing woodland planting alongside the WCML. However, artificial lighting and localised sky-glow will be noticeable in a predominantly rural and unlit area. At night there will be a **medium** magnitude of visual change.	**Moderate adverse (significant)**
Year 30	**Summer**	The maturity of the mitigation planting at year 30 will provide denser screening in summer months including tree and hedgerow planting adjacent to the WCML and Crewe North RSD sub-station. The magnitude of visual change will reduce to **medium**.	**Moderate adverse (significant)**
	Night-time	At night, the localised sky-glow from lighting associated with the Crewe North RSD stabling sidings will continue to be noticeable in the middle and far distance of view, in an otherwise predominantly rural and unlit area. The maturing of woodland planting will provide a further screen to roadside lighting within the depot area. At night there will remain a **medium** magnitude of visual change.	**Moderate adverse (significant)**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 307-02-002: view west from Wimboldsley, A530 Nantwich Road

This viewpoint is representative of views experienced by residents in Wimboldsley village, staff and pupils at Wimboldsley Community Primary School and road users of the A530 Nantwich Road.

Winter view (baseline)

Date taken: 27/03/2018 Time taken: 11:55









Summer view (baseline)

Date taken: 08/10/2018 Time taken: 09:23









Camera:	Sony a7RII, FFS, Zeiss Loxia 50mm f/2.0 lens	
Approximate GPS co-ordinates ref.	368921.837, 363619.671	
Elevation:	49.742m AOD	
Value of the viewpoint:	This viewpoint has a **medium** value, its composition being representative and typical of the open and predominantly agricultural landscape to the south of Middlewich, with the A530 Nantwich Road a noticeable component of the view.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	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. The viewpoint is also representative of road users and staff and pupils at the school of lower susceptibility, whose attention is less focused on the landscape.	**High**



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Viewpoint 307-02-002: view west from Wimboldsley, A530 Nantwich Road

Visual baseline description

Winter	In the near distance is a gated field access, set within a continuous roadside managed hedge with infrequent hedge trees. The views from School Cottages and from the public footpath are unrestricted across large arable fields, bordered by managed hedges with intermittently spaced hedge trees and isolated field trees. The wide field of view extends to a middle-distance skyline of hedge trees, copses and woodland belts. Overhead line equipment and train movements on the WCML are evident across much of the middle-distance, set against this backdrop. Overhead power lines and pylons punctuate the skyline in the middle-distance, along with the roofline of Wimboldsley Grange. The Peckforton Hills form the far distant horizon. Views west from the adjacent grounds and buildings of Wimboldsley Community Primary School are partially obstructed by the line of the hedge and by School Cottages alongside the A530 Nantwich Road. Views from the rear of properties on Lea Drive are heavily screened by garden and roadside tree planting.
Summer	In summer, the extent of view does not substantially change. The WCML, pylons and gantries remain evident across much of the view. Field boundary hedgerows provide a small degree of additional screening and mature field trees in foliage are more distinctive in terms of size and form.
Night-time	Local roads in the area are unlit, with night-time lighting limited to individual properties. There is a distant far distance skyglow from the town of Winsford approximately 3km to the north-west.

Future baseline description

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

Visual impact assessment

	Temporary effects during construction	**Significance of effect**
Construction	Residents alongside the A530 Nantwich Road and users of Wimboldsley Community Primary School will have near and middle-distance views to large-scale construction works including views towards the construction of the Crewe North RSD, Walley's Green embankment and MA02 Borrow Pit A and B to the south and north. The removal of established hedgerows with mature trees and pockets of woodland will result in the construction works being visible in proximity to Wimboldsley, in particular in open and direct views from residents of properties on the western side of the A530 Nantwich Road, substantially changing the agricultural character of the view. Utilities diversions to the west, will bring construction activity close to the properties. Users of Wimboldsley Community Primary School will be largely screened by existing roadside and boundary hedges, although construction activity will be perceptible where construction plant is viewed above this vegetation. Intervening garden vegetation will partly filter views west from properties to the east of A530 Nantwich Road. Construction activity will result in a **high** magnitude of visual change.	**Major adverse (significant)**
Construction night-time	The presence of night-time lighting associated with the Crewe North RSD and Crewe North RSD satellite compounds 2 and 3 will generate additional light sources and middle-distance skyglow. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider view. However, the proximity of the Proposed Scheme and the openess of the views towards it will mean a substantial increase in the prominence of artificial lighting. At night there will be a **high** magnitude of visual change.	**Major adverse (significant)**
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	**Significance of effect**
Year 1	**Winter**	Operational effects will result from the introduction of infrastructure elements including overhead line equipment, passing trains and buildings within the Crewe North RSD. The presence of the Crewe North RSD and route of the Proposed Scheme will foreshorten views notably for residents of properties to the west of the A530 Nantwich Road at Wimboldsley, where the Proposed Scheme will form the skyline across the majority of the view. Users of Wimboldsley Community Primary School will be largely screened by existing roadside and boundary hedges. Intervening garden vegetation will partly filter views west from properties to the east of A530 Nantwich Road but the Proposed Scheme will form the new skyline. Footpath Wimboldsley 1/1 will be closed as a result of the Proposed Scheme. Earthworks in the middle-distance will screen train movements along the Proposed Scheme, Crewe North RSD reception tracks and stabling facility, although overhead line equipment will be a visible component. The roof lines of buildings within the Crewe North RSD, including the auxiliary maintenance shed, the depot accommodation building, auxiliary maintenance shed and RSD traction power sub-station, along with high mast lighting, will be visible in the far distance, on the skyline. The loss of mature hedge and field trees during construction over a large area including loss of vegetation will open up views towards the Proposed Scheme. At year 1, the immaturity of landscape mitigation planting will not integrate the Proposed Scheme. The magnitude of visual change will be **high**.	**Major adverse (significant)**
	Night-time	At night, the lighting associated with the Crewe North RSD to the west will introduce lighting elements in the middle-distance, visible above and through existing intervening field vegetation, in a predominantly rural and unlit area. High mast lighting across Crewe RSD and lighting for the stabling sidings will be visible above landscape earthworks, and mitigation planting will not have established by year 1. The lights and their support systems will be designed to reduce the visual impact of the lighting installation. There will be a substantial increase in the prominence of artificial lighting and at night there will be a **high** magnitude of visual change.	**Major adverse (significant)**
Year 15	**Summer**	The establishment of landscape mitigation planting will screen overhead line equipment. Mitigation planting will have re-established some of the intervening field pattern between Wimboldsley and the Proposed Scheme. High mast lighting will, however, remain as visible elements on the skyline, while the rooflines of some of the main RSD buildings will remain evident just above the tree canopy. The magnitude of visual change will reduce to **medium**.	**Moderate adverse (significant)**
	Night-time	The lighting associated with Crewe North RSD to the west will introduce lighting elements in the middle-distance, visible above and through existing intervening field vegetation and establishing mitigation planting, in a predominantly rural and unlit area. There will remain a substantial increase in the prominence of artificial lighting due to the visibility of high mast lighting columns within Crewe North RSD. At night there will remain a **high** magnitude of visual change.	**Major adverse (significant)**
Year 30	**Summer**	The maturing of the mitigation planting at year 30 will provide denser screening in summer months and will form an effective screen for overhead line equipment and for the majority of built structures within the Crewe North RSD. High mast lighting will, however, remain visible above the tree canopy, with the presence of Crewe North RSD evident across the majority of views. The magnitude of visual change will remain **medium**.	**Moderate adverse (significant)**
	Night-time	The high mast lighting associated with the Crewe North RSD stabling sidings will still represent a noticeable change to the presence of artificial lighting in a predominantly rural and unlit area. The maturing of mitigation planting will help limit the visibility of light sources across the stabling sidings, but skyglow will still be apparent. The magnitude of visual change will reduce to **medium.**	**Moderate adverse (significant)**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 307-02-002: view west from Wimboldsley, A530 Nantwich Road

This viewpoint is representative of views experienced by residents in Wimboldsley village, staff and pupils at Wimboldsley Community Primary School and road users of the A530 Nantwich Road.

Current baseline - winter view

Date taken: 27/03/2018. Time taken: 11:55.



Winter verifiable photomontage - construction



Camera:	Sony a7RII, FFS, Zeiss Loxia 50mm f/2.0 lens		
Approximate GPS co-ordinates ref.	368921.837, 363619.671	**Direction of View:**	264.95°
Elevation:	49.742m AOD	**Height of Camera:**	1.629m

The viewpoint has been taken approximately 310m away from the Proposed Scheme. Viewpoint location shown on Map LV-01-711. For full details of the visual assessment at viewpoint 307-**02**-002 refer to Volume 5: Appendix LV-001-0MA02 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 thefield. 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).



Map Number
LV-01-711

Map Name
Verifiable Photomontage
Peak Construction Phase - Winter
Viewpoint 307-**02**-002

Community Area :
MA02

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Viewpoint 307-02-002: view west from Wimboldsley, A530 Nantwich Road

This viewpoint is representative of views experienced by residents in Wimboldsley village, staff and pupils at Wimboldsley Community Primary School and road users of the A530 Nantwich Road.

Current baseline - winter view

Date taken: 27/03/2018. Time taken: 11:55.



Winter verifiable photomontage - operation year 1



Camera:	Sony a7RII, FFS, Zeiss Loxia 50mm f/2.0 lens		
Approximate GPS co-ordinates ref.	368921.837, 363619.671	**Direction of View:**	264.95°
Elevation:	49.742m AOD	**Height of Camera:**	1.629m

The viewpoint has been taken approximately 310m away from the Proposed Scheme. Viewpoint location shown on Map LV-01-712. For full details of the visual assessment at viewpoint 307-**02**-002 refer to Volume 5: Appendix LV-001-0MA02 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 show 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).



Map Number
LV-01-712

Map Name
Verifiable Photomontage
Operation Year 1 (2038) - Winter
Viewpoint 307-**02**-002

Community Area :
MA02

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Viewpoint 307-02-002: view west from Wimboldsley, A530 Nantwich Road

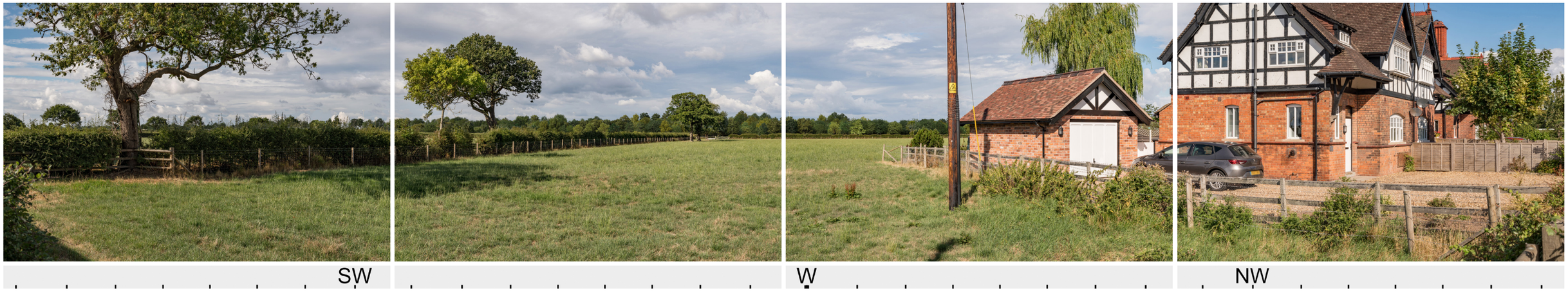
This viewpoint is representative of views experienced by residents in Wimboldsley village, staff and pupils at Wimboldsley Community Primary School and road users of the A530 Nantwich Road.

Current baseline - summer view

Date taken: 08/10/2018. Time taken: 09:23.



Summer verifiable photomontage - operation year 15



Camera:	Sony a7RII, FFS, Zeiss Loxia 50mm f/2.0 lens		
Approximate GPS co-ordinates ref.	368921.837, 363619.671	**Direction of View:**	264.95°
Elevation:	49.742m AOD	**Height of Camera:**	1.629m

The viewpoint has been taken approximately 310m away from the Proposed Scheme. Viewpoint location shown on Map LV-01-713. For full details of the visual assessment at viewpoint 307-**02**-002 refer to Volume 5: Appendix LV-001-0MA02 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 2053 (15 years after opening) 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 semi-mature trees which have put on 15 years of growth to illustrate how the Proposed Scheme will further integrate into the landscape over time.

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).



Map Number
LV-01-713

Map Name
Verifiable Photomontage
Operation Year 15 (2053) - Summer
Viewpoint 307-**02**-002

Community Area :
MA02

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Date: Jan 2021

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Viewpoint 307-02-003: view west from Bridleway Wimboldsley 6/1, Wimboldsley

This viewpoint is representative of views experienced by residents at Newfield Farm, Fields Farm, Saunders Field and users of Bridleway Wimboldsley 6/1.

Winter view (baseline)

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

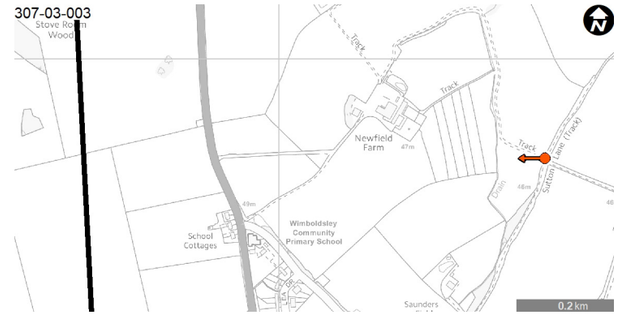


Summer view (baseline)

Date taken: 07/09/2018 (stitched panorama)



Camera:	Nikon D3200 SLR 50mm (equivalent) focal length	
Approximate GPS co-ordinates ref.	369543, 363797	
Value of the viewpoint:	This viewpoint has a **medium** value, its composition being representative and typical of the open and predominantly agricultural landscape to the south of Middlewich.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The viewpoint is representative of residents and users of the bridleway. These receptors 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.	**High**



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Viewpoint 307-02-003: view west from Bridleway Wimboldsley 6/1, Wimboldsley

Visual baseline description

Winter	The near distance from the footpath comprises a wide stoned track, viewed through a field access within an established field boundary hedge. The footpath is heavily vegetated on both sides, affording only occasional views west, while garden vegetation surrounding the nearby Field's Farm further screens views west from the property. Newfield Farm to the west is partially obstructed by intervening farm buildings and surrounding vegetation, as is the residential property of Saunders Field. In the middle-distance, small to medium sized fields bordered by intermittent and overgrown hedges descend shallowly to the west, where Newfield Farm is visible as a skyline feature. A line of wooden telegraph poles also break the skyline, from the near distance to the middle-distance. Traffic movement on the A530 Nantwich Road may be visible for Newfield Farm. Views are limited by nearby belts of woodland that follow the footpath or School Lane. Visibility does not extend far beyond the A530 with belts of field vegetation and small blocks of woodland screening distant views. The railway is not visible.
Summer	In summer, views from the properties within Fields Farm and Saunders Field are well screened by intervening boundary vegetation and a belt of trees and shrubs that follow the footpath. Newfield Farm remains visible briefly from the footpath while vegetation on either side of the footpath along its length generally screens views to adjacent fields. For Newfield Farm, field trees in foliage act as an effective screen for views towards the A530 and visibility to the south-west beyond the A530 is limited.
Night-time	Local roads in the area are unlit, with night-time lighting limited to individual properties. There is a distant far distance skyglow from the town of Winsford approximately 3.5km to the north-west.

Future baseline description

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

Visual impact assessment

		Temporary effects during construction	**Significance of effect**
Construction		Residents and footpath users will have views to construction activity in the far distance, through intervening property boundaries and field trees, associated with the main line, borrow pits, Crewe North RSD, A530 Nantwich Road north transfer node and Walley's Green embankment. The removal of vegetation will be perceptible within the view. Sequential views from the bridleway will be intermittent between intervening blocks of woodland and hedgerow trees, such that the construction works will not form the focus of views. There will be a **low** magnitude of visual change in relation to these highly sensitive receptors.	**Minor adverse (non-significant)**
Construction night-time		The presence of night-time lighting associated with the Crewe North RSD and Crewe North RSD north satellite compound and transfer node will generate additional far distance skyglow. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider view. However, there will be a slight increase in the prominence of artificial lighting in the view. At night there will be a **low** magnitude of visual change.	**Minor adverse (non-significant)**
Construction cumulative assessment		There are no developments which will result in construction cumulative effects.	**No cumulative effect**

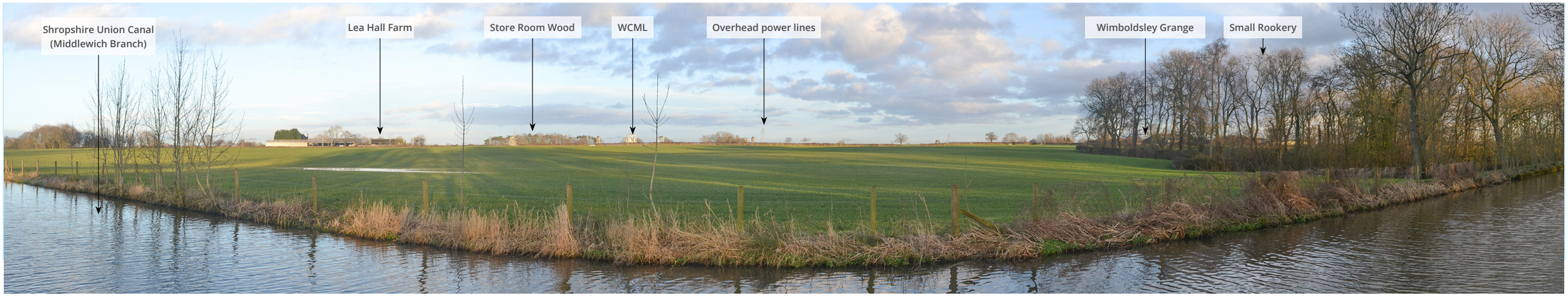
		Permanent effects during operation	**Significance of effect**
Year 1	**Winter**	Operational effects on views experienced by residents and users of footpaths will result from the introduction of infrastructure elements including overhead line equipment, passing trains and buildings within the Crewe North RSD in the far distance. Mitigation earthworks will provide a screen to train movements. The roof line of buildings within the Crewe North RSD will form an occasional skyline feature set against the far distance tree canopy, although largely screened by intervening vegetation. Overhead line equipment will be visible although again heavily filtered by intervening vegetation. At year 1, the immaturity of landscape mitigation planting will not integrate the Proposed Scheme. The magnitude of visual change will be **low.**	**Minor adverse (non-significant)**
	Night-time	At night operational lighting associated with the Crewe North RSD, notably the stabling sidings will introduce lighting elements in the far distance above and through existing intervening field vegetation in a predominantly rural and unlit area. There will be a slight increase in the prominence of artificial lighting in the far distance and at night there will be a **low** magnitude of visual change.	**Minor adverse (non-significant)**
Year 15	**Summer**	The establishment of mitigation planting, in particular along the eastern boundary of the Crewe North RSD will create an additional screen to train movements and reduce the visibility of overhead line equipment and buildings within the depot. The Proposed Scheme will appear more integrated by year 15. The magnitude of visual change will reduce to **negligible.**	**Negligible (non-significant)**
	Night-time	At night operational lighting associated with the Crewe North RSD, notably the stabling sidings will remain perceptible in the far distance above and through existing intervening field vegetation in a predominantly rural and unlit area. At night there will remain a **low** magnitude of visual change.	**Minor adverse (non-significant)**
Year 30	**Summer**	The maturing of the mitigation planting at year 30 will provide denser screening in summer months, with tree and hedgerow planting along the eastern boundary of Crewe North RSD forming a continuous canopy and well vegetated far distance skyline. The magnitude of visual change will remain **negligible.**	**Negligible (non-significant)**
	Night-time	At night operational lighting associated with the Crewe North RSD, notably the stabling sidings will remain perceptible in the far distance and through existing intervening field vegetation in a predominantly rural and unlit area. At night there will remain a **low** magnitude of visual change.	**Minor adverse (non-significant)**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 307-03-004: view east from the Shropshire Union Canal (Middlewich Branch), Rookery Wood

This viewpoint is representative of views experienced by users of Footpath Wimboldsley 9/1 and canal users along the Shropshire Union Canal (Middlewich Branch).

Winter view (baseline)

Date taken: 12/02/2018 (stitched panorama)



Summer view (baseline)

Date taken: 07/09/2018 (stitched panorama)



Camera:	Nikon D3200 SLR 50mm (equivalent) focal length	
Approximate GPS co-ordinates ref.	367628, 363758	
Value of the viewpoint:	This viewpoint has a **medium-high** value, where the heritage asset of the canal corridor forms the near distance composition of the view, set within the open agricultural landscape in between Middlewich, Winsford and Crewe.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The attention of recreational users of the canal and towpath is focused on the canal and surrounding landscape. They are therefore **highly** susceptible to visual change arising from the construction and operation of the Proposed Scheme.	**High**



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Viewpoint 307-03-004: view east from the Shropshire Union Canal (Middlewich Branch), Rookery Wood

Visual baseline description

Winter	In the near distance, users of the canal and grassed towpath have sequential views across the waterway, towards an opposing canal bank that is largely open in character although occasionally interrupted by canal-side vegetation and pockets of woodland. Large arable fields rise gently towards a low, middle-distance crest line with few intervening features, over which plantation woodlands and copses punctuate the skyline above managed hedges. The WCML is evident on the skyline across the majority of the view, with overhead line equipment and passing trains visible. Overhead power lines and pylons form additional skyline features. The cluster of buildings associated with Lea Hall provide a visual reference on the skyline, as well as the farm buildings of Wimboldsley Grange which are visible to the south beyond the Small Rookery woodland.
Summer	In summer, the wide field of view and its composition is largely unchanged, although woodland canopies bordering the canal at the Small Rookery and Wimboldsley Wood provide more screening and framing of the view. There is a slightly increased sense of enclosure the view directly along the canal corridor. Overhead line equipment and train movements along the WCML remains visible across the majority of the view.
Night-time	The night-time baseline is not described for this viewpoint, as night-time effects are considered only for occupants of residential properties and residents staying in hotels and healthcare institutions.

Future baseline description

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

Visual impact assessment

		Temporary effects during construction	**Significance of effect**
Construction		Recreational users of the Shropshire Union Canal (Middlewich Branch) will have middle-distance views to large-scale construction works including open views, beyond the WCML, towards the construction works for the Crewe North RSD (including the A530 Nantwich Road satellite compound and Crewe North RSD satellite compound 3). The construction works will be prominent in the middle-distance and highly visible across much of the view. Such visibility of construction will be partially enabled by the removal of vegetation, including Stove Room Wood. Construction activity will be noticeable against the skyline and across the majority of the view and will result in a **medium** magnitude of visual change.	**Moderate adverse (significant)**
Construction night-time		Night time effects have only been considered for occupants of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Construction cumulative assessment		There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	**Significance of effect**
Year 1	**Winter**	Operational effects will result from the introduction of infrastructure elements including overhead line equipment, passing trains and buildings within the Crewe North RSD (including the auxiliary maintenance shed and traction sub-station). In addition, the removal of existing mature vegetation during construction will enable views of the Proposed Scheme in the middle-distance beyond the WCML. Recreational receptors will have predominantly direct views of the Proposed Scheme across the open eastern bank of the canal. Buildings associated with Lea Hall will provide partial screening to the north-east. Overhead line equipment within the middle-distance will be seen in the context of the existing similar component of the WCML. However, the introduction of the Crewe North RSD and the loss of areas of woodland, including Stove Room Wood, during construction will be a noticeable change to the characteristics of the view and the skyline profile. At year 1, the immaturity of landscape mitigation planting will not integrate the Proposed Scheme. The magnitude of visual change will be **medium**.	**Moderate adverse (significant)**
	Night-time	Night time effects have only been considered for occupants of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Year 15	**Summer**	Due to the establishment and integration of mitigation planting across the western margin of the Crewe North RSD, views towards the Proposed Scheme will be filtered by a continuous bank of vegetation beyond the existing WCML, which will form a new skyline profile to the view and reduce the visibility of buildings within the depot area. The magnitude of visual change will reduce to **low**.	**Minor adverse (non-significant)**
	Night-time	Night time effects have only been considered for occupants of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Year 30	**Summer**	The maturity of the mitigation planting at year 30 will provide denser screening of the Crewe North RSD in summer months. The addition of new components will be largely inconspicuous after 30 years and characteristic of the existing view from the canal beyond the WCML. The magnitude of visual change will reduce to **negligible**.	**Negligible (non-significant)**
	Night-time	Night time effects have only been considered for occupants of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 307-02-005: view south-east from Footpath Wimboldsley 1/1, east of Lea Hall

This viewpoint is representative of views experienced by residents of Lea Hall, The Huntsman's Lodge, The Gate House and Lea Hall Farm House, and users of Footpath Wimboldsley 1/1.

Winter view (baseline)

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



Summer view (baseline)

Date taken: 07/09/2018 (stitched panorama)



Camera:	Nikon D3200 SLR 50mm (equivalent) focal length	
Approximate GPS co-ordinates ref.	368283, 364235	
Value of the viewpoint:	This viewpoint has a **medium** value, its composition being of an open, predominantly agricultural landscape with woodland copses and riverside woodland.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The viewpoint is representative of residents and footpath users. Residents have a strong interest in their visual environment and the attention of footpath users is focused on the landscape. They are both therefore, **highly** susceptible to visual change arising from construction and operation of the Proposed Scheme.	**High**



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Viewpoint 307-02-005: view south-east from Footpath Wimboldsley 1/1, east of Lea Hall

Visual baseline description

Winter	The near distance from the public footpath comprises a junction of local access roads, bordered by managed roadside and field boundary hedges with occasional mature roadside trees. The middle-distance is composed of broad arable fields bordered by managed hedgerows, with several prominent deciduous plantation woodlands. An overhead power line and electricity pylons punctuate the skyline in the middle and far distance, while overhead line equipment and train movements along the WCML rail corridor is evident to the south-west. The far distance is defined by distant field boundary vegetation, copses and woodland belt. The rooflines of properties in Wimboldsley are visible at distance to the south east. Views from nearby properties at Lea Hall, notably Huntsman's Lodge, The Gate House and Lea Hall Farm House are similar in context to the viewpoint, looking across large arable fields that are interrupted by field boundary vegetation and punctuated by isolated plantation woodlands. The WCML is largely screened by outbuildings where it passes west of the properties, although visible in the middle-distance and far distance of views to the south.
Summer	In summer the extent of views does not substantially change across the relatively flat landscape for residents of properties at Lea Hall and for footpath users. The WCML remains evident due to the absence of bordering vegetation, although individual mature field and hedgerow trees create a more distinct skyline.
Night-time	Local roads in the area are unlit, with night-time lighting limited to individual properties. There is a distant far distance skyglow from the town of Middlewich approximately 2km to the east.

Future baseline description

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

Visual impact assessment

		Temporary effects during construction	**Significance of effect**
Construction		Footpath Wimboldsley 1/1 will be temporarily diverted during construction. Residents and footpath users will have near-distance views to large-scale construction works including the construction of the Crewe North RSD, Walley's Green embankment and Clive Green Lane overbridge to the north. The removal of established hedgerows with mature trees, including Stove Room Wood and adjacent copses to the east and south, and the presence of large-scale construction activity in proximity to residents will represent a substantial change to key characteristics of the view. Utilities diversions will extend to the west of the viewpoint, which will bring construction activity close but will not result in additional hedgerow or tree loss. Construction activity will result in a **high** magnitude of visual change.	**Major adverse (significant)**
Construction night-time		The presence of night-time lighting associated with the Crewe North RSD and Crewe North RSD satellite compounds 2 and 3 and construction activity in relation to the Clive Green Lane overbridge to the north will introduce additional near distance light sources and skyglow. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider view. However, there will be a substantial increase in the prominence of artificial lighting. At night there will be a **high** magnitude of visual change.	**Major adverse (significant)**
Construction cumulative assessment		There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	**Significance of effect**
Year 1	**Winter**	Footpath Wimboldsley 1/1 will be closed as a result of the proposed scheme. Operational effects will result from the introduction of infrastructure elements including the Crewe North RSD sub-station, the Proposed Scheme and Crewe North RSD, notably the reception tracks and stabling facility, the auxiliary maintenance shed, vehicular access routes and attenuation ponds. The Clive Green Lane overbridge will be visible to the north in the far distance. Although the WCML can be seen, the presence of the Crewe North RSD will represent a substantial visual change for residents of properties at Lea Hall, across the majority of view. There will be open views towards overhead line equipment and lighting columns within the Crewe North RSD, primarily associated with the reception tracks and stabling facility, while the built structures of the sub-station and the auxiliary maintenance shed will form uncharacteristic skyline elements. The loss of mature vegetation at Stove Room Wood and nearby woodland copses during construction will contribute to openness of the view and change the skyline. At year 1, the immaturity of landscape mitigation planting will not integrate the Proposed Scheme. The magnitude of visual change will be **high**.	**Major adverse (significant)**
	Night-time	At night, the lighting associated with the Crewe North RSD and addition of lighting to the junction of Clive Green Lane will introduce lighting elements in the near distance and middle-distance above intervening hedgerows in a predominantly rural and unlit area. The lights and their support systems will be designed to reduce the visual impact of the lighting installation. However, there will be a substantial increase in the prominence of artificial lighting and at night there will be a **high** magnitude of visual change.	**Major adverse (significant)**
Year 15	**Summer**	The establishment of landscape mitigation planting, surrounding the attenuation pond areas and alongside the vehicular access and reception tracks within the Crewe North RSD, will provide a continuous screen to train movements and overhead line equipment, including in part the WCML. The appearance of the Crewe North RSD sub-station and auxiliary maintenance shed will be softened by extensive planting but will remain visible as skyline structures. The Crewe North RSD will remain noticeable across the majority of the view, although the growth of mitigation planting will filter views. The magnitude of visual change will reduce to **medium**.	**Moderate adverse (significant)**
	Night-time	At night, the lighting associated with the Crewe North RSD and addition of lighting to the junction of Clive Green Lane will remain in the middle-distance above intervening hedgerows in a predominantly rural and unlit area. The maturing landscape mitigation planting will limit visibility of artificial lighting in the near distance. There will be a decrease in the prominence of artificial lighting and at night there will be a **medium** magnitude of visual change.	**Moderate adverse (significant)**
Year 30	**Summer**	The maturing of the mitigation planting at year 30 will provide denser screening in summer months and will form an effective screen for overhead line equipment and for the majority of built structures within the Crewe North RSD, although the sub-station and the auxiliary maintenance shed will remain visible as skyline elements. The Crewe North RSD will remain noticeable across the majority of the view, although the maturity of mitigation planting will have created a framework of woodland cover comparable to that removed. The magnitude of visual change will remain **medium**.	**Moderate adverse (significant)**
	Night-time	At night, the lighting associated with the Crewe North RSD and addition of lighting to the junction of Clive Green Lane will remain in the middle-distance above intervening hedgerows in a predominantly rural and unlit area. Mature mitigation planting will limit the visibility of artificial lighting in the near distance. The magnitude of visual change will remain **medium**.	**Moderate adverse (significant)**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 307-02-006: view west from Leahead, A530 Nantwich Road

This viewpoint is representative of views experienced by residents of Lea House Farm, Leahead and Leahead Cottages and road users along the A530 Nantwich Road.

Winter view (baseline)

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

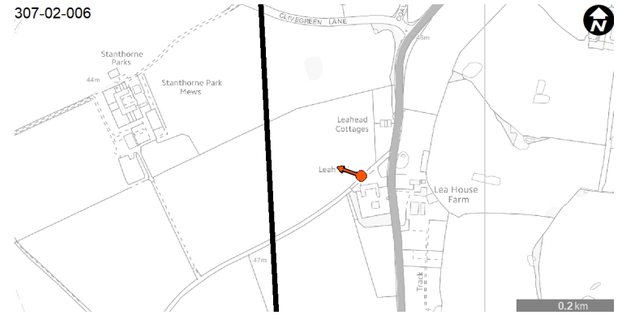


Summer view (baseline)

Date taken: 07/09/2018 (stitched panorama)



Camera:	Nikon D3200 SLR 50mm (equivalent) focal length	
Approximate GPS co-ordinates ref.	368747, 364605	
Value of the viewpoint:	This viewpoint has a **medium** value, its composition being representative of the open and predominantly agricultural landscape to the south of Middlewich.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	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. Road users have a lower susceptibility as their attention is less focused on the landscape.	**High**



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Viewpoint 307-02-006: view west from Leahead, A530 Nantwich Road

Visual baseline description

Winter	The near distance comprises the road access to Lea Hall, bordered by a managed roadside hedge with trees, wooden telegraph poles and field access gates. Where field accesses and gaps within hedges allow, there is a middle-distance of broad and flat arable fields bordered by managed, occasionally intermittent hedges with small copses and infrequent field and hedgerow trees. The distinctive buildings of Stanthorne Park Mews are evident in the middle-distance, against a largely wooded far distance skyline formed by a network of surrounding field boundaries and intervening woodland belts. Overhead line equipment and train movements on the WCML is evident as a distant feature. Views from the property of Leahead are obstructed by intervening farm buildings to the north and heavily filtered by mature garden trees to the west. Lea House Farm, situated to the east of the A530 Nantwich Road is similarly screened by mature vegetation. Views west from Leahead Cottages, to the north of the viewpoint are unrestricted. Users of the A530 Nantwich have sequential views that are predominantly restricted by managed roadside hedgerows.
Summer	In summer the extent of views does not substantially differ for residents of properties and users of the main road. The foliage of mature tree canopies surrounding Leahead and Lea House Farm will provide an additional screen to these properties. Individual mature field and hedgerow trees in combination reduce the overall distance of view.
Night time	Local roads in the area are unlit, with night-time lighting limited to individual properties. There is a distant far distance skyglow from the town of Winsford approximately 2km to the west.

Future baseline description

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

Visual impact assessment

		Temporary effects during construction	Significance of effect
Construction		Views for residents at Lea House Farm and Leahead will be partially screened by existing buildings and filtered by established garden vegetation. Views from Leahead Cottages will be more open towards the Proposed Scheme. Large-scale construction works including MA02 Borrow Pit B, Clive Green Lane realignment and Clive Green Lane satellite compound. Views will be either open or partially screened by existing buildings and established garden vegetation. Construction of Crewe North RSD, Walley's Green embankment and Clive Green Lane satellite compound will be visible in the middle-distance, although partially filtered by intervening vegetation and buildings. The A530 Nantwich Road and Clive Green Lane will be used by construction traffic and the removal of road-side vegetation will expose views of this. Utilities diversions will extend into the near distance and result in minor additional hedgerow loss. The works will be visible across the majority of the view. Construction activity will result in a **high** magnitude of visual change.	**Major adverse (significant)**
Construction night-time		The presence of night-time lighting associated with the Crewe North RSD and Clive Green Lane satellite compound 3 and Clive Green Lane satellite compound will generate additional middle-distance skyglow. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider view. There will be a noticeable increase in the prominence of artificial lighting in the view. At night there will be a **medium** magnitude of visual change.	**Moderate adverse (significant)**
Construction cumulative assessment		There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	Significance of effect
Year 1	**Winter**	Operational effects will result from the introduction of infrastructure elements including the Proposed Scheme and Crewe North RSD reception tracks, the realigned Clive Green Lane and built structures to the northernmost edge of Crewe North RSD. Views from residential properties alongside the A530 Nantwich Road will vary from being unrestricted to heavily filtered by intervening vegetation and roadside hedges. Where views are unrestricted, the Proposed Scheme will represent a substantial change across the majority of view. The realigned Clive Green Lane will be highly visible to the north as a skyline structure. Train movements, overhead line equipment and other structures including the carriage washer north building and telecommunications site will be visible in the middle-distance, although screened to the north by the Clive Green Lane overbridge earthworks. The absence of mature vegetation, removed during construction, including Stove Room Wood and nearby woodland copses will represent a change of skyline within the view. At year 1, the immaturity of landscape mitigation planting will not integrate the Proposed Scheme. The magnitude of visual change will be **high.**	**Major adverse (significant)**
	Night-time	At night, the lighting associated with the Crewe North RSD to the south and at the junction of Clive Green Lane and the A530 Nantwich Road will introduce lighting elements in the middle-distance above intervening vegetation, in a predominantly rural and unlit area. The lights and their support systems will be designed to reduce the visual impact of the lighting installation. There will be a noticeable increase in the prominence of artificial lighting and at night there will be a **medium** magnitude of visual change.	**Moderate adverse (significant)**
Year 15	**Summer**	The establishment of landscape mitigation planting will provide a screen to train movements, although overhead line equipment and buildings within Crewe North RSD will in part remain visible above the tree canopy. The appearance of the Clive Green overbridge will be softened by the establishment of mitigation planting along the approach embankments, such that the bridge becomes more integrated, although the bridge itself will remain a visible feature. The presence of the Proposed Scheme will remain evident across the majority of the view but filtered by intervening vegetation. The magnitude of visual change will reduce to **medium.**	**Moderate adverse (significant)**
	Night-time	At night, the lighting associated with the Crewe North RSD to the south and at the junction of Clive Green Lane and the A530 Nantwich Road will less apparent in the middle-distance, in a predominantly rural and unlit area. The establishing of intervening landscape mitigation planting will partially screen light sources. There will be a slight decrease in the prominence of artificial lighting and at night there will be a **low** magnitude of visual change.	**Minor adverse (non-significant)**
Year 30	**Summer**	The maturing of the mitigation planting at year 30 will provide denser screening in summer months of overhead line equipment. Due to the proximity of the Proposed Scheme, the magnitude of visual change will remain **medium**.	**Moderate adverse (significant)**
	Night-time	At night, the lighting associated with the Crewe North RSD to the south and at the junction of Clive Green Lane and the A530 Nantwich Road will remain apparent in the middle-distance, in a predominantly rural and unlit area. The maturing of intervening landscape mitigation planting will form an additional screen to light sources. At night there will be a **low** magnitude of visual change.	**Minor adverse (non-significant)**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 307-02-007: view east from the Shropshire Union Canal (Middlewich Branch), Clive Green

This viewpoint is representative of views experienced by occupants of residential properties at Stanthorne Park Mews and Clive Green, users of Footpaths Winsford 49/1, Wimboldsley 1/2, 9/1, 9/3 and NCN Route 5 and canal users of the Shropshire Union Canal (Middlewich Branch) near Clive Green.

Winter view (baseline)

Date taken: 07/02/2018 (stitched panorama)



Summer view (baseline)

Date taken: 07/09/2018 (stitched panorama)



Camera:	Nikon D3200 SLR 50mm (equivalent) focal length	
Approximate GPS co-ordinates ref.	367872, 364708	
Value of the viewpoint:	This viewpoint has a **medium-high** value, where the heritage asset of the canal corridor is the main focus of the view, within an open agricultural landscape.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The viewpoint is representative of residents and canal and footpath users. Residents have a strong interest in their visual environment and the attention of footpath and canal users is focused on the landscape. They are all therefore **highly** susceptible to visual change arising from the construction and operation of the Proposed Scheme.	**High**



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Viewpoint 307-02-007: view east from the Shropshire Union Canal (Middlewich Branch), Clive Green

Visual baseline description

Winter	The viewpoint looks east from an accommodation bridge crossing of the Shropshire Union Canal (Middlewich Branch), located to the south of Clive Green. The near distance is occupied by the canal corridor, densely hedged alongside the towpath but predominantly open along its southern bank. Overhead power lines are prominent near distance elements within the view. Sequential views for users of the canal towpath are open and far reaching to the south. The middle-distance is comprised of large and featureless fields extending from the canal edge, towards a continuous far distance skyline of mature tree cover arising from the wider frequency of field boundary hedges, copses and field trees. Stanthorne Park Mews is prominent in the middle-distance, where views from the properties are largely open and partially filtered by garden vegetation. Properties at Clive Green, located to the north of the canal have more restricted views south, interrupted by field hedges with mature trees in combination with the mature boundary hedge alongside the canal. The Peak District hills provide a far distant horizon to the east. .
Summer	In summer, views south from the canal corridor remain largely unrestricted, interrupted occasionally by bankside vegetation. Summer foliage on field hedges and tree canopies will further screen views south-east from properties on the southern edge of Clive Green. Ornamental tree planting at Stanthorne Park Mews will provide some degree of enclosure around the properties, although views will remain open across the surrounding fields.
Night-time	Local roads in the area are unlit, with night-time lighting limited to individual properties. There is a distant far distance skyglow from the town of Middlewich approximately 2km to the east.

Future baseline description

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

Visual impact assessment

		Temporary effects during construction	**Significance of effect**
Construction		Residents of Stanthorne Park Mews and recreational users of the Shropshire Union Canal (Middlewich Branch) will have near-distance views to large-scale construction works including activities associated with the construction of the Clive Green Lane realignment and overbridge, the construction of access roads and tracks serving Crewe North RSD, and Clive Green embankment. Construction site elements including Crewe North RSD satellite compound 1, Clive Green Lane satellite compound, MA02 Borrow Pit B satellite compound and the use of Clive Green Lane for construction traffic, evident across most of the view. Sequential views by users of the Shropshire Union Canal (Middlewich Branch) will be changed by the construction of the Clive Green Lane realignment across the line of the canal. The proposed construction area for utility works extends to the south of Stanthorne Park Mews, which will bring construction activity close to the properties. The construction works will be visible across the majority of the view and in proximity to the receptors. Construction activity will result in a **high** magnitude of visual change.	**Major adverse (significant)**
Construction night-time		The presence of night-time lighting associated with the Crewe North RSD and Crewe North RSD satellite compound 3 and construction activity in relation to the Clive Green Lane overbridge to the north will introduce additional near distance light sources and skyglow. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider view. However, there will be a noticeable increase in the prominence of artificial lighting. At night there will be a **medium** magnitude of visual change.	**Moderate adverse (significant)**
Construction cumulative assessment		There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	**Significance of effect**
Year 1	**Winter**	Operational effects will result from the introduction of infrastructure elements including the Proposed Scheme and Crewe North RSD reception tracks, the Clive Green Lane realignment and the northern extents of Crewe North RSD, notably the stabling facility, depot buildings and vehicular access routes. Views east from residential properties at Stanthorne Park Mews will substantially alter. The realigned Clive Green Lane will occupy the near distance, while train movements and overhead line equipment will be visible in the middle-distance, although screened to the north by the earthworks of the realigned Clive Green Lane. Crewe North RSD, its reception tracks, buildings and vehicular accesses will form a far distance across the majority of south facing views. Recreational users of the Shropshire Union Canal (Middlewich Branch) will have wide-reaching, unobstructed views towards the Proposed Scheme in the middle-distance and far distance, between the Clive Green Lane realignment to the north and Crewe North RSD to the south. The skyline will be interrupted by Clive Green Lane overbridge and, at greater distance, the larger buildings situated within the RSD area. Sequential views along the canal corridor will be increasingly influenced by the Clive Green Lane realignment and in particular the new road crossing of the canal. At year 1, the immaturity of landscape mitigation planting will not integrate the Proposed Scheme. The magnitude of visual change will be **high**.	**Major adverse (significant)**
	Night-time	At night, the operational lighting associated with the Crewe North RSD will introduce lighting elements in the far distance above and through existing intervening field vegetation in a predominantly rural and unlit area. The lights and their support systems will be designed to reduce the visual impact of the lighting installation. There will be a noticeable increase in the prominence of artificial lighting and at night there a **medium** magnitude of visual change.	**Moderate adverse (significant)**
Year 15	**Summer**	The establishment of landscape mitigation planting alongside the Proposed Scheme will provide a visual screen to train movements, although overhead line equipment will in part remain visible above the tree canopy. The appearance of the Clive Green overbridge and the Shropshire Union Canal offline overbridge will be softened by the establishment of mitigation planting along the approach embankments such that the structures appear more integrated, although the bridge structures themselves will remain prominent elements. The proximity of the realigned Clive Green Lane in relation to Stanthorne Park Mews will still represent a substantial alteration of views east from these residential properties. To south, the far distance of Crewe North RSD will be softened by extensive mitigation planting, although the roof line of buildings within the depot will remain visible. The magnitude of visual change will remain **high**.	**Major adverse (significant)**
	Night-time	At night, the operational lighting associated with the Crewe North RSD will remain in the far distance above and through existing intervening field vegetation in a predominantly rural and unlit area. The establishing of intervening landscape mitigation planting will provide an additional screening of light sources across the Crewe North RSD. There will be a slight reduction in the prominence of artificial lighting and at night there will be a **low** magnitude of visual change.	**Minor adverse (non-significant)**
Year 30	**Summer**	The maturing of the mitigation planting at year 30 will provide denser screening in summer months for overhead line equipment and for the majority of built structures, although the Clive Green Lane overbridge will remain visible as a skyline feature. The magnitude of visual change will reduce to **medium**.	**Moderate adverse (significant)**
	Night-time	At night, the operational lighting associated with the Crewe North RSD will remain in the far distance above and through existing intervening field vegetation in a predominantly rural and unlit area. The maturing of intervening landscape mitigation planting will provide further screening of light sources across the Crewe North RSD. At night and there will remain a **low** magnitude of visual change.	**Minor adverse (non-significant)**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 307-02-008: view east from Clive Green Lane, Clive Green

This viewpoint is representative of views experienced from by residents along Clive Green Lane and road users of Clive Green Lane.

