

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.

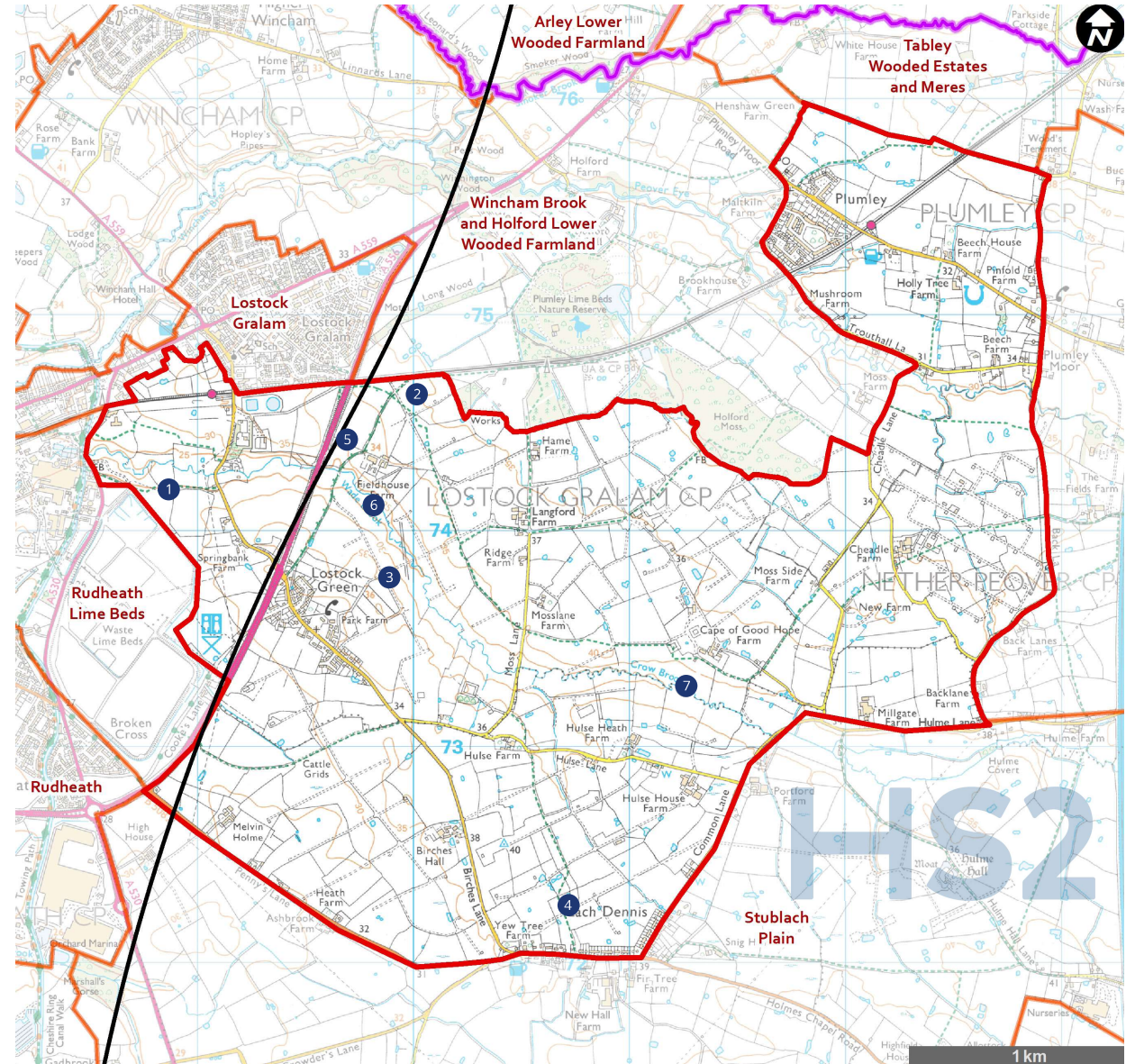
The field pattern comprises a network of small and irregular medieval fields surrounding the compact linear villages of Lostock Green and Lach Dennis, with a pattern of larger sized and more regular enclosure beyond. Agricultural use is predominantly pasture, with a large distribution of field ponds 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.



- Proposed Scheme
- LCA boundary

- 1 Industrial Stublach Plain
- 2 Mid-Cheshire Line railway
- 3 Lostock Green
- 4 Lach Dennis
- 5 A556 Shurlach Road
- 6 Wade Brook
- 7 Crow Brook

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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