Winter view (baseline)

Date taken: 12/02/2018 (stitched panorama)

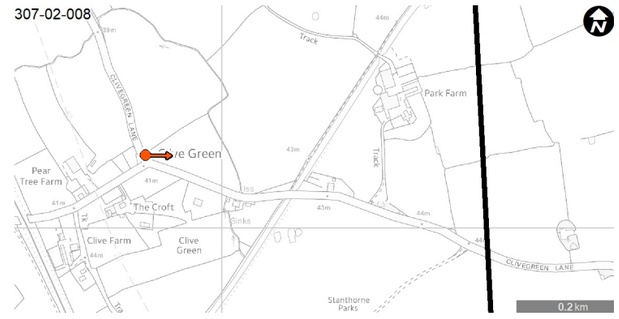


Summer view (baseline)

Date taken: 07/09/2018 (stitched panorama)



Camera:	Nikon D3200 SLR 50mm (equivalent) focal length	
Approximate GPS co-ordinates ref.	367845, 365151	
Value of the viewpoint:	This viewpoint has a **medium** value, its composition. It is an open, gently rolling and predominantly agricultural landscape to the west of Middlewich, where the Shropshire Union Canal (Middlewich Branch) is a perceived component of the view.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	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. Road users have a lower susceptibility as their attention is less focused on the landscape.	**High**



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Viewpoint 307-02-008: view east from Clive Green Lane, Clive Green

Visual baseline description

Winter	The near distance view is comprised of an established boundary hedge alongside Clive Green Lane, gapped in places where field accesses have been created. Properties located along Clive Green Lane look eastward across the line of the road, either with unrestricted views or heavily screened by garden boundary vegetation. The middle-distance is occupied by broad, medium sized fields rising to a shallow crest, bordered by intermittent hedges with infrequent hedge and field trees. The canal is largely screened by its boundary hedge and mature embankment vegetation alongside Clive Green Lane, although the tops of narrowboats are just visible where the canal approaches Park Farm. The farm buildings here are visible on the skyline in the middle-distance. The far distance skyline is formed by a network of field boundaries and mature field trees, which in combination limit the extent of views.
Summer	In summer, views from properties are either screened or partially filtered by intervening garden vegetation, roadside hedgerows and mature field trees in foliage. There is an increased sense of enclosure due to summer hedge growth. Views from the road are screened by roadside hedgerows with occasional gaps allowing for brief visibility across adjacent fields.
Night-time	Local roads in the area are unlit, with night-time lighting limited to individual properties. There is a far distance skyglow from the town of Middlewich approximately 1.5km to the east.

Future baseline description

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

Visual impact assessment

		Temporary effects during construction	**Significance of effect**
Construction		Residents of Clive Green will have open near and middle-distance views towards the construction works for the emerging Clive Green Lane realignment, which will include the construction of the Shropshire Union Canal offline overbridge. Construction work relating to the Proposed Scheme, including the Crewe North RSD reception tracks will be seen in the far distance, heavily filtered by intervening vegetation. Views of construction activity beyond the eastern side of the canal, including the emerging structures of Clive Green Lane realignment will be noticeable from Wharf Cottage and the adjacent property. Construction traffic using Clive Green Lane as a construction traffic will evident across most of the view. Construction activity will result in a **medium** magnitude of visual change.	**Moderate adverse (significant)**
Construction night-time		The presence of night-time lighting associated with the Crewe North RSD, Crewe North RSD satellite compound 3, Shropshire Union Canal north and south satellite compounds, Clive Green Lane satellite compound and construction activity related to the Shropshire Union Canal viaducts Nos. 1-3 will create areas of localised lighting in the far distance in 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. There will be a noticeable increase in the prominence of artificial lighting in the view. At night there will a **medium** magnitude of visual change.	**Moderate adverse (significant)**
Construction cumulative assessment		There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	**Significance of effect**
Year 1	**Winter**	The realignment of Clive Green Lane will influence views from properties on the western side of the Shropshire Union Canal (Middlewich Branch). The Proposed Scheme will be intermittently visible through a small proportion of the view and in the far distance with overhead line equipment and train movements evident. The realigned Clive Green Lane will not substantially change the character of the view, although vegetation loss and the proximity of the road embankment will be noticeable for occupiers of properties facing the road. Wharf Cottage to the eastern side of the canal will have open views south towards the realigned Clive Green Lane, with Clive Green Lane situated on embankment and across the majority of the near distance. The Proposed Scheme will form a far distance component, partially screened by existing vegetation on the existing Clive Green Lane. At year 1, the immaturity of landscape mitigation planting will not integrate the Proposed Scheme. The magnitude of visual change will be **medium**.	**Moderate adverse (significant)**
	Night-time	At night, the lighting associated with the Crewe North RSD to the south will generate a far distance light source above and through existing intervening field vegetation, in a predominantly rural and unlit area. There will be a negligible increase in the prominence of artificial lighting and at night there will be a **negligible** magnitude of visual change.	**Negligible (non-significant)**
Year 15	**Summer**	The establishment of landscape mitigation planting on the Clive Green Lane earthworks and alongside the Proposed Scheme will provide a visual screen to traffic on the local road and train movements, although overhead line equipment will in part remain visible above the tree canopy in the far distance. The appearance of the Clive Green overbridge and the canal bridge will be softened by the establishment of mitigation planting along the approach embankments such that the structures appear more integrated, although the bridge structures themselves will remain partially visible. Stanthorne Park Mews will be screened from the view to the south and the proximity of the Clive Green Lane realignment in relation to Stanthorne Park Mews will however still represent an alteration of views south from a small number of residential properties. The magnitude of visual change will reduce to **low**.	**Minor adverse (non-significant)**
	Night-time	At night, the lighting associated with the Crewe North RSD to the south will generate a far distance light source above and through existing intervening field vegetation, in a predominantly rural and unlit area. Establishing landscape mitigation planting alongside the Clive Green Lane realignment will provide a further screen. At night there will remain a **negligible** magnitude of visual change.	**Negligible (non-significant)**
Year 30	**Summer**	The maturity of the mitigation planting at year 30 will provide denser screening in summer months for overhead line equipment in the far distance to the north and south and for the majority of built structures, although the Clive Green Lane overbridge will remain partially visible as a skyline feature and the Clive Green Lane realignment an alteration in the view for the properties to the east of the canal. The magnitude of visual change will remain **low**.	**Minor adverse (non-significant)**
	Night-time	At night, the lighting associated with the Crewe North RSD to the south will generate a far distance light source above and through existing intervening field vegetation, in a predominantly rural and unlit area. The maturity of landscape mitigation planting alongside the Clive Green Lane realignment will provide a further screen At night there will remain a **negligible** magnitude of visual change.	**Negligible (non-significant)**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 307-02-009: view west from Coalpit Lane, Wallange Paddocks Farm

This viewpoint is representative of views experienced by residents of Wallange Paddocks Farm, residential properties on A530 Nantwich Road and road users of Coalpit Lane.

Winter view (baseline)

Date taken: 12/02/2018 (stitched panorama)

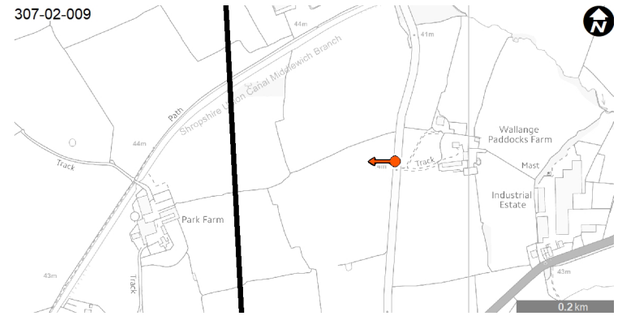


Summer view (baseline)

Date taken: 23/08/2018 (stitched panorama)



Camera:	Nikon D3200 SLR 50mm (equivalent) focal length	
Approximate GPS co-ordinates ref.	368850, 365392	
Value of the viewpoint:	This viewpoint has a **medium** value, its composition being representative of the gently rolling and predominantly agricultural landscape to the west of Middlewich. The Shropshire Union Canal (Middlewich Branch) is a perceived component of the view.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	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. Road users have a lower susceptibility as their attention is less focused on the landscape.	**High**



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Viewpoint 307-02-009: view west from Coalpit Lane, Wallange Paddocks Farm

Visual baseline description

Winter	The near distance comprises an established boundary hedge with occasional mature trees alongside Coalpit Lane, gapped in places where field accesses have been created. The nearby properties of Wallange Farm House and Wallange Paddocks face west with views across the line of the road, framed and partially filtered by garden boundary vegetation. The more distant properties of Sheriff Cottages, Sheriff House and Oaklea, located on the A530 Nantwich Road to the east have views that are heavily filtered by intervening field boundary vegetation. In the middle-distance are broad medium-sized fields that rise to a shallow crest, bordered by intermittent hedges with isolated hedge trees and field trees. The Shropshire Union Canal (Middlewich Branch) is largely screened by boundary hedges to the north of the view, although the tops of narrowboats are visible where the canal passes Yew Tree Farm. Park Farm is visible on the skyline in the middle-distance. The skyline is punctuated by the mature field boundary trees of local field boundaries. Distant views are not afforded.
Summer	The summer foliage of trees within the grounds of Wallange Paddocks and Wallange Farm will create an additional screen, although open views will remain. Hedge and field trees increase the sense of enclosure. The summer growth of boundary hedges limits the extent of views from the road or from adjacent properties.
Night-time	Local roads in the area are unlit, with night-time lighting limited to individual properties. There is a far distance skyglow from the town of Winsford approximately 2km to the west.

Future baseline description

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

Visual impact assessment

		Temporary effects during construction	**Significance of effect**
Construction		Residents will have middle-distance views towards the construction works, partly enabled by the removal of existing hedgerow and trees. The Shropshire Union Canal south satellite compound will be in the direct line of view, with the Clive Green South embankment and Shropshire Union Canal viaducts Nos 1-3 beyond. To the south, construction works for the emerging Clive Green Lane realignment will be prominent in a relatively open agricultural landscape. Construction activity will result in a **high** magnitude of visual change.	**Major adverse (significant)**
Construction night-time		The presence of night-time lighting associated with the Shropshire Union Canal north and south satellite compounds and Clive Green Lane satellite compound immediately to the west, the Crewe North RSD in the distance to the south and construction activity related to the Shropshire Union Canal viaducts Nos 1-3 will create areas of localised lighting in the near distance and far distance of the view in 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. There will be a noticeable increase in the prominence of artificial lighting. At night there will be a **medium** magnitude of visual change.	**Moderate adverse (significant)**
Construction cumulative assessment		There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	**Significance of effect**
Year 1	**Winter**	Operational effects will result from the introduction of infrastructure elements including the Proposed Scheme and Crewe North RSD reception tracks, where overhead line equipment and train movements will be a visible component of the skyline between Park Farm and the Shropshire Union Canal (Middlewich Branch). Residents of properties will have open views towards the Shropshire Union Canal viaducts Nos 1-3, crossing the canal near the Yew-Tree Farm outbuildings to the north. The embankments and overbridge structure for the realigned Clive Green Lane to the south will be noticeable as a distant element, viewed obliquely from properties. Loss of mature vegetation as a component of the skyline will be noticeable, while the immaturity of mitigation planting will not provide any screening or integration of the Proposed Scheme by year 1. There will be a **medium** magnitude of visual change.	**Moderate adverse (significant)**
	Night-time	No additional lighting introduced in this location during the operation of the Proposed Scheme.	**Not assessed**
Year 15	**Summer**	The establishment of large areas of mitigation woodland planting fronting the Proposed Scheme, the Crewe North RSD reception tracks and alongside the Shropshire Union Canal (Middlewich Branch) will provide a dense visual screen for train movements across the majority of the view, although overhead line equipment will still be evident above the tree canopy. Planting on either side of the Shropshire Union Canal viaducts Nos 1-3 will serve to integrate and reduce the prominence of these structures. Similarly, mitigation planting along the approach embankments to the Clive Green Lane overbridge will soften its appearance. The magnitude of visual change will remain **medium**.	**Moderate adverse (significant)**
	Night-time	No additional lighting introduced in this location during the operation of the Proposed Scheme.	**Not assessed**
Year 30	**Summer**	The maturing of the mitigation planting at year 30 will provide denser screening in summer months for overhead line equipment and for the majority of the structures, although the Clive Green Lane overbridge will remain visible as a skyline feature. The magnitude of visual change will reduce to **low.**	**Minor adverse (non-significant)**
	Night-time	No additional lighting introduced in this location during the operation of the Proposed Scheme.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 307-02-010: view east from the Shropshire Union Canal (Middlewich Branch), Park Farm

This viewpoint is representative of views experienced by residents of Park Farm, users of Footpath Winsford 3/1 and NCN Route 5, and users of the Shropshire Union Canal (Middlewich Branch) including the recreational canal moorings.

Winter view (baseline)

Date taken: 15/01/2019 Time taken:13:20









Summer view (baseline)

Date taken:19/09/2019 Time taken: 12:19









Camera:	Sony a7RII, FFS, Zeiss Loxia 50mm f/2.0 lens	
Approximate GPS co-ordinates ref.	368340.806, 365388.575	
Elevation:	43.446m AOD	
Value of the viewpoint:	This viewpoint has a **medium-high** value, where the heritage asset of the canal corridor is the main focus of the view within the open agricultural landscape to the west of Middlewich	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	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. Similarly, the attention of recreational users of the canal and towpath is focused on the canal and surrounding landscape.	**High**



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Viewpoint 307-02-010: view east from the Shropshire Union Canal (Middlewich Branch), Park Farm

Visual baseline description

Winter	The viewpoint is located on the towpath of the Shropshire Union Canal (Middlewich Branch), adjacent to Park Farm. In the near distance the towpath, canal and narrowboat moorings form the primary focus of view, with the towpath flanked by a steep and continuous grassed bank with a managed hedgerow. Outbuildings at Park Farm are a prominent near distance and skyline element on the southern canal bank. Flat, open fields extend from the canal edge towards a continuous middle-distance far distance and skyline of field hedges and mature trees. The residential property at Park Farm is situated to the south of the farm complex, with open views to the south and east across medium sized, regular fields bordered by managed hedges with infrequent trees.
Summer	In summer the context of view along the canal corridor does not substantially change, with the open nature of the canal bank to the south allowing for open views across farmland. Views from Park Farm residents will be partially filtered at by property boundary hedges.
Night-time	Local roads in the area are unlit, with night-time lighting limited to individual properties. There is a far distance skyglow from the town of Middlewich approximately 1.2km to the east.

Future baseline description

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

Visual impact assessment

	Temporary effects during construction	Significance of effect
Construction	Residents and canal users will have open near distance views of the construction works for the Proposed Scheme, and Crewe North RSD reception tracks, Stanthorne south embankment, Clive Green north and south embankments Nos. 1-3 and the Shropshire Union Canal viaducts Nos 1-3. Construction features including Shropshire Union Canal north and south satellite compounds and site haul routes will be evident in the near distance and across most of the view. More distant views towards the emerging Clive Green Lane realignment will be noticeable to the south. Sequential and longer views experienced by users of the Shropshire Union Canal (Middlewich Branch) will be substantially changed, in particular by the construction of the Shropshire Union Canal viaducts Nos 1-3 and the approach embankments. The construction works will be visible across the majority of the view. Construction activity will result in a **high** magnitude of visual change.	**Major adverse (significant)**
Construction night-time	The presence of night-time lighting associated with the Shropshire Union Canal north and south satellite compounds, Clive Green Lane satellite compound and the Crewe North RSD in the distance to the south and construction activity in relation to the Shropshire Union Canal viaducts will create areas of localised lighting in the near distance and far distance in 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. There will be a noticeable increase in the prominence of artificial lighting in the view. At night there will be a **medium** magnitude of visual change.	**Moderate adverse (significant)**
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	**No cumulative effect**

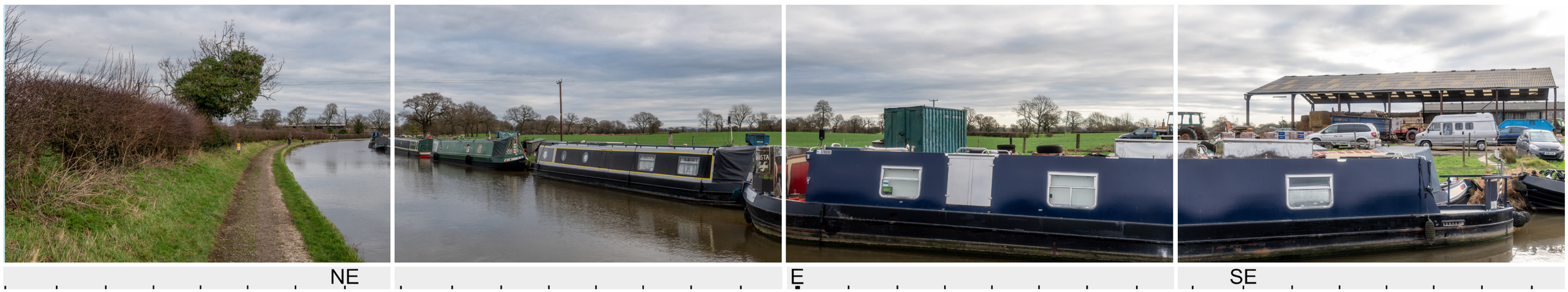
		Permanent effects during operation	Significance of effect
Year 1	**Winter**	Operational effects will result from the introduction of infrastructure elements including overhead line equipment and passing trains on Clive Green South and North embankments Nos. 1-3 and over the Shropshire Union Canal viaducts Nos 1-3. These will be substantial new elements within the near distance, seen crossing the width of the view, altering the skyline and obscuring the current far distance. A balancing pond and access track will be in the near distance, immediately west of the Shropshire Union Canal viaducts Nos 1-3. The absence of canalside boundary vegetation removed during construction, along with an isolated group of mature trees in the middle-distance will be will represent a perceptible change. The combined presence of three closely aligned viaduct structures crossing the Shropshire Union Canal will represent a substantial change for canal users. The immaturity of mitigation planting will not provide any screening or integration at year 1. The magnitude of visual change will be **high**.	**Major adverse (significant)**
	Night-time	No additional lighting introduced in this location during the operation of the Proposed Scheme.	**Not assessed**
Year 15	**Summer**	The growth of mitigation planting on Clive Green South and North embankments Nos. 1-3 will be sufficiently established to locally integrate the earthworks, screening the lower elements of overhead line equipment and train movements, and softening the appearance and prominence of the Shropshire Union Canal viaducts Nos 1-3. However, the Proposed Scheme will remain a prominent linear feature spanning the canal corridor and there will still be a substantial alteration to the view. The magnitude of visual change will remain **high**.	**Major adverse (significant)**
	Night-time	No additional lighting introduced in this location during the operation of the Proposed Scheme.	**Not assessed**
Year 30	**Summer**	The maturing of the mitigation planting will provide denser screening in summer months including tree and hedgerow planting along Clive Green South and North embankments Nos. 1-3. Train movements and overhead line equipment will be largely screened, although these will remain visible crossing the Shropshire Union Canal viaducts Nos 1-3. The viaducts will remain prominent elements out of character with the canal in terms of alignment and scale. The magnitude of visual change will remain **high.**	**Major adverse (significant)**
	Night-time	No additional lighting introduced in this location during the operation of the Proposed Scheme.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 307-02-010: view east from the Shropshire Union Canal (Middlewich Branch), Park Farm

This viewpoint is representative of views experienced by residents of Park Farm, users of Footpath Winsford 3/1 and NCN 5, and users of the Shropshire Union Canal (Middlewich Branch) including the recreational canal moorings.

Current baseline - winter view

Date taken: 15/01/2019. Time taken: 13:20.



Winter verifiable photomontage - operation year 1



The viewpoint has been taken approximately 180m away from the Proposed Scheme. Viewpoint location shown on Map LV-01-714. For full details of the visual assessment at viewpoint 307-**02**-010 refer to Volume 5: Appendix Appendix LV-001-0MA02 Part 3.

Camera:	Sony a7RII, FFS, Zeiss Loxia 50mm f/2.0 lens		
Approximate GPS co-ordinates ref.	368340.806, 365388.575	**Direction of View:**	84.967 °
Elevation:	43.446m AOD	**Height of Camera:**	1.678m

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 show 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).



Map Number
LV-01-714

Map Name
Verifiable Photomontage
Operation Year 1 (2038) - Winter
Viewpoint 307-**02**-010

Community Area :
MA02

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Date: Jan 2021

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Viewpoint 308-03-001: view south-west from the Shropshire Union Canal (Middlewich Branch), Yew-Tree Farm

This viewpoint is representative of views experienced by users of Footpath Winsford 3/1, National Cycle Network Route 5 and users of the Shropshire Union Canal (Middlewich Branch).

Winter view (baseline)

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



Summer view (baseline)

Date taken: 07/09/2018 (stitched panorama)



Camera:	Nikon D3200 SLR 50mm (equivalent) focal length	
Approximate GPS co-ordinates ref.	368636, 365637	
Value of the viewpoint:	This viewpoint has a **medium-high** value, where the heritage asset of the canal corridor is the main focus of the view, recessed within the open agricultural landscape west of Middlewich.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The attention of recreational users of the canal and towpath is focused on the canal and surrounding landscape. They are therefore **highly** susceptible to visual change arising from the construction and operation of the Proposed Scheme	**High**



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Viewpoint 308-03-001: view south-west from the Shropshire Union Canal (Middlewich Branch), Yew-Tree Farm

Visual baseline description

Winter	The viewpoint is located on the Shropshire Union Canal (Middlewich Branch) south of Yew-Tree Farm. The near-distance and focus of view is along the canal corridor, with the towpath bordered along its northern margin by a continuous grassed bank and high boundary hedge with occasional, solitary hedge trees. The canal channel is recessed in relation to the farmland on either side, with the southern canal bank being largely open in character and grassed to the water's edge. Medium to large pastoral fields border the canal corridor, enclosed by a mixture of managed and overgrown hedges, often with frequent mature hedge trees. A stand of isolated mature trees borders the canal near Park Farm, creating a prominent skyline element within the centre of view. The farm, its outbuildings and associated canal moorings add to the visual focus along the canal corridor. The distant canopies of field trees form a largely continuous wooded far distance skyline beyond the canal, with a far distant skyline of the Peckforton Hills just visible along the line of the canal corridor.
Summer	In summer, the focus of view along the canal corridor is accentuated by the presence of surrounding tree canopies and canal-side vegetation in leaf. Wider views across the farmland bordering the canal to the south remain evident due to the lack of canal-side vegetation.
Night-time	The night-time baseline is not described for this viewpoint, as night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.

Future baseline description

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

Visual impact assessment

		Temporary effects during construction	**Significance of effect**
Construction		Recreational users of the Shropshire Canal (Middlewich Branch) will have open near distance views towards the construction works for the Proposed Scheme and Crewe North RSD reception tracks, the formation of Stanthorne south embankment, Clive Green north and south embankments Nos. 1-3 and the Shropshire Union Canal viaducts Nos 1-3. Construction elements including Shropshire Union Canal north and south satellite compounds, temporary material stockpiles, MA02 Borrow Pit C excavation and site haul routes will be evident in the near distance and across most of the view. Sequential and longer views by users of the Shropshire Union Canal (Middlewich Branch) will be substantially changed, in particular by the construction of the Shropshire Union Canal viaducts Nos 1-3 and the approach embankments. The construction works will be visible across the majority of the view. Construction activity will result in a **high** magnitude of visual change.	**Major adverse (significant)**
Construction night-time		Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Construction cumulative assessment		There are no developments which will result in construction cumulative effects.	**No cumulative effect**

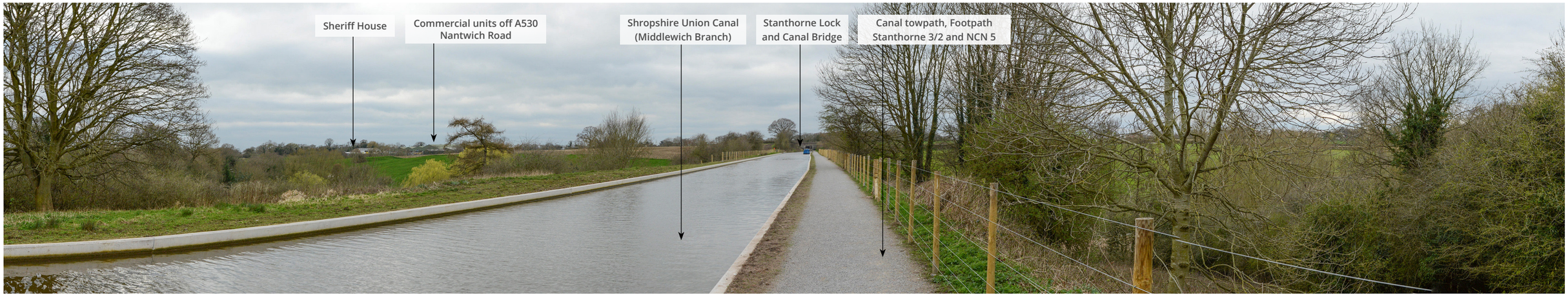
		Permanent effects during operation	**Significance of effect**
Year 1	**Winter**	Operational effects will result from the introduction of infrastructure elements including Clive Green north and south embankments and the Shropshire Union Canal viaducts Nos 1-3 together with overhead line equipment and train movements. The Proposed Scheme will be a substantial new linear element, spanning the canal corridor's rural setting. A HS2 access track from Clive Green Lane will be visible immediately east of Clive Green south embankment providing access to a balancing pond south of the canal. The immaturity of mitigation planting will not provide any screening or integration at year 1. The magnitude of visual change will be **high.**	**Major adverse (significant)**
	Night-time	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Year 15	**Summer**	Mitigation planting and habitat creation east of the Clive Green embankments south and north and to the south of the canal will be sufficiently established to locally integrate the lower elements of the earthworks, overhead line equipment and train movements and also soften the appearance of the canal viaduct abutments. However, the viaduct will remain a prominent feature when seen from the canal and from the towpath and a substantial alteration to the view. The magnitude of visual change will remain **high.**	**Major adverse (significant)**
	Night-time	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Year 30	**Summer**	The maturing of the mitigation planting at year 30 will provide denser screening in summer months including tree and hedgerow planting and habitat creation alongside the Proposed Scheme and the Shropshire Union Canal. Train movements over the canal viaduct will be noticeable in a small part of the view and be partially screened by the mature embankment planting. The magnitude of visual change will reduce to **medium.**	**Moderate adverse (significant)**
	Night-time	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 308-02-002: view west from the Shropshire Union Canal (Middlewich Branch), River Wheelock aqueduct, Middlewich

This viewpoint is representative of views for residents on the western fringe of Middlewich and views experienced by users of Footpaths Middlewich 26/1, Stanthorne 3/2 and National Cycle Network Route 5 along the Shropshire Union Canal (Middlewich Branch).

Winter view (baseline)

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



Summer view (baseline)

Date taken: 07/09/2018 (stitched panorama)



Camera:	Nikon D3200 SLR 50mm (equivalent) focal length	
Approximate GPS co-ordinates ref.	368636, 365637	
Value of the viewpoint:	This viewpoint has a **medium-high** value, where the heritage asset of the canal corridor is the main focus of the view, being slightly elevated above the open agricultural landscape to the west of Middlewich .	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	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. Similarly, the attention of recreational users of the canal and towpath is focused on the canal and surrounding landscape.	**High**



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Viewpoint 308-02-002: view west from the Shropshire Union Canal (Middlewich Branch), River Wheelock aqueduct, Middlewich

Visual baseline description

Winter	The viewpoint is located on the Shropshire Union Canal (Middlewich Branch), close to the A530 Nantwich Road aqueduct on the western fringe of the town. The primary focus of view is along the line of the canal corridor towards Stanthorne Lock, with the near distance canal situated on embankment above the River Wheelock. The towpath is bordered by a continuous post and wire fence, enclosed by maturing trees and vegetation on the embankments and along the canal margin. A mixture of pastoral and arable fields run across the middle-distance, extending west of the well-wooded valley recess of the River Wheelock. A plateau in the landform coincides with the canal accommodation crossing at Stanthorne Lock and Sheriff House to the south, where a number of linked industrial sheds are noticeable. The view extends to a continuous far distance skyline of field boundary vegetation and woodland belts. Views from the residential fringe of Middlewich are predominantly well screened by mature woodland bordering the River Wheelock.
Summer	The majority of views from residential properties are screened or heavily filtered by the summer foliage of riparian woodland alongside the River Wheelock. The view along the canal feels more enclosed and framed during summer months, due to trees being in leaf and from the summer growth of marginal vegetation.
Night-time	Local roads in the view to the west are unlit, with night-time lighting limited to individual properties.

Future baseline description

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

Visual impact assessment

	Temporary effects during construction	**Significance of effect**
Construction	Views from residential properties and for canal users will be largely screened by a combination of field boundary and canal side vegetation on rising terrain and by distance. However, some views of taller elements of construction equipment and activities for Clive Green north and south embankments and the Shropshire Union Canal viaducts and their related satellite compounds will be available. Due to the distance and screening there will be a **low** magnitude of visual change.	**Minor adverse (non-significant)**
Construction night-time	The presence of night-time lighting associated with the Shropshire Union Canal north and south satellite compounds and construction activity related to the Shropshire Union Canal viaducts will introduce additional lighting elements in the far distance above and beyond intervening field vegetation in 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. There will be a negligible increase in the extent of artificial lighting in the view. At night there will be a **negligible** magnitude of visual change.	**Negligible (non-significant)**
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	**Significance of effect**
Year 1	**Winter**	Operational effects will result from the introduction of infrastructure elements including overhead line equipment and train movements on Clive Green north and south embankments and the Shropshire Union Canal viaducts. The immaturity of mitigation planting will not provide any screening or integration at year 1. Although some of the taller elements of the Proposed Scheme will be seen over short sections of the view, in the distance intervening vegetation. The magnitude of visual change will be **low.**	**Minor adverse (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 15	**Summer**	Due to the growth of mitigation planting on Clive Green south and north embankments and alongside the Shropshire Union Canal, the overhead line equipment and train movements will be screened. The magnitude of visual change will reduce to **negligible.**	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 30	**Summer**	The maturity of the mitigation planting at year 30 will provide denser screening in summer months, including tree and hedgerow planting along the Proposed Scheme and the Shropshire Union Canal. The magnitude of visual change will remain **negligible.**	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 308-02-003: view south-east from Footpath Winsford 48/1, Clive

This viewpoint is representative of views experienced by residents from the rear of properties bordering the A54 Middlewich Road and properties on Seaton Street, Hewitt Drive and Beckett Avenue, and by users of Footpath Winsford 48/1.

Winter view (baseline)

Date taken: 16/01/2019 Time taken: 14:15









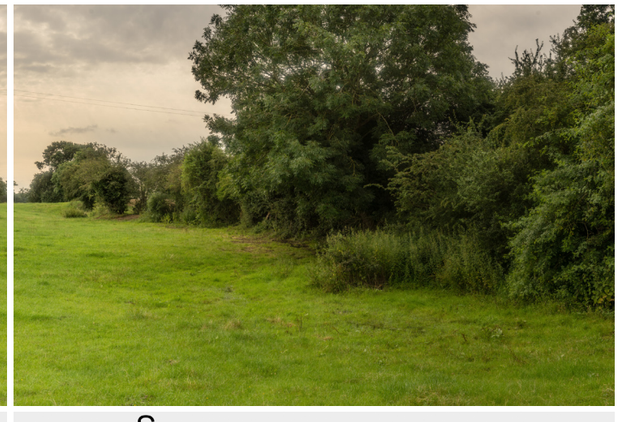
Summer view (baseline)

Date taken: 30/07/2019 Time taken: 09:10









Camera:	Nikon D3200 SLR 50mm (equivalent) focal length	
Approximate GPS co-ordinates ref.	367882.31, 365964.633	
Elevation:	45.45m AOD	
Value of the viewpoint:	This viewpoint has a **medium** value, being representative of views of the open and predominantly agricultural landscape bordering the urban limit of Winsford.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	Residents have a strong interest in their visual environment and the attention of footpath users is focused on the landscape. They are therefore **highly** susceptible to visual change arising from the construction and operation of the Proposed Scheme.	**High**



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Viewpoint 308-02-003: view south-east from Footpath Winsford 48/1, Clive

Visual baseline description

Winter	The near distance is comprised of property boundary fences with a post/wire field boundary fence alongside Footpath Winsford 48/1. A large pastoral field forms the main context of view, bordered to the south by an overgrown field hedge with mature trees which adjoins an informal recreation ground and play area. The boundary hedge filters distant views to the south from the rear of the adjacent residential properties and along the footpath. The far distance is defined by a skyline of trees and and the roofline of Yew Tree Farm, visible beyond a local rise in landform. The western outlying hills of the Peak District are visible as a far distant horizon.
Summer	In summer, the view from properties on Hewitt Drive and Beckett Avenue is limited to the near distance by overgrown hedges. Views from the footpath and from properties bordering the open field to the east will not substantially change, although field boundary vegetation will further limit far distance views to south.
Night-time	The urban section of the A54 Middlewich Road to the north of the view comprises street lighting, however other rural roads within the field of view are unlit and night-time lighting is limited to individual properties. The town of Middlewich, approximately 1km to the east, contribute to the far distance skyglow in views.

Future baseline description

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

Visual impact assessment

		Temporary effects during construction	**Significance of effect**
Construction		Residents on the southern edge of Clive and footpath users will have oblique and filtered views across undulating farmland towards the construction works. The construction of the Crewe North RSD reception tracks, Middlewich box structure and the Shropshire Union Canal north satellite compound will be visible on the skyline but filtered by intervening hedgerows and trees. The emerging Stanthorne south embankment will be visible to the north and the emerging Shropshire Union Canal viaducts 1-3 and Clive Green North and South embankments Nos 1-3 seen in the far distance, to the south. The A54 Middlewich Road will be used as a construction traffic route to the north and west. The presence of the construction activity will be a noticeable change, although partially obscured by intervening vegetation. The construction works will be partially visible across the majority of the view. Construction activity will result a **medium** magnitude of visual change in relation to these highly sensitive receptors.	**Moderate adverse (significant)**
Construction night-time		The presence of night-time lighting associated with the Shropshire Union Canal North and South satellite compounds and construction activity in relation to the construction of the Shropshire Union Canal viaducts Nos 1-3 will generate additional far distance skyglow. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider view. The magnitude of visual change will be **low** for residents of Clive.	**Minor adverse (non-significant)**
Construction cumulative assessment		There are no developments which will result in cumulative effects.	**No cumulative effect**

		Permanent effects during operation	**Significance of effect**
Year 1	**Winter**	Residents will have open views of the landscape earthworks on Stanthorne South embankment No. 1. The Middlewich Road sectioning auto-transformer station and Middlewich box structure will be visible to the east. Overhead line equipment, noise fence barriers and passing trains will be visible, notably crossing the Shropshire Union Canal viaducts Nos. 1-3 and Middlewich box structure, but views will be partly filtered by intervening vegetation. The Crewe North RSD reception tracks and Shropshire Union Canal viaducts Nos 1-3 will be visible in direct views forming the skyline in the far distance. Views will however, be partially filtered by existing hedgerow trees and garden vegetation where present. At year 1, the immaturity of landscape mitigation planting will not integrate the Proposed Scheme. The magnitude of visual change will be **medium.**	**Moderate adverse (significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 15	**Summer**	Due to the growth of mitigation planting on the Stanthorne South embankment No. 1, adjacent to the HS2 reception tracks, the Middlewich Road sectioning auto-transformer station and Middlewich Box structure, views towards the Proposed Scheme will be filtered by vegetation. Overhead line equipment, noise fence barriers and passing trains will still be perceived, notably crossing the Shropshire Union Canal viaduct 1-3 and Middlewich Box structure. The established mitigation planting will help integrate the Proposed Scheme into the wider landscape. The magnitude of visual change will reduce to **low**.	**Minor adverse (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 30	**Summer**	The maturing of the mitigation planting at year 30 will provide denser screening in summer months including tree and hedgerow planting on the Stanthorne South embankment No. 1 landscape earthworks and alongside the Proposed Scheme. Train movements across Middlewich Box Structure will be noticeable in a small part of the view and be partially screened by the mature embankment planting. The magnitude of visual change will remain **low.**	**Minor adverse (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 308-02-003: view south-east from Footpath Winsford 48/1, Clive

This viewpoint is representative of views experienced by residents from the rear of properties bordering the A54 Middlewich Road and properties on Seaton Street, Hewitt Drive and Beckett Avenue, and by users of Footpath Winsford 48/1.

Current baseline - winter view

Date taken: 16/01/2019 Time taken: 14:15



Winter verifiable photomontage - construction



Camera:	Sony a7RII, FFS, Zeiss Loxia 50mm f/2.0 lens		
Approximate GPS co-ordinates ref.	367882.31, 365964.633	**Direction of View:**	82.92°
Elevation:	45.45m AOD	**Height of Camera:**	1.643m

The viewpoint has been taken approximately 608m away from the Proposed Scheme. Viewpoint location shown on Map LV-01-715. For full details of the visual assessment at viewpoint 308-**02**-003 refer to Volume 5: Appendix LV-001-0MA02 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 thefield. 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).



Map Number
LV-01-715

Map Name
Verifiable Photomontage
Peak Construction Phase - Winter
Viewpoint 308-**02**-003

Community Area :
MA02

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Date: Jan 2021

Viewpoint 308-02-003: view south-east from Footpath Winsford 48/1, Clive

This viewpoint is representative of views experienced by residents from the rear of properties bordering the A54 Middlewich Road and properties on Seaton Street, Hewitt Drive and Beckett Avenue, and by users of Footpath Winsford 48/1.

Current baseline - winter view

Date taken: 16/01/2019 Time taken: 14:15



Winter verifiable photomontage - operation year 1



Camera:	Sony a7RII, FFS, Zeiss Loxia 50mm f/2.0 lens		
Approximate GPS co-ordinates ref.	367882.31, 365964.633	**Direction of View:**	82.92°
Elevation:	45.45m AOD	**Height of Camera:**	1.643m

The viewpoint has been taken approximately 608m away from the Proposed Scheme. Viewpoint location shown on Map LV-01-716. For full details of the visual assessment at viewpoint 308-**02**-003 refer to Volume 5: Appendix LV-001-0MA02 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 show 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).



Map Number
LV-01-716

Map Name
Verifiable Photomontage
Operation Year 1 (2038) - Winter
Viewpoint 308-**02**-003

Community Area :
MA02

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Date: Jan 2021

Viewpoint 308-02-004: view north-west from Coalpit Lane, Stanthorne

This viewpoint is representative of views experienced by residents of The Cottage and Millview Cottage, and road users along Coalpit Lane.

Winter view (baseline)

Date taken: 12/02/2018 (stitched panorama)



Summer view (baseline)

Date taken: 23/08/2018 (stitched panorama)



Camera:	Nikon D3200 SLR 50mm (equivalent) focal length	
Approximate GPS co-ordinates ref.	368968, 366169	
Value of the viewpoint:	This viewpoint has a **medium** value, its composition being representative of the open and predominantly agricultural landscape between Middlewich and Winsford.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	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. The viewpoint is also representative of road users of lower susceptibility, where the attention of view will be limited to the immediate landscape	**High**



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Viewpoint 308-02-004: view north-west from Coalpit Lane, Stanthorne

Visual baseline description

Winter	The near distance for properties on Coalpit Lane looking west comprise garden vegetation, boundary treatments and a broad arable field immediately beyond. In the middle-distance the irregularly shaped arable fields are bordered by low managed hedgerows with scattered mature deciduous hedgerow and field trees which break the skyline. A narrow belt of woodland bordering the adjacent field limits visibility south-west towards Yew Tree Farm. Wooden telegraph poles and field trees break the skyline in the centre of view. Earl's Cottage and properties along Birch Lane are visible to the north on the skyline, with Stanthorne Lodge on the A54 Middlewich Road visible on the horizon line against a backdrop of mature trees. Traffic movement on the A54 Middlewich Road is not visible beyond intervening vegetation in foliage.
Summer	In summer the view is restricted by the summer growth of intervening hedges, although the extent of view to the north and west remains largely unchanged. Garden and roadside trees provide a degree of further screening for views west from The Cottage and Millview Cottage. Stanthorne Lodge is well screened in summer by surrounding trees.
Night-time	The urban section of Birch Lane to the north and the A54 Middlewich Road to the west of the view comprises street lighting, however other rural roads within the field of view are unlit and night-time lighting is limited to individual properties. The town of Middlewich, approximately 500m to the east, contribute to the far distance skyglow in views.

Future baseline description

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

Visual impact assessment

		Temporary effects during construction	Significance of effect
Construction		Residents on Coalpit Lane will have open and direct views toward the MA02 Borrow Pit C and its associated compound in the near distance. The removal of hedgerow and scattered trees will emphasize the visibility of the emerging Middlewich Box Structure, Clive Green North embankments Nos. 2 and 3 and Stanthorne South embankments Nos. 1 and 2. The demolition of Stanthorne Grange and removal of associated mature tree cover will be evident in the far distance. Large-scale construction works will be visible across the majority of the view from residential properties. Receptors will have open and direct views of the MA02 Borrow Pit C activity in the near distance representing a substantial change in the view. Construction activity will result a **high** magnitude of visual change in relation to these highly sensitive receptors.	**Major adverse (significant)**
Construction night-time		The presence of night-time lighting associated with the A54 Middlewich Road satellite compound, Shropshire Union Canal north satellite compound and construction activity in relation to the Shropshire Union Canal viaducts Nos 1-3 will introduce additional lighting elements in the far distance above and beyond intervening field 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. There will be a slight increase in the prominence of artificial lighting in the view. At night there will be a **negligible** magnitude of visual change.	**Negligible (non-significant)**
Construction cumulative assessment		There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	Significance of effect
Year 1	**Winter**	The lack of intervening vegetation and the removal of hedgerow and scattered trees during the construction phase will emphasize the visibility of the Proposed Scheme. Operational effects will result from the introduction of infrastructure elements including overhead line equipment, noise fence barriers, passing trains, the Middlewich box structure and the connecting Clive Green North embankment No. 3 and Stanthorne South embankment No. 2 with landscape earthworks which will form the skyline. The absence of mature trees, removed during construction, will be evident in the far distance, beyond Stanthorne Lodge. The Proposed Scheme on the skyline will obscure more distant features and result in a substantial change to the existing views over a relatively open agricultural landscape. The presence of large-scale earthworks and structures within the middle-distance will represent a substantial change in the view. At year 1, the immaturity of landscape mitigation planting will not integrate the Proposed Scheme. There will be a **high** magnitude of visual change.	**Major adverse (significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 15	**Summer**	Due to the growth of mitigation planting on the landscape earthworks associated with the Stanthorne South embankment No. 2, views of the Middlewich Box Structure and the connecting Clive Green North embankment No. 3 and Stanthorne South embankment No. 2 and noise fence barriers will be filtered and more integrated into the wider landscape. Overhead line equipment and passing trains will be partially screened by landscape earthworks and mitigation planting. The magnitude of visual change will reduce to **medium.**	**Moderate adverse (significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 30	**Summer**	The maturity of the mitigation planting at year 30 will provide denser screening in summer months including tree and hedgerow planting on the Stanthorne South embankment No. 2 landscape earthworks and alongside the Proposed Scheme. Train movements across Middlewich Box Structure will be noticeable in a small part of the view and be partially screened by the mature embankment planting. The magnitude of visual change will reduce to **low.**	**Minor adverse (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 308-02-006: view west from Birch Lane, Stanthorne

This viewpoint is representative of views experienced by residents of properties on Birch Lane and road users along Birch Lane.

Winter view (baseline)

Date taken: 12/02/2018 (stitched panorama)



Summer view (baseline)

Date taken: 23/08/2018 (stitched panorama)



Camera:	Nikon D3200 SLR 50mm (equivalent) focal length	
Approximate GPS co-ordinates ref.	368962, 366395	
Value of the viewpoint:	This viewpoint has a **medium** value, its composition being representative of the open and predominantly agricultural landscape between Middlewich and Winsford.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	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. Road users have a lower susceptibility as their attention is less focused on the landscape.	**High**



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Viewpoint 308-02-006: view west from Birch Lane, Stanthorne

Visual baseline description

Winter	The near distance comprises open pastoral fields, set beyond roadside hedges and the garden boundaries of nearby properties on Birch Lane. In the middle-distance, the fields are bordered by managed, occasionally intermittent hedgerows with mature field trees forming a low skyline. Millview Cottage on Coalpit Lane, and Stanthorne Lodge located on the A54 Middlewich road are visible on this skyline.
Summer	Garden boundary vegetation, in combination with field boundaries and hedge trees in leaf will filter views west from properties on Birch Lane. Tree canopies and boundary hedges in foliage create a more distinct local skyline.
Night-time	The urban section of Birch Lane and the A54 Middlewich Road to the north and west of the view comprises street lighting, however other rural roads within the field of view to the south are unlit and night-time lighting is limited to individual properties. The town of Middlewich, approximately 500m to the east, contributes to the far distance skyglow in views.

Future baseline description

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

Visual impact assessment

	Temporary effects during construction	**Significance of effect**
Construction	Residents on Birch Lane will have views toward the MA02 Borrow Pit C and its compound in the near distance although filtered by intervening vegetation along garden boundaries and hedges. There will be oblique views towards the A54 Middlewich Road satellite compound to the north. In the middle-distance, the removal of existing trees and hedgerows will enable views towards the construction of the Middlewich box structure, Clive Green North embankments Nos. 2 and 3 and Stanthorne South embankments Nos. 1 and 2. The demolition of Stanthorne Grange and removal of associated mature tree cover will be noticeable in the far distance. The presence of large-scale construction activity in proximity to residential properties will represent a substantial change to the existing views but partially filtered by intervening vegetation. The construction works will be visible across the majority of the view, and the resulting magnitude of visual change from construction activity will be **high**.	**Major adverse (significant)**
Construction night-time	The presence of night-time lighting associated with the A54 Middlewich Road satellite compound, Shropshire Union Canal north satellite compound and construction activity in relation to the Shropshire Union Canal viaducts Nos 1-3 will introduce additional lighting elements in the far distance above and beyond intervening field 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. There will be a slight increase in the prominence of artificial lighting in the view. At night there will be a **negligible** magnitude of visual change.	**Negligible (non-significant)**
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	**Significance of effect**
Year 1	**Winter**	Residents of Birch Lane, The Cottage and Millview Cottage will experience a change to the composition of near and middle-distance views. Infrastructure elements will be visible including overhead line equipment, noise fence barriers, passing trains, Middlewich box structure and the connecting Clive Green North embankment No. 3 and Stanthorne South embankment No. 2 with landscape earthworks which will form the skyline. The absence of mature trees removed during construction will be evident in the far distance, beyond Stanthorne Lodge. A slight rise in landform will partially screen infrastructure elements for residential receptors situated closer to the junction of Birch Lane/Coalpit Lane, although views will be more open for properties situated towards the junction with the A54 Middlewich Road. The Proposed Scheme on the skyline will obscure more distant features and result in a substantial change to existing views over a relatively open agricultural landscape. The lack of intervening vegetation and the removal of hedgerow and scattered trees during construction will emphasize the visibility of the Proposed Scheme. The presence of large-scale earthworks and structures within the middle-distance will represent a substantial change in the view. At year 1, the immaturity of landscape mitigation planting will not integrate the Proposed Scheme. The combination of the above will result in a **high** magnitude of visual change.	**Major adverse (significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 15	**Summer**	Due to the growth of mitigation planting on the landscape earthworks on Stanthorne South embankment No. 2, views of the Middlewich box structure and the connecting Clive Green North embankment No. 3 and Stanthorne South embankment No. 1 and noise fence barriers will be filtered and more integrated into the wider landscape. Overhead line equipment and passing trains will be visible, partially screened by landscape earthworks and mitigation planting. The magnitude of visual change will reduce to **medium**.	**Moderate adverse (significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 30	**Summer**	The maturity of the mitigation planting at year 30 will provide denser screening in summer months including tree and hedgerow planting on the Stanthorne South embankment No. 2 landscape earthworks and alongside the Proposed Scheme. The magnitude of visual change will reduce to **low**.	**Minor adverse (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 308-02-007: view south-east from the A54 Middlewich Road, Stanthorne Hall

This viewpoint is representative of views experienced by residents of Stanthorne Hall, Stanthorne Hall Farm and for road users of the A54 Middlewich Road.

Winter view (baseline)

Date taken: 09/02/2018 (stitched panorama)

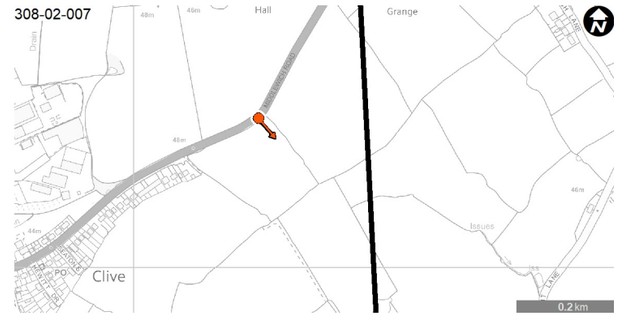


Summer view (baseline)

Date taken: 22/08/2018 (stitched panorama)



Camera:	Nikon D3200 SLR 50mm (equivalent) focal length	
Approximate GPS co-ordinates ref.	368341, 366453	
Value of the viewpoint:	This viewpoint has a **medium** value, its composition being representative of the open and gently rolling, predominantly agricultural landscape between Middlewich and Winsford.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	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. Road users have a lower susceptibility as their attention is less focused on the landscape.	**High**



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Viewpoint 308-02-007: view south-east from the A54 Middlewich Road, Stanthorne Hall

Visual baseline description

Winter	The viewpoint is located on the A54 Middlewich Road to the south of Stanthorne Hall Farm. The near distance from Stanthorne Hall is filtered by mature garden and field trees within its grounds. The view from the road looks over a managed roadside hedge and across large pastoral fields that extend over gently undulating topography to the south. The pastoral fields are predominantly enclosed by managed hedgerows and mature hedgerow trees. Properties on Birch Lane and Coal Pit Lane are visible to the east, while Yew Tree Farm and Park Farm are both are visible to the south against a far distance skyline of tree canopies. The Peak District hills form a low and far distant horizon.
Summer	In summer, the views from Stanthorne Hall are further screened by intervening field trees surrounding the property and by roadside hedgerows. The appearance of the open farmland to the south of the A54 Middlewich Road becomes more fragmented by mature hedges and tree canopies during summer months.
Night-time	The urban section of Birch Lane to the east and the A54 Middlewich Road immediately west of the view comprises street lighting, however other rural roads within the field of view to the south are unlit and night-time lighting is limited to individual properties. The town of Middlewich, approximately 500m to the east, and the Winsford Industrial estate immediately west contribute to the far distance skyglow in views.

Future baseline description

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

Visual impact assessment

	Temporary effects during construction	Significance of effect
Construction	Residents of Stanthorne Hall and Stanthorne Hall Farm will have oblique and direct, but filtered views of the construction work for the A54 Middlewich Road realignment and Stanthorne South embankment No.1. The demolition of Stanthorne Grange and the loss of the associated established trees adjacent to the A54 Middlewich Road and access road to the properties will be noticeable in the views from Stanthorne Hall, although dwellings associated with Stanthorne Hall Farm are relatively well screened by existing trees. The construction activity associated with the Proposed Scheme and Crewe North RSD reception tracks, the Middlewich box structure and the Stanthorne South embankment No.1 will be in the middle-distance and far distance of heavily filtered views. Tall plant and cranes in the construction compounds, including the Shropshire Union Canal north satellite compound, MA02 Borrow Pit C compound and the A54 Middlewich Road satellite compound, will be visible above the trees. The A533 Northwich Road diversion may be visible to the north and east, but partially screened by existing farm buildings and trees. The presence of the construction works will result in a noticeable change to part of the view, but partly filtered by intervening vegetation. The construction works will be visible across part of the view. Construction activity will result in a **medium** magnitude of visual change in relation to these highly sensitive receptors.	**Moderate adverse (significant)**
Construction night-time	The presence of night-time lighting associated with the A54 Middlewich Road satellite compound, Shropshire Union Canal north satellite compound and construction activity in relation to the Shropshire Union Canal viaducts Nos 1-3 will introduce additional lighting elements in the far distance above and beyond intervening field 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 **negligible** magnitude of visual change.	**Negligible (non-significant)**
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	Significance of effect
Year 1	**Winter**	Residents of Stanthorne Hall Farm and Stanthorne Hall will have oblique and direct, but filtered views of the realigned A54 Middlewich Road and the landscape earthworks associated with the Stanthorne South embankment No. 1 in the near to middle-distance. Overhead line equipment, passing trains and noise fence barriers will be visible further south at the Middlewich box structure. The Middlewich Road sectioning auto-transformer station will also be visible further south, although filtered by intervening vegetation. The absence of established trees adjacent to Stanthorne Hall Farm, removed during construction, in combination with the A54 Middlewich Road realignment will be a noticeable change in the view. The realigned A54 Middlewich Road will be positioned closer to the property than at present, with large-scale earthworks forming the skyline in the middle-distance. Views will however, be partially screened by existing farm buildings and trees. At year 1, the immaturity of landscape mitigation planting will not integrate the Proposed Scheme. The magnitude of visual change will be **medium.**	**Moderate adverse (significant)**
	Night-time	At night, residents of Stanthorne Hall Farm and Stanthorne Hall will have oblique and direct, but filtered views of the A54 Middlewich Road realignment and road lighting at the roundabout junction of the A54 Middlewich Road with the A533 Northwich Road diversion. As a result, there will be a slight increase in the prominence of artificial lighting and at night there will be a **low** magnitude of visual change.	**Minor adverse (non-significant)**
Year 15	**Summer**	Hedge and tree mitigation planting alongside the A54 realignment will have integrated the road and will provide some screening to traffic movement. The growth of the mitigation planting including areas adjacent to and on Stanthorne South embankment No. 1, will partially filter views of the Middlewich Road sectioning auto-transformer station and the Proposed Scheme, providing greater integration into the wider landscape. Overhead line equipment, passing trains and noise fence barriers will be discernible above the woodland, but filtered by the mitigation planting. The magnitude of visual change will remain **medium.**	**Moderate adverse (significant)**
	Night-time	The establishment of mitigation hedge and tree planting alongside the A54 Middlewich Road realignment and the roundabout junction with the A533 Northwich Road diversion will provide a partial screening of road lighting. However, artifical lighting will remain apparent and at night there will be a **low** magnitude of visual change.	**Minor adverse (non-significant)**
Year 30	**Summer**	The maturity of the mitigation planting at year 30 will provide denser screening in summer months including tree and hedgerow planting on Stanthorne South embankment landscape earthworks, adjacent to the Middlewich Road sectioning auto-transformer station as well as hedgerow planting alongside the A54 and A533. Train movements across Middlewich Box and Stanthorne South embankment will be largely screened by the mature embankment planting. The magnitude of visual change will reduce to **low.**	**Minor adverse (non-significant)**
	Night-time	The maturing of mitigation hedge and tree planting alongside the A54 Middlewich Road realignment and the roundabout junction with the A533 Northwich Road diversion will predominantly screen road lighting, resulting in a **negligible** magnitude of visual change.	**Negligible (non-significant)**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 308-02-008: view north-west from the A54 Middlewich Road and Birch Lane junction

This viewpoint is representative of views experienced by residents of the A54 Middlewich Road, Birch Lane and Stanthorne Lodge, and users of the A54 Middlewich Road.

Winter view (baseline)

Date taken: 27/03/2018 Time taken: 14:15









Summer view (baseline)

Date taken: 08/09/2018 Time taken: 14:49

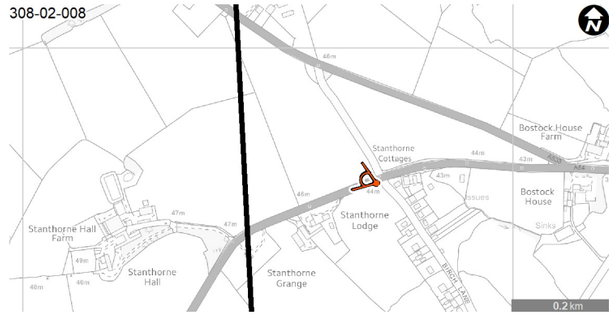








Camera:	Sony a7RII, FFS, Zeiss Loxia 50mm f/2.0 lens	
Approximate GPS co-ordinates ref.	368721.541, 366724.473	
Elevation:	44.311m AOD	
Value of the viewpoint:	This viewpoint has a **medium** value, its composition being representative of the open and gently rolling, predominantly agricultural landscape between Middlewich and Winsford, with the A54 Middlewich Road a noticeable component of the view.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	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. The viewpoint is also representative of road users of lower susceptibility, where the attention of view will be limited to the immediate landscape.	**High**



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Viewpoint 308-02-008: view north-west from the A54 Middlewich Road and Birch Lane junction

Visual baseline description

Winter	The near distance for properties on Birch Lane comprises the road junction of the A54 Middlewich Road with Birches Lane, its associated traffic movement, lighting columns and signage. The roads are bordered by managed hedges with infrequent trees. Large arable fields occupy the middle-distance to either side of the A54 Middlewich Road, extending towards a broad and middle distant skyline punctuated by managed hedgerows and roadside trees bordering the A533 Northwich Road. Stanthorne Lodge and Stanthorn Grange, situated alongside the A54 Middlewich Road are partly surrounded by established garden vegetation. A line of mature, individual trees runs south from Stanthorne Grange, forming a prominent local skyline feature. In the far distance to the north, distant plantation woodland at The Willowbeds is visible against the skyline, along with the rooflines of Stanthorne Hall Farm and Greenhays Farm. The industrial edge of Winsford Industrial Estate falls just beyond the horizon line to the west, although may be evident to views from properties on Birch Lane.
Summer	The summer growth of roadside hedges tends to reduce the exposure of surrounding fields to views from the road. The skyline remains consistent with the winter view, although it is emphasised by the summer foliage of tree canopies.
Night-time	The urban section of Birch Lane, the A54 Middlewich Road junction and section of A54 to the west of the view comprises street lighting, however other rural roads within the field of view to the south are unlit and night-time lighting is limited to individual properties. The nearby towns of Middlewich and Winsford contribute to the surrounding far distance skyglow in views.

Future baseline description

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

Visual impact assessment

	Temporary effects during construction	**Significance of effect**
Construction	Residents near the junction of Birch Lane and the A54 Middlewich Road will have partially filtered views of the construction works immediately adjacent to Stanthorne Lodge to the west associated with the Stanthorne South embankment No. 2 and landscape earthworks and to the north of the A54 Middlewich Road satellite compound. The demolition of Stanthorne Grange and the loss of established trees adjacent to the A54 Middlewich Road will emphasise the proximity of the construction works to the properties. The construction of A54 Middlewich Road viaduct, the A54 Middlewich Road realignment, satellite compound and the A533 Northwich Road diversion will be prominent features in the near distance from properties facing the A54 Middlewich Road. Construction traffic using A54 Middlewich Road will be noticeable in the view. The scale and proximity of the construction works and the emerging structures will substantially foreshorten views and change the skyline. There will be a **high** magnitude of visual change for these highly sensitive receptors.	**Major adverse (significant)**
Construction night-time	The presence of night-time lighting associated with the A54 Middlewich Road satellite compound, including workers accommodation, and A533 Bostock Road satellite compound will create areas of localised lighting in the middle-distance and far distance of views from properties fronting the A54 Middlewich Road and on Birch Lane, although views from Stanthorne Lodge are partially filtered by mature garden boundary 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. There will be a noticeable increase in the prominence of artificial lighting. At night, there will be a **medium** magnitude of visual change.	**Moderate adverse (significant)**
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	**Significance of effect**
Year 1	**Winter**	Operational effects will result from the presence of infrastructure elements including overhead line equipment, passing trains and the realigned A54 Middlewich Road. The Proposed Scheme will be visible across the middle-distance and extending northwards to the far distance on Stanthorne South embankment No. 2 and A54 Middlewich Road viaduct. Overhead line equipment and train movements will be noticeable, seen against the skyline. The immaturity of mitigation planting will not provide any screening or integration at year 1 and the presence of large-scale elements in proximity to the receptors will represent a substantial change in the view. The magnitude of visual change will be **high.**	**Major adverse (significant)**
	Night-time	The additional operational lighting at the junction of Birch Lane and the A54 Middlewich Road will add an additional permanent light source to an existing lit junction, where there will be a negligible increase in the extent of artificial lighting in the view. At night there will be a **negligible** magnitude of visual change.	**Negligible (non-significant)**
Year 15	**Summer**	The establishment of mitigation hedgerow and woodland planting along the realigned A54 Middlewich Road and to the east of the Stanthorne South embankment No. 2 will screen the lower levels of the earthworks, overhead line equipment and train movements. Views will however be foreshortened and enclosed, with large-scale elements including the A54 Middlewich Road viaduct largely screened by vegetation from the viewpoint. The magnitude of visual change will reduce to **medium.**	**Moderate adverse (significant)**
	Night-time	The establishment of mitigation planting between the residential properties and the A54 Middlewich Road realignment will provide an additional screen to the road junction lighting. At night there will be a **negligible** magnitude of visual	**Negligible (non-significant)**
Year 30	**Summer**	The mature mitigation planting, including trees and hedgerows along the A54 Middlewich Road realignment and east of Stanthorne South embankment No. 2, will provide denser screening in summer months, largely obscuring overhead line equipment and train movements. Views will remain foreshortened and enclosed, with restricted views towards the A54 Middlewich viaduct, largely obscured by mature vegetation adjacent to the abutments. The magnitude of visual change will remain **medium.**	**Moderate adverse (significant)**
	Night-time	The maturing of mitigation planting between the residential properties and the A54 Middlewich Road realignment will predominantly screen the road junction lighting. At night there will be a **negligible** magnitude of visual change.	**Negligible (non-significant)**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 308-02-008: view north-west from the A54 Middlewich Road and Birch Lane junction

This viewpoint is representative of views experienced by residents of the A54 Middlewich Road, Birch Lane and Stanthorne Lodge, and users of the A54 Middlewich Road.

Current baseline - winter view

Date taken: 27/03/2018 Time taken: 14:15



Winter verifiable photomontage - operation year 1



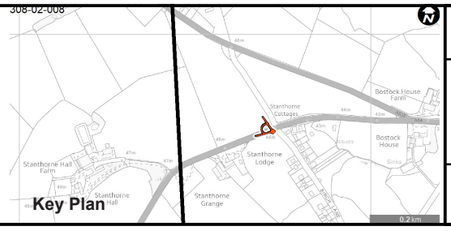
Camera:	Sony a7RII, FFS, Zeiss Loxia 50mm f/2.0 lens		
Approximate GPS co-ordinates ref.	368721.541, 366724.473	**Direction of View:**	290.261°
Elevation:	44.311m AOD	**Height of Camera:**	1.642m

The viewpoint has been taken approximately 267m away from the Proposed Scheme. Viewpoint location shown on Map LV-01-717. For full details of the visual assessment at viewpoint 308-**02**-008 refer to Volume 5: Appendix LV-001-0MA02 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 show 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-001-002).

308-02-008



Key Plan

Map Number
LV-01-717

Map Name
Verifiable Photomontage
Operation Year 1 (2038) - Winter
Viewpoint 308-**02**-008

Community Area :
MA02

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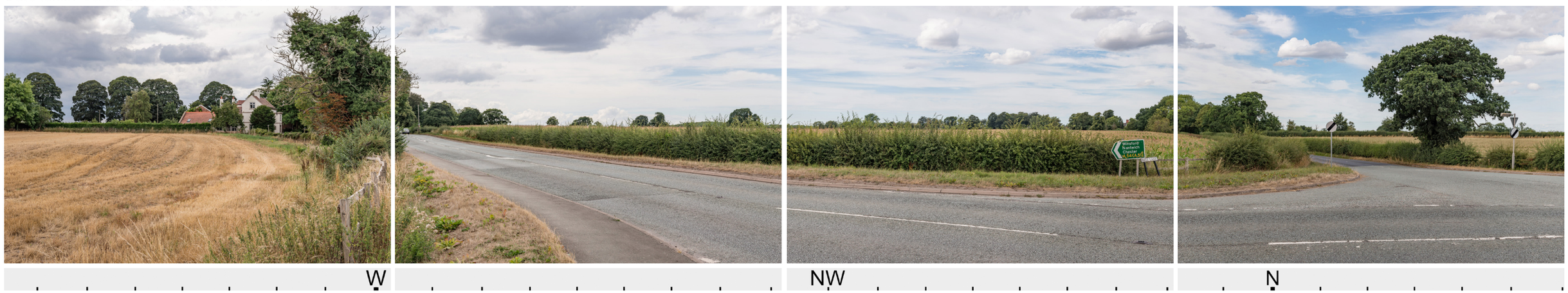
Date: Jan 2021

Viewpoint 308-02-008: view north-west from the A54 Middlewich Road and Birch Lane junction

This viewpoint is representative of views experienced by residents of the A54 Middlewich Road, Birch Lane and Stanthorne Lodge, and users of the A54 Middlewich Road.

Current baseline - summer view

Date taken: 08/09/2018 Time taken:14:49



Summer verifiable photomontage - operation year 15



Camera:	Sony a7RII, FFS, Zeiss Loxia 50mm f/2.0 lens		
Approximate GPS co-ordinates ref.	368721.541, 366724.473	**Direction of View:**	290.261°
Elevation:	44.311m AOD	**Height of Camera:**	1.642m

The viewpoint has been taken approximately 267m away from the Proposed Scheme. Viewpoint location shown on Map LV-01-718. For full details of the visual assessment at viewpoint 308-**02**-008 refer to Volume 5: Appendix LV-001-0MA02 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 2053 (15 years after opening) 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 semi-mature trees which have put on 15 years of growth to illustrate how the Proposed Scheme will further integrate into the landscape over time.

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-001-002).



Map Number
LV-01-718

Map Name
Verifiable Photomontage
Operation Year 15 (2053) - Summer
Viewpoint 308-**02**-008

Community Area :
MA02

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Date: Jan 2021

Viewpoint 308-02-009: view west from the A533 Northwich Road and the A54 Middlewich Road junction

This viewpoint is representative of views experienced by residents of Bostock House Farm and Bostock House, and road users along the A533 Northwich Road and A54 Middlewich Road.

Winter view (baseline)

Date taken: 09/02/2018 (stitched panorama)



Summer view (baseline)

Date taken: 22/08/2018 (stitched panorama)



Camera:	Nikon D3200 SLR 50mm (equivalent) focal length	
Approximate GPS co-ordinates ref.	369067, 366777	
Value of the viewpoint:	This viewpoint has a **medium** value, its composition being representative of the open agricultural landscape between Middlewich and Winsford, with the A533 Northwich Road and A54 Middlewich Road being noticeable components of the view.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	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. Road users have a lower susceptibility as their attention is less focused on the landscape.	**High**



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Viewpoint 308-02-009: view west from the A533 Northwich Road and the A54 Middlewich Road junction

Visual baseline description

Winter	The near distance comprises the A533 Northwich Road in the centre of view, narrow fields to either side flanked by maintained roadside hedges with infrequent trees. In the middle-distance, large fields rise towards a shallow crest hill crest which extends across the full line of view between the A54 Middlewich Road, the A533 Northwich Road and Bostock Hall estate. The far distance skyline comprises mature field trees and the estate woodlands of Oak Wood and The Willowbeds, with mature coniferous planting around Bostock House prominent to the southern extent of view. The industrial edge of Winsford Industrial Estate falls just beyond the horizon line to the west and is not visible. Views to the north are heavily filtered by roadside hedges, although where possible they are far reaching towards distant far distance skyline of fields and woodland trees along the line of the Dane Valley. Views west from Bostock House are limited by adjacent outbuildings. The residential property of Bostock House Farm is screened to the west by farm outbuildings, but with oblique views towards the Dane Valley and Bostock Hall estate.
Summer	The summer foliage of roadside hedges increases the sense of enclosure along the road corridors. The extent of views from Bostock Farm and Bostock House are both largely unchanged by summer foliage although more filtered by roadside trees.
Night-time	The urban section of Birch Lane and the A54 Middlewich Road to the west of the view comprises street lighting, however other rural roads within the field of view to the north and south are unlit and night-time lighting is limited to individual properties. The nearby towns of Middlewich and Winsford contribute to the surrounding far distance skyglow in views.

Future baseline description

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

Visual impact assessment

	Temporary effects during construction	**Significance of effect**
Construction	Residents near the junction of the A54 Middlewich Road and A533 Northwich Road will have open or partially screened near and middle-distance views primarily of the construction of the A54 Middlewich Road realignment and A533 Northwich Road diversion. Construction of the Crewe North RSD reception tracks, Stanthorne North and South embankments and the A54 Middlewich Road viaduct will be visible as far distance skyline components with views partially filtered by existing hedgerow and garden vegetation. The A533 Bostock Road satellite compound and temporary material stockpiles will be visible in the middle-distance. The A54 Middlewich Road satellite compound will be visible in the far distance of the view, partially screened by the rising landform. Construction traffic will be present along the A54 Middlewich Road. Construction activity will result in a **medium** magnitude of visual change in relation to these highly sensitive receptors.	**Moderate adverse (significant)**
Construction night-time	The presence of night-time lighting associated with the A54 Middlewich Road satellite compound and A533 Bostock Road satellite compound will create areas of localised middle-distance lighting in a predominantly rural and unlit area. Intervening hedgerow, property boundary vegetation and farm outbuildings will limit views for residential receptors at Bostock House Farm and Bostock House. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider view. There will be a slight increase in the extent of artificial lighting in the view. At night there will be a **low** magnitude of visual change.	**Minor adverse (non-significant)**
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	**Significance of effect**
Year 1	**Winter**	Operational effects will result from the introduction of infrastructure elements, viewed in the near and middle-distance, including the realignment of the A54 Middlewich Road and associated loss of boundary hedge vegetation during construction, in proximity to Bostock House and Bostock House Farm. Both properties will be largely screened by mature vegetation and outbuildings, although viewed from Bostock House Farm the Proposed Scheme will be a low and continuous skyline component to the west, on higher ground. Visible infrastructure elements will include train movements and overhead line equipment on the Proposed Scheme on embankment, and the A54 Middlewich Road viaduct. Views from both properties will be largely screened by mature vegetation and outbuildings. The immaturity of mitigation planting will not provide any screening or integration of the Proposed Scheme at year 1. The magnitude of visual change will be **medium.**	**Moderate adverse (significant)**
	Night-time	The additional operational lighting at the junction of Birch Lane and the A54 Middlewich Road will add an additional permanent light source to an existing lit junction, where there will be a negligible increase in the extent of artificial lighting in the view. At night there will a **negligible** magnitude of visual change.	**Negligible (non-significant)**
Year 15	**Summer**	The establishment of mitigation planting alongside the A54 Middlewich Road realignment will help integrate the road locally, along with the areas of road closure for the existing A54 Middlewich Road and A533 Northwich Road. Mitigation planting alongside the Proposed Scheme and Crewe North RSD reception tracks, together with larger blocks of woodland planting will soften the skyline profile of the Proposed Scheme around the A54 Middlewich Road viaducts and will provide a filter to train movements, although overhead line equipment will remain evident above the canopy. The magnitude of visual change will reduce to **low.**	**Minor adverse (non-significant)**
	Night-time	The establishment of mitigation planting alongside the A54 Middlewich Road realignment will provide an additional screen to the road junction lighting. At night there will be a **negligible** magnitude of visual change.	**Negligible (non-significant)**
Year 30	**Summer**	The maturing of the mitigation planting at year 30 will provide denser screening in summer months including tree and hedgerow planting along the A54 Middlewich Road Realignment and alongside the Proposed Scheme and Crewe North RSD reception tracks, largely screening overhead line equipment and train movements. Mature tree cover will become the predominant skyline feature, for views from properties and for traffic movement along the realigned A54 Middlewich Road. The magnitude of visual change will remain **low**.	**Minor adverse (non-significant)**
	Night-time	The maturing of mitigation planting alongside the A54 Middlewich Road realignment will predominantly screen the road junction lighting. At night there will be a **negligible** magnitude of visual change.	**Negligible (non-significant)**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 308-03-010: view east from Footpath Winsford 37/1, Winsford Industrial Estate

This viewpoint is representative of views experienced by users of Footpath Winsford 37/1 and workers at Winsford Industrial Estate.

Winter view (baseline)

Date taken: 08/02/2019 (stitched panorama)



Summer view (baseline)

Date taken: 23/08/2018 (stitched panorama)



Camera:	Nikon D3200 SLR 50mm (equivalent) focal length	
Approximate GPS co-ordinates ref.	367574, 366746	
Value of the viewpoint:	This viewpoint has a **medium** value. The composition of view derives in part from the estate landscapes of Bostock Hall and Stanthorne Hall, although the industrial edge of Winsford Industrial Estate is a substantial detractor	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The attention of recreational receptors is likely to be focused on the surrounding landscape. There is a **medium-high** susceptibility to visual change arising from the construction and operation of the Proposed Scheme. Workers have a lower susceptibility as their attention is focused n their work activity.	**Medium-high**



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Viewpoint 308-03-010: view east from Footpath Winsford 37/1, Winsford Industrial Estate

Visual baseline description

Winter	In the near distance is a semi-improved pasture which rises gently to the east with a large plantation to the west. Intervening field and hedgerow trees break up the open view with Stanthorne Hall Farm buildings and Stanthorne Hall visible in the middle-distance to the south-east. To the south the abrupt security fenced boundary of the Winsford Industrial Estate defines the rural limit of the view.
Summer	In summer the view remains similar across the open field, although more strongly framed in the far distance by trees and hedgerows in full foliage.
Night-time	The night-time baseline is not described for this viewpoint, as night-time effects are considered only for occupants of residential properties and residents staying in hotels and healthcare institutions.

Future baseline description

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

Visual impact assessment

		Temporary effects during construction	Significance of effect
Construction		Footpath users will have views of the construction works in the far distance, extending east beyond the residential extents of Clive and Stanthorne Hall. The Willowbeds woodland screens views to the north, while construction activity associated with the Stanthorne South and North embankments, the Crewe North RSD reception tracks, the A54 Middlewich Road viaduct and the A54 Middlewich Road realignment will be in the far distance of the view. The A54 Middlewich Road satellite compound between the existing A54 Middlewich Road and A533 Northwich Road will be more visible in sequential views from the PRoW closer to Stanthorne Hall Farm, along with several temporary material stockpiles. Construction works will be visible on the skyline, partially screened by intervening vegetation. Although distant, the construction works will be evident across much of the view. Construction activity will result in a **medium** magnitude of visual change for these medium-high sensitive visual receptors.	**Moderate adverse (significant)**
Construction night-time		Night time effects have only been considered for occupants of residential properties and residents staying in hotels and healthcare institutions.	Not assessed
Construction cumulative assessment		There are no developments which will result in construction cumulative effects.	No cumulative effect

		Permanent effects during operation	Significance of effect
Year 1	**Winter**	The Proposed Scheme will be visible on embankment in the far distance across much of the view, forming a continuous low skyline profile. Landscape earthworks adjacent to Stanthorne South embankment No. 1 will partially screen overhead line equipment and passing trains. The woodland planting between the realigned A54 Middlewich Road and the Proposed Scheme will not provide any screening by year 1 and overhead line equipment and passing trains will be more visible northwards beyond the A54 Middlewich Road viaduct, before being screened from view altogether by mature plantations bordering the Willowbeds. The loss of mature woodland during construction close to Stanthorne Hall will be noticeable on the skyline beyond the property. The realigned A54 Middlewich Road and vehicular traffic will be evident across the line of view, running beyond Stanthorne Hall and immediately to the west of the Proposed Scheme. The A54 Middlewich Road viaduct will appear as one structure, noticeable to the north of Stanthorne Hall Farm. The immaturity of mitigation planting will not integrate the Propose Scheme by year 1. The magnitude of visual change will be **medium.**	**Moderate adverse (significant)**
	Night-time	Night time effects have only been considered for occupants of residential properties and residents staying in hotels and healthcare institutions.	Not assessed
Year 15	**Summer**	The establishment of landscape mitigation adjacent to the Stanthorne South embankment No. 1 and Stanthorne North embankment will help to integrate the Proposed Scheme and provide additional screening of overhead line equipment and train movements, although the A54 Middlewich Road viaduct will remain visible. Hedgerows to be established alongside the A54 Middlewich Road realignment will provide a partial screen to traffic movement and will integrate the realigned section with the existing A54 Middlewich Road and A533 Northwich Road. However, the appearance of the Proposed Scheme as a continuous skyline feature across much of the view will remain evident. The magnitude of visual change will remain **medium.**	**Moderate adverse (significant)**
	Night-time	Night time effects have only been considered for occupants of residential properties and residents staying in hotels and healthcare institutions.	Not assessed
Year 30	**Summer**	The maturing of mitigation planting at year 30 will provide denser screening of overhead line equipment and of passing trains, such that the skyline, although continuous will have appear as well- wooded appearance. Larger belts of ecological woodland planting, having now reached maturity will contribute to integration with the wider landscape, and be in character with the nearby mature woodlands of plantations associated with the Bostock Hall Estate. The magnitude of visual change will reduce to **low.**	**Minor adverse (non-significant)**
	Night-time	Night time effects have only been considered for occupants of residential properties and residents staying in hotels and healthcare institutions.	Not assessed
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	No cumulative effect

Viewpoint 308-02-011: view west from Footpath Middlewich 14/1 and River Wheelock, Middlewich

This viewpoint is representative of views experienced by residents of properties overlooking the River Wheelock and users of Footpath Middlewich 14/1.

Winter view (baseline)

Date taken: 12/02/2018 (stitched panorama)



Summer view (baseline)

Date taken: 23/08/2018 (stitched panorama)



Camera:	Nikon D3200 SLR 50mm (equivalent) focal length	
Approximate GPS co-ordinates ref.	369477, 366851	
Value of the viewpoint:	This viewpoint has a **medium** value, its composition being representative of views from within the locally well wooded valley recess of the River Wheelock, to the western residential fringe of Middlewich.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	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. Similarly, the attention of footpath users is focused on the river and surrounding landscape.	**High**



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Viewpoint 308-02-011: view west from Footpath Middlewich 14/1 and River Wheelock, Middlewich

Visual baseline description

Winter	The near distance comprises a local riverside footpath alongside the River Wheelock, bordering garden boundaries of residential properties at the north-western limit of Middlewich. The view is contained by the local valley of the stream course, framed by mature riparian vegetation and fields rising towards a distinctive local hill crest and skyline at Bostock Hall Farm. The roofline of the farm, along with mature vegetation alongside the A54 Middlewich Road and surrounding Bostock House give definition to this skyline, which prevents any longer distance views to the west from the riverside footpath. Residential properties bordering the footpath are situated on slightly higher ground, although the extent of view from properties is anticipated to be similar to that of the viewpoint.
Summer	In summer, the view from the footpath and from residential properties is more heavily filtered by mature riparian vegetation. Roadside vegetation bordering the A54 Middlewich Road and Coalpit Lane becomes more prominent, changing the skyline view to being one predominantly defined by tree cover as opposed to landform.
Night-time	There are short localised section of local roads within the field of view to the west that comprise street lighting, however rural roads are predominantly unlit and night-time lighting is limited to individual properties. The adjacent town of Middlewich generates a far distance skyglow within the view while Winsford Industrial estate to the west contributes a distant far distance skyglow to the view.

Future baseline description

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

Visual impact assessment

		Temporary effects during construction	**Significance of effect**
Construction		Construction activity will be predominantly screened by the local skyline of the River Wheelock valley to the immediate west. Oblique views to the north-west, and along the line of the Dane Valley from residential properties may include construction activity for the creation of Stanthorne North embankment and accommodation accesses along the valley edge, however this will be at distance in the far distance, and heavily filtered by intervening vegetation. The magnitude of visual change will be **negligible** in relation to these highly sensitive receptors.	Negligible (non-significant)
Construction night-time		The presence of night-time lighting associated with the A54 Middlewich Road satellite compound and transfer node and A533 Bostock Road satellite compound and transfer node will generate additional middle-distance skyglow above and beyond intervening field and roadside vegetation within an intermittently lit 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. There will be a slight increase in skyglow in the view. At night there will be a **negligible** magnitude of visual change.	Negligible (non-significant)
Construction cumulative assessment		There are no developments which will result in construction cumulative effects.	No cumulative effect

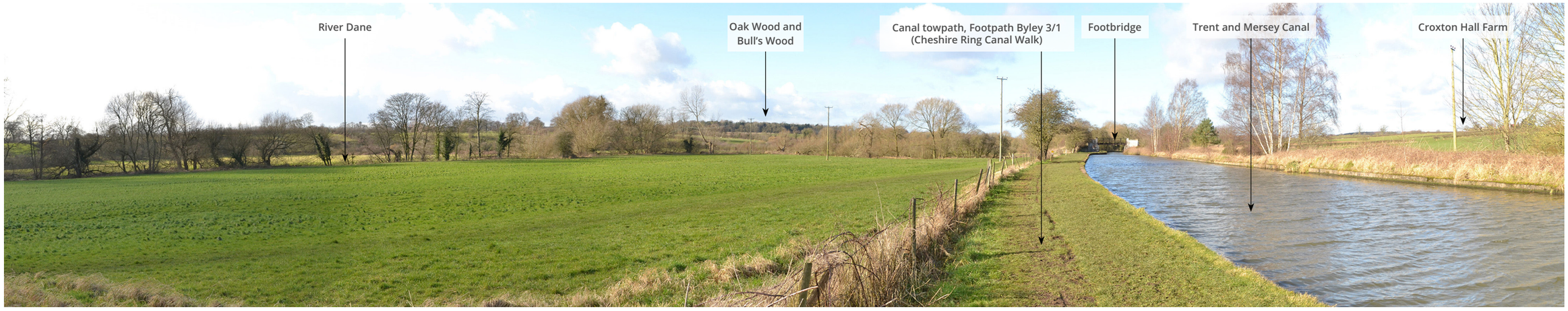
		Permanent effects during operation	**Significance of effect**
Year 1	**Winter**	Operational effects will result from the introduction of infrastructure elements including the Stanthorne North embankment and overhead line equipment in the far distance, to the north-west and beyond the local hill crest. Views will be oblique from residential properties, heavily filtered by intervening riverside trees such that the visibility of overhead line equipment and train movements will not be conspicuous within the view. At year 1, the immaturity of landscape mitigation planting will not integrate the Proposed Scheme. The magnitude of visual change will be **negligible.**	Negligible (non-significant)
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	Not assessed
Year 15	**Summer**	The establishment of mitigation planting along Stanthorne North embankment will begin to integrate the Proposed Scheme, such that any distant views towards overhead line equipment and train movements will be screened. The magnitude of visual change will remain **negligible.**	Negligible (non-significant)
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	Not assessed
Year 30	**Summer**	The maturity of the mitigation planting at year 30 will integrate the Proposed Scheme within the landscape, such that it will not be conspicuous within the view. The magnitude change will remain **negligible.**	Negligible (non-significant)
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	Not assessed
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	No cumulative effect

Viewpoint 308-03-013: view west from the Trent and Mersey Canal, Dane Valley

This viewpoint is representative of views experienced by users of the Trent & Mersey Canal and towpath (Footpath Byley 3/1).

Winter view (baseline)

Date taken: 09/02/2018 (stitched panorama)

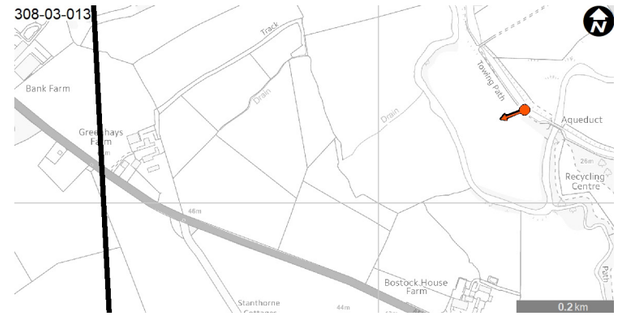


Summer view (baseline)

Date taken: 23/08/2018 (stitched panorama)



Camera:	Nikon D3200 SLR 50mm (equivalent) focal length	
Approximate GPS co-ordinates ref.	369299, 367189	
Value of the viewpoint:	This viewpoint has a **medium-high** value. The heritage asset of the Trent and Mersey Canal is a prominent component of the view, with the view extending across open farmland within the Dane valley and towards the wooded Bostock Estate.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The attention of recreational users of the canal and towpath is focused on the canal and surrounding landscape. They are therefore **highly** susceptible to visual change arising from the construction and operation of the Proposed Scheme.	**High**



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Viewpoint 308-03-013: view west from the Trent and Mersey Canal, Dane Valley

Visual baseline description

Winter	The viewpoint looks north-west along the line of the Trent and Mersey Canal, located on the eastern margin of the shallow Dane valley and west over the River Dane. The near distance comprises the immediate canal setting and grassed towpath, bordered by occasional canal-side trees but with open, unrestricted views across pastoral fields within the valley floodplain. The view extends to a narrow, continuous belt of riparian vegetation in the middle-distance, while a canal accommodation bridge forms the primary focus of view along the canal corridor, framed by canal-side vegetation. A power line with timber poles crosses the canal and valley floodplain in the middle-distance. Beyond the river course, fields rise from the floodplain along the valleys western margin towards a far distance skyline defined by the deciduous woodlands including Oak Wood and Bulls Wood near Bostock Hall. The A533 Northwich Road, along the western valley edge is concealed by mature roadside vegetation, which forms a continuation of the wooded skyline.
Summer	Summer foliage creates an increased sense of enclosure within the valley, where riparian vegetation forms a dense screen. The distant far distance skyline is restricted to a section of Oak Wood, with intervening vegetation now becoming more prominent. Views along the canal corridor are increasingly framed by the summer foliage of marginal trees and shrubs.
Night-time	The night-time baseline is not described for this viewpoint, as night-time effects are considered only for occupants of residential properties, residents staying in hotels and healthcare institutions.

Future baseline description

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

Visual impact assessment

		Temporary effects during construction	**Significance of effect**
Construction		Users of the Trent and Mersey Canal will have sequential views north-west towards the construction works for the River Dane viaduct and the Stanthorne North embankment, these forming far distance elements within the wider view. Views will be heavily filtered by the mature belt of riparian vegetation along the River Dane and partially screened by the intervening topography. Construction works for the Dane Valley viaduct will be partially visible in the far distance, above and through gaps in intervening field vegetation, while vegetation removal for creation the Stanthorne North embankment will be noticeable on the far distance skyline. Due to the intermittent nature of views to construction in the far distance, there will be a **low** magnitude of visual change for these highly sensitive receptors.	**Minor adverse (non-significant)**
Construction night-time		Night time effects have only been considered for occupants of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Construction cumulative assessment		There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	**Significance of effect**
Year 1	**Winter**	The introduction of the River Dane viaduct in the far distance to the north west will be intermittently visible for users of the canal, heavily filtered by vegetation within the valley and viewed at distance. The viaduct and train movements will be seen against the far distance of Oak Wood and will only be visible across a narrow proportion of the view. The immaturity of mitigation planting will not provide any screening or integration at year 1. The magnitude of visual change will be **low.**	**Minor adverse (non-significant)**
	Night-time	Night time effects have only been considered for occupants of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Year 15	**Summer**	The establishment of mitigation planting between the Stanthorne north embankment and River Dane viaduct will start to integrate the Proposed Scheme into the local landscape, softening the appearance of the embankment and viaduct approaches. The magnitude of visual change will reduce to **negligible.**	**Negligible (non-significant)**
	Night-time	Night time effects have only been considered for occupants of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Year 30	**Summer**	The maturity of the mitigation planting at year 30 will provide denser screening in summer months, integrating the viaduct approaches with the surrounding and largely wooded valley margin. The viaduct structure will be visible across a narrow portion of the view, heavily filtered and screened by vegetation. The magnitude of visual change will remain **negligible.**	**Negligible (non-significant)**
	Night-time	Night time effects have only been considered for occupants of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 308-02-014: view south-east from Oldhall Farm, A533 Northwich Road

This viewpoint is representative of views experienced by residents of Oldhall Farm, Bank Farm and Heyescroft and road users on the A533 Northwich Road.

Winter view (baseline)

Date taken: 12/02/2018 (stitched panorama)



Summer view (baseline)

Date taken: 23/08/2018 (stitched panorama)



Camera:	Nikon D3200 SLR 50mm (equivalent) focal length	
Approximate GPS co-ordinates ref.	368031, 367398	
Value of the viewpoint:	This viewpoint has a **medium** value, its composition being representative of the agricultural landscape and plantation woodland between Middlewich and Winsford, with the A533 Northwich Road a noticeable component of the view.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	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. Road users have lower susceptibility as their attention is less focused on the landscape.	**High**



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Viewpoint 308-02-014: view south-east from Oldhall Farm, A533 Northwich Road

Visual baseline description

Winter	The viewpoint is located on the A533 Northwich Road, adjacent to Oldhall Farm. The near distance is comprised of an immediate and moderately trafficked road corridor, bordered by managed roadside and property hedges comprising frequent and large mature trees. Large, arable fields extend from the roadside, these being fenced or bordered by low managed hedges and with relatively few field trees. There is a densely wooded far distance to the view, defined by the deciduous woodland belts of The Willowbeds to the south and west. Despite the proximity of Winsford's industrial eastern fringe, the presence of continuous far distance woodland creates a sense of separation for views from the road and from adjacent residential properties. To the east and north of the viewpoint, mature woodland associated with the Bostock Hall estate is evident in the middle-distance and limits views in these directions.
Summer	In summer, the foliage of roadside trees further reduces views to the south from Oldhall Farm. The sense of enclosure is increased by the belts of deciduous woodland and individual field trees, which are more prominent on the skyline. Views from the A553 Northwich Road are largely restricted by roadside and property hedges.
Night-time	There are short localised sections of local roads within the field of view to the south that comprise street lighting, however rural roads are predominantly unlit and night-time lighting is limited to individual properties. There is a far distance skyglow from the town of Middlewich approximately 1km to the east.

Future baseline description

Construction (2025)	Planning application in for the conversion of farm buildings to seven dwellings at Oldhall Farm, which will increase the number of receptors associated with this viewpoint.
Operation (2038)	There are no committed developments which will change the baseline.

Visual impact assessment

	Temporary effects during construction	**Significance of effect**
Construction	Residents along the A533 Northwich Road will have open, filtered or partially screened near distance views to the construction works for the A533 Northwich Road diversion, with construction of the A54 Middlewich Road realignment, Stanthorne North and South embankments, and A54 Middlewich Road viaduct seen in the middle distance. River Dane viaduct south satellite compound will be evident to the north and east of the properties. Although Bull's Wood and Oak Wood to the north will provide some screening of views, the loss of smaller groups of trees and the demolition of buildings at Greenheyes Farm, during construction, will open up views east towards the construction activities. The scale and proximity of the construction works will be apparent in the near and middle-distance representing a substantial change to the view. Construction activity will result in a **high** magnitude of visual change for these highly sensitive receptors.	**Major adverse (significant)**
Construction night-time	The presence of night-time lighting associated with the River Dane south satellite compound, A54 Middlewich Road satellite compound and A533 Bostock Road satellite compound will generate additional middle-distance skyglow above and beyond intervening field and roadside vegetation within an intermittently lit 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. There will be a slight increase in skyglow in the view. At night there will be a **low** magnitude of visual change.	**Minor adverse (non-significant)**
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	**Significance of effect**
Year 1	**Winter**	The diverted A533 Northwich Road will be in the near distance with views extending to the new roundabout with the realigned A54 Middlewich Road. There will be some narrow views along the existing A533 Northwich Road towards overhead line equipment and train movements on Stanthorne North embankment and Stanthorne South embankment No. 1. Although existing woodland, Bull's Wood and Oak Wood demolition of buildings at Greenheyes Farm, during construction, will provide some screening of views, the loss of smaller groups of trees and the demolition of Greenheyes Farm will be evident in views east towards the Proposed Scheme. The proximity of the Proposed Scheme will be apparent in the near and middle-distance from Bank Farm and Heyescroft properties, partially screened by boundary vegetation but representing a substantial change to the view. The immaturity of mitigation planting will not provide any screening or integration at year 1. The magnitude of visual change will be **high**.	**Major adverse (significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 15	**Summer**	The establishment of landscape mitigation planting along and to the east of A533 Northwich Road Diversion and along the Stanthorne North embankment and Stanthorne South embankment No. 1 will add screening in the middle-distance, to supplement that of mature field boundary hedgerows and woodlands. Mitigation planting will successfully screen the engineering embankments and the lower elements of overhead electrical equipment and train movements, although there will be foreshortening and enclosure of views for residents of Heyescroft. The magnitude of visual change will reduce to **medium**.	**Moderate adverse (significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 30	**Summer**	The maturity of the mitigation planting at year 30 will provide denser screening in summer months including tree and hedgerow planting along and to the east of the A533 Northwich Road Diversion. Train movements across Stanthorne north embankment and Stanthorne South embankment No. 1 will be screened by the mature roadside and embankment planting although there will remain a foreshortening and enclosure of views for residents of Heyescroft. The magnitude of visual change will remain **medium**.	**Moderate adverse (significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 308-02-015: view west from Croxton Hall Farm, A530 Croxton Lane

This viewpoint is representative of views experienced by residents of Croxton Hall Farm and adjacent properties, and road users of A530 Croxton Lane.