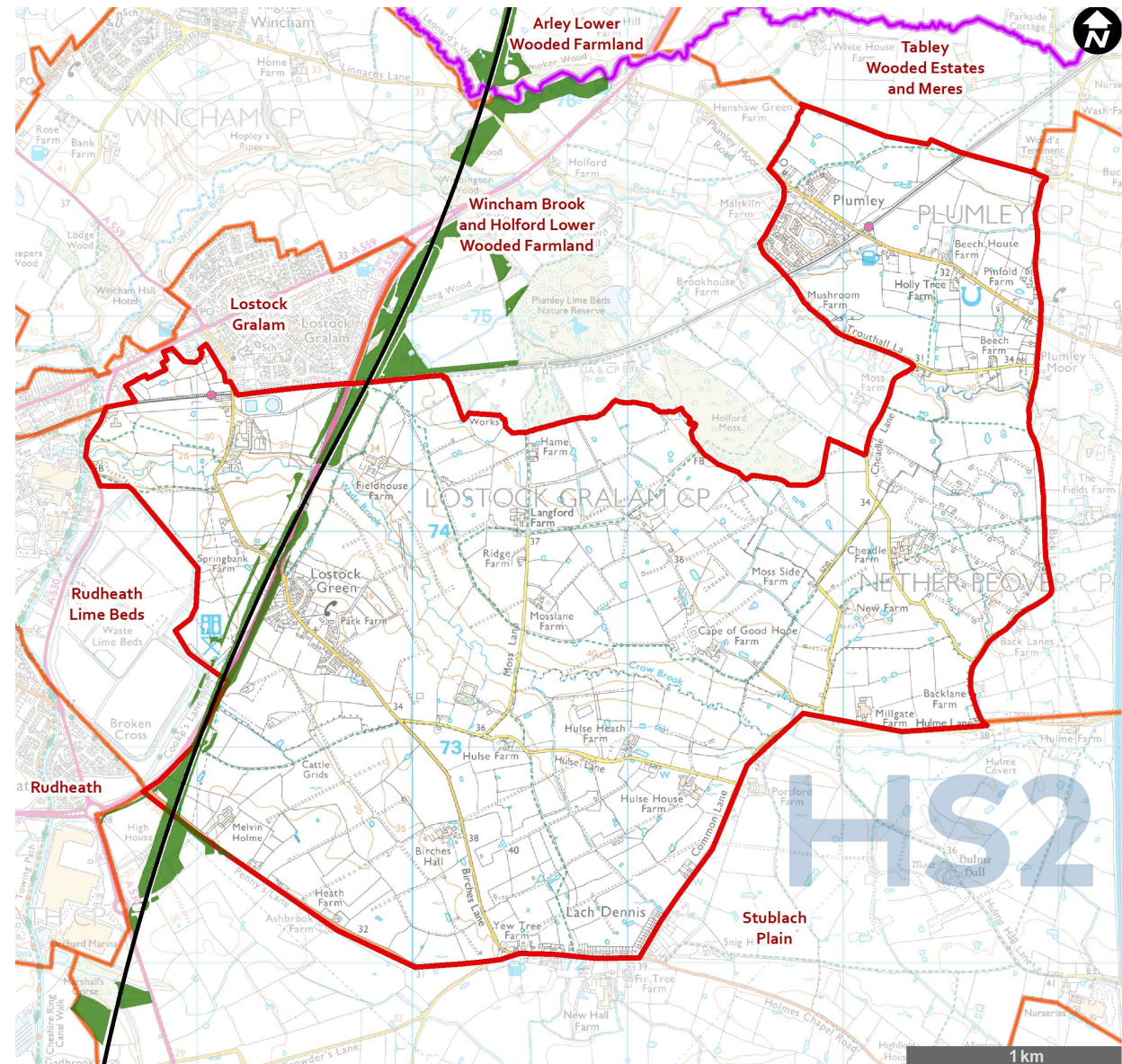
The establishing mitigation planting alongside the Proposed Scheme will restore the vegetation pattern and functions previously associated with roadside planting along the A556 Shurlach Road corridor. The planting will integrate with the wider landscape setting, thereby reducing visual exposure of the 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)**.



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.

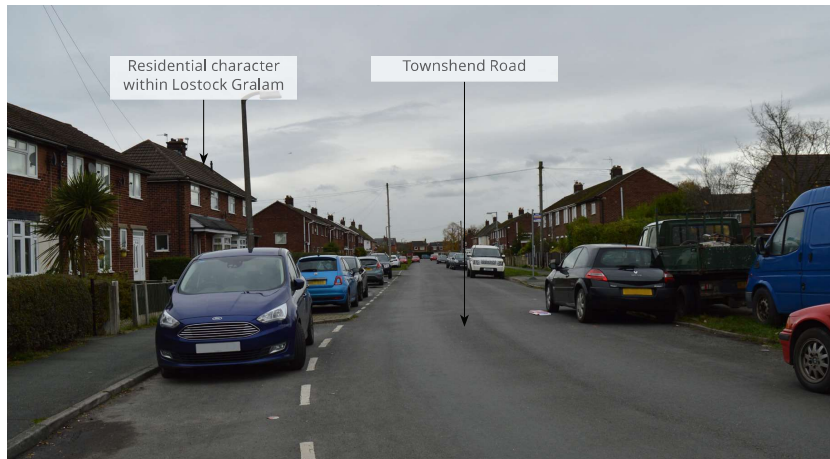
Lostock Gralam LCA

Landscape character baseline description

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