Winter view (baseline)

Date taken: 12/02/2018 (stitched panorama)



Summer view (baseline)

Date taken: 23/08/2018 (stitched panorama)



Camera:	Nikon D3200 SLR 50mm (equivalent) focal length	
Approximate GPS co-ordinates ref.	369463, 367676	
Value of the viewpoint:	This viewpoint has a **medium** value, its composition being representative and typical of the Cheshire Plain landscape to the north of Middlewich.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	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. Road users have a lower susceptibility as their attention is less focused on the landscape.	**High**



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Viewpoint 308-02-015: view west from Croxton Hall Farm, A530 Croxton Lane

Visual baseline description

Winter	The viewpoint is located on A530 Croxton Lane looking west across the Dane Valley, near Croxton Hall Farm. The near distance comprises traffic movement on the A530 Croxton Lane, bordered by continuous managed roadside hedges with no trees. A gated field access track and timber pole telegraph line extends from the near distance to the middle-distance, across large arable fields that descend shallowly towards the River Dane and the Trent and Mersey Canal. Belts of mature riverside and canal-side vegetation define their location in the middle-distance, across the line of view. The far distance comprises the western margin of the Dane valley, which creates a continuous and largely wooded skyline viewed above pastoral fields bordering the narrow river floodplain. The dense woodland plantations of Oak Wood and Bulls Wood denote the location of the Bostock Hall estate to the west of the Dane valley.
Summer	In summer, the mature foliage of roadside hedges limits the extent of view for road users. Views from adjacent residential properties at Croxton Hall Farm will be wide and far reaching across the Dane valley to the west. Belts of vegetation marking the courses of both river and canal are more noticeable together with woodland above the valley margin to the west.
Night-time	Local roads in the area are unlit, with night-time lighting limited to individual properties. There is a far distance skyglow from the town of Middlewich approximately 1km to the south.

Future baseline description

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

Visual impact assessment

	Temporary effects during construction	**Significance of effect**
Construction	Residents will have views of construction works for Stanthorne North embankment. The construction activity and emerging River Dane viaduct will be visible across the majority of view in the middle to far distance. The removal of sections of field boundary and watercourse vegetation east and west of the Proposed Scheme will be noticeable. The upper elements of equipment and operations within the River Dane viaduct satellite compounds will be visible against the western slopes of the valley, seen beyond the emerging River Dane viaduct. Residents on the A530 Croxton Lane will have wide and uninterrupted views of construction works, seen against rising ground across the majority of the view in the distance to the west. Due to extent of the construction activity across the majority of the view at a distance, there will be a **medium** magnitude of visual change for these highly sensitive receptors.	**Moderate adverse (significant)**
Construction night-time	The presence of night-time lighting associated with the River Dane south satellite compound and more distant north compound, A54 Middlewich Road satellite compound, A533 Bostock Road satellite compound and construction activity in relation to the River Dane viaduct will generate additional far distance skyglow above and beyond intervening field and roadside vegetation within a 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. There will be a slight increase in skyglow in the view. At night there will be a **low** magnitude of visual change.	**Minor adverse (non-significant)**
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	**Significance of effect**
Year 1	**Winter**	Operational effects will result from the introduction of infrastructure elements including the River Dane viaduct. The absence of existing mature vegetation east and west of the River Dane will allow far-distance views of this viaduct and overhead line equipment and train movements, seen against the lower slopes of rising terrain to the west. The Proposed Scheme, elevated here on embankment and viaduct, will be a noticeable linear element crossing the width of the view in the far-distance and the immaturity of mitigation planting will not provide any screening or integration at year 1. The magnitude of visual change will be **medium**.	**Moderate adverse (significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 15	**Summer**	The growth of mitigation planting on Stanthorne north embankment, south of Bank Farm accommodation access realignment and of woodland and wetland habitat creation along watercourses west of the Proposed Scheme, will be sufficiently established to locally integrate the earthworks. Overhead line equipment and passing trains will be seen on the River Dane viaduct, though increasingly screened by terrain and intervening field boundary vegetation towards the north. The magnitude of visual change will reduce to **low**.	**Minor adverse (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 30	**Summer**	The maturity of the mitigation planting at year 30 will provide denser screening of overhead line equipment and train movements on Stanthorne North embankment on the approach to the River Dane viaduct. Views of the viaduct will be framed by mature woodland and wetland habitats along the margins of the river, more fully integrating the structure as a component of the local landscape, although the upper elements of overhead line equipment and train movements will remain visible beyond an between areas of intervening vegetation. The magnitude of visual change will remain **low.**	**Minor adverse (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 309-03-001: view north-west from the Trent and Mersey Canal, Dane Valley

This viewpoint is representative of sequential and panoramic views experienced by users of Footpath Byley 3/1 and the Trent and Mersey Canal.

Winter view (baseline)

Date taken: 15/01/2019 Time taken: 14:23









Summer view (baseline)

Date taken: 30/07/2019 Time taken: 11:14









Camera:	Nikon D3200 SLR 50mm (equivalent) focal length	
Approximate GPS co-ordinates ref.	368641.223, 368130.636	
Elevation:	26.161m AOD	
Value of the viewpoint:	This viewpoint has a **medium-high** value. The heritage asset of the Trent and Mersey Canal is a prominent component of the view, with the view extending across open farmland within the Dane valley and towards the wooded Bostock Estate.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The attention of recreational users of the canal and towpath is focused on the canal and surrounding landscape. They are therefore **highly** susceptible to visual change arising from the construction and operation of the Proposed Scheme.	**High**



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Viewpoint 309-03-001: view north-west from the Trent and Mersey Canal, Dane Valley

Visual baseline description

Winter	The viewpoint looks to the north and west along the line of the Dane Valley, from the towpath of the Trent and Mersey Canal. The near distance comprises the canal and grassed towpath, with a continuous managed hedgerow along its western boundary. The middle-distance looks across large, open fields spanning the river floodplain to the north and west. These fields are bordered by managed hedges with infrequent trees, while a belt of mature riparian vegetation delineates the course of the River Dane within the valley. The far distance and skyline are composed of dense belts of deciduous woodland, situated on rising ground to either side of the river and canal. The mature woodlands on the western margin of the valley are associated with the Bostock Hall estate (a conservation area), some of which, for example at Bulls Wood, is identified as ancient replanted woodland. The focus of view is along the line of the valley, with longer distance views towards Davenham.
Summer	In summer there is an increased sense of enclosure within the valley, with the flanking deciduous woodlands and riparian vegetation along the River Dane in leaf. The boundary hedge alongside the canal limits views from the towpath, in particular during the phases of growth between maintenance cuts.
Night-time	The night-time baseline is not described for this viewpoint, as night-time effects are considered only for occupants of residential properties, residents staying in hotels and healthcare institutions.

Future baseline description

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

Visual impact assessment

		Temporary effects during construction	**Significance of effect**
Construction		Users of the Trent and Mersey Canal will have sequential views along the line of the Dane valley towards the construction works for the River Dane viaduct and Dane valley embankment, filtered by mature boundary hedges. These views will be interrupted by the large-scale construction works for the Dane Valley viaduct. The removal of canal-side vegetation for the Dane Valley embankment will expose the River Dane viaduct north satellite compound and a temporary materials stockpile in the middle-distance to the east of the valley margin. Due to the proximity and large-scale construction of the activity there will be a **high** magnitude of visual change for these highly sensitive receptors.	**Major adverse (significant)**
Construction night-time		Night time effects have only been considered for occupants of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Construction cumulative assessment		There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	**Significance of effect**
Year 1	**Winter**	The absence of mature field boundary, woodland and waterside vegetation removed during construction will be noticeable in the middle-distance with the River Dane viaduct visible as a substantial new linear feature crossing the river valley. Sequential views of the viaduct from the canal towpath will vary, the structure being visible against a backdrop of mature woodland along the valley margin but visible above the skyline in the north. The viaduct will be highly visible across the whole of the view, with overhead line equipment and train movements. The immaturity of mitigation planting will not provide any screening or integration at year 1. The magnitude of visual change will be **high.**	**Major adverse (significant)**
	Night-time	Night time effects have only been considered for occupants of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Year 15	**Summer**	The growth of mitigation planting, together with the continued growth of retained mature woodland along the River Dane will help integrate the River Dane viaduct into the local landscape, as it crosses the river. However, there will still be a substantial alteration to the view, with the viaduct remaining a continuous and prominent feature across the width of the view. Overhead line equipment and train movements will be visible. The magnitude of visual change will remain **high.**	**Major adverse (significant)**
	Night-time	Night time effects have only been considered for occupants of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Year 30	**Summer**	The maturing of the mitigation planting at year 30 will provide denser screening in summer months to a limited section of the view of the River Dane viaduct where it will cross the river, helping to integrate the lower elements of this part of the structure into the riverside setting. However, the viaduct will remain a prominent, linear feature crossing a rural landscape, with train movements visible. The magnitude of visual change will remain **high.**	**Major adverse (significant)**
	Night-time	Night time effects have only been considered for occupants of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 309-03-001: view north-west from the Trent and Mersey Canal, Dane Valley

This viewpoint is representative of sequential and panoramic views experienced by users of Footpath Byley 3/1 and the Trent and Mersey Canal.

Current baseline - summer view

Date taken: 30/07/2019. Time taken: 11:14.



Summer verifiable photomontage - operation year 15



Camera:	Sony a7RII, FFS, Zeiss Loxia 50mm f/2.0 lens		
Approximate GPS co-ordinates ref.	368641.223, 368130.636	**Direction of View:**	245.13°
Elevation:	26.161m AOD	**Height of Camera:**	1.615m

The viewpoint has been taken approximately 258m away from the Proposed Scheme. Viewpoint location shown on Map LV-01-719. For full details of the visual assessment at viewpoint 309-**03**-01 refer to Volume 5: Appendix LV-001-0MA02 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 2053 (15 years after opening) 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 semi-mature trees which have put on 15 years of growth to illustrate how the Proposed Scheme will further integrate into the landscape over time.

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).



Map Number
LV-01-719

Map Name
Verifiable Photomontage
Operation Year 15 (2053) - Summer
Viewpoint: 309-**03**-01

Community Area :
MA02

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Date: Jan 2021

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Viewpoint 309-02-002: view west from Footpath Byley 1/1, A530 Croxton Lane

This viewpoint is representative of views experienced by residents of Dairy Farm Cottages, Dairyhouse Farm and properties along the B5309 King Street, users of Footpath Byley 1/1 and road users along the A530 Croxton Lane.

Winter view (baseline)

Date taken: 20/03/2019 (stitched panorama)



Summer view (baseline)

Date taken: 23/08/2018 (stitched panorama)



Camera:	Nikon D3200 SLR 50mm (equivalent) focal length	
Approximate GPS co-ordinates ref.	369516, 368276	
Value of the viewpoint:	This viewpoint has a **medium** value, it reflecting the open characteristics and sparse tree cover representative of the agricultural landscape to the north of Middlewich.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	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. Similarly, the attention of footpath users is focused on the surrounding landscape. Road users have a lower susceptibility as their attention is less focused on the landscape.	**High**



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Viewpoint 309-02-002: view west from Footpath Byley 1/1, A530 Croxton Lane

Visual baseline description

Winter	The near distance comprises the A530 Croxton Lane with frequent traffic movement, framed by roadside hedges. Users of Byley Footpath 1/1 between King Street and A530 Croxton Lane have wide reaching views across a middle-distance of broad, large arable fields bordered by managed hedges with few trees, while a number of wooded copses within the fields punctuate the landscape. The Sandbach to Northwich Line railway is visible to the east of the view and from properties on King Street. A distant far distance skyline comprises field boundary vegetation and woodland belts associated with the western fringe of the Dane valley.
Summer	In summer, the lack of near distance tree cover means that the view remains broadly unchanged. Far distance vegetation is more evident as a continuous skyline. The summer growth of hedges will further restrict views from the road and views from nearby properties.
Night-time	Local roads in the area are unlit, with night-time lighting limited to individual properties. There is a far distance skyglow from the town of Winsford approximately 2km to the west.

Future baseline description

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

Visual impact assessment

	Temporary effects during construction	**Significance of effect**
Construction	Construction of the Proposed Scheme will be visible in the far distance, with views filtered by intervening vegetation towards the River Dane Viaduct north and south satellite compounds and of construction works for the River Dane viaduct. Works for construction of the Stanthorne North embankment, Greenheys Farm accommodation access and the A54 Middlewich Road satellite compound and transfer node will be partially visible. Views from residential properties on King Street to the east, are further screened by intervening field vegetation. Construction traffic will use the A530 Croxton Lane and B5039 Kings Street. Due to the presence of intervening vegetation and construction being set against a backdrop of existing retained woodland the magnitude of visual change will be **low.**	**Minor adverse (non-significant)**
Construction night-time	The presence of night-time lighting associated with the River Dane north and south satellite compounds and construction activity in relation to the River Dane viaduct will create areas of localised lighting in a predominantly rural and unlit area beyond intervening field 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. There will be a slight increase in skyglow in the view. At night there be a **low** magnitude of visual change, with a minor effect.	**Minor adverse (non-significant)**
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	**Significance of effect**
Year 1	**Winter**	Residents will have partially filtered and far-distant views towards passing trains along the River Dane viaduct and Stanthorne north embankment. The Proposed Scheme will be set against a far distance of mature woodland belts along the western margin of the Dane valley, and will not break the skyline. Intervening landform and field boundary vegetation will screen the lower sections of the viaduct within the valley, such that only the uppermost elements of the viaduct will be visible. The immaturity of mitigation planting will not provide any screening or integration at year 1. The magnitude of visual change will be **low.**	**Minor adverse (non-significant)**
	Night-time	No additional lighting introduced in this location during the operation of the Proposed Scheme.	**Not assessed**
Year 15	**Summer**	The establishment of mitigation planting on Stanthorne North embankment will start to integrate the southern approach to the viaduct with the adjacent wooded valley margin, providing an additional screen to views. Upper elements of overhead line equipment and train movements will remain visible across the viaduct, the magnitude of visual change will remain **low**.	**Minor adverse (non-significant)**
	Night-time	No additional lighting introduced in this location during the operation of the Proposed Scheme.	**Not assessed**
Year 30	**Summer**	The maturity of the mitigation planting at year 30 will provide denser screening in summer months, particularly to the north of the extent of the River Dane viaduct. Awareness of the Proposed Scheme, Stanthorne North embankment and River Dane viaduct will be further reduced both by mature mitigation planting and further established intervening field vegetation. Train movements and overhead line equipment will remain intermittently visible in the far distance however and the magnitude of visual change will remain **low.**	**Minor adverse (non-significant)**
	Night-time	No additional lighting introduced in this location during the operation of the Proposed Scheme.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 309-02-003: view east from Bostock Hall

This viewpoint is representative of views experienced by residents of properties within the grounds of Bostock Hall and from North Lodge.

Winter view (baseline)

It has not been possible to capture winter photography.

Summer view (baseline)

It has not been possible to capture summer photography.

Camera:	n/a	
Approximate GPS co-ordinates ref.	369516, 368276	
Value of the viewpoint:	This viewpoint has a **medium-high** value, where the heritage asset of Bostock Hall and the immediate wooded estate landscape are components of the view.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	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.	**High**



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Viewpoint 309-02-003: view east from Bostock Hall

Visual baseline description

Winter	The near distance comprises the immediate grounds and buildings of Bostock Hall including graveled parking areas, gardens and a managed boundary hedgerow with mature hedgerow trees that restrict views from many properties. In the mid-ground are irregular semi-improved pastoral fields and numerous mature field trees and blocks of woodland within the wider grounds that limit views further east. The topography falls away into the valley of the Trent and Mersey Canal and River Dane to the east. Views from Bostock Hall extend beyond the valley and the far distance of the rural outlook across the Cheshire plains is formed by the network of field vegetation with limited awareness of local roads and traffic. Residents of North Lodge have oblique, framed views east over the Dane Valley.
Summer	In summer, views from Bostock Hall are further filtered and screened by immediate mature boundary and field trees in foliage. The sense of enclosure within the view is increased by surrounding small blocks of woodland which contain remaining views to the mid-ground.
Night-time	Local roads in the area are unlit, with night-time lighting limited to scattered individual properties. There is a far distance skyglow from the town of Middlewich approximately 2km to the south.

Future baseline description

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

Visual impact assessment

	Temporary effects during construction	**Significance of effect**
Construction	Construction of the Proposed Scheme will be visible in the far distance, to the north east, across the River Dane and Trent and Mersey Canal. Filtered and framed views experienced by residents on the eastern edge of Bostock Hall will include activity associated with the River Dane viaduct and the upper elements of plant and equipment beyond blocks of mature woodland planting. Vegetation loss alongside the River Dane will be partially visible in the far distance from North Lodge towards Dane Valley embankment. The River Dane viaduct north satellite compound and Dane Valley embankment will be well screened to the north while the Bank Farm accommodation access realignment and River Dane viaduct south satellite compound will be screened by Oak Wood and Bull Wood. Changes in the far distance will be largely filtered by intervening vegetation and the magnitude of visual change will be **low.**	**Minor adverse (non-significant)**
Construction night-time	The presence of night-time lighting associated with the River Dane north and south satellite compounds and construction activity in relation to the River Dane viaduct will create areas of distant localised lighting in the far distance of a predominantly rural and unlit area beyond intervening field 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. There will be a slight increase in skyglow in the view. At night there will a **low** magnitude of visual change.	**Minor adverse (non-significant)**
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	**Significance of effect**
Year 1	**Winter**	Operational effects will result from the introduction of infrastructure elements including the River Dane viaduct, overhead line equipment and passing trains in the far distance of the wooded view. Residents will have partially filtered and distant views of the River Dane viaduct while intervening retained woodland will screen a large proportion of the Proposed Scheme and reduce awareness of train movements. Near distance and middle-distance field vegetation and woodland will filter views towards the Proposed Scheme. The immaturity of mitigation planting will not provide any screening or integration at year 1. The magnitude of visual change will be **low.**	**Minor adverse (non-significant)**
	Night-time	No additional lighting introduced in this location during the operation of the Proposed Scheme.	**Not assessed**
Year 15	**Summer**	Due to the growth of mitigation planting in between Bull's Wood and Hill Wood, west of the Proposed Scheme, views for residents towards overhead line equipment, infrastructure and train movements will be partially filtered and their appearance softened in the far distance. There will be some perception of the upper elements of overhead line equipment. The establishing mitigation planting will help integrate elements of the Proposed Scheme into the local landscape and filter views, although the viaduct will remain a perceptible man-made feature in the far distance. The magnitude of visual change will remain as **low.**	**Minor adverse (non-significant)**
	Night-time	No additional lighting introduced in this location during the operation of the Proposed Scheme.	**Not assessed**
Year 30	**Summer**	The further maturity of the mitigation planting at year 30 will provide denser screening in summer months including the belt of woodland between Bull's Wood and Hill Wood. Awareness of the Proposed Scheme, River Dane viaduct will be further reduced both by mature mitigation planting and further established intervening field and woodland vegetation. Whilst the Proposed Scheme will be well integrated into the landscape to the north and south of the viaduct extents, train movements and overhead line equipment will remain perceptible for residents within their rural wooded outlook after 30 years. The magnitude of visual change will remain **low.**	**Minor adverse (non-significant)**
	Night-time	No additional lighting introduced in this location during the operation of the Proposed Scheme.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 309-03-004: view north-west from the Trent and Mersey Canal, Dane Valley

This viewpoint is representative of sequential views experienced by users of the Trent and Mersey Canal and Footpath Davenham 6/1.

Winter view (baseline)

Date taken: 20/03/2018 (stitched panorama)



Summer view (baseline)

Date taken: 23/08/2018 (stitched panorama)



Camera:	Nikon D3200 SLR 50mm (equivalent) focal length	
Approximate GPS co-ordinates ref.	368486, 368703	
Value of the viewpoint:	This viewpoint has a **medium-high** value, where the heritage asset of the canal corridor forms the main component of the view.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The attention of recreational users of the canal and towpath is focused on the canal and surrounding landscape. They are therefore **highly** susceptible to visual change arising from the construction and operation of the Proposed Scheme.	**High**



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Viewpoint 309-03-004: view north-west from the Trent and Mersey Canal, Dane Valley

Visual baseline description

Winter	This viewpoint is located on the towpath of the Trent and Mersey Canal, which forms part of the promoted Cheshire Ring Canal Walk. In the near distance, the canal is edged by a dense bank of mature vegetation on both sides. The view is predominantly contained along the line of the canal corridor, with a continuous belt of mature woodland along the canal bank to the east. To the west, the towpath is bordered by a mature woodland fringe between the canal and the River Dane. This vegetation is continuous along the valley edge and filters views across the open valley beyond. The far distance, along the canal corridor is formed of mature bankside vegetation.
Summer	Bankside vegetation and summer foliage increase the overall sense of enclosure and focus along the line of the canal corridor. Views across the valley to the west are heavily filtered and restricted by the woodland foliage. The far distance is foreshortened, due to the growth marginal vegetation along the canal edge.
Night-time	The night-time baseline is not described for this viewpoint, as night-time effects are considered only for occupants of residential properties, residents staying in hotels and healthcare institutions.

Future baseline description

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

Visual impact assessment

		Temporary effects during construction	**Significance of effect**
Construction		Users of the Trent and Mersey Canal will have sequential views along the line of the Dane Valley towards the construction works for the River Dane viaduct and Dane Valley embankment, filtered by mature boundary hedges. These views will be interrupted by the large-scale construction works for the Dane Valley viaduct. The removal of canal-side vegetation for the Dane Valley embankment will expose the River Dane viaduct north satellite compound and a temporary materials stockpile in the middle-distance to the east of the valley margin. Due to the proximity and scale of the construction activities there will be a **high** magnitude of visual change for these highly sensitive receptors.	**Major adverse (significant)**
Construction night-time		Night time effects have only been considered for occupants of residential properties and residents staying in hotels and healthcare institutions.	Not assessed
Construction cumulative assessment		There are no developments which will result in construction cumulative effects.	No cumulative effect

		Permanent effects during operation	**Significance of effect**
Year 1	**Winter**	The River Dane viaduct will be a prominent new feature crossing the combined canal and river corridor, with the loss of mature canal side vegetation during construction evident. Operational effects will result from the presence of railway infrastructure including overhead line equipment and passing trains. The viaduct's open form will provide views beneath the structure to the canal beyond, although the presence of the structure will substantially alter the skyline for canal and towpath users. The immaturity of mitigation planting will not provide any screening or integration at year 1. The magnitude of visual change will be **high.**	**Major adverse (significant)**
	Night-time	Night time effects have only been considered for occupants of residential properties and residents staying in hotels and healthcare institutions.	Not assessed
Year 15	**Summer**	The establishment of mitigation planting on either side of the River Dane viaduct will begin to integrate the lower elements of the supporting structure with adjacent woodland along the canal and river corridor, softening its appearance. However, the upper elements of the structure including overhead line equipment and train movements will remain prominent when viewed from the canal and towpath. The magnitude of visual change will remain **high.**	**Major adverse (significant)**
	Night-time	Night time effects have only been considered for occupants of residential properties and residents staying in hotels and healthcare institutions.	Not assessed
Year 30	**Summer**	At year 30, the mature woodland along the canal and river corridor will provide denser screening in summer month, framing views towards the River Dane viaduct and more fully integrating the structure as a component of the local landscape. However, the viaduct, overhead line equipment and train movements will remain prominent crossing the canal. The magnitude of visual change will remain **high.**	**Major adverse (significant)**
	Night-time	Night time effects have only been considered for occupants of residential properties and residents staying in hotels and healthcare institutions.	Not assessed
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	No cumulative effect

Viewpoint 309-03-005: view south-east from the Trent and Mersey Canal, Dane Valley

This viewpoint is representative of sequential views experienced by users of the Trent and Mersey Canal and Footpath Davenham 6/1.

Winter view (baseline)

Date taken: 20/03/2018 (stitched panorama)

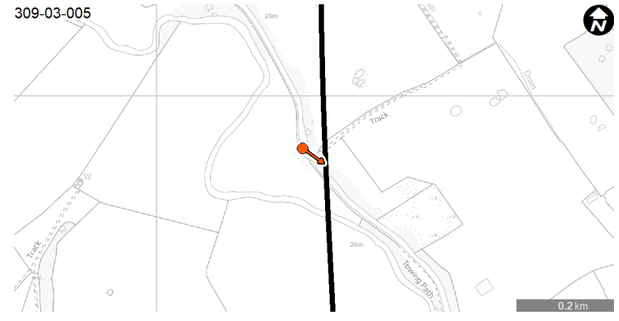


Summer view (baseline)

Date taken: 23/08/2018 (stitched panorama)



Camera:	Nikon D3200 SLR 50mm (equivalent) focal length	
Approximate GPS co-ordinates ref.	368265, 369082	
Value of the viewpoint:	This viewpoint has a **medium-high** value, where the heritage asset of the canal corridor forms the main component of the view.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The attention of recreational users of the canal and towpath is focused on the canal and surrounding landscape. They are therefore **highly** susceptible to visual change arising from the construction and operation of the Proposed Scheme.	**High**



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Viewpoint 309-03-005: view south-east from the Trent and Mersey Canal, Dane Valley

Visual baseline description

Winter	This viewpoint is located on the towpath of the Trent and Mersey Canal, which forms part of the promoted Cheshire Ring Canal Walk. In the near distance, the canal is edged by mature vegetation on both sides. The view is predominantly contained along the line of the canal corridor, towards a canal accommodation bridge (No. 177) in the middle-distance. There is a continuous belt of mature woodland occupying the high canal bank to the east, while the towpath is bordered by a mature boundary hedge set above a steep grassed bank. The hedge line is continuous along the valley edge, heavily filtering views across the open valley beyond. The far distance along the canal corridor, beyond the accommodation bridge, is formed of mature bankside vegetation.
Summer	The summer foliage of vegetation bordering the canal increases the overall sense of enclosure and focus along the line of the canal corridor. Views across the valley to the west are heavily filtered by the density of hedge growth, such that there is very limited awareness of the River Dane beyond.
Night-time	The night-time baseline is not described for this viewpoint, as night-time effects are considered only for occupants of residential properties, residents staying in hotels and healthcare institutions.

Future baseline description

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

Visual impact assessment

		Temporary effects during construction	**Significance of effect**
Construction		The removal of mature vegetation along a section of the Trent and Mersey canal and alongside the River Dane will be noticeable in the near distance and middle-distance, this being a substantial alteration to the largely enclosed characteristic of the canal corridor. Construction activities for the River Dane viaduct and Dane Valley embankment will be visible in the near distance, with the River Dane viaduct north satellite compound and a temporary materials stockpile in the middle-distance to the east of the valley margin. Due to the proximity and scale of the construction activity there will be a **high** magnitude of visual change for these highly sensitive receptors.	**Major adverse (significant)**
Construction night-time		Night time effects have only been considered for occupants of residential properties and residents staying in hotels and healthcare institutions.	Not assessed
Construction cumulative assessment		There are no developments which will result in construction cumulative effects.	No cumulative effect

		Permanent effects during operation	**Significance of effect**
Year 1	**Winter**	The River Dane viaduct will be in the near distance for users of the canal and river, representing a substantial new linear feature within these recreational corridors. The viaduct will be a new and prominent component of the local landscape, although its open structure will allow views along the valley as it crosses the river and canal. However, the presence of the new structure, combined with the loss of dense waterside vegetation during construction will substantially alter the skyline and the character of the view. Overhead electrical equipment and train movements will be visible on the viaduct and on the embankment immediately to the north. The upper elements of equipment within Whatcroft Hall Lane telecommunications site east of Dane Valley embankment will be visible in the middle-distance, as will a balancing pond immediately east of the canal and viaduct. The immaturity of mitigation planting will not provide any screening or integration at year 1. The magnitude of visual change will be **high.**	**Major adverse (significant)**
	Night-time	Night time effects have only been considered for occupants of residential properties and residents staying in hotels and healthcare institutions.	Not assessed
Year 15	**Summer**	The maturing of mitigation planting on the southern extent of Dane Valley embankment, linking with existing mature woodland belts along the canal and river corridor will help to soften the appearance and visual prominence of the viaduct. However, the structure will remain a continuous and highly visible when viewed from the canal towpath, with overhead line equipment and train movements visible. The magnitude of visual change will remain **high.**	**Major adverse (significant)**
	Night-time	Night time effects have only been considered for occupants of residential properties and residents staying in hotels and healthcare institutions.	Not assessed
Year 30	**Summer**	The mature mitigation planting at year 30 on the southern extent of Dane Valley embankment, combined with the growth of mature vegetation along the watercourses beneath the River Dane viaduct will provide denser screening in summer months of the supporting elements of the structure. However, overhead line equipment and train movements on the viaduct will remain visible and the viaduct's prominence over the canal and river corridor will remain. The magnitude of visual change will remain **high.**	**Major adverse (significant)**
	Night-time	Night time effects have only been considered for occupants of residential properties and residents staying in hotels and healthcare institutions.	Not assessed
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	No cumulative effect

Viewpoint 309-02-006: view north-east from Bostock Green

This viewpoint is representative of views experienced by residents of properties in Bostock Green and road users along London Road, Bostock Green.

Winter view (baseline)

Date taken: 20/03/2019 (stitched panorama)



Summer view (baseline)

Date taken: 23/08/2018 (stitched panorama)



Camera:	SLR 50mm (equivalent) focal length	
Approximate GPS co-ordinates ref.	367200, 369093	
Value of the viewpoint:	This viewpoint has a **medium** value, its composition being of the open agricultural landscape bordering the River Dane and woodland areas associated with the Bostock Hall Estate.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	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. Road users have a lower susceptibility as their attention is less focused on the landscape.	**High**



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Viewpoint 309-02-006: view north-east from Bostock Green

Visual baseline description

Winter	The near distance of the rural outlook from the rear of properties in Bostock Green comprises garden vegetation and boundary hedges with adjacent semi-improved pastoral fields. Road users afford intermittent visibility over managed roadside hedgerows and between mature hedgerow trees. In the mid-ground are both arable and pastoral fields of irregular sizes and shapes and bordered by low managed hedgerows with intermittent mature hedgerows trees. The topography falls away into the local valley of the River Dane to the east and linear belts of deciduous woodland that lead to and follow the river limit views further south. In the far distance belts of trees and woodland to the west of the railway form a distant backdrop to views while the Sandbach to Northwich Railway line is not visible. Hills on the western extents of the Peak District are visible on a clear day. There are little to no detracting features in the rural outlook.
Summer	In summer, garden trees and field hedgerow trees immediately beyond property boundaries in foliage obstruct views east while the belt of deciduous woodland to the south further contains visibility and contributes to the increased sense of enclosure. Intermittent views that are afforded through intervening vegetation do not change dramatically in terms of character and their extent with fields bordered by managed hedgerows and belts of woodland. Individual field trees are more distinctive when in leaf, in terms of size and form. The River Dane and Trent and Mersey Canal are not visible to the east.
Night-time	Local roads in the area are unlit, with night-time lighting limited to individual properties. There is a far distance skyglow from the town of Middlewich approximately 2km to the south.

Future baseline description

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

Visual impact assessment

	Temporary effects during construction	**Significance of effect**
Construction	Construction of the Proposed Scheme will be visible in the far distance beyond the River Dane and Trent and Mersey Canal. Views experienced by residents within Bostock Green will be partially screened by intervening field trees, copse vegetation and a belt of vegetation following the river close to Bostock Hall. However, there will be filtered views towards plant and equipment associated with the Dane Valley embankment and River Dane viaduct north satellite compound. The route of the Proposed Scheme will be broadly at grade to the north of the River Dane viaduct with a screen bund between Dane Valley embankment and Bridge Farm. Loss of vegetation will be partially visible in the far distance and the construction of the viaduct will be perceptible to the south east, although heavily filtered. The magnitude of visual change will be **low.**	**Minor adverse (non-significant)**
Construction night-time	The presence of night-time lighting associated with the River Dane north and south satellite compounds and construction activity in relation to the River Dane viaduct will create areas of distant localised lighting in the far distance of a predominantly rural and unlit area beyond intervening field 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. There will be a slight increase in skyglow in the view. At night there will be a **low** magnitude of visual change.	**Minor adverse (non-significant)**
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	**Significance of effect**
Year 1	**Winter**	Operational effects will result from the introduction of infrastructure elements including overhead line equipment and passing trains in the far distance. Residents will have partially filtered and distant views of the River Dane viaduct while the screen bund to the north will screen views to lower elements along the Proposed Scheme and reduce awareness of train movements. Near distance and middle-distance field vegetation will filter views to the Proposed Scheme and longer distance views south will be screened by intervening woodland to the east of Bostock Hall. The immaturity of mitigation planting will not provide any screening or integration at year 1. The magnitude of visual change will be **low.**	**Minor adverse (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 15	**Summer**	Due to the growth of mitigation planting west of the Proposed Scheme, views for residents towards the overhead line equipment, infrastructure and train movements will be largely screened in the far distance. There will be some perception of the upper elements of overhead line equipment. The established mitigation planting will help integrate the Proposed Scheme into the local landscape. The magnitude of visual change will be **negligible.**	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 30	**Summer**	The maturity of the mitigation planting at year 30 will provide denser screening in summer months including the belt of woodland planting between Dairy Farm and the Trent and Mersey Canal. Awareness of the Proposed Scheme, Dane Valley embankment and River Dane viaduct will be further reduced both by mature mitigation planting and further established intervening field vegetation. Train movements and overhead line equipment will be barely perceptible after 30 years and the Proposed Scheme will be fully integrated into the rural wooded outlook for residents. The magnitude of visual change will remain **negligible.**	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 310-02-001: view south-east from Bridge Farm, Whatcroft Hall Lane

This viewpoint is representative of views experienced by residents of properties at Bridge Farm, and Dairy Farm, and users of Footpath Davenham 20/2, Whatcroft. The view is also broadly representative of views from Whatcroft Hall, situated in private grounds to the south-west of Whatcroft Hall Lane.

Winter view (baseline)

Date taken: 14/02/2018 (stitched panorama)



Summer view (baseline)

Date taken: 22/08/2018 (stitched panorama)



Camera:	Nikon D3200 SLR 50mm (equivalent) focal length	
Approximate GPS co-ordinates ref.	368248, 370022	
Value of the viewpoint:	This viewpoint has a **medium** value, its composition being representative of open farmland with riparian woodland alongside Puddinglake Brook.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	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. Similarly, the attention of footpath users is focused on the surrounding landscape.	**High**



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Viewpoint 310-02-001: view south-east from Bridge Farm, Whatcroft Hall Lane

Visual baseline description

Winter	The viewpoint is located on Whatcroft Hall Lane, adjacent to Bridge Farm and south of Puddinglake Brook at Whatcroft. The hedged lane, together with a timber fenced field access occupy the near-distance, beyond which open fields extend on shallow rising ground to the east and south. The view is framed by the residential properties of Bridge Cottage and The Barn, situated to either side of Whatcroft Hall Lane, with a wood-pole overhead power line running north-south across the farmland. Woodland belts, field boundaries and mature vegetation along the course of Puddinglake Brook define the skyline beyond the nearby fields, limiting the extent of view to the east. The Grade II listed Whatcroft Hall, set within private grounds to the south-west of the viewpoint is enclosed by mature ornamental planting. Farm outbuildings and mature vegetation limit views from the property to the east, although the Hall has an axis of view to the south-east that appears to be framed and filtered by mature ornamental planting within the grounds. The direction of views looks across shallow undulating farmland, interrupted by field hedges and with a far distance skyline of woodland belts, similar in composition to the viewpoint.
Summer	In summer the view does not substantially alter, although in leaf mature garden vegetation at Bridge Farm and alongside Puddinglake Brook will further interrupt views to the east from properties. The view from Whatcroft Hall will be additionally filtered by the summer foliage of mature ornamental planting within its grounds.
Night-time	Local roads in the area are unlit, with night-time lighting limited to individual properties. There is a distant far distance skyglow from the town of Middlewich approximately 3km to the south.

Future baseline description

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

Visual impact assessment

	Temporary effects during construction	Significance of effect
Construction	Construction activities for the Dane Valley embankment on the southern approach to Puddinglake Brook viaduct will be visible in the near and middle-distance, along with works for the Dairy Farm access realignment. Residents at Bridge Farm will have views of works within Puddinglake Brook viaduct satellite compound in the middle-distance and at the River Dane viaduct north satellite compound in the far distance. Temporary materials stockpiles will also be visible in the middle-distance and far distance. Views experienced by residents of at Whatcroft Hall and Dairy Farm will be largely screened by farm buildings and intervening mature vegetation. Utilities diversions will extend to the south of the properties, which will bring construction activity close to the properties but will not result in additional hedgerow or tree loss. The construction works will be visible across the majority of the view, resulting in a **high** magnitude of visual change for these highly sensitive receptors	**Major adverse (significant)**
Construction night-time	The presence of night-time lighting for the nearby Puddinglake Brook viaduct satellite compound, the River Dane viaduct north satellite compound and viaduct construction activity in the far distance to the south will create areas of localised lighting in a predominantly rural and unlit area. The controls on light spill set out in the draft CoCP will minimise light spill and glare. Residential receptors at Bridge Farm will have near views of the Puddinglake Brook viaduct satellite compound, Whatcroft Hall and Dairy Farm residents will be partially screened by existing vegetation and farm outbuildings but skyglow in the far distance will result in a substantial change in the prominence of artificial lighting in the view. At night there will be a **high** magnitude of visual change.	**Major adverse (significant)**
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	Significance of effect
Year 1	**Winter**	Operational effects will result from the introduction of infrastructure elements including the Dane Valley embankment and Puddinglake Brook viaduct. Residents at Bridge Farm will have near-distance views. Views experienced by residents at Whatcroft Hall and Dairy Farm will be largely screened by farm buildings and intervening mature vegetation. The viaduct and earthworks will substantially alter the character of the view and the skyline, while overhead line equipment and passing trains will be highly visible across most of the view. The Dairy Farm access realignment will be visible in the near-distance, both east and west of the Proposed Scheme. The absence of existing tree cover along Puddinglake Brook, removed during the construction phase, will be evident near the properties at Bridge Farm, enabling views of Puddinglake Brook viaduct. Mitigation planting west of the Dane Valley embankment will not provide any screening or integration at year 1. The magnitude of visual change will be **high.**	**Major adverse (significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 15	**Summer**	Due to the growth of mitigation planting on the landscape earthworks to the west of the Dane Valley embankment and along Puddinglake Brook, views of overhead line equipment and train movements will be partially screened although taller infrastructure elements will remain visible. Puddinglake Brook viaduct will remain a continuous and highly visible feature in proximity to the receptor, representing a substantial change in the view. The magnitude of visual change will remain **high.**	**Major adverse (significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 30	**Summer**	The maturing of mitigation planting on the landscape earthworks west of the Dane Valley embankment and along Puddinglake Brook will provide denser screening of the Proposed Scheme including overhead line equipment and train movements. Framed views of the Puddinglake Brook viaduct, in proximity to the Bridge Farm properties, will still be possible although the maturing vegetation along the embankment will help to integrate the Proposed Scheme into the wider landscape. A **high** magnitude of visual change will remain due to the presence of the viaduct in proximity to the residential properties.	**Major adverse (significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 310-03-002: view south-east from the Trent and Mersey Canal, Puddinglake Brook

This viewpoint is representative of sequential views experienced by users of the Trent & Mersey Canal and Footpath Davenham 6X/2.

Winter view (baseline)

Date taken: 26/02/2019 Time taken: 14:13



E



SE

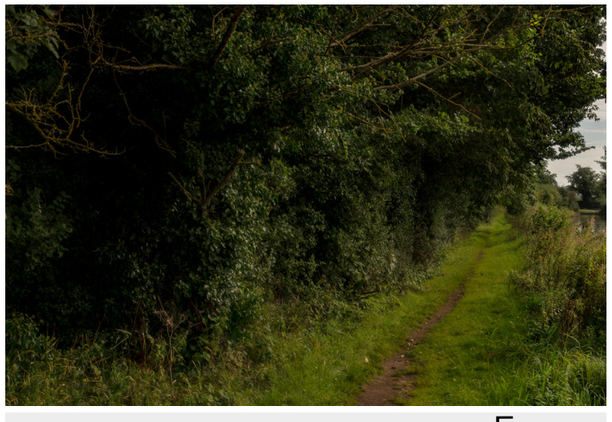




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Summer view (baseline)

Date taken: 18/09/2019 Time taken: 10:57



E



SE





S

Camera:	Sony a7RII, FFS, Zeiss Loxia 50mm f/2.0 lens	
Approximate GPS co-ordinates ref.	368221.893, 370233.237	
Elevation:	25.702m AOD	
Value of the viewpoint:	This viewpoint has a **medium-high** value, where the heritage asset of the Trent and Mersey Canal forms the main component of the view.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The attention of recreational users of the canal and towpath is focused on the canal and surrounding landscape. They are therefore **highly** susceptible to visual change arising from the construction and operation of the Proposed Scheme.	**High**



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Viewpoint 310-03-002: view south-east from the Trent and Mersey Canal, Puddinglake Brook

Visual baseline description

Winter	The viewpoint is located on towpath of the Trent and Mersey Canal (comprising the promoted Cheshire Ring Canal Walk and Footpath Davenham 6X/2) to the north of Whatcroft. The near-distance is of the immediate canal setting and its grassed towpath, this being bordered along its northern edge by a dense margin of hedge and woodland. Open fields rise from the canal margin to the south, forming a shallow hill crest in the middle-distance. Beyond this, the roofline of Bridge Farm and adjacent residential properties form a nearby skyline in combination with mature field boundary vegetation and riparian woodland along the course of Puddinglake Brook. Mixed species and ornamental tree planting at Whatcroft Hall is an evident component of the skyline. Marginal canal-side vegetation and surrounding woodland serve to frame views along the canal corridor itself.
Summer	The summer foliage of vegetation alongside the Trent and Mersey Canal serves to further enclose and emphasise the canal corridor, as viewed from the towpath. The focus of view is along the line of the canal, with visibility beyond the corridor setting limited to unvegetated areas of canal margin. Bridge Farm as such, remains visible as a nearby skyline feature to the south of the view.
Night-time	The night-time baseline is not described for this viewpoint, as night-time effects are considered only for occupants of residential properties, residents staying in hotels and healthcare institutions.

Future baseline description

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

Visual impact assessment

		Temporary effects during construction	Significance of effect
Construction		The removal of canalside, roadside and field boundary vegetation will open up the near-distance views of construction activity associated with Puddinglake Brook viaduct, Dane Valley embankment to the south and Whatcroft South embankment to the north of the canal. The removal of established vegetation along Puddinglake Brook will expose views towards Puddinglake Brook viaduct satellite compound. The construction of Whatcroft South embankment and Brook Farm access diversion will also be visible in the near distance to sequential views from the west. Footpath and canal users will experience a substantial change to views due to the closeness of large-scale construction works. There will be **high** magnitude of visual change.	**Major adverse (significant)**
Construction night-time		Night time effects have only been considered for occupants of residential properties and residents staying in hotels and healthcare institutions.	Not assessed
Construction cumulative assessment		There are no developments which will result in construction cumulative effects.	No cumulative effect

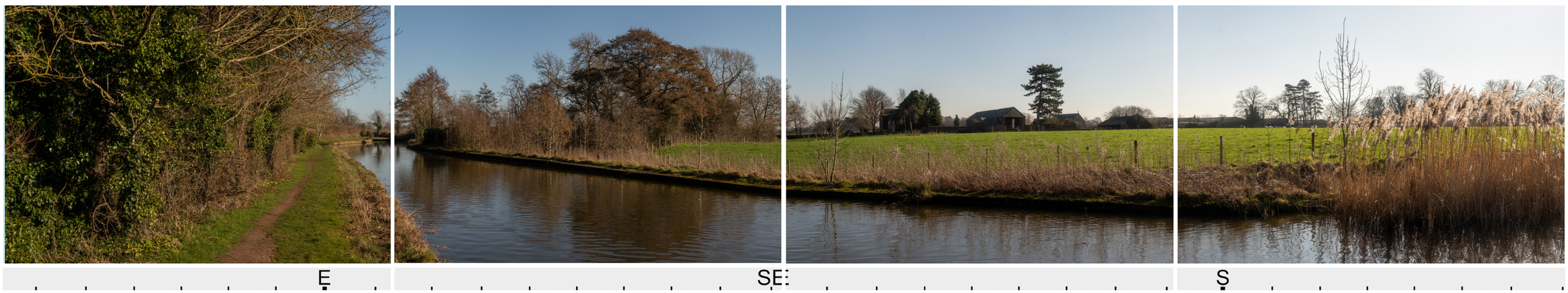
		Permanent effects during operation	Significance of effect
Year 1	**Winter**	Operational effects will result from the introduction infrastructure elements including Puddinglake Brook viaduct and the approach embankments to the north and south, overhead line equipment and passing trains. These substantial new linear structures will be highly visible in the near-distance, changing the rural character of this section of canal. The open form of the viaduct will allow a sense of landscape and visual connectivity beneath the structure to be retained, although it will be prominent against the skyline and restrict wider views beyond. The immaturity of mitigation planting will not provide any screening or integration at year 1 to the viaduct's embankments. The magnitude of visual change will be **high.**	**Major adverse (significant)**
	Night-time	Night time effects have only been considered for occupants of residential properties and residents staying in hotels and healthcare institutions.	Not assessed
Year 15	**Summer**	The establishing mitigation planting on Dane Valley embankment and Whatcroft South embankment will be sufficiently established to soften the earthworks and integrate these features into the local landscape setting, partially screening the visibility of train movements and the lower elements of overhead line equipment. However, Puddinglake Brook viaduct will remain a highly visible linear element spanning the Trent and Mersey canal corridor and footpath and will be a substantial alteration to the view. The magnitude of visual change will remain **high.**	**Major adverse (significant)**
	Night-time	Night time effects have only been considered for occupants of residential properties and residents staying in hotels and healthcare institutions.	Not assessed
Year 30	**Summer**	The maturing mitigation planting will provide denser screening of overhead line equipment and train movements along the approach embankments to the Puddinglake Brook viaduct. The mature vegetation will frame views of the viaduct and together with the wetland habitat created below will assist in integrating the structure as a component of the canal and local landscape. However, where views remain open to the viaduct, train movements and overhead line equipment will remain prominent. The magnitude of visual change will remain **high.**	**Major adverse (significant)**
	Night-time	Night time effects have only been considered for occupants of residential properties and residents staying in hotels and healthcare institutions.	Not assessed
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	No cumulative effect

Viewpoint 310-03-002: view south-east from the Trent and Mersey Canal, Puddinglake Brook

This viewpoint is representative of sequential views experienced by users of the Trent & Mersey Canal and Footpath Davenham 6X/2.

Current baseline - winter view

Date taken: 26/02/2019. Time taken: 14:13.



Winter verifiable photomontage - operation year 1



The viewpoint has been taken approximately 152m away from the Proposed Scheme. Viewpoint location shown on Map LV-01-720. For full details of the visual assessment at viewpoint 310-**03**-002 refer to Volume 5: Appendix LV-001-0MA02 Part 3.

Camera:	Sony a7RII, FFS, Zeiss Loxia 50mm f/2.0 lens		
Approximate GPS co-ordinates ref.	368221.893, 370233.237	**Direction of View:**	136.483°
Elevation:	25.702m AOD	**Height of Camera:**	1.620m

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 show 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).



Map Number
LV-01-720

Map Name
Verifiable Photomontage
Operation Year 1 (2038) - Winter
Viewpoint 310-**03**-002

Community Area :
MA02

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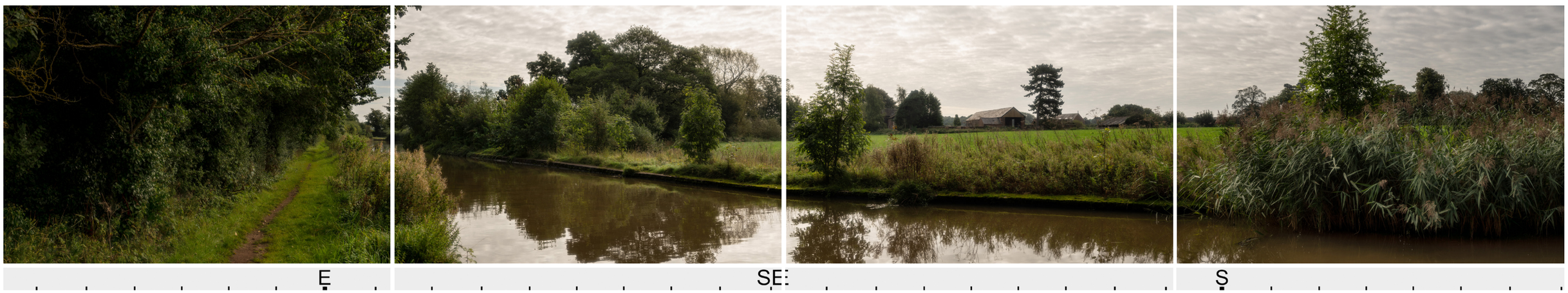
Date: Jan 2021

Viewpoint 310-03-002: view south-east from the Trent and Mersey Canal, Puddinglake Brook

This viewpoint is representative of sequential views experienced by users of the Trent & Mersey Canal and Footpath Davenham 6X/2.

Current baseline - summer view

Date taken: 18/09/2019. Time taken:10:57.



Summer verifiable photomontage - operation year 15



Camera:	Sony a7RII, FFS, Zeiss Loxia 50mm f/2.0 lens		
Approximate GPS co-ordinates ref.	368221.893, 370233.237	**Direction of View:**	136.483°
Elevation:	25.702m AOD	**Height of Camera:**	1.620m

The viewpoint has been taken approximately 152m away from the Proposed Scheme. Viewpoint location shown on Map LV-01-721. For full details of the visual assessment at viewpoint 310-**03**-002 refer to Volume 5: Appendix LV-001-0MA02 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 2053 (15 years after opening) 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 semi-mature trees which have put on 15 years of growth to illustrate how the Proposed Scheme will further integrate into the landscape over time.

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).



Map Number
LV-01-721

Map Name
Verifiable Photomontage
Operation Year 15 (2053) - Summer
Viewpoint 310-**03**-002

Community Area :
MA02

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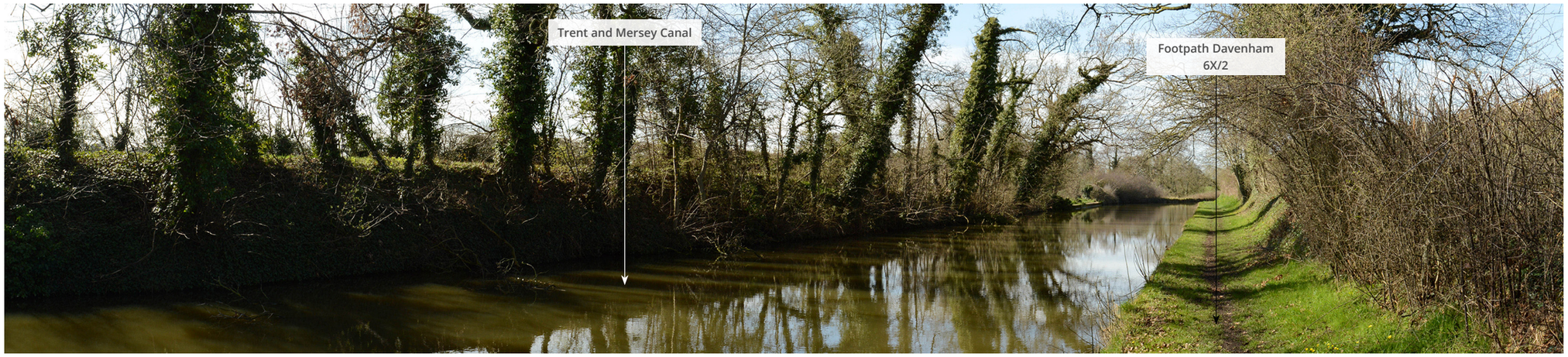
Date: Jan 2021

Viewpoint 310-03-003: view west from the Trent and Mersey Canal, alongside Whatcroft Hall Lane

This viewpoint is representative of sequential views experienced by users of the Trent & Mersey Canal and Footpath Davenham 6X/2.

Winter view (baseline)

Date taken: 20/03/2019 (stitched panorama)



Summer view (baseline)

Date taken: 23/08/2018 (stitched panorama)



Camera:	Nikon D3200 SLR 50mm (equivalent) focal length	
Approximate GPS co-ordinates ref.	368504, 370265	
Value of the viewpoint:	This viewpoint has a **medium-high** value, where the heritage asset of the Trent and Mersey Canal forms the main component of the view.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The attention of recreational users of the canal and towpath is focused on the canal and surrounding landscape. They are therefore **highly** susceptible to visual change arising from the construction and operation of the Proposed Scheme.	**High**



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Viewpoint 310-03-003: view west from the Trent and Mersey Canal, alongside Whatcroft Hall Lane

Visual baseline description

Winter	The viewpoint is located on the towpath of the Trent and Mersey Canal, parallel with Whatcroft Hall Lane and to the west of the Sandbach to Northwich Line railway. The Trent and Mersey Canal occupies the near-distance and middle-distance, with heavily vegetated margins along both sides of the canal corridor. Mature trees fringe the southern canal bank, in parallel with Whatcroft Hall Lane where occasional passing traffic is visible. A mature, managed boundary hedge alongside the towpath is set above a steep grass bank, restricting views across adjacent arable fields. The canal corridor forms the primary focus of view, with a middle-distance far distance skyline of local hedges and canal-side vegetation.
Summer	The summer vegetation on both sides of the canal serves to enclose the canal corridor, fully screening the adjacent Whatcroft Hall Lane and bordering fields. The focus of view along the canal corridor is intensified.
Night-time	The night-time baseline is not described for this viewpoint, as night-time effects are considered only for occupants of residential properties, residents staying in hotels and healthcare institutions.

Future baseline description

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

Visual impact assessment

		Temporary effects during construction	Significance of effect
Construction		The removal of canal side and field boundary vegetation in the near and middle-distance will allow users of the canal towpath to have views of construction activities, equipment and movements associated with the Puddinglake Brook viaduct satellite compound, the formation of the Puddinglake Brook viaduct and Dane Valley embankment to the south and Whatcroft South embankment to the north of the canal. The removal of established vegetation along Puddinglake Brook will expose views towards the Puddinglake Brook viaduct satellite compound. The construction of Whatcroft South embankment and Brook Farm access diversion will also be visible in the near distance to sequential views from the west. Footpath and canal users will experience a substantial change to views due to the closeness of large-scale construction works. The combination of the above will result in a **high** magnitude of visual change.	**Major adverse (significant)**
Construction night-time		Night time effects have only been considered for occupants of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Construction cumulative assessment		There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	Significance of effect
Year 1	**Winter**	The Puddinglake Brook viaduct and the approach embankments to north and south will be substantial new linear structures, highly visible in the near-distance and changing the character of this section of rural canal side corridor. Operational effects will result from the introduction of infrastructure elements including overhead line equipment and passing trains. The structures will be highly visible in the near-distance, changing the rural character of this section of canal. The open form of the viaduct will allow a sense of landscape and visual connectivity beneath the structure to be retained, though it will be prominent against the skyline and restrict wider views beyond. The immaturity of mitigation planting will not provide any screening or integration at year 1 to the approach embankments. The magnitude of visual change will be **high.**	**Major adverse (significant)**
	Night-time	Night time effects have only been considered for occupants of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Year 15	**Summer**	The growth of mitigation planting on Dane Valley embankment and Whatcroft South embankment will be sufficiently established to soften the appearance of the engineering earthworks and integrate these features into the local setting. The landscape planting will partially screen train movements and the lower elements of overhead line equipment. However, the viaduct will remain a highly visible linear feature when seen from the Trent and Mersey Canal and footpath. The magnitude of visual change will remain **high.**	**Major adverse (significant)**
	Night-time	Night time effects have only been considered for occupants of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Year 30	**Summer**	The maturing of the mitigation planting at year 30 will provide denser screening of overhead line equipment and train movements along the approach embankments to the Puddinglake Brook viaduct. The mature vegetation will frame views of the viaduct and together with the wetland habitat created below will assist in integrating the structure as a component of the canal corridor and local landscape. However, where views remain open to the viaduct, train movements and overhead line equipment will remain prominent. The magnitude of visual change will remain **high**.	**Major adverse (significant)**
	Night-time	Night time effects have only been considered for occupants of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 310-03-004: view north-west from the Trent and Mersey Canal, north of Whatcroft

This viewpoint is representative of views experienced by users of the Trent & Mersey Canal and Footpath Rudheath 10/1.

Winter view (baseline)

Date taken: 09/02/2018 (stitched panorama)



Summer view (baseline)

Date taken: 23/08/2018 (stitched panorama)



Camera:	Nikon D3200 SLR 50mm (equivalent) focal length	
Approximate GPS co-ordinates ref.	368553, 370615	
Value of the viewpoint:	This viewpoint has a **medium-high** value, where the heritage asset of the Trent and Mersey Canal forms the main component of the view within a treed, agricultural landscape setting.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The attention of recreational users of the canal and towpath is focused on the canal and surrounding landscape. They are therefore **highly** susceptible to visual change arising from the construction and operation of the Proposed Scheme.	**High**



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Viewpoint 310-03-004: view north-west from the Trent and Mersey Canal, north of Whatcroft

Visual baseline description

Winter	The viewpoint is located on the Trent and Mersey Canal towpath, to the north of Whatcroft Hall Lane and east of the Sandbach to Northwich Line railway. The near-distance and middle-distance is occupied by the canal corridor, which has become a wide expanse of open water in this location as a result of local subsidence. The towpath is bordered by a high and continuous overgrown hedge with frequent trees, forming a visual screen between the canal and the adjacent railway on embankment. Areas of wet grassland and scrub vegetation form a fringe to the far banks of the canal. Arable fields rise to a middle distant skyline punctuated by field boundary trees and woodland copses, with the roof line of Higgins Lane Farm a prominent feature. The far distance extends to distant field boundaries and skyline trees along the line of the canal to the north, beyond Higgins Lane Farm.
Summer	The open aspect of view across the water space remains unchanged during summer months. The summer foliage of surrounding trees and woodland creates a more prominent skyline, visible across the majority of the view.
Night-time	The night-time baseline is not described for this viewpoint, as night-time effects are considered only for occupants of residential properties, residents staying in hotels and healthcare institutions.

Future baseline description

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

Visual impact assessment

	Temporary effects during construction	Significance of effect
Construction	Construction of the Trent and Mersey Canal viaduct will be apparent in the middle-distance above and close to the canal, with the construction of Whatcroft North embankment further towards the site of Higgins Lane Farm. Works associated with the Gad Brook viaduct south satellite compound will be partially visible, located beyond and to the east of the site of Higgins Lane Farm. Construction works for Whatcroft South embankment will be largely screened by the Mid-Cheshire Line and dense boundary vegetation alongside the canal towpath. Construction activities including plant and crane movements will be evident and there will be a substantial change to the skyline partly due to the loss of Higgins Lane Farm. The construction works will be visible across the majority of the view. Due to the proximity and large-scale of the construction activity there will be a **high** magnitude of visual change.	**Major adverse (significant)**
Construction night-time	Night time effects have only been considered for occupants of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	Significance of effect
Year 1	**Winter**	Canal users will have near and middle-distance views of infrastructure elements including the Trent and Mersey Canal and Gad Brook viaducts. These will create visually imposing new elements over the canal with the open forms retaining a sense of visual connectivity beneath the structures, although substantially altering the local skyline and obscuring current far distance features. The absence of Higgins Lane Farm and of some mature hedgerow trees, removed during construction, will be evident in the middle-distance. The Davenham Road express feeder auto-transformer station comprising a railway telecommunications mast will be visible in the near-distance, partially screened by the Oakwood Marina building. The immaturity of mitigation planting will not integrate Whatcroft North embankment or Whatcroft South embankment by year 1. Overhead line equipment and train movements will be visible along Whatcroft North embankment, before being partially screened by a mature block of woodland north of the flash. The magnitude of visual change will be **high.**	**Major adverse (significant)**
	Night-time	Night time effects have only been considered for occupants of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Year 15	**Summer**	Mitigation planting on Whatcroft North and South embankments will be sufficiently established to locally integrate the earthworks and partially screen Davenham Road express feeder auto-transformer station. Embankment planting will partially screen overhead line equipment and passing trains on these elevated sections and will further soften the appearance and visual prominence of the Trent and Mersey Canal viaduct abutments. The viaduct will, however, remain a continuous and highly visible element when viewed from the canal towpath. The magnitude of visual change will remain **high.**	**Major adverse (significant)**
	Night-time	Night time effects have only been considered for occupants of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Year 30	**Summer**	The maturing of the mitigation planting will provide denser screening of overhead line equipment and train movements on the approach embankments to the Trent and Mersey Canal and Gad Brook viaducts. The viaducts will be framed by mature vegetation which will more fully integrate the structures into the landscape. However, the Trent and Mersey viaduct's prominence as a visual focus and its imposition on the canal corridor landscape will remain evident. The magnitude of visual change will remain **high**.	**Major adverse (significant)**
	Night-time	Night time effects have only been considered for occupants of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 310-02-005: view south-east from Brook Farm, Old Lane

This viewpoint is representative of views experienced by residents of Manor Farm, Brook Farm and Brook Farm Cottage.

Winter view (baseline)

Date taken: 20/03/2019 (stitched panorama)



Summer view (baseline)

Date taken: 21/08/2018 (stitched panorama)



Camera:	Nikon D3200 SLR 50mm (equivalent) focal length	
Approximate GPS co-ordinates ref.	367956, 370755	
Value of the viewpoint:	This viewpoint has a **medium** value, its composition being characterised by the combination of hedgerows, trees and blocks of woodland commonly occurring throughout the Cheshire Plain landscape to the south of Northwich.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	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.	**High**



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Viewpoint 310-02-005: view south-east from Brook Farm, Old Lane

Visual baseline description

Winter	This viewpoint is situated on Old Lane near Brook Farm and Manor Farm, to the west of the Sandbach to Norwich Line railway and Trent and Mersey canal. The near-distance comprises the roadside boundary hedge along Old Lane, with a middle-distance context of Brook Farm, its associated outbuildings and a series of small to medium sized fields with intermittent hedges and trees. A distant far distance of field vegetation and woodland forms a continuous low skyline across the majority of the view Residents of Brook Farm will have open views in the direction of the viewpoint, framed by mature garden vegetation, hedges and outbuildings. Views from Manor Farm are predominantly screened to the south and east by mature trees. Brook Farm Cottage and Manor Farm Cottage have slightly elevated views looking east across the Trent and Mersey Canal corridor.
Summer	In summer, the growth of boundary hedges displaces the far distance skyline and foreshortens views. Views from Brook Farm and Manor Farm are additionally filtered by the summer foliage of surrounding trees and vegetation. Middle-distance views from Brook Farm Cottage are filtered by the summer foliage of vegetation bordering the Trent and Mersey Canal and the Sandbach to Northwich Line.
Night-time	Local roads in the area are unlit, with night-time lighting limited to individual properties. There is a distant far distance skyglow from the town of Middlewich approximately 3km to the south.

Future baseline description

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

Visual impact assessment

	Temporary effects during construction	Significance of effect
Construction	Residents will have open or partially screened views towards construction works for the Brook Farm access diversion in the near and middle-distance and of the emerging Whatcroft South embankment, the Trent and Mersey canal viaduct and the southern extent of Whatcroft North embankment in the middle-distance. The removal of field boundary hedgerows to construct the access diversion will allow more open views towards the construction activity. The taller elements of construction equipment in Puddinglake Brook viaduct satellite compound will be partially visible in the far distance. The construction works will be visible in proximity to the receptors and large-scale elements will be introduced into the middle-distance. Views will be partially filtered by existing vegetation and farm buildings at Manor Farm and Brook Farm, but views to the east and north will be more open from the adjacent cottages, resulting in a substantial change in the view. The construction works will be visible across the majority of the view. Due to the closeness of large-scale construction activity there will be a **high** magnitude of visual change.	**Major adverse (significant)**
Construction night-time	The presence of night-time lighting for the Puddinglake Brook Viaduct satellite compound and viaduct construction activity in the far distance to the east will introduce additional lighting into a predominantly rural and unlit area. The controls on light spill set out in the draft CoCP will minimise light spill and glare. There will be a slight increase in skyglow in the far distance and the prominence of artificial lighting in the view during the construction phase. At night there will be a **low** magnitude of visual change.	**Minor adverse (non-significant)**
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	**Not assessed**

		Permanent effects during operation	Significance of effect
Year 1	**Winter**	Operational effects will result from the introduction of infrastructure elements including the Trent and Mersey canal viaduct and the Whatcroft embankments to the north and south, together with overhead line equipment and passing trains. The Brook Farm access diversion will be visible in the near-distance and middle-distance with occasional traffic movements. The Trent and Mersey Canal viaduct spanning both the canal and the Sandbach to Northwich Line will be a new component in the local landscape, seen against the skyline highly visible across part of the view, although its open form will retain visual connectivity beneath the structure. Views will be partially filtered by existing vegetation and farm buildings at Manor Farm and Brook Farm, but views to the east and north will be more open from the adjacent cottages, resulting in a substantial change in the view. The immaturity of mitigation planting will not provide any screening or integration of the embankments to north or south at year 1. The magnitude of visual change will be **high.**	**Major adverse (significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 15	**Summer**	Due to the growth of landscape mitigation planting on the Whatcroft embankments, the appearance and visual prominence of lower elements of the Proposed Scheme north and south of the Trent and Mersey canal viaduct will be lessened although the structure itself, with overhead line equipment and train movements will remain visible. However, a substantial alteration to the view will remain and the magnitude of visual change will remain **high.**	**Major adverse (significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 30	**Summer**	The mature mitigation planting will provide denser screening in summer months of overhead line equipment and train movements on the Whatcroft embankments north and south of the Trent and Mersey canal viaduct in summer months. The viaduct will be framed by belts of mature vegetation, which will assist in integrating the Proposed Scheme into the local landscape, although the viaduct will remain a prominent local element. The magnitude of visual change will reduce to **medium.**	**Moderate adverse (significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 310-02-006: view south-west from Croft Lodge Kennels, Whatcroft Hall Lane

This viewpoint is representative of views experienced by residents of properties situated on A530 King Street and Whatcroft Hall Lane and users of Restricted Byway Lach Dennis 8/1.

Winter view (baseline)

Date taken: 14/02/2018 (stitched panorama)

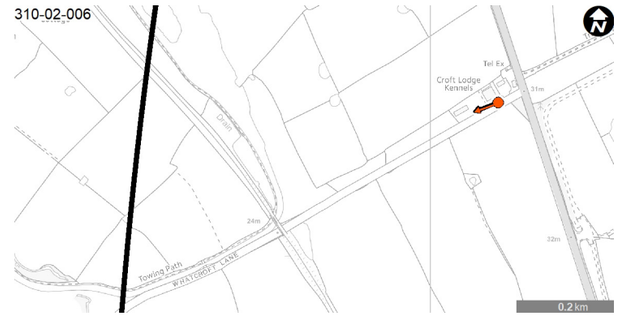


Summer view (baseline)

Date taken: 22/08/2018 (stitched panorama)



Camera:	Nikon D3200 SLR 50mm (equivalent) focal length	
Approximate GPS co-ordinates ref.	369138, 370603	
Value of the viewpoint:	This viewpoint has a **medium** value, its composition being of treed countryside, hedge lined roads and woodland belts characteristic of the Cheshire Plain landscape to the south of Northwich.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	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. Similarly, the attention of footpath users is focused on the surrounding landscape.	**High**



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Viewpoint 310-02-006: view south-west from Croft Lodge Kennels, Whatcroft Hall Lane

Visual baseline description

Winter	The viewpoint is located on Whatcroft Hall Lane at the junction with the A530 King Street. Grass verges and hedgerows with established hedgerow trees frame the view along Whatcroft Hall Lane. Residents in single storey properties along Whatcroft Hall Lane have near-distance views of managed roadside hedges and garden boundary vegetation. There are filtered views beyond, to a middle-distance comprised of medium sized arable fields and mature boundary hedges with frequent trees, along with occasional woodland copses around field ponds. An overhead power line with wooden telegraph poles crosses Whatcroft Hall Lane in the near-distance. Tree canopies form a far distance skyline, formed by the network of field boundary vegetation and trees bordering the Sandbach to Northwich Line railway which continues southwards, along the railway, filtering views to the west. Views west from residential properties located along and off the A530 King Street are largely filtered and screened by intervening vegetation and farm buildings or orientated north-south.
Summer	Views are heavily filtered by the summer foliage and growth of roadside hedgerows, garden boundaries and hedgerow trees. Adjacent arable fields are well screened at eye level, with wider reaching views being limited to gaps in hedges. In the far distance, the Sandbach to Northwich Line railway is well screened by mature flanking trees.
Night-time	Local roads in the area are unlit, with night-time lighting limited to individual properties. There is a distant far distance skyglow from the town of Middlewich approximately 3km to the south.

Future baseline description

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

Visual impact assessment

	Temporary effects during construction	**Significance of effect**
Construction	Residents and restricted byway users will experience a noticeable change to the composition of middle and far-distance views. There will be partial visibility of construction work in the far distance for Whatcroft South embankment. Puddinglake Brook viaduct and Dane Valley embankment, along with Puddinglake Brook viaduct satellite compound, visible across the breadth of the far distance. Views of construction will be filtered by intervening mature field boundary vegetation and woodland bordering the Sandbach to Northwich Line. The combination of the above will result in a **medium** magnitude of visual change.	**Moderate adverse (significant)**
Construction night-time	The presence of night-time lighting for the nearby Puddinglake Brook viaduct satellite compound, Gad Brook viaduct south satellite compound and viaduct construction activity in the middle to far distance to the west will introduce lighting elements into a predominantly rural and unlit area. The controls on light spill set out in the draft CoCP will minimise light spill and glare. There will be a slight increase in skyglow in the far distance and the prominence of artificial lighting in the view during the construction period but will be partially screened by the intervening landform and trees. At night there will be a **low** magnitude of visual change.	**Minor adverse (non-significant)**
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	**Significance of effect**
Year 1	**Winter**	Operational effects will result from the introduction of infrastructure elements including overhead line equipment and passing trains on Dane Valley embankment, Puddinglake Brook viaduct and Whatcroft South embankment. Views towards the upper elements of overhead line equipment in the far distance will be heavily filtered by intervening hedges and field and hedgerow trees in the near and middle-distance. The immaturity of mitigation planting will not provide any screening or integration at year 1. The magnitude of visual change will be **low.**	**Minor adverse (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 15	**Summer**	The growth of mitigation planting on Dane Valley embankment and Whatcroft South embankment will add a further far distance screening element in combination with the existing mature field boundaries, hedgerow and field trees and assist in integrating the Proposed Scheme into the local landscape. Although narrow views of the upper elements of overhead line equipment and train movements on Puddinglake Brook viaduct will remain in the far distance, the magnitude of visual change will reduce to be **negligible**.	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 30	**Summer**	The maturing of the mitigation planting at year 30 will provide denser screening in summer months including tree and hedgerow planting alongside the Proposed Scheme. Overhead line equipment and train movements across Puddinglake Brook viaduct will be noticeable in a small part of the far distance. The magnitude of visual change will remain **negligible.**	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 310-03-007: view south-east from the Trent and Mersey Canal, Oakwood Marina

This viewpoint is representative of sequential views experienced by users of the Trent and Mersey Canal, Footpath Rudheath 10/1 and users of mooring facilities at Oakwood Marina.

Winter view (baseline)

Date taken: 16/01/2019 Time taken: 15:20









Summer view (baseline)

Date taken: 30/07/2019 Time taken: 12:58









Camera:	Sony a7RII, FFS, Zeiss Loxia 50mm f/2.0 lens	
Approximate GPS co-ordinates ref.	368251.173, 371201.29	
Elevation:	25.608m AOD	
Value of the viewpoint:	This viewpoint has a **medium-high** value due to the composition of view forming a part of the setting of the Trent & Mersey Canal as a heritage asset, with Oakwood Marina a prominent component of the view.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The attention of recreational users of the canal and towpath is focused on the canal and surrounding landscape. They are therefore **highly** susceptible to visual change arising from the construction and operation of the Proposed Scheme.	**High**



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Viewpoint 310-03-007: view south-east from the Trent and Mersey Canal, Oakwood Marina

Visual baseline description

Winter	The viewpoint is located on the towpath of the Trent and Mersey canal footpath (Footpath Rudheath 10/1) to the south of Davenham Road. The towpath forms a part of the promoted Cheshire Ring Canal Walk. The near-distance comprises the Trent and Mersey Canal, with the pontoon moorings of Oakwood Marina occupying a section of canal which has been historically broadened by local subsidence. Arable fields rise to a middle distant skyline punctuated by field boundary trees, with the roof line of Higgins Lane Farm a prominent feature. The far distance extends to distant field boundaries and skyline trees along the line of the canal to the south. The towpath is bordered by a high and continuous overgrown hedge with frequent trees, forming a visual screen between the canal and the adjacent railway on embankment to the west.
Summer	The open aspect of view across the water space remains unchanged during summer months. The summer foliage of surrounding trees and woodland creates a more prominent skyline, visible across the majority of the view.
Night-time	The urban area of Higher Shurlach to the north contributes to far distance skyglow, however other rural roads are unlit and night-time lighting is limited to individual properties.

Future baseline description

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

Visual impact assessment

	Temporary effects during construction	**Significance of effect**
Construction	The construction of Whatcroft North embankment and the Trent and Mersey Canal viaduct will be visible in the near and middle-distance and to the east of the canal and marina. In the far distance, the demolition of Higgins Lane Farm and removal of some areas of mature hedgerow and field trees will be evident. Also, in the far distance taller elements of construction equipment within Gad Brook viaduct south satellite compound will be visible, seen against the skyline beyond Higgins Lane Farm. Construction works for Whatcroft South embankment will be screened by the Sandbach to Northwich Line railway and dense boundary vegetation west of the canal towpath. The construction works and emerging structures will be visible in the middle-distance across the majority of the view, resulting in a substantial change to the view. There will be a **high** magnitude of visual change.	**Major adverse (significant)**
Construction night-time	Night time effects have only been considered for occupants of residential properties and residents staying in hotels and healthcare institutions.	**Minor adverse (non-significant)**
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	**No cumulative effect**

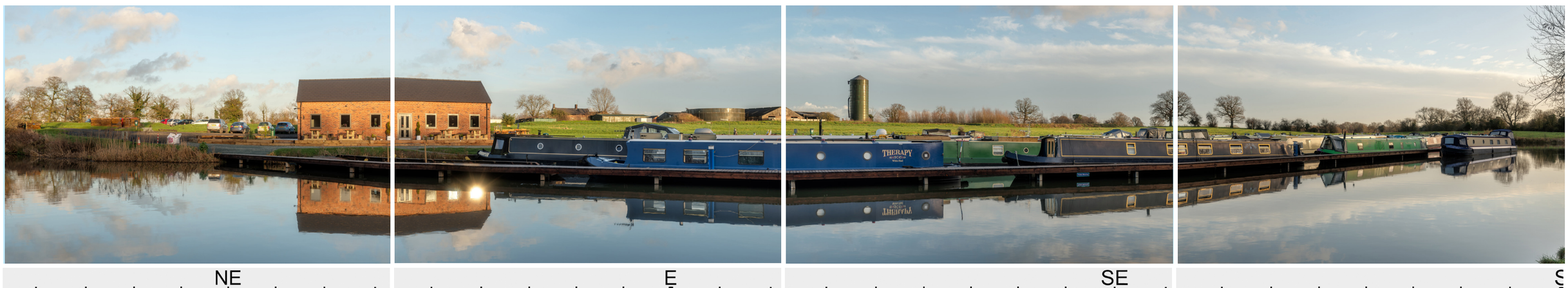
		Permanent effects during operation	**Significance of effect**
Year 1	**Winter**	Infrastructure elements including the Trent and Mersey and Gad Brook viaducts will be visible. These will create visually imposing new elements over the canal with the open forms retaining a sense of visual connectivity beneath the structures, although substantially altering the local skyline and obscuring current far distance features. The absence of Higgins Lane Farm and of some mature hedgerow trees, removed during construction, will be evident in the middle-distance. The Davenham Road express feeder auto-transformer station including a railway telecommunications mast will be visible in the near-distance, partially screened by the Oakwood Marina building. Due to its immaturity, mitigation planting will not integrate Whatcroft North embankment embankment by year 1. Overhead line equipment and train movements will be visible along Whatcroft North embankment, existing intervening woodland will partially screen some views. The magnitude of visual change will be **high.**	**Major adverse (significant)**
	Night-time	Night time effects have only been considered for occupants of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Year 15	**Summer**	Mitigation planting on Whatcroft North embankment will be sufficiently established to locally integrate the earthworks and partially screen Davenham Road express feeder auto-transformer station. Embankment planting will partially screen overhead line equipment and passing trains and will further soften the appearance and visual prominence of the Trent and Mersey viaduct abutments. The viaducts will, however, remain highly visible elements when viewed from the canal towpath and the magnitude of visual change will remain **high**.	**Major adverse (significant)**
	Night-time	Night time effects have only been considered for occupants of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Year 30	**Summer**	The maturing of the mitigation planting at year 30 will provide denser screening of overhead line equipment and train movements on the approach embankments to the Trent and Mersey Canal viaduct. The viaduct will be framed by mature vegetation which will more fully integrate the structure into the landscape. However, the viaduct's prominence as a visual focus and its imposition on the canal corridor landscape will remain evident. The magnitude of visual change will remain **high.**	**Major adverse (significant)**
	Night-time	Night time effects have only been considered for occupants of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 310-03-007: view south-east from the Trent and Mersey Canal, Oakwood Marina

This viewpoint is representative of sequential views experienced by users of the Trent and Mersey Canal, Footpath Rudheath 10/1 and users of mooring facilities at Oakwood Marina.

Current baseline - winter view

Date taken: 16/01/2019 Time taken: 15:20.



Winter verifiable photomontage - operation year 1



The viewpoint has been taken approximately 248m away from the Proposed Scheme. Viewpoint location shown on Map LV-01-722. For full details of the visual assessment at viewpoint 310-**03**-007 refer to Volume 5: Appendix LV-001-0MA02 Part 3.

Camera:	Sony a7RII, FFS, Zeiss Loxia 50mm f/2.0 lens		
Approximate GPS co-ordinates ref.	368251.173, 371201.29	**Direction of View:**	100.69°
Elevation:	25.608m AOD	**Height of Camera:**	1.670m

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 show 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).



Map Number
LV-01-722

Map Name
Verifiable Photomontage
Operation Year 1 (2038) - Winter
Viewpoint 310-**03**-007

Community Area :
MA02

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Date: Jan 2021

Viewpoint 310-03-007: view south-east from the Trent and Mersey Canal, Oakwood Marina

This viewpoint is representative of sequential views experienced by users of the Trent and Mersey Canal, Footpath Rudheath 10/1 and users of mooring facilities at Oakwood Marina.

Current baseline - summer view

Date taken: 30/07/2019. Time taken: 12:58.



Summer verifiable photomontage - operation year 15



The viewpoint has been taken approximately 248m away from the Proposed Scheme. Viewpoint location shown on Map LV-01-723. For full details of the visual assessment at viewpoint 310-**03**-007 refer to Volume 5: Appendix LV-001-0MA02 Part 3.

Camera:	Sony a7RII, FFS, Zeiss Loxia 50mm f/2.0 lens		
Approximate GPS co-ordinates ref.	368251.173, 371201.29	**Direction of View:**	100.69°
Elevation:	25.608m AOD	**Height of Camera:**	1.670m

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 2053 (15 years after opening) 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 semi-mature trees which have put on 15 years of growth to illustrate how the Proposed Scheme will further integrate into the landscape over time.

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).



Map Number
LV-01-723

Map Name
Verifiable Photomontage
Operation Year 15 (2053) - Summer
Viewpoint 310-**03**-007

Community Area :
MA02

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Date: Jan 2021

Viewpoint 310-02-008: view west from Pear Tree Farm Cottages, Davenham Road

This viewpoint is representative of views experienced by residents of Pear Tree Farm Cottages, Kingstreet Farm and road users along Davenham Road and the A530 King Street.

Winter view (baseline)

Date taken: 14/02/2018 (stitched panorama)



Summer view (baseline)

Date taken: 23/08/2018 (stitched panorama)



Camera:	Nikon D3200 SLR 50mm (equivalent) focal length		
Approximate GPS co-ordinates ref.	368367, 371459		
Value of the viewpoint:	This viewpoint has a **medium** value, its composition being of treed countryside, hedge lined roads and woodland belts characteristic of the Cheshire Plain landscape to the south of Northwich.	**Sensitivity of the receptor:**	
Susceptibility of the receptor to the change arising from the Proposed Scheme:	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. Road users have a lower susceptibility as their attention is less focused on the landscape.	**High**	



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Viewpoint 310-02-008: view west from Pear Tree Farm Cottages, Davenham Road

Visual baseline description

Winter	The viewpoint is located alongside Pear Tree Farm Cottages on Davenham Road, to the east of the Trent and Mersey Canal. Residents of properties have near-distance views of roadside hedges and garden boundaries towards a middle-distance of pastoral fields, heavily filtered by boundary vegetation. Views west and north from Kingstreet Farm are partially screened by adjacent properties and buildings, roadside boundary hedges and trees along the road. The far distance extends to a mature belts of trees and shrubs along the Trent and Mersey Canal and adjacent flashes.
Summer	In summer, views are screened or heavily filtered by intervening garden planting, roadside hedgerow and field boundary hedgerow trees, providing an increased sense of enclosure.
Night-time	Local roads in the area are unlit, with night-time lighting limited to individual properties. There is a distant far distance skyglow from the town of Davenham approximately 2km to the west.

Future baseline description

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

Visual impact assessment

		Temporary effects during construction	Significance of effect
Construction		Residents at Pear Tree Farm Cottages , Kingstreet Farm and road users will experience a substantial change to the composition of near-distance views of the construction and emerging structures of Whatcroft North embankment, Gad Brook viaduct and Davenham Road express feeder auto-transformer station. Near distance garden, roadside and field boundary hedges and hedgerow and field trees will be removed to facilitate construction activities. Gad Brook viaduct south satellite compound, located immediately south of Davenham Road, will be visible in the near distance. Views of construction works will be in the near distance to the south, west and north. The large-scale and proximity of construction works will obscure existing views to the west, forming a substantial change to the skyline. The combination of the above will result in a **high** magnitude of visual change.	**Major adverse (significant)**
Construction night-time		The presence of night-time lighting for Gad Brook viaduct south satellite compound and viaduct construction activity in the near distance to the north will introduce lighting elements in a predominantly unlit area. The controls on light spill set out in the draft CoCP will reduce light spill and glare. However, there will be a substantial increase in the extent and prominence of artificial lighting. At night, there will be a **high** magnitude of visual change.adde	**Major adverse (significant)**
Construction cumulative assessment		There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	Significance of effect
Year 1	**Winter**	Residents and road users will experience a substantial change to the composition of near-distance views. Gad Brook viaduct and Whatcroft North embankment with associated overhead line equipment and passing trains will be visible. Davenham Road express feeder auto-transformer station will be partially visible beyond Gad Brook viaduct. These infrastructure elements will be substantial and uncharacteristic of the rural setting. Although the open form of the viaduct will retain a sense of visual connectivity beneath the structure, its proximity and height, along with the removal of intervening garden and field vegetation, during construction, will substantially alter the near distance and middle-distance view for residents. The immaturity of mitigation planting will not provide any screening or integration at year 1. The combination of the above will result in a **high** magnitude of visual change.	**Major adverse (significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 15	**Summer**	The proximity and open aspect of near distance views towards the Gad Brook viaduct, noise fence barrier and Whatcroft North embankment will remain, although the growth of landscape mitigation planting on the embankment and immediately south of Davenham Road will soften the embankment's appearance and visual prominence and filter views of the auto-transformer station. However, Gad Brook viaduct, overhead line equipment and train movements will all remain highly visible from residential properties and gardens. The established mitigation planting will help integrate the Proposed Scheme. However, a substantial alteration to the view will remain resulting in a **high** magnitude of visual change.	**Major adverse (significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 30	**Summer**	The greater maturity of the mitigation planting will provide denser screening of Whatcroft North embankment and the auto-transformer station west of the Proposed Scheme in summer months. However, the prominence of Gad Brook viaduct, the noise fence barrier, and the upper elements of train movements and overhead line equipment will remain highly visible in the near-distance. The magnitude of visual change will continue to be **high.**	**Major adverse (significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 310-02-009: view east from Footpath Rudheath 5/2, Park Farm, Rudheath

This viewpoint is representative of views experienced by users of Park Farm Marina and sequential views from users of Footpath Rudheath 5/2 and Footpath Rudheath 1/1.

Winter view (baseline)

Date taken: 08/02/2018 (stitched panorama)



Summer view (baseline)

Date taken: 22/08/2018 (stitched panorama)



Camera:	Nikon D3200 SLR 50mm (equivalent) focal length	
Approximate GPS co-ordinates ref.	367947, 371983	
Value of the viewpoint:	This viewpoint has a **medium** value, its composition being of treed farmland and woodland belts characteristic of the Cheshire Plain landscape to the south of Northwich, with the historic asset of the Trent and Mersey Canal a noticeable component of the view.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	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. Similarly, the attention of footpath users is focused on the surrounding landscape.	**High**



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Viewpoint 310-02-009: view east from Footpath Rudheath 5/2, Park Farm, Rudheath

Visual baseline description

Winter	The viewpoint is located to the east of Park Farm, Higher Shurlach. The near to middle distance comprises an open, arable field bordered by scrub vegetation along its margins, notably along Gad Brook to the north and around a large field pond to the south. The view extends to open fields beyond the line of the Trent and Mersey Canal in the middle-distance, the canal's presence indicated by the tops of narrowboats and visible bridging points at Park Farm Marina. The mature woodland belt of Marshalls Gorse forms prominent on the far distance skyline to the east of the canal. Consecutive field boundaries merge to define a distant skyline of mature tree canopies, while the roofline of Pear Tree Farm Cottages is visible on the skyline. The residential property at Park Farm is located to the west of farm outbuildings, with oblique views to the south-east in the direction of the viewpoint. Views for footpath and marina users are partly filtered by hedgerow vegetation where present, where absent, views are more open to the east.
Summer	In summer, the view is mostly obscured by intervening crops, field boundary vegetation and field trees in foliage. Visibility is restricted to the near-distance of the adjacent field, with the uppermost tree canopies of the far distance skyline visible above.
Night-time	The urban area of Higher Shurlach immediately north of the view has street lighting and contributes to far distance skyglow, however other rural roads within the field of view to the east and south are unlit and night-time lighting is limited to individual properties.

Future baseline description

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

Visual impact assessment

		Temporary effects during construction	**Significance of effect**
Construction		Residential receptors and footpath users will experience a noticeable change to the composition of middle-distance views. In the far-distance of the view the taller elements of construction of Gad Brook viaduct, Whatcroft North embankment and Davenham Road express feeder auto-transformer station, to the east of the Trent and Mersey Canal will be visible. Taller construction equipment at Gad Brook viaduct south satellite compound, east of the Proposed Scheme, will also be visible on the skyline. However, visibility of these construction components will be filtered by intervening tall field boundary and canal-side vegetation. The combination of the above will result in a **medium** magnitude of visual change.	**Moderate adverse (significant)**
Construction night-time		The presence of night-time lighting for the Gad Brook viaduct south satellite compound and Gad Brook viaduct construction activity in the middle distance to the east will introduce lighting elements in proximity to an urban settlement but largely unlit area. The controls on light spill set out in the draft CoCP will minimise light spill and glare. There will be a slight increase in the extent of artificial lighting in the view. At night there will a **low** magnitude of visual change.	**Minor adverse (non-significant)**
Construction cumulative assessment		There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	**Significance of effect**
Year 1	**Winter**	Residents and footpath users will experience a noticeable change to the composition of middle-distance views. Gad Brook viaduct and Whatcroft North embankment, across the Trent and Mersey Canal will be visible. These will be new linear elements in a largely rural setting, with visible overhead line equipment and train movements. Although the viaduct will retain some visual connectivity beneath the structure, it will be an uncharacteristic feature that will alter the skyline, with train movements visible against the horizon. The immaturity of mitigation planting will not provide any screening or integration at year 1. The combination of the above will result in a **medium** magnitude of visual change.	**Moderate adverse (significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 15	**Summer**	Due to the growth of mitigation planting on Whatcroft North embankment and west of Gad Brook viaduct, middle-distance and far-distance views will be filtered and the linear appearance of these structures more integrated into the local landscape. Overhead line equipment and passing trains on Gad Brook viaduct will remain visible, partially screened by tall intervening field boundary vegetation. However, there will still be a noticeable alteration to the view. The magnitude of visual change will remain **medium**.	**Moderate adverse (significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 30	**Summer**	The greater maturity of the mitigation planting at year 30 will provide denser screening in summer months including woodland planting to west of Gad Brook viaduct. Train movements and overhead line equipment on Whatcroft North embankment will be screened, as will train movements and the lower elements of infrastructure on the viaduct. The magnitude of visual change will reduce to be **low.**	**Minor adverse (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 310-02-010: view south-west from King's Lane Farm, King's Lane

This viewpoint is representative of views experienced by residents and road users on the minor road, King's Lane, which provides access to the west of the M6 motorway and connects into the B5081 Middlewich Road.

Winter view (baseline)

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

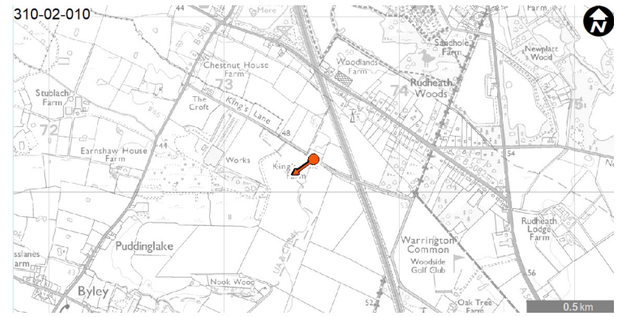


Summer view (baseline)

Date taken: 21/05/2021 (stitched panorama)



Camera:	Nikon D3200 SLR 50mm (equivalent) focal length	
Approximate GPS co-ordinates ref.	373514, 370190	
Value of the viewpoint:	This viewpoint has a **medium** value, its composition being primarily comprised of soft landscape elements with the occasional presence of detracting elements such as the cement works.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The viewpoint is representative of residential properties and road users. 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. Road users have a lower susceptibility as their attention is less focused on the landscape.	**High**



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Viewpoint 310-02-010: view south-west from King's Lane Farm, King's Lane

Visual baseline description

Winter	The view looks south west across a relatively flat agricultural landscape. The near-distance comprising an arable field unit defined by maturing, mixed species planting belts and areas of woodland. Views from the property at King's Lane Farm are partially filtered by the dense, mature roadside hedge and deciduous hedgerow trees more open views are available through gaps in the hedge at gateways allows views of the landscape beyond the containment of the roadside hedge. A works compound including large industrial buildings is partially visible to the western extent of the view.
Summer	In summer the extent of views will be reduced by the presence of summer foliage on the roadside hedge along the southern boundary of King's Lane and tree canopies in the vicinity of King's Lane Farm property. The works compound and associated buildings remain evident to the western extent of the view. Individual field and hedgerow trees appear more prominent and distinctive.
Night-time	Local roads in the area are unlit, with night-time lighting limited to the FP McCann industrial estate. There is far distance skyglow from the village of Byley approximately 1.2km to the north-west.

Future baseline description

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

Visual impact assessment

		Temporary effects during construction	**Significance of effect**
Construction		Residents will have near-distance, partially filtered views towards MA02 Borrow Pit D. There will be near-distance views of construction activity where the borrow pit works extend towards the edge of the field unit immediately to the south of King's Lane. Vegetation removal to facilitate the works will be limited to a linear wooded strip in the centre of the site. The remaining area is characterised by open agricultural fields with limited vegetation along field boundaries. The presence of construction activity, vehicles and machinery will represent a substantial change in proximity to the receptor, out of character within the open agricultural setting. Construction activity will therefore result in a **high** magnitude of visual change.	**Major adverse (significant)**
Construction night-time		The presence of night-time lighting associated with MA02 Borrow Pit D compound will generate additional far distance light sources. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider view. The changes in the far distance of the view will be seen in the context of lighting at the FP McCann industrial estate. At night there will be a **low** magnitude of visual change.	**Minor adverse (non-significant)**
Construction cumulative assessment		There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	**Significance of effect**
Year 1	**Winter**	The land directly affected by MA02 Borrow Pit D will be reinstated to reflect the existing open field pattern and profile of the arable fields. The immaturity of reinstatement planting will not provide any integration at year 1. The magnitude of visual change will be be **low**.	**Minor adverse (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 15	**Summer**	The establishment of reinstatement field boundary vegetation will integrate with the surrounding landscape, such that the effects of MA02 Borrow Pit D will be largely imperceptible. The magnitude of visual change will reduce to **negligible.**	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 30	**Summer**	The mature reinstated field boundary vegetation will be fully integrated with the surrounding arable farmland, such that the effects of MA02 Borrow Pit D will not be perceptible. The magnitude of visual change will remain **negligible**.	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 310-02-011: view north-west from Byway Cranage 7/1, A54 Middlewich Road

This viewpoint is representative of views experienced by residents of Holly House Farm and properties off the A54 Middlewich Road, users of Byway Cranage 7/1 and road users along the minor road and A54 Middlewich Road.

Winter view (baseline)

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

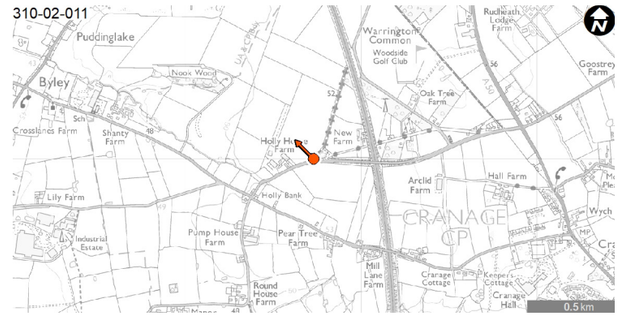


Summer view (baseline)

Date taken: 21/05/2021 (stitched panorama)



Camera:	Nikon D3200 SLR 50mm (equivalent) focal length	
Approximate GPS co-ordinates ref.	373732, 369002	
Value of the viewpoint:	This viewpoint has a **medium** value, its composition being primarily comprised of soft landscape elements with some detracting features including the presence of vehicles and infrastructure associated with the M6 road corridor.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The viewpoint is representative of residential properties and road users and the attention of residents is likely to be focused on the surrounding landscape. There is a **high** susceptibility to visual change arising from the construction and operation of the Proposed Scheme.	**High**



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Viewpoint 310-02-011: view north-west from Byway Cranage 7/1, A54 Middlewich Road

Visual baseline description

Winter	The view is orientated to the north west across a relatively flat agricultural landscape. The near-distance comprising an access gateway, grassland and a mix of mature and recently planted hedgerow with relatively immature planting associated with a farm access track. A number of mature, coniferous trees are visible to the western extent of the view which define the rear garden boundary to Holly House Farm. Beyond the access track the view comprises arable field units set against interlinked areas and belts of woodland cover which are assimilated in the view to provide continuous tree cover across the skyline. Vehicles associated with the M6 motorway are visible to the eastern extent of the view together with the King's Lane over bridge across the motorway. Views from residential properties and users of the footpath are partially filtered by intervening vegetation.
Summer	In summer the extent of views will be reduced by the presence of summer foliage on the roadside hedge and the hedge and hedgerow trees to the north of the farm access track. The works compound and associated buildings remain evident to the western extent of the view. Woodland areas, individual field and hedgerow trees appear more prominent and distinctive. Generally, views beyond the near-distance vegetation present in the road corridor, field and property boundaries will be reduced.
Night-time	Lighting associated with vehicles on the M6 will be visible although local roads in the area are unlit with night-time lighting limited to individual properties. There is a distant far distance skyglow from the town of Rudheath approximately 6km to the north-west.

Future baseline description

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

Visual impact assessment

	Temporary effects during construction	**Significance of effect**
Construction	Residents and footpath users will experience middle-distance views that will be partially filtered views towards the construction activity associated with the MA02 Borrow Pit D site. Vegetation removal to facilitate the works will be limited to a linear wooded strip in the centre of the site. The remaining area is characterised by open agricultural fields with limited vegetation along field boundaries. The presence of construction activity, vehicles and machinery will represent a noticeable change in in the middle-distance but partially filtered by existing vegetation. Construction activity will therefore result in a **medium** magnitude of visual change.	**Moderate adverse (significant)**
Construction night-time	The presence of night-time lighting associated with the MA02 Borrow Pit D compound will generate additional far-distance skyglow viewed in the context of the FP McCann industrial estate to the north. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider view. The change will be seen within the far-distance of the view largely filtered by intervening vegetation. At night there will be a **low** magnitude of visual change and a minor adverse effect.	**Minor adverse (non-significant)**
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	**Significance of effect**
Year 1	**Winter**	The land directly affected by MA02 Borrow Pit D will be reinstated to reflect the open field pattern and profile of the arable fields, reinstating the views experienced by residents and users of Byway Cranage 7/1. The immaturity of reinstatement planting will not provide any integration at year 1. The magnitude of visual change will be **negligible**.	**Minor adverse (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 15	**Summer**	The establishment of reinstatement field boundary vegetation will integrate with the surrounding landscape, such that the effects of MA02 Borrow Pit D will be largely imperceptible. The magnitude of visual change will remain **negligible**.	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 30	**Summer**	The maturity of reinstatement field boundary vegetation will be fully integrated with the surrounding arable farmland, such that the effects of MA02 Borrow Pit D will not be perceptible.The magnitude of visual change will remain **negligible**.	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 310-04-012: view south from the B5081 Middlewich Road

This viewpoint is representative of views experienced by road users on the B5081 Middlewich Road which provides access between the villages of Byley to the south west and Swan Green to the north east and workers in the industrial estate.

Winter view (baseline)

Date taken: 30/11/2021 (stitched panorama)

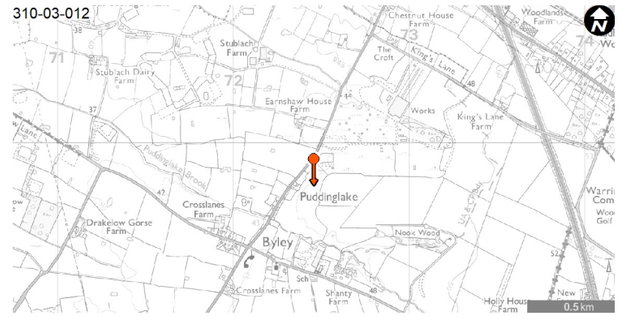


Summer view (baseline)

Date taken: 21/05/2021 (stitched panorama)



Camera:	Nikon D3200 SLR 50mm (equivalent) focal length	
Approximate GPS co-ordinates ref.	372460, 369911	
Value of the viewpoint:	This viewpoint has a **medium** value, its composition being primarily comprised of soft landscape elements with some detracting features including the presence of vehicles and infrastructure associated with the M6 road corridor.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The viewpoint is representative of road users and workers whose attention is likely to be focused on the immediate landscape. There is a medium to **low** susceptibility to visual change arising from the construction and operation of the Proposed Scheme.	**Medium - low**



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Viewpoint 310-04-012: view south from the B5081 Middlewich Road

Visual baseline description

Winter	The view looks south along the B5081 Middlewich Road corridor. The near-distance comprises the black topped surface of the road surfaces near the junction with the main road access to the electricity substation with associated metal railings to the industrial estate boundary. Beyond the railings there is an area of dense shrub and tree cover screen views south and east. Views from the B5801 Middlewich Road corridor comprise dense woodland to the east with a mixed species hedge to the western boundary of the corridor. Further to the west the agricultural landscape is more open with field boundaries comprising a mix of hedgerows and hedgerow trees.
Summer	In summer the extent of views will be reduced by the presence of summer foliage on the woodland planting to the east of the B5081, the roadside hedge and individual hedgerow trees. The presence of foliage will further reduce the extent of visibility towards the proposed Borrow Pit D site area. Woodland areas, individual field and hedgerow trees appear more prominent and distinctive. The extent of hardscape elements visible in the hardscape elements in the near-distance, including the road and pathway surfaces, signage and associated infrastructure will not change in the summer.
Night-time	The night-time baseline is not described for this viewpoint, as night-time effects are considered only for occupants of residential properties, residents staying in hotels and healthcare institutions.

Future baseline description

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

Visual impact assessment

	Temporary effects during construction	**Significance of effect**
Construction	It is not anticipated that construction phase activity associated with MA02 Borrow Pit D will not generally be visible because of the filtering effects of intervening tree cover. Construction traffic will use the B5081 Middlewich Road and construction activity may occasionally be visible through the branch structure of mature trees and shrubs although this visibility will be limited to short lived, glimpsed views of machinery. Construction activity will therefore result in a **negligible** magnitude of visual change.	Negligible (non-significant)
Construction night-time	Night-time effects have only been considered for occupants of residential properties and residents staying in hotels and healthcare institutions.	Not assessed
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	No cumulative effect

		Permanent effects during operation	**Significance of effect**
Year 1	**Winter**	Views will be largely unchanged due to the intervening tree cover. The magnitude of visual change will be **negligible**.	Negligible (non-significant)
	Night-time	Night-time effects have only been considered for occupants of residential properties and residents staying in hotels and healthcare institutions.	Not assessed
Year 15	**Summer**	Views will be largely unchanged due to the intervening tree cover. The magnitude of visual change will therefore remain **negligible**.	Negligible (non-significant)
	Night-time	Night-time effects have only been considered for occupants of residential properties and residents staying in hotels and healthcare institutions.	Not assessed
Year 30	**Summer**	Views will be largely unchanged due to the intervening tree cover. The magnitude of visual change will therefore remain **negligible**.	Negligible (non-significant)
	Night-time	Night-time effects have only been considered for occupants of residential properties and residents staying in hotels and healthcare institutions.	Not assessed
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	No cumulative effect

Viewpoint 310-02-013: view north-east from Moss Lane

This viewpoint is representative of views experienced by residents of properties on Moss Lane and the B5081 Byley Road to north of Byley, staff and pupils at Byley Primary School, visitors to Lowe's Farm Shop and by road users along Moss Lane.

Winter view (baseline)

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

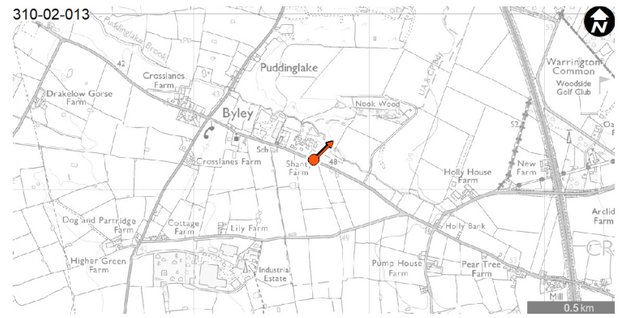


Summer view (baseline)

Date taken: 21/05/2021 (stitched panorama)



Camera:	Nikon D3200 SLR 50mm (equivalent) focal length	
Approximate GPS co-ordinates ref.	372687, 369172	
Value of the viewpoint:	This viewpoint has a **medium** value, its composition being comprised of farm buildings, soft landscape elements and agricultural field units.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The susceptibility of these receptors is high. Residents have a strong interest in their visual environment. They are therefore **highly** susceptible to visual change arising from the construction and operation of the Proposed Scheme. Staff and pupils at Byley Primary School, road users users and customers have a **lower** susceptibility as their attention is less focused on the landscape.	**High**



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Viewpoint 310-02-013: view north-east from Moss Lane

Visual baseline description

Winter	The view looks north east across a relatively flat agricultural landscape. In the near-distance there is a single storey, agriculturally styled building which houses the Lowe's Farm Shop with associated gravel parking area, ancillary buildings and timber post and rail defining the property boundary. To the east of the farm shop the view is dominated by predominantly grassed, pastoral field units structured by a range of mature trees to field boundaries and in some cases more substantial tree belts. This tree cover is assimilated in the view to provide almost continuous cover cross the skyline. The tarmac surface of Moss Lane with associated occasional mature trees to the highway boundary is also visible to the east of the view and is orientated in an east to west direction. Views from residential properties on Moss Lane north and east are filtered and screened by intervening farm buildings and existing vegetation. Views east from residential properties on B5081 Byley Road are partly filtered by intervening vegetation.
Summer	In summer the individual field and hedgerow trees will appear more prominent and distinctive and will reduce the extent to which views are available across the agricultural landscape to the north.
Night-time	Local roads in the area are unlit, with night-time lighting limited to individual properties and the farm shop. There is a far distance skyglow from operational and security lighting associated with the concrete works, lighting from the M6 corridor and from the village of approximately 2.5km to the north-east.

Future baseline description

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

Visual impact assessment

	Temporary effects during construction	**Significance of effect**
Construction	Residents will have heavily filtered views towards the MA02 Borrow Pit D site compound across the agricultural landscape to the north. Vegetation removal to facilitate the works will be limited to a linear wooded strip in the centre of the site. The existing mature woodland belt to the south of the works will be retained and will provide partial screening and filtering of the borrow pit works as perceived in these views. Introduction of new landform and earthworks may also be visible particularly in early stages of the construction period. Construction activity will therefore result in a **medium** magnitude of visual change.	**Moderate adverse (significant)**
Construction night-time	The presence of night-time lighting associated with the MA02 Borrow Pit D compound will generate additional far distance skyglow viewed in the context of the industrial estate near King's Lane to the north. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider view. The change will be seen within the far distance of the view largely filtered by intervening vegetation. At night there will be a **low** magnitude of visual change.	**Minor adverse (non-significant)**
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	**Significance of effect**
Year 1	**Winter**	The land directly affected by MA02 Borrow Pit D will be reinstated to reflect the open field pattern and profile of the arable fields, reinstating the views experienced by residents. The fields will be largely screened from residents, users of Byley Primary School and shop users by mature field boundary vegetation and Nook Wood. The immaturity of reinstatement planting will not provide any integration at year 1. The magnitude of visual change will be **negligible**.	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 15	**Summer**	The establishment of reinstatement field boundary vegetation will integrate with the surrounding landscape, such that the effects of the Borrow Pit will be largely imperceptible. The magnitude of visual change will remain **negligible**.	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 30	**Summer**	The maturity of reinstatement field boundary vegetation will be fully integrated with the surrounding arable farmland, such that the effects of the Borrow Pit will not be perceptible. The magnitude of visual change will remain **negligible**.	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 310-02-014: view north east from the B5081 Middlewich Road / Moss Lane / Drakelaw Lane

This viewpoint is representative of views experienced by residents in Byley (off Drakelaw Lane) and road users on the B5081 / Moss Lane / Drakelaw Lane.

Winter view (baseline)

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

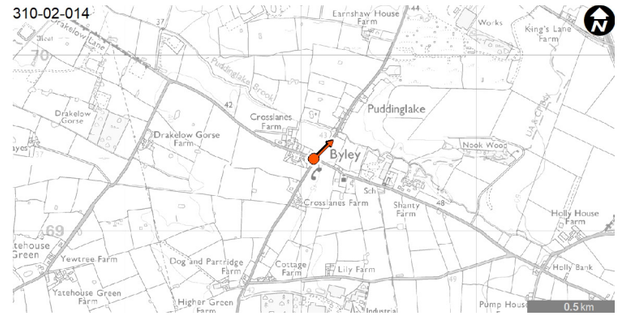


Summer view (baseline)

Date taken: 21/05/2021 (stitched panorama)



Camera:	Nikon D3200 SLR 50mm (equivalent) focal length	
Approximate GPS co-ordinates ref.	372076, 369412	
Value of the viewpoint:	This viewpoint has a **medium** value, its composition being comprised of rural roads, partial views of residential properties and soft landscape elements.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The viewpoint is representative of road users and residents. The attention of residents is more likely to be focused on views of the landscape beyond their property boundary, while the attention of road users is likely to be on the immediate landscape. There is a **high** susceptibility to visual change arising from the construction and operation of the Proposed Scheme.	**High**



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Viewpoint 310-02-014: view north east from the B5081 Middlewich Road / Moss Lane / Drakelaw Lane

Visual baseline description

Winter	The view looks north east across the crossroads at the junction of the B5081 Byley Road with Moss lane / Drakelaw Lane. The near-distance comprising the tarmac road surfaces, grass verges and assorted boundary treatments to the highway boundary including a metal railing and hedgerows. Associated highways infrastructure including street lights and signage is also visible. Beyond the highway boundary, to the north east, a small pastoral field unit is visible, the field is enclosed with mature hedgerows and hedgerow trees and includes a wood pole and wire overhead cable. The roofscape of properties in Byley are partially visible in views filtered by mature trees.
Summer	In summer the extent of views will be reduced by the presence of summer foliage on the mature trees and woodland cover alongside the B5081 Middlewich Road and west of Byley. Woodland areas, individual field and hedgerow trees appear more prominent and distinctive. The extent of hardscape elements visible in the near-distance, including the road and pathway surfaces, signage and associated infrastructure will not change in the summer.
Night-time	Local roads in the area are unlit, with night-time lighting limited to individual properties in Byley and occasional vehicles. There is a distant far distance skyglow from several local settlements within approximately 5km to the north west and north.

Future baseline description

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

Visual impact assessment

		Temporary effects during construction	**Significance of effect**
Construction		Residents and road users along the B5081 Middlewich Road will have views towards the MA02 Borrow Pit D. However, views of the site area and associated construction activity will be heavily filtered by the dense area of woodland and tree cover in the intervening landscape, particularly the tree belt which defines the northern edge of Byley. The B5081 Middlewich Road will form a construction traffic route. The works associated with MA02 Borrow Pit D will not generally be visible in views, although movement of construction vehicles may occasionally be perceptible, filtered by intervening vegetation. Construction activity will therefore result in a **low** magnitude of visual change.	**Minor adverse (non-significant)**
Construction night-time		The presence of night-time lighting associated with the MA02 Borrow Pit D compound and associated construction activity will generate additional skyglow which will be visible above the intervening branch structure of the woodland cover. 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 **low** magnitude of visual change.	**Minor adverse (non-significant)**
Construction cumulative assessment		There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	**Significance of effect**
Year 1	**Winter**	The land directly affected by MA02 Borrow Pit D will be reinstated to reflect the open field pattern and profile of the arable fields, reinstating the views experienced by residents and road users. The area will be largely screened from residents by garden boundary vegetation and mature intervening field boundary vegetation. The immaturity of reinstatement planting will not provide any integration at year 1. The magnitude of visual change will be **negligible**.	**Negligible adverse (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 15	**Summer**	The establishment of reinstatement field boundary vegetation will integrate with the surrounding landscape, such that the effects of MA02 Borrow Pit D will be largely imperceptible. The magnitude of visual change will remain **negligible**.	**Negligible adverse (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 30	**Summer**	The maturity of reinstatement field boundary vegetation will be fully integrated with the surrounding arable farmland, such that the effects of MA02 Borrow Pit D will not be perceptible.The magnitude of visual change will remain **negligible**.	**Negligible adverse (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 310-02-015: view west from King's Lane

This viewpoint is representative of views experienced by residents of properties situated on King's Lane and hotel guests and golfers at Woodside Golf Club. The viewpoint is also representative of road users on the M6 motorway and on King's Lane.

Winter view (baseline)

Date taken: 24/03/2021 (stitched panorama)



Summer view (baseline)

Date taken: 21/05/2021 (stitched panorama)



Camera:	Nikon D3200 SLR 50mm (equivalent) focal length	
Approximate GPS co-ordinates ref.	373953, 369619	
Value of the viewpoint:	This viewpoint has a **medium** value, its composition being comprised of agricultural fields and soft landscape elements, interrupted by near-distance traffic movement on the M6 motorway.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	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. Hotel guests, golfers and road users have lower susceptibility as their attention is less focused on the landscape.	**Medium-high**



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Viewpoint 310-02-015: view west from King's Lane

Visual baseline description

Winter	The view is located on King's Lane, adjacent with Woodside Golf Club and looking west across the M6 motorway. The near-distance is occupied by the northbound and southbound highways of the M6 motorway, with a high frequency of traffic movement across the line of view. Timber boundary fencing runs alongside the motorway corridor, with limited roadside vegetation and occasional signage gantries visible. The middle-distance and far distance comprise of an open agricultural landscape of broad fields, flanked by distant blocks of woodland that create a low skyline. More distant views from residential properties and hotel accommodation on King's Lane are heavily filtered by a combination of golf course vegetation, hedgerows and a belt of mature woodland bordering King's Lane. Recreational users of the golf course have some relatively open views across and over the motorway, other views are partially screened by roadside hedges bordering King's Lane.
Summer	In summer the extent of views for residents and hotel users will be reduced by the presence of summer foliage on hedgerows, mature trees within the golf course and woodland cover flanking King's Road. The M6 motorway corridor will remain a prominent feature in the near-distance of the view.
Night-time	Local roads in the area are unlit, with night-time lighting limited to individual properties in Byley and passing vehicles using the M6 motorway. There is a distant far distance skyglow from several local settlements approximately 5km to the north west and north.

Future baseline description

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

Visual impact assessment

		Temporary effects during construction	**Significance of effect**
Construction		Residents and hotel users will experience partially screened or heavily filtered views towards the north-eastern extents of the MA02 Borrow Pit D. Vegetation removal to facilitate the works will be limited to a linear wooded strip in the centre of the site. Recreational users of the golf course will experience wider and more open views to the west across the Borrow Pit D area, where construction activity will be evident beyond the motorway corridor. The presence of construction activity, vehicles and machinery will represent a slight alteration of the view in the middle-distance, with near-distance traffic movement along the M6 motorway remaining highly evident. Construction activity will result in a **low** magnitude of change.	**Minor adverse (non-significant)**
Construction night-time		The presence of night-time lighting associated with the MA02 Borrow Pit D compound will introduce additional artificial light sources and generate skyglow which will be visible above the intervening woodland cover, beyond the M6 motorway. 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 **negligible** magnitude of change.	**Negligible (non-significant)**
Construction cumulative assessment		There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	**Significance of effect**
Year 1	**Winter**	The land directly affected by MA02 Borrow Pit D will be reinstated to reflect the open field pattern and profile of the arable fields, views experienced by residents and hotel users will be largely filtered by existing woodland cover, while for recreational users of the golf course the relatively open views west will be heavily influenced by dense traffic movement along the M6 corridor. The magnitude of change will be such that the effects of the MA02 Borrow Pit D will be largely imperceptible. The immaturity of reinstatement planting will not provide any integration at year 1. The magnitude of visual change will be **negligible**.	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 15	**Summer**	The establishment of reinstatement field boundary vegetation will further integrate with the surrounding landscape, such that the effects of the MA02 Borrow Pit D will be imperceptible. The magnitude of change will therefore remain **negligible**.	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 30	**Summer**	The mature reinstatement field boundary vegetation will be fully integrated with the surrounding arable farmland, such that the effects of the MA02 Borrow Pit D will be imperceptible. The magnitude of change will therefore remain **negligible**.	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 311-02-001: view west from the B5082 Penny's Lane, Lach Dennis

This viewpoint is representative of views experienced by residents of properties on Penny's Lane, users of Footpaths Rudheath 3/4 and Lach Dennis 3X/1 and road users of the B5082 Penny's Lane.

Winter view (baseline)

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

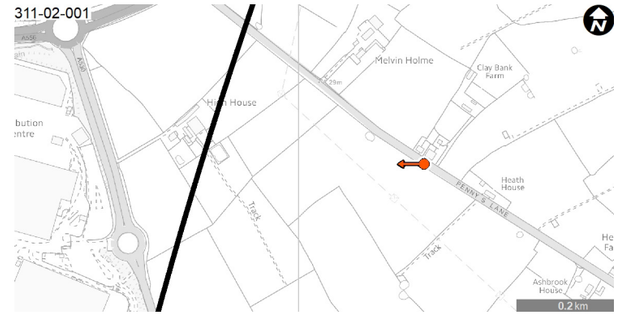


Summer view (baseline)

Date taken: 22/08/2018 (stitched panorama)



Camera:	Nikon D3200 SLR 50mm (equivalent) focal length	
Approximate GPS co-ordinates ref.	369256, 372420	
Value of the viewpoint:	This viewpoint has a **medium** value, its composition being of an open and predominantly agricultural landscape, with the developed urban fringe of Northwich and the A556 Shurlach Road noticeable components of the view.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	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. The viewpoint is also representative of road users of lower susceptibility, where the attention of view will be limited to the immediate landscape.	**High**



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Viewpoint 311-02-001: view west from the B5082 Penny's Lane, Lach Dennis

Visual baseline description

Winter	For properties facing onto B5082 Penny's Lane, near-distance views are over garden boundaries, with frequent traffic movement along Penny's Lane and a managed roadside hedge with intermittent mature trees. The middle-distance consists of large pastoral fields bordered by managed hedgerows with infrequent trees. Pylons and overhead power lines cross the majority of the view, forming prominent skyline elements in the middle-distance. There is a low and continuous far distance skyline comprised of multiple field boundaries and woodland belts to the south-west, while to the east the industrial fringe of Northwich alongside the A530 King Street is visible, accompanied by frequent traffic movement. Views west from footpaths are partially filtered where hedgerow vegetation is present.
Summer	The summer foliage of roadside and field boundary hedgerows further limits views across the B5082 Penny's Lane, although overhead electricity transmission lines and pylons remain prominent. In the far distance, traffic movement along the A530 King Street and the warehouses of Gadbrook Distribution Centre, viewed beyond High House are largely screened by intervening vegetation.
Night-time	The urban sections of the A556 and A530 King Street, including the Morrisons roundabout, to the north west of the view comprise street lighting and contribute to the wider far distance skyglow from the town of Rudheath. However other rural roads within the field of view to the south are unlit and night-time lighting is limited to individual properties.

Future baseline description

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

Visual impact assessment

	Temporary effects during construction	Significance of effect
Construction	Residents will experience a substantial change to the composition of near and middle distance views. Residents along B5082 Penny's Lane will have open or partially screened views of the construction works for the Gad Brook viaduct and Rudheath embankment in the middle-distance and far distance to the north. The B5082 Penny's Lane diversion and notably Penny's Lane satellite compound for residents at Melvin Holme, will be visible in the near-distance, with works for the Rudheath embankment satellite compound in the middle-distance. Taller elements of construction equipment and operations within Rudheath embankment satellite compound will be visible in the far distance. The removal of mature hedgerows and trees in the near, middle and far distance will substantially alter views. Utilities diversions extending to the west of the properties, will result in additional hedgerow clearance including trees. Footpath Lach Dennis 3X/1 will be diverted, Footpath Rudheath 3/4 will be closed. The construction works will be visible across the majority of the view. Due to the proximity and scale of the construction activities there will be a **high** magnitude of visual change.	**Major adverse (significant)**
Construction night-time	The presence of night-time lighting for the B5082 Penny's Lane satellite compound, Gad Brook viaduct north satellite compound (including workers accommodation), Rudheath embankment satellite compound and construction activity in relation to Gad Brook viaduct in the near and middle-distance to the north west will introduce lighting elements against a backdrop of the already lit urban sections of the A556 Shurlach Road and the A530 King Street. The presence of night-time lighting for the Penny's Lane satellite compound will introduce noticeable lighting elements in the near distance for residents of Melvin Holme, although views will be partially filtered by vegetation. The controls on light spill set out in the draft CoCP will reduce light spill and glare. There will be a noticeable increase in the extent and brightness of artificial lighting in the view. At night there will be a **medium** magnitude of visual change.	**Moderate adverse (significant)**
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	Significance of effect
Year 1	**Winter**	Gad Brook viaduct spanning the A530 King Street, Rudheath embankment and Penny's Lane telecommunications site will be substantial new features in the middle-distance. Footpath Lach Dennis 3X/1 will be diverted. Footpath Rudheath 3/4 will be closed. The B5082 Penny's Lane diversion will be visible in the near distance. The removal of mature hedgerows and trees in the near, middle and far distance during construction will allow more open views towards the Proposed Scheme. These combined elements will be highly visible across the majority of the view, substantially altering the near-distance and skyline, although the open structure of the viaduct will allow views of features beyond. Due to its immaturity, mitigation planting will not integrate Gad Brook viaduct or Rudheath embankment by year 1 and overhead line equipment and train movements will be visible. The magnitude of visual change will remain **high.**	**Major adverse (significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 15	**Summer**	Mitigation planting associated with the B5082 Penny's Lane diversion and east of Rudheath embankment will provide near-distance and middle-distance screening of the earthworks as well as the lower elements of train movements and railway infrastructure. However, the scale and length of Gad Brook viaduct, including overhead line equipment and train movements, will remain visible across the width of the view in the far distance. The magnitude of visual change will reduce to **medium.**	**Moderate adverse (significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 30	**Summer**	The further maturity of the mitigation planting will provide denser screening of overhead line equipment and train movements on Rudheath embankment. The visual prominence of the Gad Brook viaduct will be reduced by the growth of landscape mitigation planting along the Proposed Scheme and the B5082 Penny's Lane diversion, which will assist in integrating the structure into the local landscape. The viaduct will however remain evident in the far distance. The magnitude of visual change will remain **medium.**	**Moderate adverse (significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 311-02-002: view south-east from Broken Cross, the A556 Shurlach Road and the A530 King Street junction

This viewpoint is representative of views experienced by residents of properties bordering the A556 Shurlach Road and for road users of the A556 Shurlach Road and the A530 King Street.

Winter view (baseline)

Date taken: 19/03/2019 (stitched panorama)

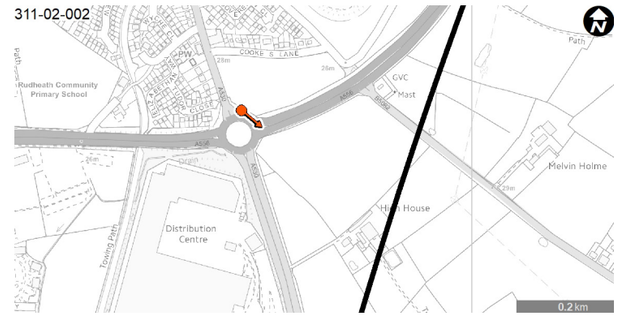


Summer view (baseline)

Date taken: 21/08/2018 (stitched panorama)



Camera:	Nikon D3200 SLR 50mm (equivalent) focal length	
Approximate GPS co-ordinates ref.	368521, 372747	
Value of the viewpoint:	This viewpoint has a **medium** value, composed of open farmland beyond the A556 Shurlach Road and A530 King Street roundabout junction, both of which are prominent within the view.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	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. The viewpoint is also representative of road users of lower susceptibility, where the attention of view will be limited to the immediate landscape.	**High**



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Viewpoint 311-02-002: view south-east from Broken Cross, the A556 Shurlach Road and the A530 King Street junction

Visual baseline description

Winter	The viewpoint is located at the roundabout junction of the A556 Shurlach Road with the A530 King Street. The near-distance comprises frequent traffic movement along the busy A556 Shurlach Road corridor. Residents of properties bordering the A556 Chester Road have varied views across garden boundary vegetation, semi-ornamental landscape and managed roadside hedgerows. Highway lighting columns and road signage are prominent near-distance skyline elements. In the middle-distance and to the south of the A556 Shurlach Road, High House farm is prominent on the skyline, on rising agricultural land. Mature field boundary hedgerows and hedge and field trees punctuate the skyline around the farm. To the west of the A530 King Street, mature boundary planting filters views towards large warehouses within a distribution centre bordering the junction. Transmission lines and pylons are visible on the distant skyline. Intervening vegetation, to the far left of the view, filter and screen views from residential properties towards A556 Shurlach Road.
Summer	The summer foliage of the boundary planting around the distribution centre effectively screens the warehouses from view. However, traffic movements and tall highway lighting columns in the near-distance remain prominent.
Night-time	Artificial lighting present in the near-distance along the urban sections of the A556 Shurlach Road and A530 King Street, including the Morrisons roundabout, which comprise street lighting and contribute to the wider far distance skyglow from the town of Rudheath. Other rural roads beyond the A556 Shurlach Road within the narrow field of view to the south are unlit however and night-time lighting is limited to individual properties.

Future baseline description

Construction (2025)	There are adjoining allocations for junction improvements at the roundabout junction with the A556 Shurlach Road / A530 King Street and at the A556 Shurlach Road /B5082 Penny's Lane junction. Given the existing views across a dual carriageway this will not substantially change the baseline.
Operation (2038)	There are no committed developments which will change the baseline.

Visual impact assessment

	Temporary effects during construction	**Significance of effect**
Construction	Residents and road users will experience a substantial change to the composition of near and middle-distance views. There will be open visibility across the A556 Shurlach Road towards the construction works, with Rudheath embankment satellite compound prominent in the middle-distance. The removal of roadside boundary vegetation will open up views towards the A556 Shurlach Road and realignment, in the near distance. The loss of field boundary vegetation and demolition of High House Farm be noticeable. Construction of Rudheath embankment and the northern extent of Gad Brook viaduct will be visible against the skyline. Tall construction equipment at the Rudheath embankment will also be evident in the far distance as will the diversion of B5082 Penny's Lane to join the A530 King Street. Utilities diversions extending to the east and north of the properties will result in additional hedgerow and associated tree clearance in the far distance. The construction activity will be visible across the majority of the view resulting in a substantial change in proximity to residential receptors. The combination of the above will result in a **high** magnitude of visual change.	**Major adverse (significant)**
Construction night-time	The presence of night-time lighting for the Gad Brook viaduct north, B5082 Penny's Lane and Rudheath embankment satellite compounds and construction activity in relation to Gad Brook viaduct in the near-distance and middle-distance to the south will introduce lighting elements within an already well-lit area. The controls on light spill set out in the draft CoCP will minimise light spill and glare. There will be a slight increase in the extent and brightness of artificial lighting in the view. At night there will be a **low** magnitude of visual change.	**Minor adverse (non-significant)**
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	**No cumulative effect**

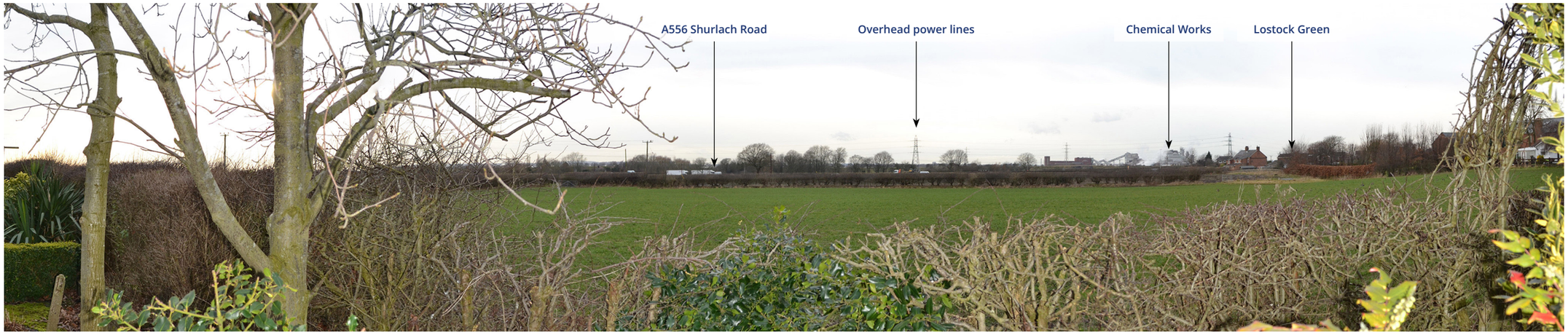
		Permanent effects during operation	**Significance of effect**
Year 1	**Winter**	Residents and road users will experience a substantial change to the composition of near and middle-distance views across the A556 Shurlach Road. Rudheath embankment and the northern extent of Gad Brook viaduct will be visible in the middle distance, with overhead line equipment and train movements visible against the skyline. The removal of roadside boundary vegetation, during construction, will open up views towards the A556 Shurlach Road and its realignment in the near distance resulting in a substantial change in proximity to residential receptors. The loss of field boundary vegetation during construction and demolition of High House Farm will be visible in the middle-distance. Due to its immaturity, mitigation roadside planting south of the A556 Shurlach Road and landscape planting west of Rudheath embankment will not integrate the Proposed Scheme by year 1. The combination of the above will result in a **high** magnitude of visual change.	**Major adverse (significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 15	**Summer**	Mitigation planting along the A556 Shurlach Road and on and to the west of Rudheath embankment will be sufficiently established to provide screening of the A556 in the near-distance as well as the earthworks and the lower elements of the Proposed Scheme. Train movements and overhead line equipment along the Gad Brook viaduct and Rudheath embankment in the far distance will be visible above the proposed planting. The magnitude of visual change will reduce to be **medium.**	**Moderate adverse (significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 30	**Summer**	The maturity of the mitigation planting at year 30 will provide denser screening of overhead line equipment and train movements on Rudheath embankment. The northern extent of Gad Brook viaduct will be framed by mature vegetation which will more fully integrate both the viaduct and the embankment into the local landscape. However, overhead line equipment and train movements will remain noticeable on the viaduct. The magnitude of visual change will remain **medium.**	**Moderate adverse (significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 311-02-003: view west from Birch Grove, Lostock Green

This viewpoint is representative of views experienced by residents of properties on the south-western fringe of Lostock Green.

Winter view (baseline)

Date taken: 07/02/2018 (stitched panorama)

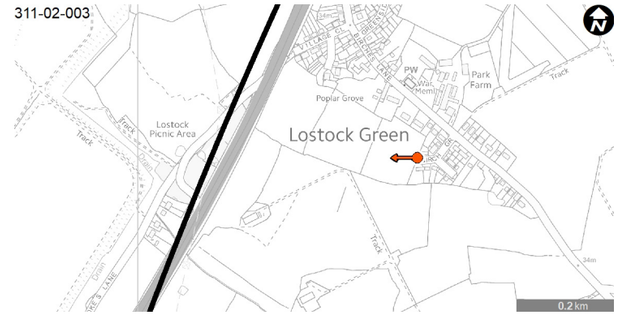


Summer view (baseline)

Date taken: 21/08/2018 (stitched panorama)



Camera:	Nikon D3200 SLR 50mm (equivalent) focal length	
Approximate GPS co-ordinates ref.	369571, 373385	
Value of the viewpoint:	This viewpoint has a **medium** value, its composition being representative and typical of a transitional fringe landscape between the industrial fringes of Northwich and open farmland to the east of the town. Traffic on the A556 Shurlach Road is a noticeable component of the view.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	Residents have a strong interest in their visual environment and are **highly** susceptible to visual change arising from the construction and operation of the Proposed Scheme.	**High**



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Viewpoint 311-02-003: view west from Birch Grove, Lostock Green

Visual baseline description

Winter	The viewpoint is located at the head of Birch Grove, a cul-de-sac off Birches Lane within the village of Lostock Green. The near-distance for residents of properties to the southern edge of Lostock Green comprises open views over garden vegetation to regular and medium sized arable fields bound by low managed hedges with few trees. Beyond and above the intervening field hedges, frequent traffic movement along the A556 Shurlach Road is visible across the majority of view in the middle-distance. The far distance and skyline comprises mature roadside vegetation bordering the A556 Shurlach Road, in combination with field boundary hedges and hedgerow trees further west. The roofline of the TATA chemical works is a prominent feature, along with pylons and overhead transmission lines.
Summer	The summer foliage of garden and field boundary vegetation combines to either screen or filter views. Frequent traffic movement along the A556 Shurlach Road is largely screened by hedge lines and bordering vegetation, although the TATA chemical works and pylons remain prominent on the far distance skyline.
Night-time	The urban sections of the A556 and A530, including the Morrisons roundabout, to the south-west of the view comprise street lighting and contribute to the wider far distance skyglow from Rudheath. The local residential roads within Lostock Green are also lit and contribute to light spill within the view to the north while views across farmland to the south are predominantly unlit.

Future baseline description

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

Visual impact assessment

		Temporary effects during construction	**Significance of effect**
Construction		There will be open views of construction works for the A556 Shurlach Road realignment and of the Proposed Scheme, in the near and middle-distance. The removal of existing field and roadside boundary vegetation along the A556 Shurlach Road will be noticeable in the near distance and middle-distance, opening up views towards the construction activity. A section of overhead power line over the A556 Shurlach Road will be diverted. There will be a substantial change in the middle-distance during construction works, which will be visible across the majority of the view. The combination of the above will result in a **high** magnitude of visual change.	**Major adverse (significant)**
Construction night-time		The presence of night-time lighting for the Gad Brook viaduct north, B5082 Penny's Lane and Rudheath embankment satellite compounds and construction activity for Gad Brook viaduct in the far distance to the west will introduce lighting elements within an already well-lit area. The controls on light spill set out in the draft CoCP will minimise light spill and glare. There will be a slight increase in the extent and brightness of artificial lighting in the view for the duration of the construction period. At night there will be a **low** magnitude of visual change.	**Minor adverse (non-significant)**
Construction cumulative assessment		There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	**Significance of effect**
Year 1	**Winter**	Rudheath embankment, landscape earthworks, overhead line equipment and train movement will be visible on the skyline. The realigned Birches Lane will be seen to the north of the village passing beneath Wade Brook viaduct. Although displacing a busy dual carriageway, the Proposed Scheme will include new large-scale earthworks in the near and middle distance substantially changing the view. Road traffic movements on the realigned A556 Shurlach Road west of the Proposed Scheme will be screened by Rudheath embankment. Due to its immaturity, mitigation planting will not provide any visual integration at year 1.The combination of the above will result in a **high** magnitude of visual change.	**Major adverse (significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 15	**Summer**	Mitigation planting on Rudheath embankment north will be sufficiently established to locally integrate the landscape earthworks south of the embankment into the local landscape setting, with woodland planting screening the lower elements of overhead line equipment and train movements. However, some visibility of the upper elements of overhead line equipment will remain, seen against the skyline in the middle-distance. The magnitude of visual change will reduce to **low.**	**Minor adverse (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 30	**Summer**	The maturing of the mitigation planting at year 30 will provide denser screening of overhead line equipment and train movements on Rudheath embankment, and fully integrate the structure as a component of the landscape setting. Traffic movement along the realigned A556 Shurlach Road will be fully screened by earthworks and an established belt of mature intervening woodland, such that the extent of the A556 Shurlach Road and Proposed Scheme will be effectively screened. The magnitude of visual change will reduce be **low.**	**Minor beneficial (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 312-02-001: view north-east from Springbank Farm, Birches Lane

This viewpoint is representative of views experienced by residents of Springbank Farm and residential properties on Birches Lane.

Winter view (baseline)

Date taken: 07/02/2018 (stitched panorama)



Summer view (baseline)

Date taken: 21/08/2018 (stitched panorama)



Camera:	Nikon D3200 SLR 50mm (equivalent) focal length	
Approximate GPS co-ordinates ref.	369211, 373977	
Value of the viewpoint:	This viewpoint has a **medium** value, its composition being of a transition between the townscape of Northwich and open farmland to the east of the town. Traffic on the A556 Shurlach Road is a noticeable component of the view.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	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.	**High**



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Viewpoint 312-02-001: view north-east from Springbank Farm, Birches Lane

Visual baseline description

Winter	The viewpoint is located on Birches Lane, alongside Springbank Farm to the west of the A556 Shurlach Road. The near distance looks across Birches Lane and over a grassed embankment with gapped hedges, towards large arable fields. Overhead power lines on timber posts running both alongside the road and across the fields. A copse of trees surrounding a nearby field pond is prominent along Birches Lane to the south-east, interrupting an otherwise far reaching view across gently undulating farmland. The middle-distance comprises the A556 Shurlach Road corridor to the east, heavily filtered by mature vegetation which forms a largely continuous tree canopy beyond near distance fields and along the skyline. Riparian vegetation is visible across the line of view, where fields descend towards Wade Brook. The roofline of a residential property and an electricity substation to the far side of Wade Brook are visible in the middle-distance. The far distance skyline is formed of residential development bordering the Mid-Cheshire Line railway at Lostock Gralam, comprising the roof lines of properties and mature tree canopies.
Summer	The open nature of the view does not substantially change during summer months. The foliage of the copse surrounding the nearby field pond is more prominent within the view, while vegetation bordering the A556 Shurlach Road forms a dense screen to traffic movement along the road corridor. The summer foliage of riparian vegetation bordering Wade Brook filters views towards the substation, while the skyline of Lostock Gralam remains uninterrupted.
Night time	Street lighting along Birches Lane is evident in the near distance of view, while the A556 Shurlach Road and residential edge of Lostock Gralam contribute to far distance skyglow. Other light sources are limited to individual properties.

Future baseline description

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

Visual impact assessment

	Temporary effects during construction	Significance of effect
Construction	Residents will have direct views to Birches Lane satellite compound in the near distance and oblique views of the realignment of the A556 Shurlach Road and construction of Rudheath embankment in the middle-distance and far distance. Construction traffic will use Birches Lane. Five properties on Birches Lane to west of the junction with the A556 Shurlach Road will be demolished, along with the removal of roadside and field boundary vegetation on Birches Lane and the A556 Shurlach Road. The large-scale and proximity of the construction works, including construction traffic along Birches Lane, in combination with the removal of mature vegetation will substantially alter the view for residents. There will be a **high** magnitude of visual change.	**Major adverse (significant)**
Construction night-time	The presence of night-time lighting for the Birches Lane satellite compound in the near distance, Lostock Gralam viaduct satellite compound and construction activity for the Wade Brook and Lostock Gralam viaducts in the middle and far distance of the view will introduce new lighting elements within an already relatively well-lit area. The controls on light spill set out in the draft CoCP will minimise light spill and glare. There will be a noticeable increase in the extent and brightness of artificial lighting in the view. At night there will be a **medium** magnitude of visual change.	**Moderate adverse (significant)**
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	Significance of effect
Year 1	**Winter**	Residents of properties to the west of the A556 Shurlach Road realignment and the Proposed Scheme will see a substantial change in the near distance and middle-distance. The realigned A556 Shurlach Road will be in the near to middle-distance, with the Proposed Scheme on Rudheath embankment and Wade Brook viaduct beyond. The absence of vegetation between the viewpoint and the existing A556 Shurlach Road, construction will open up views towards the Proposed Scheme. Traffic movements will be closer than at present and seen in the near distance, with the Proposed Scheme at a higher elevation in the middle-distance. The immaturity of mitigation planting will not integrate Rudheath embankment, Wade Brook viaduct or the A556 Shurlach Road realignment by year 1. Overhead line equipment and passing trains will be visible over the width of the existing view. The magnitude of visual change will be **high.**	**Major adverse (significant)**
	Night-time	The realigned A556 Shurlach Road will be in closer proximity to visual receptors on Birches Lane, with street lighting and traffic headlights more visible due to the loss of mature roadside vegetation removed during construction. The lights and their support systems will be designed to reduce the visual impact of the lighting installation. There will be a noticeable modification to the night-time views experienced for receptors associated with Birches Lane. The magnitude of visual change will be **medium**.	**Moderate adverse (significant)**
Year 15	**Summer**	Landscape mitigation planting alongside the A556 Shurlach Road realignment and route of the Proposed Scheme will be sufficiently established to locally integrate the realigned A556 Shurlach Road. Planting on Rudheath embankment will screen the lower elements of overhead line equipment and train movements and will soften the appearance and prominence of the embankments to either side of Wade Brook viaduct. The magnitude of visual change will reduce to be **medium.**	**Moderate adverse (significant)**
	Night-time	Landscape mitigation planting alongside the A556 Shurlach Road Realignment and route of the Proposed Scheme will be sufficiently established to reduce the impact of headlights, although the roadside lighting will remain visible above the establishing mitigation planting. The magnitude of visual change will reduce to **low**.	**Minor adverse (non-significant)**
Year 30	**Summer**	The mature mitigation planting will provide denser screening of overhead line equipment and train movements on Rudheath embankment and Wade Brook viaduct. The viaduct will be framed by mature vegetation which will more fully integrate the structure as a component of the landscape although the realignment of the road will remain evident. The magnitude of visual change will remain **medium.**	**Moderate adverse (significant)**
	Night-time	Mature landscape mitigation planting alongside the A556 Shurlach Road Realignment and route of the Proposed Scheme will screen headlights on the A556 Shurlach Road, although the roadside lighting will remain visible above the mitigation planting. The magnitude of visual change will remain **low**.	**Minor adverse (non-significant)**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 312-03-002: view south-east from Footpath Lostock Gralam 2/1, Griffiths Road

This viewpoint is representative of views experienced by users of Footpath Lostock Gralam 2/1.

Winter view (baseline)

Date taken: 08/02/2018 (stitched panorama)



Summer view (baseline)

Date taken: 21/08/2018 (stitched panorama)



Camera:	Nikon D3200 SLR 50mm (equivalent) focal length	
Approximate GPS co-ordinates ref.	369921, 375356	
Value of the viewpoint:	This viewpoint has a **medium-low** value, its composition being representative and typical of an urban fringe landscape on the eastern edge of Northwich. The chemical works and A530 are prominent detracting elements within the view.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The viewpoint is representative of footpath users and their attention is likely to be focused on the landscape to the east and detracting elements of the main road and industrial works to the south and west. There is a **medium-high** susceptibility to visual change arising from the construction and operation of the Proposed Scheme.	**Medium**



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Viewpoint 312-03-002: view south-east from Footpath Lostock Gralam 2/1, Griffiths Road

Visual baseline description

Winter	The near distance comprises irregular shaped pastoral fields with scattered scrub and small field trees either side of Wade Brook and a small area of marshy grassland adjacent to the watercourse. In the mid-ground to the south of the watercourse, fields of semi natural grassland rise slightly out of the small local valley towards a grass banked, elevated chemical treatment pond in the mid ground. The buildings within the chemical works are a prominent detracting element to the south west and traffic on the A530 Griffiths Road is openly visible in front of the works. In the far distance visibility is broadly contained within a narrow field of view towards arable fields bordered by low managed hedgerows. Springbank Farm and properties on the edge of Lostock Green are visible and a line of pylons break the distant skyline. The network of field vegetation forms the backdrop and distant views are not afforded.
Summer	In summer, the extent of views to the south and beyond the brook is broadly unchanged due to limited woody vegetation in the fore and middle-distance. Detracting elements of the A530 Griffiths Road, Waste Lime Beds with engineered earthworks are openly visible. Intervening field trees in foliage offer some further screening in summer towards properties on the edge of Lostock Green in the far distance to the south-east.
Night time	The night-time baseline is not described for this viewpoint, as night-time effects are considered only for occupants of residential properties, residents staying in hotels and healthcare institutions.

Future baseline description

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

Visual impact assessment

		Temporary effects during construction	**Significance of effect**
Construction		Footpath users will have distant, filtered and oblique views across field boundaries towards construction of the Proposed Scheme and realignment of the A556 Shurlach Road to the south. The loss of field boundary vegetation and roadside planting along the existing A556 Shurlach Road will be evident in the middle-distance, opening glimpsed views towards Lostock Green housing. The upper elements of construction equipment will be visible within the A556 Shurlach Road Satellite Compound and Transfer Node and Wade Brook viaduct. Construction works in front of properties within Lostock Green will be visible within a narrow portion of the views. Construction works for Rudheath Embankment will be visible against the skyline while construction of the Lostock Gralam South Embankment will be screened by intervening woodland. Views from the footpath towards the construction of the Proposed Scheme are partially filtered by intervening field trees and broken managed hedgerows and the engineered earthworks of the Waste Lime Beds screen views to the south towards further works. The construction activity will be largely filtered by intervening vegetation and built form the magnitude of visual change will be **low.**	**Minor adverse (non-significant)**
Construction night-time		Night time effects have only been considered for occupants of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Construction cumulative assessment		There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	**Significance of effect**
Year 1	**Winter**	Rudheath embankment will be visible in the far distance with overhead line equipment and train movements visible against the skyline. The Wade Brook viaduct will be screened or heavily filtered by intervening planting along the watercourse. The loss of roadside vegetation and realignment of the A556 Shurlach Road will place traffic marginally closer to footpath users and will be slightly more visible. Properties on the edge of Lostock Green will no longer be visible beyond the Rudheath embankment although the skyline profile will not substantially change as result. Due to its immaturity, mitigation planting north of the A556 and landscape planting south of the Wade Brook viaduct will not integrate the Proposed Scheme by year 1. The Proposed Scheme elements will be largely filtered by intervening vegetation and built form and the magnitude of visual change will be **low.**	**Minor adverse (non-significant)**
	Night-time	Night time effects have only been considered for occupants of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Year 15	**Summer**	Mitigation roadside planting on the western side of the A556 Shurlach Road and woodland planting on and to the south of Rudheath embankment will be sufficiently established to provide screening of the engineered embankment and the lower elements of train movements and overhead line equipment. The narrow belt of roadside mitigation planting will allow for a filtered awareness of passing traffic on the A556 Shurlach Road to the fore of the Proposed Scheme. The Wade Brook viaduct will not be visible to the east beyond intervening field vegetation and mitigation planting. The magnitude of visual change will be **negligible.**	**Negligible (non-significant)**
	Night-time	Night time effects have only been considered for occupants of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Year 30	**Summer**	The further maturity of the mitigation planting at year 30 will provide denser screening of overhead line equipment and train movements on the Rudheath embankment as well as traffic on the A556 Shurlach Road. The Proposed Scheme will be framed by mature vegetation which will more fully integrate the earthwork and infrastructure as a component of the landscape setting. The magnitude of visual change will remain **negligible.**	**Negligible (non-significant)**
	Night-time	Night time effects have only been considered for occupants of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 312-02-003: view west from Restricted Byway Lostock Gralam 1/1, Lostock Green

This viewpoint is representative of views experienced by residents of properties to the north of Lostock Green and by users of Restricted Byway Lostock Gralam 1/1.

Winter view (baseline)

Date taken: 27/03/2018 Time taken:15:42









Summer view (baseline)

Date taken: 29/07/2019 Time taken: 09:47









Camera:	Sony a7RII, FFS, Zeiss Loxia 50mm f/2.0 lens	
Approximate GPS co-ordinates ref.	369545.766, 373997.713	
Value of the viewpoint:	This viewpoint has a **medium** value, its composition being representative of the open countryside to the east of Northwich. Traffic movement on the A556 Shurlach Road is a noticeable component of the view in winter.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	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. Similarly, the attention of footpath users is focused on the surrounding landscape.	**High**



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Viewpoint 312-02-003: view west from Restricted Byway Lostock Gralam 1/1, Lostock Green

Visual baseline description

Winter	The near distance comprises a surfaced access track, with unrestricted views across a narrow linear field towards the A556 Shurlach Road. The field boundary hedge and mature roadside planting along the line of the road corridor creates a continuous, near distance skyline which heavily filters traffic movement. Telegraph poles and cables break the skyline in the near distance. To the south of the view, properties on the edge of Lostock Green are visible with mature garden vegetation forming an additional screen to the adjacent A556 Shurlach Road. To the north, the mature roadside planting of the A556 Shurlach Road extends to a distant skyline defined by Long Wood, with the residential edge of Lostock Gralam intermittently visible. The shallow valley recess of Wade Brook is revealed where the A556 Shurlach Road dips with the landform.
Summer	In summer, awareness of traffic movement along the A556 Shurlach Road is further limited by foliage, restricting visibility to the tops of larger vehicles. The foliage of boundary vegetation along the A556 Shurlach Road predominantly screens the far distance skyline of Lostock Gralam to the north.
Night time	The rural and urban sections of the A556 Shurlach Road immediately to the west include street lighting in the near distance, however other rural roads within the field of view beyond the A556 Shurlach Road and to the north are unlit and night-time lighting is limited to individual properties. There is a far distance skyglow from the nearby town of Lostock Gralam to the north.

Future baseline description

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

Visual impact assessment

	Temporary effects during construction	**Significance of effect**
Construction	Residents and footpath users will experience a substantial change to the composition of near distance views towards construction works for Wade Brook viaduct, Rudheath embankment, Lostock Gralam South embankment, Birches Lane diversion and the A556 Shurlach Road realignment. Views will be partially screened by garden boundary vegetation and roadside planting along the existing A556 Shurlach Road. Users of the restricted byway will have direct views of construction activity between Lostock Green and the Mid-Cheshire Line, partially enabled by the removal of mature vegetation along the existing A556 Shurlach Road. Lostock Gralam viaduct satellite compound will be adjacent to the byway, with material stockpiles visible in fields next to the realigned Birches Lane and along the byway. The presence of large-scale construction works in proximity to the receptors will result in a substantial change in the view. The combination of the above will result in a **high** magnitude of visual change.	**Major adverse (significant)**
Construction night-time	The presence of night-time lighting for the Birches Lane satellite compound, Lostock Gralam viaduct satellite compound and construction activity in relation to Lostock Gralam viaduct in the near distance and middle-distance to the west and north will introduce lighting elements within an already relatively well-lit corridor along the A556 Shurlach Road. The controls on light spill set out in the draft CoCP will reduce light spill and glare. There will be a slight increase in the extent and brightness of artificial lighting. At night there will be a **low** magnitude of visual change.	**Minor adverse (non-significant)**
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	**Significance of effect**
Year 1	**Winter**	Residents and byway users will experience a substantial change to the composition of near and middle-distance views. Infrastructure elements including Wade Brook viaduct and earthworks in relation to Rudheath embankment and Lostock Gralam South embankment will be visible. Overhead line equipment and passing trains will be partially visible across the majority of the view, above intervening landscape earthworks and across Wade Brook viaduct. The realigned A556 Shurlach Road however will be largely screened by the Lostock Gralam South and Rudheath embankments and the landscape earthworks between the Proposed Scheme and Lostock Green. The absence of mature vegetation associated with the former A556 Shurlach Road alignment will be evident, while the immaturity of mitigation planting will not provide any integration of the Proposed Scheme at year 1. The magnitude of visual change will be **high**.	**Major adverse (significant)**
	Night-time	Street lighting associated with the Birch Lane diversion and tie in to the A556 Shurlach Road will extend north of the Lostock Green, although roadside lighting along the re-aligned A556 Shurlach Road will be predominantly screened by the Proposed Scheme. The magnitude of visual change will be **negligible**.	**Negligible (non-significant)**
Year 15	**Summer**	Landscape mitigation planting, in combination with screening earthworks will be sufficiently established to locally integrate the Proposed Scheme and the realigned A556 Shurlach Road with the surrounding landscape. The appearance of Wade Brook viaduct and Wade Brook offline overbridge will be softened by planting along Rudheath embankment and Lostock Gralam South embankment. The maturing of mitigation planting will provide an additional screen to overhead line equipment and passing trains. Wade Brook viaduct will retain some visual connectivity to the west, although no more than the previous A556 Shurlach Road alignment. Properties on the western edge of Lostock Green will experience views directly onto adjacent established woodland mitigation planting, which will provide an effective screen towards infrastructure and overhead line equipment as well as passing trains. The magnitude of visual change will reduce to **medium**.	**Moderate adverse (significant)**
	Night-time	The street lighting associated with the Birch Lane diversion and tie in to the A556 Shurlach Road will remain apparent as mitigation planting establishes. The magnitude of visual change will remain **negligible**.	**Negligible (non-significant)**
Year 30	**Summer**	The maturing mitigation planting will provide denser screening of overhead line equipment and train movements. The belts of mitigation woodland between Lostock Green and the Proposed Scheme will effectively integrate the Proposed Scheme and reinstate mature screen vegetation similar to that along the existing A556 Shurlach Road. The Wade Brook viaduct will however remain evident, in combination with traffic movement along the realigned A556 Shurlach Road where both cross the Wade Brook. The magnitude of visual change will remain **medium**.	**Moderate adverse (significant)**
	Night-time	The street lighting associated with the Birch Lane diversion and tie in to the A556 Shurlach Road will remain apparent as mitigation planting matures. The magnitude of visual change will remain **negligible**.	**Negligible (non-significant)**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 312-02-003: view west from Restricted Byway Lostock Gralam 1/1, Lostock Green

This viewpoint is representative of views experienced by residents of properties to the north of Lostock Green and by users of Restricted Byway Lostock Gralam 1/1.

Winter view (baseline)

Date taken: 27/03/2018 Time taken:15:42



Winter verifiable photomontage - operation year 1



Camera:	Sony a7RII, FFS, Zeiss Loxia 50mm f/2.0 lens		
Approximate GPS co-ordinates ref.	369545.766, 373997.713	**Direction of View:**	346.53°
Elevation:	33.893m AOD	**Height of Camera:**	1.669m

The viewpoint has been taken approximately 105m away from the Proposed Scheme. Viewpoint location shown on Map LV-01-724. For full details of the visual assessment at viewpoint 312-**02**-003 refer to Volume 5: Appendix LV-07-MA02, 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 show 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).



Map Number
LV-01-724

Map Name
Verifiable Photomontage
Operation Year 1 (2038) - Winter
Viewpoint 312-**02**-003

Community Area :
MA02

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Date: Jan 2021

Viewpoint 312-02-003: view west from Restricted Byway Lostock Gralam 1/1, Lostock Green

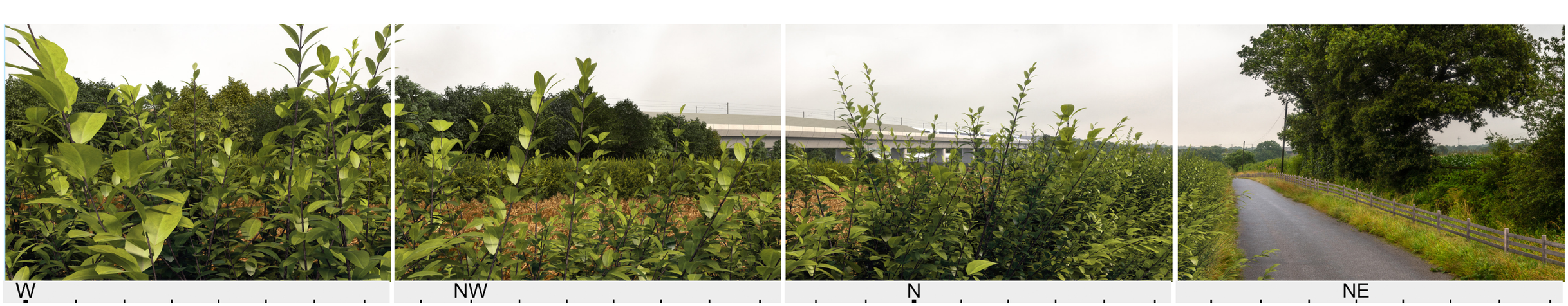
This viewpoint is representative of views experienced by residents of properties to the north of Lostock Green and by users of Restricted Byway Lostock Gralam 1/1.

Summer view (baseline)

Date taken: 29/07/2019 Time taken: 09:47



Summer verifiable photomontage - operation year 15



Camera:	Sony a7RII, FFS, Zeiss Loxia 50mm f/2.0 lens		
Approximate GPS co-ordinates ref.	369545.766, 373997.713	**Direction of View:**	346.53°
Elevation:	33.893m AOD	**Height of Camera:**	1.669m

The viewpoint has been taken approximately 105m away from the Proposed Scheme. Viewpoint location shown on Map LV-01-725. For full details of the visual assessment at viewpoint 312-**02**-003 refer to Volume 5: Appendix LV-001-0MA02 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 2053 (15 years after opening) 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 semi-mature trees which have put on 15 years of growth to illustrate how the Proposed Scheme will further integrate into the landscape over time.

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).



Key Plan

Map Number
LV-01-725

Map Name
Verifiable Photomontage
Operation Year 15 (2053) - Winter
Viewpoint 312-**02**-003

Community Area :
MA02

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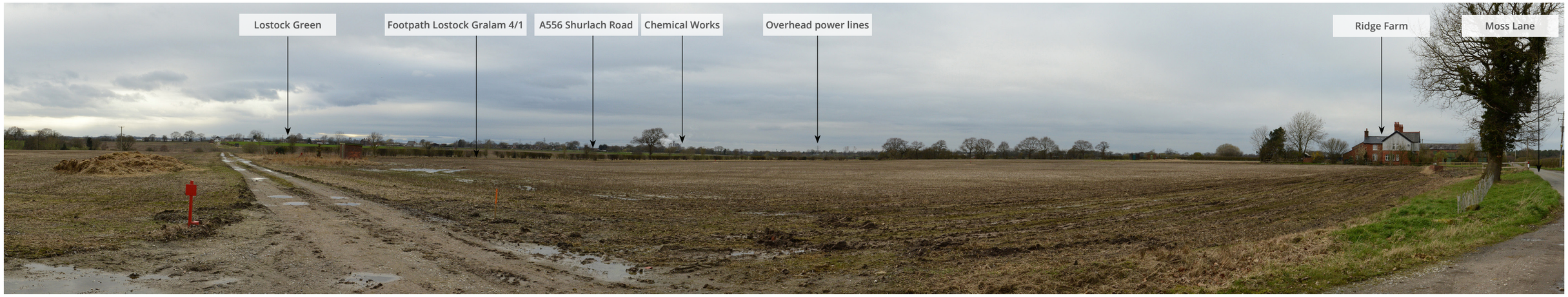
Date: Jan 2021

Viewpoint 312-02-004: view west from Mosslane Farm, Moss Lane

This viewpoint is representative of views experienced by residents of Mosslane Farm, Langford Farm and adjacent residential properties and users of Footpath Lostock Gralam 4/1 and 10/1.

Winter view (baseline)

Date taken: 19/03/2019 (stitched panorama)



Summer view (baseline)

Date taken: 21/08/2018 (stitched panorama)



Camera:	Nikon D3200 SLR 50mm (equivalent) focal length	
Approximate GPS co-ordinates ref.	370519, 373681	
Value of the viewpoint:	This viewpoint has a **medium** value, its composition reflecting the open characteristics and sparse tree cover associated with the largely agricultural landscape to the east of Northwich.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	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. Similarly, the attention of footpath users is focused on the surrounding landscape.	**High**



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Viewpoint 312-02-004: view west from Mosslane Farm, Moss Lane

Visual baseline description

Winter	This viewpoint is located on Moss Lane, to the east of Lostock Green village and Wade Brook. The near distance and middle-distance is uninterrupted, comprising of large, flat arable fields bordered by managed hedgerows with infrequent mature field trees. Riparian vegetation bordering Wade Brook defines the route of the stream course within the landscape. The nearby property of Ridge Farm is prominent along Moss Lane, to the north of the view. There is a wide and largely uninterrupted far distance skyline of field boundaries and tree cover bordering Lostock Gralam to the east of Northwich. Residential properties within Lostock Green are visible against the skyline, with traffic movement along the A556 Shurlach Road evident although heavily filtered by roadside vegetation. The TATA chemical works is a prominent skyline feature above the tree canopy, along with electricity pylons which also break the skyline.
Summer	In summer, the extent and content of the view remains open across the arable fields. In the far distance, the A556 Shurlach Road and properties within Lostock Green are largely screened, although the TATA chemical works and electricity pylons remain visible on the skyline.
Night time	The rural section of the A556 Shurlach Road to the west of the view comprises street lighting in the far distance, however other rural roads within the field of view immediately west and north are unlit and night-time lighting is limited to individual properties. The nearby towns of Lostock Green and Lostock Gralam contribute to the far distance skyglow in views.

Future baseline description

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

Visual impact assessment

		Temporary effects during construction	**Significance of effect**
Construction		Residents and users of Footpaths will experience a noticeable change to the composition of middle and far-distance views. The construction of the A556 Shurlach Road realignment, Rudheath embankment and Wade Brook viaduct will be visible in the far distance following the removal of mature boundary vegetation. The construction of the Birches Lane diversion and temporary materials stockpiles immediately east of the Proposed Scheme will be visible, with taller elements of construction and equipment seen against the skyline. Although these changes will be seen in the far distance, the large-scale construction activity will make them visible across the full extent of the view. Utilities diversion works will also take place across the middle-distance. The magnitude of visual change will be **medium**.	**Moderate adverse (significant)**
Construction night-time		The presence of night-time lighting for the Lostock Gralam viaduct satellite compound, Birches Lane satellite compound and construction activity for the Lostock Gralam viaduct to the west will generate additional far distance skyglow above and beyond intervening field and roadside vegetation within a predominantly unlit area. The controls on light spill set out in the draft CoCP will reduce light spill and glare. There will be a slight increase in the prominence of artificial lighting in the view. At night there will be a **low** magnitude of visual change.	**Minor adverse (non-significant)**
Construction cumulative assessment		There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	**Significance of effect**
Year 1	**Winter**	The Proposed Scheme will be visible in the far distance on Rudheath embankment, Lostock Gralam South embankment and Wade Brook viaduct. This will alter the skyline and form a new feature on the horizon. Train movements and overhead line equipment will be visible. The immaturity of mitigation planting will not integrate Lostock Gralam South embankment or Wade Brook viaduct by year 1. The magnitude of visual change will be **medium.**	**Moderate adverse (significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 15	**Summer**	Landscape mitigation planting on Rudheath embankment will be sufficiently established to locally integrate the engineering earthworks. Embankment planting will largely screen the lower elements of overhead line equipment and passing trains and soften the appearance of the Proposed Scheme against the skyline. The magnitude of visual change will reduce to be **low.**	**Minor adverse (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 30	**Summer**	The further maturity of the mitigation planting at year 30 will provide denser screening of overhead line equipment and train movements on Rudheath embankment with Wade Brook viaduct framed by mature vegetation, integrating the structures into their local landscape setting. The magnitude of visual change will reduce to **negligible.**	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 312-02-005: view south-east from Lostock Gralam Station entrance, Lostock Hollow

This viewpoint is representative of views experienced by residents of Rosetree Meadow, Paulden Road and Harris Road and rail travellers on the Mid-Cheshire Line.

Winter view (baseline)

Date taken: 19/03/2019 (stitched panorama)

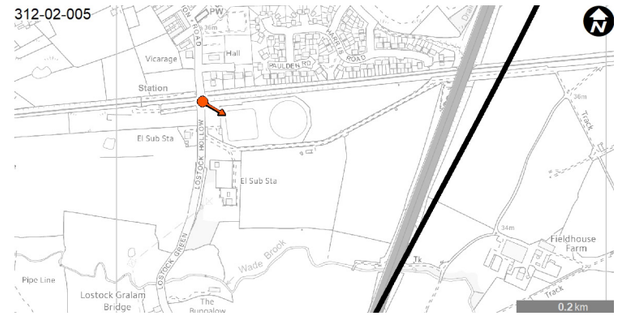


Summer view (baseline)

Date taken: 21/08/2018 (stitched panorama)



Camera:	Nikon D3200 SLR 50mm (equivalent) focal length	
Approximate GPS co-ordinates ref.	369175, 374625	
Value of the viewpoint:	This viewpoint has a **medium - low** value, its composition being representative of broadening farmland with some industrial use beyond the eastern limit of Lostock Gralam. The Mid-Cheshire Line and Holford Brinefield are prominent components in the view.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	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. The viewpoint is also representative of rail users of lower susceptibility, where the attention of view will be limited to the immediate landscape.	**Medium**



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Viewpoint 312-02-005: view south-east from Lostock Gralam Station entrance, Lostock Hollow

Visual baseline description

Winter	The viewpoint is located at Lostock Hollow, to the immediate south of the Mid-Cheshire Line railway and opposite the entrance to Lostock Gralam railway station. The near distance and middle-distance comprises the rail corridor of the Mid-Cheshire Line in cutting, bordered to the south by Holford Brinefield and its associated above ground works areas, earthworks, pipelines and security fencing. An electricity substation is located to the south of the access to the brinefield with overhead power lines, prominent structures and security fencing. Mature roadside vegetation borders Lostock Hollow where it descends towards Wade Brook. Properties bordering the Mid-Cheshire Line have filtered, mainly rear elevation views through garden and scrub vegetation along the top of the railway cutting. The view extends to a far distance skyline defined largely by mature vegetation bordering the A556 Shurlach Road, which filters traffic movement along the dual carriageway. The hills of the Peak District form a far distant horizon line above the tree canopy.
Summer	The extent of views from the rear of residential properties does not substantially alter, although foliage on scrub vegetation within the railway cutting provides some additional screening of the brinefield and electricity substation. Traffic on the A556 Shurlach Road is screened by foliage on roadside vegetation. In the far distance individual field trees become more prominent, although distant views to Peak District hills remain.
Night time	Lostock Hollow, the station entrance, platform and adjacent substation are all lit and contribute to skyglow in the near distance while the rural section of the A556 to the east of the view also comprises street lighting in the far distance. Lostock Gralam also contributes further to the far distance skyglow within the view.

Future baseline description

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

Visual impact assessment

	Temporary effects during construction	**Significance of effect**
Construction	Residents will experience a noticeable change to the composition of near and middle-distance views of large-scale construction activities including the A556 Shurlach Road realignment, Wade Brook viaduct and Lostock Gralam South embankment. Taller elements of construction equipment and operations within Birches Lane satellite compound will be visible above intervening existing trees to the south. The removal of vegetation along the A556 Shurlach Road will open up oblique views east towards Lostock Gralam viaduct satellite compound. All traffic movement on the A556 Shurlach Road throughout the construction period will be visible in the far distance together with construction traffic along Lostock Hollow. There will be a noticeable change to the skyline during construction, with the works visible across the majority of the view. The combination of the above will result in a **medium** magnitude of visual change.	**Moderate adverse (significant)**
Construction night-time	The presence of night-time lighting for the satellite compounds (Birches Lane and Lostock Gralam viaduct) and construction activity in relation to the Lostock Gralam viaduct in the middle-distance to the east will introduce lighting elements within an already relatively well-lit area. The controls on light spill set out in the draft CoCP will minimise light spill and glare. There will be a slight increase in the extent and brightness of artificial lighting in the view. At night there will be a **low** magnitude of visual change.	**Minor adverse (non-significant)**
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	**Significance of effect**
Year 1	**Winter**	Large-scale infrastructure elements including the realigned A556 Shurlach Road and the Proposed Scheme on Lostock Gralam South embankment and Wade Brook viaduct will be visible, with Wade Brook offline overbridge beyond. The presence of these structures will alter the skyline and restrict more distant views. The removal of mature field boundary and roadside vegetation during construction will be evident. Due to the immaturity of the landscape mitigation planting, this will not integrate Lostock Gralam South embankment or Wade Brook viaduct by year 1. The magnitude of visual change will be **medium**.	**Moderate adverse (significant)**
	Night-time	Landscape mitigation planting to replace vegetation loss during construction of the realigned A556 Shurlach Road will not be sufficiently established to provide any visual screen at year 1. Roadside lighting and traffic headlights will be visible in the far distance. The magnitude of visual change will be **low.**	**Minor adverse (non-significant)**
Year 15	**Summer**	Mitigation planting to the west of the realigned A556 Shurlach Road and on the western slopes of Lostock Gralam South embankment will be sufficiently established to locally integrate the realigned A556 Shurlach Road and the Proposed Scheme. Landscape mitigation planting on Rudheath embankment and Lostock Gralam South embankment will partially screen the lower elements of overhead line equipment and train movements and will soften the appearance of the Wade Brook viaduct and Wade Brook offline overbridge. However, traffic and train movements will remain visible in the far distance, with the upper elements of overhead line equipment seen against the skyline. The magnitude of visual change will remain **medium.**	**Moderate adverse (significant)**
	Night-time	Establishing andscape mitigation planting will screen the realigned A556 Shurlach Road, with headlights predominantly screened and roadside lighting less apparent. The magnitude of visual change will be **negligible.**	**Negligible (non-significant)**
Year 30	**Summer**	The maturing of the landscape mitigation planting at year 30 will provide denser screening of road traffic on the A556 Shurlach Road realignment and of overhead line equipment and train movements on the Wade Brook viaduct and Lostock Gralam south embankment. The mature vegetation will more fully integrate the structures within their landscape setting. The magnitude of visual change will reduce to **low.**	**Minor adverse (non-significant)**
	Night-time	The mature landscape mitigation planting associated with the realigned A556 Shurlach Road will predominantly screen roadside lighting. The magnitude of visual change will be **negligible.**	**Negligible (non-significant)**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 312-02-006: view north-west from Footpath Lostock Gralam 4/2, east of Fieldhouse Farm

This viewpoint is representative of views experienced by residents of Fieldhouse Farm and nearby isolated properties, and users of Footpath Lostock Gralam 4/2.

Winter view (baseline)

Date taken: 19/03/2019 (stitched panorama)



Summer view (baseline)

Date taken: 21/08/2018 (stitched panorama)



Camera:	Nikon D3200 SLR 50mm (equivalent) focal length	
Approximate GPS co-ordinates ref.	370065, 374348	
Value of the viewpoint:	This viewpoint has a **medium** value, its composition being representative open farmland to the east of Northwich and with woodland belts to the north. The Mid Cheshire Line, and above ground pipelines are noticeable components within the view.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	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. Similarly, the attention of footpath users is focused on the surrounding landscape.	**High**



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Viewpoint 312-02-006: view north-west from Footpath Lostock Gralam 4/2, east of Fieldhouse Farm

Visual baseline description

Winter	The viewpoint is located on Footpath Lostock Gralam 4/2, within farmland to the east of Lostock Gralam. The near distance comprises a junction of farm access tracks, bordered by managed hedges with infrequent trees. A post and wire fence surrounds an above ground pipeline and apparatus for brine extraction, these being a common feature within the local landscape . The middle-distance is comprised of flat, pastoral fields bordered by further low managed hedges with relatively few trees. Wooden telegraph poles and overhead power lines run across the majority of the view. The far distance and skyline is formed predominantly by Long Wood, Square Wood and mature vegetation bordering the A556 Shurlach Road. Traffic movement is heavily filtered by this vegetation, although train movements along the Mid-Cheshire Line is exposed. The A556 Shurlach Road overbridge above the Mid-Cheshire Line is a conspicuous feature against the far distance of woodland.
Summer	In summer, hedge growth restricts sequential views from eye level along the footpath. Vegetation bordering the A556 Shurlach Road provides a denser screen to traffic movement, while train movements along the Mid-Cheshire Line remains visible. The above ground apparatus for the brine works remain an openly visible and detracting element within the view.
Night time	The rural and urban sections of the A556 Shurlach Road to the west comprise street lighting in the far distance, however other rural roads within the field of view immediately north and south are unlit and night-time lighting is limited to individual properties. There is a far distance skyglow from the nearby town of Lostock Gralam to the north-west.

Future baseline description

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

Visual impact assessment

	Temporary effects during construction	**Significance of effect**
Construction	Residents and footpath users will will experience a substantial change to the composition of near and middle-distance views. This will include construction works for the emerging Lostock Gralam north and south embankments, Rudheath embankment, Wade Brook and Lostock Gralam viaducts, the A556 Shurlach Road realignment and Birches Lane. The Lostock Gralam viaduct satellite compound will be located in proximity to Fieldhouse Farm, with Smoker Brook viaduct south satellite compound to the north-west in the middle-distance. There will be widespread removal of established vegetation bordering the existing A556 Shurlach Road, at Long Wood and across intervening field boundaries. The construction works will be visible across the majority of the view. Construction activity will result in a **high** magnitude of visual change.	**Major adverse (significant)**
Construction night-time	The presence of night-time lighting for the Lostock Gralam viaduct satellite compound in the near distance and construction activity in relation to the Wade Brook and Lostock Gralam viaducts in the middle-distance to the west will introduce additional light sources in the view seen in the context of the far distance skyglow associated with Lostock Gralam and existing lighting along the A556 Shurlach Road. The controls on light spill set out in the draft CoCP will reduce light spill and glare. There will be a noticeable increase in the prominence of artificial lighting. At night there will a **medium** magnitude of visual change.	**Moderate adverse (significant)**
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	**Significance of effect**
Year 1	**Winter**	Residents and footpath users will have near and middle-distance views of overhead line equipment and passing trains across the majority of the view. The realigned A556 Shurlach Road will be visible in narrow views beyond and through Wade Brook viaduct. A truncated belt of retained vegetation alongside Wade Brook will partially screen views from Fieldhouse Farm towards Rudheath embankment to the south. Intervening farm buildings will screen views towards Lostock Gralam North embankment. However, the new infrastructure will change the skyline profile in the middle-distance. Due to its immaturity, mitigation planting will not provide any screening or integration of the Proposed Scheme at year 1. The magnitude of visual change will be **high.**	**Major adverse (significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 15	**Summer**	Landscape mitigation planting on the Lostock Gralam north and south embankments and Rudheath embankment will be sufficiently established to locally integrate the earthworks. The planting will partially screen overhead line equipment and passing trains on the elevated route of the Proposed Scheme. Lostock Gralam viaduct will remain visible from the footpath and there will be a narrow but direct view towards the northern abutments of the Wade Brook viaduct from Fieldhouse Farm. The establishing landscape mitigation planting will be largely characteristic of the existing view towards the A556 Shurlach Road. The magnitude of visual change will reduce to **medium.**	**Moderate adverse (significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 30	**Summer**	The maturing of the mitigation planting at year 30 will provide denser screening of overhead line equipment and train movements along the elevated section of the Proposed Scheme. Ecological woodland planting to the north of the Mid-Cheshire line will further assist in partially screening Lostock Gralam north embankment. The planting will integrate the Proposed Scheme locally although the viaduct sections and passing trains will remain visible from Fieldhouse Farm and for footpath users. The magnitude of visual change will remain **medium**.	**Moderate adverse (significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 312-02-007: view east from Broseley Way, Lostock Gralam

This viewpoint is representative of views experienced by residents of properties bordering Shurlach Road and those in Lostock Lodge Care Home, for hotel guests at the Travelodge Northwich and visitors to the Watermead public house.

Winter view (baseline)

Date taken: 19/03/2019 (stitched panorama)



Summer view (baseline)

Date taken: 21/08/2018 (stitched panorama)



Camera:	Nikon D3200 SLR 50mm (equivalent) focal length	
Approximate GPS co-ordinates ref.	369717, 374863	
Value of the viewpoint:	This viewpoint has a **medium** value, its composition being of public open space bordering residential development and mature tree cover bordering the A556 Shurlach Road. Traffic movement along the A556 Shurlach Road is a noticeable component of the view.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	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. Hotel guests and visitors to the public house have lower susceptibility as their attention is less focused on the landscape.	**High**



Viewpoint 312-02-007: view east from Broseley Way, Lostock Gralam

Visual baseline description

Winter	The near distance, from properties on Broseley Way and Salary Row comprise the managed grass verge and attenuation ponds of Lostock Park, with adjoining play areas and newly planted street trees. A close board boundary fence separates the properties from the A556 Shurlach Road, which passes on embankment beyond an immediate belt of mature roadside planting. The adjacent and mature tree canopies of Long Wood combine with this vegetation to create a continuous near distance skyline of tree cover. Views from Lostock Lodge Care Home and Travelodge Northwich, to the north of the residential development have a similar context of view across the A556 Shurlach Road. Properties bordering Harris Road to the south have views across the Mid-Cheshire Line railway and towards the A556 Shurlach Road, which crosses above the railway on viaduct.
Summer	The summer foliage of roadside planting alongside the A556 Shurlach Road provides a denser screen to frequent traffic movement, although this is still evident through gaps in vegetation. Visibility is predominantly restricted to the near distance, with intermittent and heavily filtered views towards open farmland to the east of the A556 Shurlach Road.
Night time	The residential area and the adjacent urban section of the A556 Shurlach Road incorporate street lighting in the near distance which forms part of the wider skyglow from the town of Lostock Gralam. Beyond the A556 Shurlach Road local roads are predominantly unlit and lighting is limited to individual properties.

Future baseline description

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

Visual impact assessment

	Temporary effects during construction	**Significance of effect**
Construction	Residents of private dwellings, of Lostock Lodge Care Home, and users of the Travelodge Northwich and The Watermead will have near and middle-distance views of large-scale construction works including the activities associated with the Lostock Gralam embankment and Smoker Brook viaduct. Smoker Brook viaduct south satellite compound will be visible immediately east of the A556 Shurlach Road, partially filtered by existing timber boundary fencing and vegetation providing a visual screen. The removal of mature tree cover from the western edge of Long Wood will be noticeable changing the wooded backdrop to the view in the near and middle-distance. Residents of Salary Row, Broseley Way and Lostock Lodge Care Home will have partially filtered views across the existing A556 Shurlach Road towards the construction of Lostock Gralam North embankment. Construction activity will result in a **medium** magnitude of visual change.	**Moderate adverse (significant)**
Construction night-time	The presence of night-time lighting for the Lostock Gralam viaduct satellite compound, Smoker Brook viaduct south satellite compound and construction activity in relation to the Lostock Gralam viaduct in the middle-distance to the east will introduce lighting elements within an already relatively well-lit area. The controls on light spill set out in the draft CoCP will minimise light spill and glare. There will be a slight increase in the extent and brightness of artificial lighting in the view. At night there will be a **low** magnitude of visual change.	**Minor adverse (non-significant)**
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	**Significance of effect**
Year 1	**Winter**	The Lostock Gralam north embankment immediately east of the A556 Shurlach Road, along with the absence of mature trees, lost during construction at Long Wood will represent a noticeable change in the middle-distance for residents on Broseley Way and Salary Row. The Lostock Gralam North embankment, overhead line equipment and train movements will form a changed skyline beyond intervening roadside planting. The near distance view will not change for properties on Broseley Way. For those at the end of Harris Road the clearance of mature roadside trees during construction will open views up to traffic on the realigned A556 Shurlach Road and overhead line equipment on the Lostock Gralam viaduct further east. Residents of Lostock Lodge Care Home and Travelodge Northwich will have filtered views across the A556 Shurlach Road towards the Proposed Scheme on embankment and the A556 Shurlach Road auto-transformer station. At year 1, the immaturity of landscape mitigation planting will not integrate the Proposed Scheme. The magnitude of visual change will be **medium**.	**Moderate adverse (significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 15	**Summer**	The establishment of mitigation planting on the eastern side of the A556 Shurlach Road and on the Lostock Gralam North and South embankments will be sufficiently established to soften the appearance of the Proposed Scheme in the middle-distance seen from Broseley Way, Salary Row and Harris Road. The mitigation planting will partially screen overhead line equipment and passing trains. Mitigation planting will replace and increase the original extent of the woodland lost within Long Wood, helping to integrate the Proposed Scheme into the local landscape. The magnitude of visual change will reduce to **medium**.	**Moderate adverse (significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 30	**Summer**	The maturing mitigation planting will provide denser screening of overhead line equipment and train movements on the embankment to the east of the A556 Shurlach Road. Roadside vegetation on the boundary of the A556 Shurlach Road will also have further matured to provide additional screening in the near distance. The Proposed Scheme will be framed by mature vegetation, which will more fully integrate the elevated main line as a component of the landscape setting. The magnitude of visual change will reduce to **low**.	**Minor adverse (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 312-03-008: view west from Footpath Lostock Gralam 8/2, Plumley Lime Beds Nature Reserve

This viewpoint is representative of views experienced by users of Footpath Lostock Gralam 8/2, to the west of Plumley Lime Beds Nature Reserve (SSSI).

Winter view (baseline)

Date taken: 19/03/2019 (stitched panorama)



Summer view (baseline)

Date taken: 21/08/2018 (stitched panorama)



Camera:	Nikon D3200 SLR 50mm (equivalent) focal length	
Approximate GPS co-ordinates ref.	370471, 374883	
Value of the viewpoint:	This viewpoint has a **medium** value, composed of open farmland with frequent woodland belts to the east of Northwich. The Mid Cheshire Line railway is a noticeable component within the view.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The attention of footpath users is focused on the surrounding landscape. They are therefore **highly** susceptible to visual change arising from the construction and operation of the Proposed Scheme.	**High**



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Viewpoint 312-03-008: view west from Footpath Lostock Gralam 8/2, Plumley Lime Beds Nature Reserve

Visual baseline description

Winter	There is an unrestricted view across flat and arable fields from the western edge of Plumley Lime Beds Nature Reserve. Visibility is limited in the middle-distance by intervening field boundaries and belts of mature woodland, including Square Wood and Long Wood which combine to create a well-wooded far distant skyline. The Mid-Cheshire Line railway, set beyond a continuous palisade boundary fence is evident in the middle-distance, to the southern extent of the view. There are distant, heavily filtered views west towards the A556 Shurlach Road and beyond to residential and commercial development immediately west of the road corridor.
Summer	In summer, the density of hedge foliage and tree canopies reduces the overall depth of views, such that at distance the field of view is narrowed to an area between Square Wood and Long Wood. Visibility of traffic movement along the A556 Shurlach Road and of adjacent development is otherwise well screened by both woodland belts. Train movements on the Mid-Cheshire Line is partially screened by scattered shrubs and scrub vegetation fronting the palisade boundary fence.
Night time	The night-time baseline is not described for this viewpoint, as night-time effects are considered only for occupants of residential properties and residents staying in hotels and healthcare institutions.

Future baseline description

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

Visual impact assessment

		Temporary effects during construction	Significance of effect
Construction		Footpath users will experience a substantial change to the composition of near and middle-distance views, including visibility of utilities diversions including associated vegetation clearance at Long Wood and Square Wood and along nearby field boundaries. Footpath users will have filtered views towards construction activity for Lostock Gralam viaduct, including Lostock Gralam North and South embankments. Construction activity for Smoker Brook viaduct and A556 Shurlach Road auto-transformer station will also be visible above intervening field vegetation. Lostock Gralam viaduct satellite compound and Smoker Brook viaduct south satellite compound will be visible across a large proportion of the view. The combination of the above will result in a **high** magnitude of visual change.	**Major adverse (significant)**
Construction night-time		Night time effects have only been considered for occupants of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Construction cumulative assessment		There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	Significance of effect
Year 1	**Winter**	The composition of near and middle-distance views will be substantially altered through the presence of Smoker Brook viaduct, Lostock Gralam viaduct and Lostock Gralam North and South embankments to either side of the Mid-Cheshire Line will be visible. Overhead line equipment and passing trains on embankment will be seen across the middle-distance. The structures will be evident on the skyline, although partly screened to the south and north by Square Wood and Long Wood where trees will have been retained during construction following underground utilities diversions. Due to its immaturity, the mitigation planting will provide minimal screening or landscape integration at this stage. Overall there will be a **high** magnitude of visual change.	**Major adverse (significant)**
	Night-time	Night time effects have only been considered for occupants of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Year 15	**Summer**	Woodland habitat planting in the vicinity of The Mid-Cheshire Line and associated with The Lostock Gralam North embankment will be sufficiently established to partially screen The Lostock Gralam viaduct and the Lostock Gralam South and North embankments. Views towards The Smoker Brook viaduct to the north will also be partially screened by establishing mitigation planting. Views to overhead line equipment and passing trains will be filtered and softened by the maturing landscape and ecological mitigation planting, which will help integrate the scheme with the surrounding landscape. The magnitude of visual change will reduce to **medium.**	**Moderate adverse (significant)**
	Night-time	Night time effects have only been considered for occupants of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Year 30	**Summer**	The maturing landscape mitigation and woodland habitat planting will provide further screening of overhead line equipment and train movements on the viaducts and approach embankments. The planting will effectively integrate with the surrounding woodland blocks in the wider landscape. The magnitude of visual change will reduce to **low.**	**Minor adverse (non-significant)**
	Night-time	Night time effects have only been considered for occupants of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 312-02-009: view east from the A559 Manchester Road, Lostock Gralam

This viewpoint is representative of views experienced by residents of properties bordering the A559 Manchester Road and Wilson Crescent and by road users.

Winter view (baseline)

Date taken: 07/02/2018 (stitched panorama)

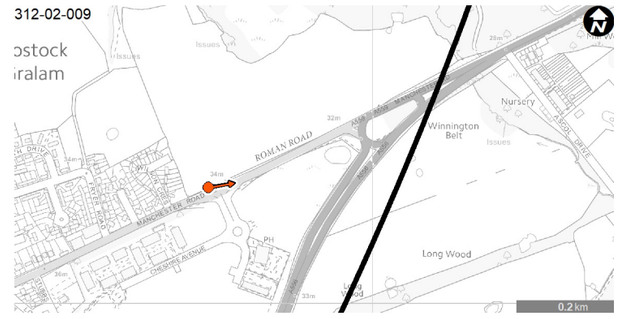


Summer view (baseline)

Date taken: 21/08/2018 (stitched panorama)



Camera:	Nikon D3200 SLR 50mm (equivalent) focal length	
Approximate GPS co-ordinates ref.	369921, 375356	
Value of the viewpoint:	This viewpoint has a **medium - low** value, its composition being of urban development bordering between Lostock Gralam with open farmland and mature woodland beyond. Traffic movement along the A556 Chester / Shurlach Road and A559 Manchester Road is a prominent component within the view.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	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. Road users have a lower susceptibility as their attention is less focused on the landscape.	**Medium**



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Viewpoint 312-02-009: view east from the A559 Manchester Road, Lostock Gralam

Visual baseline description

Winter	The near distance comprises the A559 Manchester Road with the junction with the A556 Chester / Shurlach Road in the middle-distance, with frequent traffic movement across the line of view. The road is bordered along its northern edge by a high hedge, with residents of properties on Wilson Crescent looking south across the road itself or east across the adjacent arable field. A large at-grade roundabout occupies the middle-distance with wide, grassed verges that allow for open views along the A556 Chester Road corridor. Lighting columns flank the road corridor and break an otherwise wooded far distance skyline comprising Winnington Wood and Long Wood. Lostock Lodge Care Home and Travelodge Northwich occupy the middle-distance to the south-east, bordering the A556 Chester/ Shurlach Road. These represent the easternmost development limit of Lostock Gralam.
Summer	The view does not substantially alter during summer months, although the summer foliage of ornamental roadside trees bordering entrance area to Cheshire Business Park effectively screen the A556 Chester / Shurlach Road and the extent of view towards Long Wood.
Night time	The residential area of Lostock Gralam, the A559 Manchester Road and the A556 Chester / Shurlach Road all comprise street lighting in the near distance and far distance and form part of the wider skyglow from the town of Lostock Gralam. Beyond the A559 Manchester Road to the north there are no light sources visible.

Future baseline description

Construction (2025)	There is a single committed development that will modify the future baseline in the form of a Costa Coffee drive-through (MA02/304) that will extend marginally the built form to the east and limit the breadth of the view to the south and south east.
Operation (2038)	There is a single committed development that will modify the future baseline in the form of a Costa Coffee drive-through (MA02/304) that will extend marginally the built form to the east and limit the breadth of the view to the south and south east.

Visual impact assessment

		Temporary effects during construction	**Significance of effect**
Construction		Residents and road users will experience a noticeable change to the composition of middle-distance views for residents and near distance views for road users of the construction of Lostock Gralam embankment and Smoker Brook viaduct. Smoker Brook viaduct south satellite compound will be partially visible immediately east of the A556 Shurlach Road. Views east from residential properties along Wilson Crescent towards the emerging Smoker Brook viaduct, a temporary material stockpile area and highway works will be partly filtered by garden vegetation and trees within the Cheshire Business Park area. Construction of the Proposed Scheme will introduce new elements that will be noticeable across the majority of the view. The combination of the above will result in a **medium** magnitude of visual change.	**Moderate adverse (significant)**
Construction night-time		The presence of night-time lighting for the Lostock Gralam viaduct satellite compound, Smoker Brook viaduct south satellite compound and construction activity in relation to the Smoker Brook viaduct in the middle-distance to the east will introduce lighting elements within an already relatively well-lit area. The controls on light spill set out in the draft CoCP will minimise light spill and glare. There will be a slight increase in the extent and brightness of artificial lighting in the view. At night there will be a **negligible** magnitude of visual change.	**Negligible (non-significant)**
Construction cumulative assessment		There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	**Significance of effect**
Year 1	**Winter**	The Smoker Brook viaduct will be visible over the A556 Chester Road and the A559 Manchester Road where there is an existing awareness of traffic on the dual carriageways. The viaduct will be visible in the middle-distance and across the majority of views, against a backdrop of mature trees within Winnington Wood. Overhead line equipment and train movements will be visible along the viaduct and the section of Lostock Gralam North embankment discernible between Cheshire Business Park and the road junction. The open form of the viaduct will retain some visual connectivity along the line of the A556 Chester / Shurlach Road corridor, although it will be visible as a skyline element partially displacing the existing far distance. Winnington Wood will screen the Proposed Scheme where the route passes north of the A556 Chester/ Shurlach Road. At year 1, the immaturity of landscape mitigation planting will not integrate the Proposed Scheme. The combination of the above will result in a **medium** magnitude of visual change.	**Moderate adverse (significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 15	**Summer**	The Smoker Brook viaduct will remain a prominent feature in the middle-distance, above the A556 Chester / Shurlach Road and A559 Manchester Road. Mitigation planting associated with Lostock Gralam north embankment and alongside the A556 Chester / Shurlach Road will however be sufficiently established to reduce the visual influence of train movements on the approach to the viaduct. The planting will begin to integrate the Proposed Scheme with surrounding woodland and soften its overall appearance. The Smoker Brook viaduct will represent an additional component of transport infrastructure within an existing context of frequent traffic movement on major roads. The magnitude of visual change will reduce to **low**.	**Minor adverse (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 30	**Summer**	The maturing of the mitigation planting at year 30 will provide denser screening of overhead line equipment and train movements along Lostock Gralam north embankment. The viaduct will be framed by mature vegetation on either side of the elongated roundabout junction, which will more fully integrate the structure as a component of the urban fringe landscape. The prominence of the Smoker Brook viaduct will remain evident, although within the context of the existing major road corridors. The magnitude of visual change will remain **low**.	**Minor adverse (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 313-02-001: view west from Footpath Plumley 14/4, Holford Hall

This viewpoint is representative of views experienced by residents of properties in Holford Hall and users of Footpath Plumley 14/4 and 15/1.

Winter view (baseline)

Date taken: 07/02/2018 (stitched panorama)



Summer view (baseline)

Date taken: 21/08/2018 (stitched panorama)



Camera:	Nikon D3200 SLR 50mm (equivalent) focal length	
Approximate GPS co-ordinates ref.	370749, 375330	
Value of the viewpoint:	This viewpoint has a **medium** value, composed of open farmland and woodland belts with the urban fringe of Lostock Gralam beyond. There are few detracting elements within the view.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	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. Similarly, the attention of footpath users is focused on the surrounding landscape.	**High**



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Viewpoint 313-02-001: view west from Footpath Plumley 14/4, Holford Hall

Visual baseline description

Winter	In the near distance are low managed hedges and a broad arable field on flat ground. The Hall is well contained by boundary trees and surrounding woodland and affords narrow views west towards Ascol Drive. In the mid-ground dense deciduous woodland surrounding Plumley Lime Beds Nature Reserve is immediately south and visibility is also well contained and framed to the north by mature deciduous woodland on the eastern extents of Long Wood and Mill Wood to the north west. Roof lines within Ascol are visible but the majority of properties on Ascol Drive are screened by a belt of conifers. Traffic on the A556 Shurlach Road is well screened by intervening woodland. In the far distance to the south west there is a very faint appreciation of buildings on the edge of Lostock Gralam through an intervening belt of trees.
Summer	In summer, views is heavily restricted, and the sense of enclosure is increased for the Hall and footpath users by surrounding woodland in foliage. Views are limited to a narrow field of view across the open arable field. Properties on Ascol Drive and buildings in Lostock Gralam are well screened and there is no awareness of the A556 Shurlach Road to the west.
Night time	The urban sections of the A556 Shurlach Road and A559 Manchester Road to the west comprise street lighting in the middle-distance, however other rural roads within the field of view are unlit and night-time lighting is limited to properties at the northern end of Ascol Drive. There is a far distance skyglow from the nearby town of Lostock Gralam to the west.

Future baseline description

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

Visual impact assessment

	Temporary effects during construction	Significance of effect
Construction	The construction of the Smoker Brook viaduct and upper elements of construction equipment within Smoker Brook viaduct south satellite compound and transfer node will be visible in the far distance above and through a narrow belt of intervening woodland on the field boundary abutting Ascol Drive. Construction traffic will be visible in the near distance on Ascol Drive from the footpaths, particularly along the northern edge of Plumley Lime Beds Nature Reserve. Vegetation clearance within Winnington Wood to accommodate the viaduct or within the field to accommodate the compound will not be visible for footpath users or from Holford Hall. Views from Holford Hall are broadly well contained by surrounding woodland and appreciation of construction activity and utilities diversions above intervening woodland will occupy a small portion of the view in the far distance. Construction works for the Lostock Gralam North embankment will not be visible to the south of Long Wood while construction traffic on the A556 Shurlach Road and within the large compound will be visible in winter through intervening trees. The open aspect of views for footpath users or the well contained views from Holford Hall will not change as a result of construction and while construction elements will be noticeable on the skyline the profile will not substantially change. Due to the distance to large-scale construction activity for residents and the intermittent nature of the view for footpath users there will be a **low** magnitude of visual change.	**Minor adverse (non-significant)**
Construction night-time	The presence of night-time lighting for the Smoker Brook viaduct south satellite compound and transfer node, Lostock Gralam viaduct satellite compound and construction activity in relation to Smoker Brook and Lostock Gralam viaducts in the far distance to the west will generate additional far distance skyglow above and beyond intervening field and roadside vegetation within the context of an already relatively well-lit area. The controls on light spill set out in the draft CoCP will minimise light spill and glare. There will be a slight increase in the extent and brightness of artificial lighting in the view. At night there will be a **low** magnitude of visual change.	**Minor adverse (non-significant)**
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	Significance of effect
Year 1	**Winter**	The Smoker Brook viaduct between the roundabout junction of the A556 Shurlach Road and A559 Manchester Road and Long Wood will be visible through intervening trees for footpath users and residents. Overhead line equipment and passing trains will also be a noticeable new man-made element within the skyline profile in the far distance of a narrow portion of the view from Holford Hall. However, the focus of the view will still be onto the surrounding woodland and field vegetation. The immaturity of mitigation planting will not integrate the viaduct by year 1. Due to the distance of view, the predominantly filtered appreciation of the viaduct through intervening trees along Ascol Drive and Long Wood, the magnitude of visual change will be **low.**	**Minor adverse (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 15	**Summer**	Mitigation planting on the western side of existing vegetation to the south of Mill Wood will be sufficiently established to provide denser screening towards the viaduct from the footpaths and Holford Hall. Views afforded to overhead line equipment and passing trains will not change substantially although the additional planting will help to soften their appearance. The Proposed Scheme will be largely inconspicuous within the view after 15 years and the magnitude of visual change will be **negligible.**	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 30	**Summer**	The maturing mitigation planting at year 30 will provide denser screening of overhead line equipment and train movements on the viaduct and existing woodland will also have further established within the view from footpaths and Holford Hall. Mitigation planting around the viaduct will frame it and more fully integrate it into the local landscape. There will still be a partial and intermittent awareness of train movements in a small portion of the view. The magnitude of visual change will be **negligible.**	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 313-02-002: view west from the A556 Chester Road, Cranage Villas

This viewpoint is representative of views experienced by residents of properties adjoining the A556 Chester Road at Cranage Villas and along Ascol Drive and users of the A556 Chester Road.

Winter view (baseline)

Date taken: 07/02/2018 (stitched panorama)

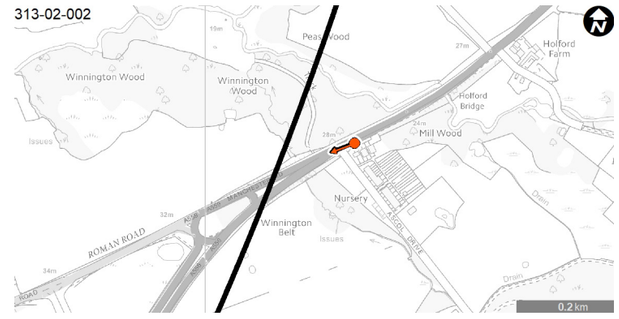


Summer view (baseline)

Date taken: 21/08/2018 (stitched panorama)



Camera:	Nikon D3200 SLR 50mm (equivalent) focal length	
Approximate GPS co-ordinates ref.	370304, 375523	
Value of the viewpoint:	This viewpoint has a **medium** value, composed of mature woodland belts that surround the A556 Chester Road and which is a prominent component within the view.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	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. Road users have a lower susceptibility as their attention is less focused on the landscape.	**High**



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Viewpoint 313-02-002: view west from the A556 Chester Road, Cranage Villas

Visual baseline description

Winter	The viewpoint is situated on the A556 Chester Road at Cranage Villas, at the eastern limit of Lostock Gralam. The near distance comprises the A556 Chester Road with frequent passing traffic, street lighting columns and road signage. Residents of adjacent properties are predominantly screened at ground floor level by mature garden boundary hedges and ornamental tree planting, although views from upper floors are uninterrupted and across the line of the road. Winnington Wood borders the opposite side the A556 Chester Road, forming a dense margin of mature trees and restricting views north of the road corridor. The middle-distance focus is along the A556 Chester Road and towards the roundabout junction with the A559 Manchester Road. Residents of Cranage Villas have oblique views towards the junction area, although heavy filtered by garden trees and the woodland of Winnington Belt to the west. Properties along Ascol Drive face onto a mature woodland belt, which heavily filters views south-west towards the road junction, the continuation of the A556 Shurlach Road and the developed fringe of Lostock Gralam.
Summer	In summer, views are further restricted by the foliage of the surrounding deciduous woodland areas of Winnington Wood and Winnington Belt. The focus of view is emphasised along the line of the A556 Chester Road towards Lostock Gralam.
Night time	The adjacent the A556 Chester / Shurlach Road, roundabout junction and A559 Manchester Road to the south west comprise street lighting in the near distance and middle-distance. Ascol Drive itself is also lit however, woodland cover to the rear of properties on Ascol Drive filters views from the rear towards the main roads and associated lighting. There is a far distance skyglow from the nearby town of Lostock Gralam approximately 500m to the south-west.

Future baseline description

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

Visual impact assessment

	Temporary effects during construction	**Significance of effect**
Construction	Residents of Cranage Villas on the A556 Chester Road will experience a noticeable change to the composition of middle-distance views, some removal of woodland along the northern margin of the A556 Chester Road corridor, opposite the properties. They will have oblique and narrow views along the line of the A556 Chester Road towards construction activity of Smoker Brook viaduct where it crosses the A556 Chester / Shurlach Road, including areas of temporary material stockpiles. Construction works for the continuation of Smoker Brook viaduct through Winnington Wood, crossing the Peover Eye stream course to the north will be heavily screened by existing woodland. Views from properties on Ascol Drive of the Smoker Brook viaduct south satellite compound, along with construction works for Smoker Brook viaduct and Lostock Gralam North embankment will be heavily filtered by the mature tree cover of Winnington Belt. Construction activity will be visible across part of the view, resulting in a **medium** magnitude of visual change.	**Moderate adverse (significant)**
Construction night-time	The presence of night-time lighting for the Smoker Brook viaduct south satellite compound, Lostock Gralam viaduct satellite compound and construction activity in relation to Smoker Brook and Lostock Gralam viaducts in the far distance to the west will generate additional far distance skyglow above and beyond intervening field and roadside vegetation within the context of an already relatively well-lit area. The controls on light spill set out in the draft CoCP will reduce light spill and glare. There will be a slight increase in the extent and brightness of artificial lighting in the view. At night there will be a **low** magnitude of visual change.	**Minor adverse (non-significant)**
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	**Significance of effect**
Year 1	**Winter**	Smoker Brook viaduct as it crosses the A556 Chester / Shurlach Road and A559 Manchester Road will be visible across a narrow and oblique line of view from properties at Cranage Villas, with the northward extension of the viaduct being heavily filtered by the mature tree cover of Winnington Wood. Visual connectivity will be maintained along the line of the A556 Chester Road and A559 Manchester Road towards Lostock Gralam. Views from properties on Ascol Drive will be south-west towards Smoker Brook viaduct and Lostock Gralam north embankment but will be heavily filtered by the mature tree cover of Winnington Belt. Road users on the A556 Chester Road will experience direct views towards a narrow section of the viaduct on the approach to the roundabout junction with the A559 Manchester Road. Mitigation planting on the southern side of the A556 Chester Road will not provide any screening or integration of the viaduct structure at year 1. The magnitude of visual change will be **low.**	**Minor adverse (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 15	**Summer**	The establishing mitigation planting along Lostock Gralam north embankment will soften the appearance of the embankment and the transition to a viaduct structure. The mitigation woodland planting adjacent to Winnington Belt will increase the area of woodland and thereby increase the depth of visual screening afforded. Overhead line equipment and train movements on the viaduct above the A556 Chester / Shurlach Road will remain visible across a narrow and oblique line of view from Cranage Villas. The magnitude of visual change will remain **low.**	**Minor adverse (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 30	**Summer**	The maturing of the mitigation planting and ecological woodland planting at year 30 will fully integrate the Proposed Scheme within the surrounding framework of woodland cover. The viaduct section crossing the A556 Chester / Shurlach Road will be visible in a narrow, framed and oblique view from Cranage Villas. The magnitude of visual change will remain **low**.	**Minor adverse (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 313-02-003: view east from Footpath Wincham 8/1, Linnards Lane

This viewpoint is representative of views experienced by residents of Smoker Brook Barn farm and Home Farm, and users of Footpath Wincham 8/1 and road users along Linnards Lane.

Winter view (baseline)

Date taken: 14/02/2018 (stitched panorama)

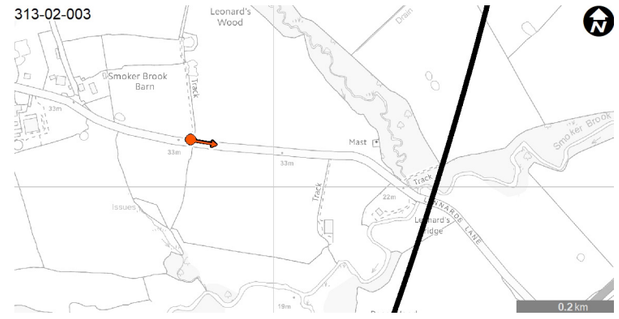


Summer view (baseline)

Date taken: 21/08/2018 (stitched panorama)



Camera:	Nikon D3200 SLR 50mm (equivalent) focal length	
Approximate GPS co-ordinates ref.	369861, 376095	
Value of the viewpoint:	This viewpoint has a **medium** value, composed of open farmland with large intervening belts of mature woodland.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	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. Similarly, the attention of footpath users is focused on the surrounding landscape. Road users have a lower susceptibility as their attention is less focused on the landscape.	**High**



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Viewpoint 313-02-003: view east from Footpath Wincham 8/1, Linnards Lane

Visual baseline description

Winter	The near distance comprises Linnard Lane with occasional passing traffic, field access gates and managed roadside hedgerows with occasional but prominent mature hedgerows trees. Beyond the roadside hedgerow to the south-east the mid-ground comprises managed hedgerows and numerous hedgerow trees through large semi-improved pastoral fields that gently fall away towards the local valley of Wincham Brook. Views culminate in the far distance with a dense belt of mixed woodland that follows Wincham Brook, incorporating Winnington Wood and Peas Wood. No distant views are experienced to the south.
Summer	In summer, the extent and content of views does not substantially change, and views are framed by boundary hedgerows and mature hedgerow trees through the very gently undulating farmland. Field trees are more distinctive and prominent in the summer and the woodland to the south screens views beyond. The belt of deciduous woodland in foliage alongside Wincham Brook screen views north and east.
Night time	The urban and rural sections of the A556 Chester / Shurlach Road and A559 Manchester Road to the east and south comprise street lighting in the far distance. The area between the viewpoint and the main roads is predominantly unlit with a far distance skyglow from the town of Lostock Gralam approximately 1km to the south.

Future baseline description

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

Visual impact assessment

	Temporary effects during construction	**Significance of effect**
Construction	Residents, footpath users and road users will have filtered and oblique views across Linnards Lane, above low managed roadside hedges and towards construction works associated with Smoker Brook viaduct in the middle-distance to the south east. With the exceptipon of a small scale access track, the construction activity will be located to the east of Leonard's, Peas and Winnington Woods. The removal of vegetation within Leonard's Wood to the west and Winnington Wood further south west will not be noticeable and screened by intervening woodland. Construction works associated with the viaduct will be visible in a narrow portion of the view in between Leonard's Wood and Winnington Wood and the main context of the view will still be set on surrounding field vegetation and woodland. The upper elements of construction equipment in Smoker Brook viaduct north satellite compound will be visible above intervening woodland in the far distance. Works to Pickmere embankment will be screened by Leonard's Wood. Due to the distance of the view to construction activity and the presence of intervening vegetation, there will be a **low** magnitude of visual change.	**Minor adverse (non-significant)**
Construction night-time	The presence of night-time lighting for the Smoker Brook viaduct north satellite compound and transfer node and construction activity in relation to Smoker Brook viaduct in the far distance to the east and south will generate additional far distance skyglow above and beyond intervening vegetation within a predominantly unlit area. The controls on light spill set out in the draft CoCP will minimise light spill and glare. There will be a slight increase in the extent and brightness of artificial lighting in the view. At night there will be a **low** magnitude of visual change.	**Minor adverse (non-significant)**
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	**Significance of effect**
Year 1	**Winter**	Operational effects will result from the introduction of infrastructure elements between Leonard's Wood and Winnington Wood, together with overhead line equipment and passing trains. The Smoker Brook viaduct will represent a new component in the local landscape and a change within the existing, aesthetically pleasing context of view associated with the arable farmland and woodland setting. The introduction of a new component that is visible across a small portion of the view in the middle-distance represents a noticeable change and the viaduct structure will slightly alter the skyline profile and obscure a portion of the far distance context beyond Smokers Brook. The immaturity of mitigation planting will not provide any screening or integration of the viaduct structure at year 1. Given the presence of intervening vegetation the magnitude of visual change will be **low.**	**Minor adverse (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 15	**Summer**	There will be extensive woodland mitigation planting alongside Smoker Brook to the south of Linnards Lane and up to Winnington Wood to the south. The mitigation planting will be sufficiently established to locally integrate the viaduct and substantially bolster the edge and extent of Leonards and Winnington Wood. There will be a filtered partial and intermittent awareness of overhead line equipment and passing trains on the elevated viaduct but the Proposed Scheme will largely be an inconspicuous element in the context of the view. The magnitude of visual change will be **negligible.**	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 30	**Summer**	The maturity of the mitigation planting at year 30 will provide denser screening of Smoker Brook viaduct, overhead line equipment and train movements on the approach to Winnington Wood. The viaduct will be set beyond intervening mature vegetation which will more fully integrate the structure as a component of the landscape setting. However, there is likely to be some partial intermittent awareness of the viaduct and overhead lines remaining and the magnitude of visual change will remain **negligible.**	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 313-02-004: view west from the A556 Chester Road, Holford Cottages

This viewpoint is representative of views experienced by residents of properties adjoining the A556 Chester Road, and users of the A556 Chester Road.

Winter view (baseline)

Date taken: 07/02/2018 (stitched panorama)

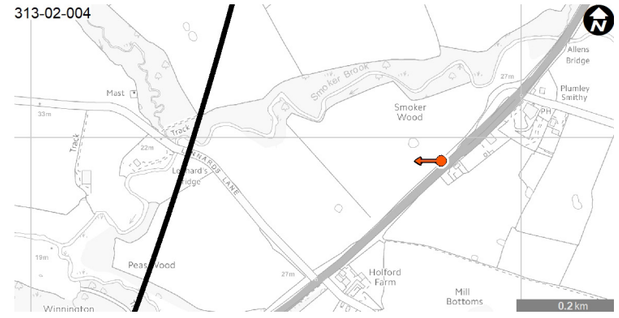


Summer view (baseline)

Date taken: 21/08/2018 (stitched panorama)



Camera:	Nikon D3200 SLR 50mm (equivalent) focal length	
Approximate GPS co-ordinates ref.	370795, 375914	
Value of the viewpoint:	This viewpoint has a **medium** value, composed of open farmland with large intervening belts of mature woodland. The A556 Chester Road is a prominent component within the view.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	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. The viewpoint is also representative of road users of lower susceptibility, where the attention of view will be limited to the immediate landscape.	**High**



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Viewpoint 313-02-004: view west from the A556 Chester Road, Holford Cottages

Visual baseline description

Winter	The near distance for properties facing the A556 Chester Road comprises close by and frequent traffic movement, and a continuous hedge line with infrequent trees bordering the dual carriageway. Lighting columns situated along the A556 Chester Road are a prominent feature in the near distance, and as a skyline element along the line of the A556 Chester Road. The view extends across a middle-distance of large, flat arable fields with managed hedges on either side of the A556 Chester Road, descending shallowly towards a continuous and wooded far distance skyline formed by the mature woodland belts of Winnington Wood, Peas Wood, Smoker Wood and Mill Wood. Farm buildings at Holford Farm, adjacent with the A556 Chester Road, are visible in the middle-distance to the south-west, fronting Mill Wood.
Summer	In summer, the extent of views from properties does not substantially change. Traffic movement along the A556 Chester Road remains exposed above roadside hedges, although views for users of the road are restricted by the summer growth of roadside hedges.
Night time	The A556 Chester Road comprises street lighting, which creates a near distance light spill within the context of the view. Beyond the limit of the road corridor the landscape is rural and largely unlit, representative of a low-district brightness level, although there will be a far distance skyglow from the town of Northwich approximately 3km to the south-west.

Future baseline description

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

Visual impact assessment

	Temporary effects during construction	**Significance of effect**
Construction	Residents and road users will have oblique, middle-distance views of construction works for Smoker Brook viaduct across open fields to the west of the A556 Chester Road. The emerging viaduct will be visible between Winnington Wood, Peas Wood and Smoker Wood. To the north, construction works for Pickmere embankment (located in the Pickmere to Agden and Hulseheath area (MA03) and the activity in and around Smoker Brook viaduct south satellite compound will be screened by existing mature woodland. The presence of construction activity associated with the Smoker Brook viaduct south satellite compound will be screened by existing woodland. Construction activity associated with the Smoker Brook viaduct will be a noticeable change in the middle-distance against a wooded backdrop and with the context of associated construction traffic movements on the A556 Chester Road in the near distance. Overall, there will be a **medium** magnitude of visual change.	**Moderate adverse (significant)**
Construction night-time	The presence of night-time lighting for the Smoker Brook Viaduct north and south satellite compounds will be limited to increased skyglow as they will be largely screened by woodland along Smoker Brook and Peover Eye. The additional lighting required for the Smoker Brook viaduct will create an area of localised lighting in a predominantly rural setting with a dark wooded backdrop. The controls in the draft CoCP will reduce light spill and glare and overall there will be a noticeable change in the existing view. At night there will be a **medium** magnitude of visual change.	**Moderate adverse (significant)**
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	**Significance of effect**
Year 1	**Winter**	Residents and road users will experience a noticeable change to the composition of middle-distance views across the A556 Chester Road towards Smoker Brook viaduct, overhead line equipment and train movements. The viaduct will represent a new component in the local landscape between Smoker Wood and Winnington Wood, although much of the structure and its approach embankments will be screened by existing mature woodland. The Proposed Scheme at this location will be viewed in the context of frequent traffic movement along the A556 Chester Road in the near distance. The viaduct structure will be a noticeable change in the view, appearing against a far distance of the mature woodland of Peas Wood. The immaturity of mitigation planting will not provide any screening or integration of the viaduct structure at year 1. The magnitude of visual change will be **medium.**	**Moderate adverse (significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 15	**Summer**	Extensive woodland habitat creation alongside Smoker Brook and extending south to connect with Winnington Wood will be sufficiently established to start to integrate the viaduct in the local landscape pattern, reducing the extent of open fields within the view. The new planting will not screen the exposed viaduct, but will soften its appearance by blending with surrounding woodland. The magnitude of visual change will reduce to **low**.	**Minor adverse (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 30	**Summer**	The maturing woodland planting will fully integrate the viaduct with the surrounding woodland belts, further softening its appearance in the landscape. The exposed upper viaduct sections will however remain visible. The magnitude of visual change will remain **low.**	**Minor adverse (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

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
307-**02**-003	Minor adverse	Minor adverse	No cumulative effect	Views of construction activity in the far-distance will be largely obscured by existing vegetation.
308-**02**-002	Minor adverse	Negligible	No cumulative effect	Views of construction activity in the far-distance will be largely obscured by existing vegetation.
308-**02**-011	Negligible	Negligible	No cumulative effect	Views of construction activity in the far-distance will be largely screened by topography and obscured by existing vegetation.
308-**03**-013	Minor adverse	Not assessed	No cumulative effect	Views of construction activity in the far-distance will be largely obscured by existing vegetation and intervening topography.
309-**02**-002	Minor adverse	Minor adverse	No cumulative effect	Views of construction activity in the far-distance will be largely obscured by existing vegetation.
309-**02**-003	Minor adverse	Minor adverse	No cumulative effect	Views of construction activity in the far-distance will be largely obscured by existing vegetation.
309-**02**-006	Minor adverse	Minor adverse	No cumulative effect	Views of construction activity in the far-distance will be largely obscured by existing vegetation.
310-**04**-012	Negligible	Not assessed	No cumulative effect	Views of construction activity in the far-distance will be largely obscured by existing vegetation.
310-**02**-014	Minor adverse	Minor adverse	No cumulative effect	Views of construction activity in the far-distance will be largely obscured by existing vegetation.
310-**02**-015	Minor adverse	Negligible	No cumulative effect	Views of construction activity in the far-distance, beyond open views of the M6 in the near-distance
312-**03**-002	Minor adverse	Not assessed	No cumulative effect	Distant views of construction activity in the far-distance will be largely obscured by existing vegetation.
313-**02**-001	Minor adverse	Minor adverse	No cumulative effect	Distant views of construction activity in the far-distance will be largely obscured by existing vegetation.
313-**02**-003	Minor adverse	Minor adverse	No cumulative effect	Views of construction activity in the far-distance will be largely obscured by existing vegetation.

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		
307-**02**-003	Minor adverse	Minor adverse	Negligible	Minor adverse	Negligible	Minor adverse	No cumulative effect	Views of the Proposed Scheme in the background will be largely obscured by existing vegetation.
308-**02**-002	Minor adverse	Not assessed	WNegligible	Not assessed	Negligible	Not assessed	No cumulative effect	Distant views of the Proposed Scheme in the background will be largely obscured by existing vegetation.
308-**02**-011	Negligible	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect	Views of the Proposed Scheme in the background will be largely screened by topography and obscured by existing vegetation.
308-**02**-013	Minor adverse	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect	Distant views of the Proposed Scheme in the background will be largely obscured by existing vegetation.
309-**02**-002	Minor adverse	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect	Distant views of the Proposed Scheme in the background will be largely obscured by existing vegetation.
309-**02**-003	Minor adverse	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect	Views of the Proposed Scheme in the background will be largely obscured by existing vegetation.
309-**02**-006	Minor adverse	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect	Distant views of the Proposed Scheme in the background will be largely obscured by existing vegetation.
310-**02**-006	Minor adverse	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect	Views of the Proposed Scheme in the background will be largely obscured by existing vegetation.
310-**02**-010	Minor adverse	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect	The land directly affected by MA02 Borrow Pit D and the open field pattern across the MA02 Borrow Pit D area will be reinstated.
310-**02**-011	Negligible	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect	The land directly affected by MA02 Borrow Pit D and the open field pattern across the MA02 Borrow Pit D area will be reinstated.
310-**04**-012	Negligible	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect	Views of the MA02 Borrow Pit D area will be largely obscured by existing vegetation. The land directly affected by MA02 Borrow Pit D and the open field pattern across the MA02 Borrow Pit D area will be reinstated.
310-**03**-013	Negligible	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect	Views of the MA02 Borrow Pit D area will be largely obscured by existing vegetation. The land directly affected by MA02 Borrow Pit D and the open field pattern across the MA02 Borrow Pit D area will be reinstated.
310-**02**-014	Negligible	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect	Views of the MA02 Borrow Pit D area will be largely obscured by existing vegetation. TThe land directly affected by MA02 Borrow Pit D and the open field pattern across the MA02 Borrow Pit D area will be reinstated.
310-**02**-015	Negligible	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect	The land directly affected by MA02 Borrow Pit D and the open field field pattern across the MA02 Borrow Pit D area will be reinstated.
312-**03**-002	Minor adverse	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect	Distant views of the Proposed Scheme in the background will be largely obscured by existing vegetation.
313-**02**-001	Minor adverse	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect	Distant views of the Proposed Scheme in the background will be largely obscured by existing vegetation.
313-**02**-002	Minor adverse	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect	Views of the Proposed Scheme in the background will be largely obscured by existing vegetation.
313-**02**-003	Minor adverse	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect	Views of the Proposed Scheme in the background will be largely obscured by existing vegetation.

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 Wimboldsley to Lostock Gralam 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: Wimboldsley to Lostock Gralam (MA02), Section 11.

Table 4: Landscape assessment matrix summarising the assessment of significance for all of the LCA identified in the Wimboldsley to Lostock Gralam area

LCA	Construction	Construction cumulative	Operation year 1 (2038)	Operation year 15 (2053)	Operation year 30 (2068)	Operation cumulative
Middlewich	Minor adverse	No cumulative effect	Negligible	Negligible	Negligible	No cumulative effect
Winsford and Middlewich Fringe Farmland	Major adverse	No cumulative effect	Moderate adverse	Moderate adverse	Moderate adverse	No cumulative effect
Winsford East	Negligible	No cumulative effect	Negligible	Negligible	Negligible	No cumulative effect
Dane Valley	Major adverse	No cumulative effect	Major adverse	Major adverse	Major adverse	No cumulative effect
Stublach Plain	Minor adverse	No cumulative effect	Minor adverse	Negligible	Negligible	No cumulative effect
Bostock Hall Estate	Minor adverse	No cumulative effect	Minor adverse	Minor adverse	Negligible	Not applicable
Whatcroft and Billinge Green Flashes	Major adverse	No cumulative effect	Major adverse	Moderate adverse	Moderate adverse	No cumulative effect
Rudheath	Minor adverse	No cumulative effect	Negligible	Negligible	Negligible	No cumulative effect
Lostock Plain	Moderate adverse	No cumulative effect	Minor adverse	Minor adverse	Negligible	No cumulative effect
Rudheath Lime Beds	Minor adverse	No cumulative effect	Negligible	Negligible	Negligible	No cumulative effect
Lostock Gralam	Minor adverse	No cumulative effect	Minor adverse	Negligible	Negligible	No cumulative effect
Wincham Brook And Holford Lower Wooded Farmland	Moderate adverse	No cumulative effect	Moderate adverse	Minor adverse	Minor adverse	No cumulative effect
Cranage and Byley Sandy Woods	Minor adverse	Minor adverse	Minor adverse	Negligible	Negligible	No cumulative effect
Rudheath Woods, Shakerley and New Platt Meres Sandy Woods	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 Wimboldsley to Lostock Gralam 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: Wimboldsley to Lostock Gralam (MA02), 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 Wimboldsley to Lostock Gralam 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	
306-**02**-003	View east from Wimboldsley Footpath 5, near the Verdin Arms Public House	Major adverse	Major adverse	No cumulative effect	Major adverse	Moderate adverse	Major adverse	Moderate adverse	Moderate adverse	Moderate adverse	No cumulative effect
306-**02**-005	View west from Bellsmithy, A530 Nantwich Road	Major adverse	Major adverse	No cumulative effect	Major adverse	Moderate adverse	Moderate adverse	Moderate adverse	Moderate adverse	Moderate adverse	No cumulative effect
306-**03**-006	View east from the Shropshire Union Canal Middlewich Branch, south of Wimboldsley Grange	Moderate adverse	Not assessed	No cumulative effect	Moderate adverse	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect
307-**02**-001	View east from Wimboldsley Grange	Major adverse	Major adverse	No cumulative effect	Major adverse	Major adverse	Major adverse	Moderate adverse	Moderate adverse	Moderate adverse	No cumulative effect
307-**02**-002	View west from Wimboldsley, A530 Nantwich Road	Major adverse	Major adverse	No cumulative effect	Major adverse	Major adverse	Moderate adverse	Major adverse	Moderate adverse	Moderate adverse	No cumulative effect
307-**02**-003	View west from Bridleway Wimboldsley 6/1, Wimboldsley	Minor adverse	Minor adverse	No cumulative effect	Minor adverse	Minor adverse	Negligible	Minor adverse	Negligible	Minor adverse	No cumulative effect
307-**03**-004	View east from the Shropshire Union Canal (Middlewich Branch), Rookery Wood	Moderate adverse	Not assessed	No cumulative effect	Moderate adverse	Not assessed	Minor adverse	Not assessed	Negligible	Not assessed	No cumulative effect
307-**02**-005	View south-east from Footpath Wimboldsley 1/1, east of Lea Hall	Major adverse	Major adverse	No cumulative effect	Major adverse	Major adverse	Moderate adverse	Moderate adverse	Moderate adverse	Moderate adverse	No cumulative effect
307-**02**-006	View west from Leahead, A530 Nantwich Road	Major adverse	Moderate adverse	No cumulative effect	Major adverse	Moderate adverse	Moderate adverse	Minor adverse	Moderate adverse	Minor adverse	No cumulative effect
307-**02**-007	View east from the Shropshire Union Canal (Middlewich Branch), Clive Green	Major adverse	Moderate adverse	No cumulative effect	Major adverse	Moderate adverse	Major adverse	Minor adverse	Moderate adverse	Minor adverse	No cumulative effect
307-**02**-008	View east from Clive Green Lane, Clive Green	Moderate adverse	Moderate adverse	No cumulative effect	Moderate adverse	Negligible	Minor adverse	Negligible	Minor adverse	Negligible	No cumulative effect
307-**02**-009	View west from Coalpit Lane, Wallange Paddocks Farm	Major adverse	Moderate adverse	No cumulative effect	Moderate adverse	Not assessed	Moderate adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect
307-**02**-010	View east from the Shropshire Union Canal (Middlewich Branch), Park Farm	Major adverse	Moderate adverse	No cumulative effect	Major adverse	Not assessed	Major adverse	Not assessed	Major adverse	Not assessed	No cumulative effect
308-**03**-001	View south-west from the Shropshire Union Canal (Middlewich Branch), Yew-Tree Farm	Major adverse	Not assessed	No cumulative effect	Major adverse	Not assessed	Major adverse	Not assessed	Moderate adverse	Not assessed	No cumulative effect
308-**02**-002	View west from the Shropshire Union Canal (Middlewich Branch), River Wheelock aqueduct, Middlewich	Minor adverse	Negligible	No cumulative effect	Minor adverse	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect
308-**02**-003	View south-east from Footpath Winsford 48/1, Clive	Moderate adverse	Minor adverse	No cumulative effect	Moderate adverse	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect
308-**02**-004	View north-west from Coalpit Lane, Stanthorne	Major adverse	Negligible	No cumulative effect	Major adverse	Not assessed	Moderate adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect
308-**02**-006	View west from Birch Lane, Stanthorne	Major adverse	Negligible	No cumulative effect	Major adverse	Not assessed	Moderate adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect
308-**02**-007	View south-east from the A54 Middlewich Road, Stanthorne Hall	Moderate adverse	Minor adverse	No cumulative effect	Moderate adverse	Minor adverse	Moderate adverse	Minor adverse	Minor adverse	Negligible	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	
308-**02**-008	View north-west from the A54 Middlewich Road and Birch Lane junction	Major adverse	Moderate adverse	No cumulative effect	Major adverse	Negligible	Moderate adverse	Negligible	Moderate adverse	Negligible	No cumulative effect
308-**02**-009	View west from the A533 Northwich Road and A54 Middlewich Road junction	Moderate adverse	Minor adverse	No cumulative effect	Moderate adverse	Negligible	Minor adverse	Negligible	Minor adverse	Negligible	No cumulative effect
308-**03**-010	View east from Footpath Winsford 37/1, the Winsford Industrial Estate	Moderate adverse	Not assessed	No cumulative effect	Moderate adverse	Not assessed	Moderate adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect
308-**02**-011	View west from Footpath Middlewich 14/1 and River Wheelock, Middlewich	Negligible	Negligible	No cumulative effect	Negligible	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect
308-**03**-013	View west from the Trent & Mersey Canal, Dane Valley	Minor adverse	Not assessed	No cumulative effect	Minor adverse	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect
308-**02**-014	View south-east from Oldhall Farm, A533 Northwich Road	Major adverse	Minor adverse	No cumulative effect	Major adverse	Not assessed	Moderate adverse	Not assessed	Moderate adverse	Not assessed	No cumulative effect
308-**02**-015	View west from Croxton Hall Farm, A530 Croxton Lane	Moderate adverse	Minor adverse	No cumulative effect	Moderate adverse	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect
309-**03**-001	View north-west from the Trent and Mersey Canal, Dane Valley	Major adverse	Not assessed	No cumulative effect	Major adverse	Not assessed	Major adverse	Not assessed	Major adverse	Not assessed	No cumulative effect
309-**02**-002	View west from Footpath Byley Footpath 1/1, A530 Croxton Lane	Minor adverse	Minor adverse	No cumulative effect	Minor adverse	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect
309-**02**-003	View east from Bostock Hall	Minor adverse	Minor adverse	No cumulative effect	Minor adverse	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect
309-**03**-004	View north-west from the Trent and Mersey Canal, Dane Valley	Major adverse	Not assessed	No cumulative effect	Major adverse	Not assessed	Major adverse	Not assessed	Major adverse	Not assessed	No cumulative effect
309-**03**-005	View south-east from the Trent and Mersey Canal, Dane Valley	Major adverse	Not assessed	No cumulative effect	Major adverse	Not assessed	Major adverse	Not assessed	Major adverse	Not assessed	No cumulative effect
309-**02**-006	View north-east from Bostock Green	Minor adverse	Minor adverse	No cumulative effect	Minor adverse	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect
310-**02**-001	View south-east from Bridge Farm, Whatcroft Hall Lane	Major adverse	Major adverse	No cumulative effect	Major adverse	Not assessed	Major adverse	Not assessed	Major adverse	Not assessed	No cumulative effect
310-**03**-002	View south-east from the Trent and Mersey Canal, Puddinglake Brook	Major adverse	Not assessed	No cumulative effect	Major adverse	Not assessed	Major adverse	Not assessed	Major adverse	Not assessed	No cumulative effect
310-**03**-003	View west from the Trent and Mersey Canal, alongside Whatcroft Hall Lane	Major adverse	Not assessed	No cumulative effect	Major adverse	Not assessed	Major adverse	Not assessed	Major adverse	Not assessed	No cumulative effect
310-**03**-004	View north-west from the Trent and Mersey Canal, north of Whatcroft	Major adverse	Not assessed	No cumulative effect	Major adverse	Not assessed	Major adverse	Not assessed	Major adverse	Not assessed	No cumulative effect
310-**02**-005	View south-east from Brook Farm, Old Lane	Major adverse	Minor adverse	No cumulative effect	Major adverse	Not assessed	Major adverse	Not assessed	Moderate adverse	Not assessed	No cumulative effect
310-**02**-006	View south-west from Croft Lodge Kennels, Whatcroft Hall Lane	Moderate adverse	Minor adverse	No cumulative effect	Minor adverse	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect
310-**03**-007	View south-east from the Trent and Mersey Canal, Oakwood Marina	Major adverse	Not assessed	No cumulative effect	Major adverse	Not assessed	Major adverse	Not assessed	Major adverse	Not assessed	No cumulative effect
310-**02**-008	View west from Pear Tree Farm Cottages, Davenham Road	Major adverse	Major adverse	No cumulative effect	Major adverse	Not assessed	Major adverse	Not assessed	Major adverse	Not assessed	No cumulative effect
310-**02**-009	View east from Footpath Rudheath 5/2, Park Farm, Rudheath	Moderate adverse	Minor adverse	No cumulative effect	Moderate adverse	Not assessed	Moderate adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect
310-**02**-010	View south-west from King's Lane Farm, King's Lane	Major adverse	Minor adverse	No cumulative effect	Minor adverse	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect
310-**02**-011	View north-west from Byway Cranage 7/1, A54 Middlewich Road	Moderate adverse	Minor adverse	No cumulative effect	Negligible	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect
310-**04**-012	View south from the B5081 Middlewich Road	Negligible	Not assessed	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	
310-**02**-013	View north-east from Moss Lane	Moderate adverse	Minor adverse	No cumulative effect	Negligible	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect
310-**02**-014	View north-east from the B5081 Middlewich Road / Moss Lane/ Drakelaw Lane	Minor adverse	Minor adverse	No cumulative effect	Negligible	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect
310-**02**-015	View west from King's Lane	Minor adverse	Negligible	No cumulative effect	Negligible	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect
311-**02**-001	View west from the B5082 Penny's Lane, Lach Dennis	Major adverse	Moderate adverse	No cumulative effect	Major adverse	Not assessed	Moderate adverse	Not assessed	Moderate adverse	Not assessed	No cumulative effect
311-**02**-002	View south-east from Broken Cross, the A556 Shurlach Road and the A530 King Street junction	Major adverse	Minor adverse	No cumulative effect	Major adverse	Not assessed	Moderate adverse	Not assessed	Moderate adverse	Not assessed	No cumulative effect
311-**02**-003	View west from Birch Grove, Lostock Green	Major adverse	Minor adverse	No cumulative effect	Major adverse	Not assessed	Minor adverse	Not assessed	Minor beneficial	Not assessed	No cumulative effect
312-**02**-001	View north-east from Springbank Farm, Birches Lane	Major adverse	Moderate adverse	No cumulative effect	Major adverse	Moderate adverse	Moderate adverse	Minor adverse	Moderate adverse	Minor adverse	No cumulative effect
312-**03**-002	View south-east from Footpath Lostock Gralam 2/1, Griffiths Road	Minor adverse	Not assessed	No cumulative effect	Minor adverse	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect
312-**02**-003	View west from Restricted Byway Lostock Gralam 1/1, Lostock Green	Major adverse	Minor adverse	No cumulative effect	Major adverse	Negligible	Moderate adverse	Negligible	Moderate adverse	Negligible	No cumulative effect
312-**02**-004	View west from Mosslane Farm, Moss Lane	Moderate adverse	Minor adverse	No cumulative effect	Moderate adverse	Not assessed	Minor adverse	Not assessed	Negligible	Not assessed	No cumulative effect
312-**02**-005	View south-east from Lostock Gralam Station entrance, Lostock Hollow	Moderate adverse	Minor adverse	No cumulative effect	Moderate adverse	Minor adverse	Moderate adverse	Negligible	Minor adverse	Negligible	No cumulative effect
312-**02**-006	View north-west from Footpath Lostock Gralam 4/2, east of Fieldhouse Farm	Major adverse	Moderate adverse	No cumulative effect	Major adverse	Not assessed	Moderate adverse	Not assessed	Moderate adverse	Not assessed	No cumulative effect
312-**02**-007	View east from Broseley Way, Lostock Gralam	Moderate adverse	Minor adverse	No cumulative effect	Moderate adverse	Not assessed	Moderate adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect
312-**03**-008	View west from Footpath Lostock Gralam 8/2, Plumley Lime Beds Nature Reserve	Major adverse	Not assessed	No cumulative effect	Major adverse	Not assessed	Moderate adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect
312-**02**-009	View east from the A559 Manchester Road, Lostock Gralam	Moderate adverse	Negligible	No cumulative effect	Moderate adverse	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect
313-**02**-001	View west from Footpath Plumley 14/4, Holford Hall	Minor adverse	Minor adverse	No cumulative effect	Minor adverse	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect
313-**02**-002	View west from the A556 Chester Road, Cranage Villas	Moderate adverse	Minor adverse	No cumulative effect	Minor adverse	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect
313-**02**-003	View east from Footpath Wincham 8/1, Linnards Lane	Minor adverse	Minor adverse	No cumulative effect	Minor adverse	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect
313-**02**-004	View west from the A556 Chester Road, Holford Cottages	Moderate adverse	Moderate adverse	No cumulative effect	Moderate adverse	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect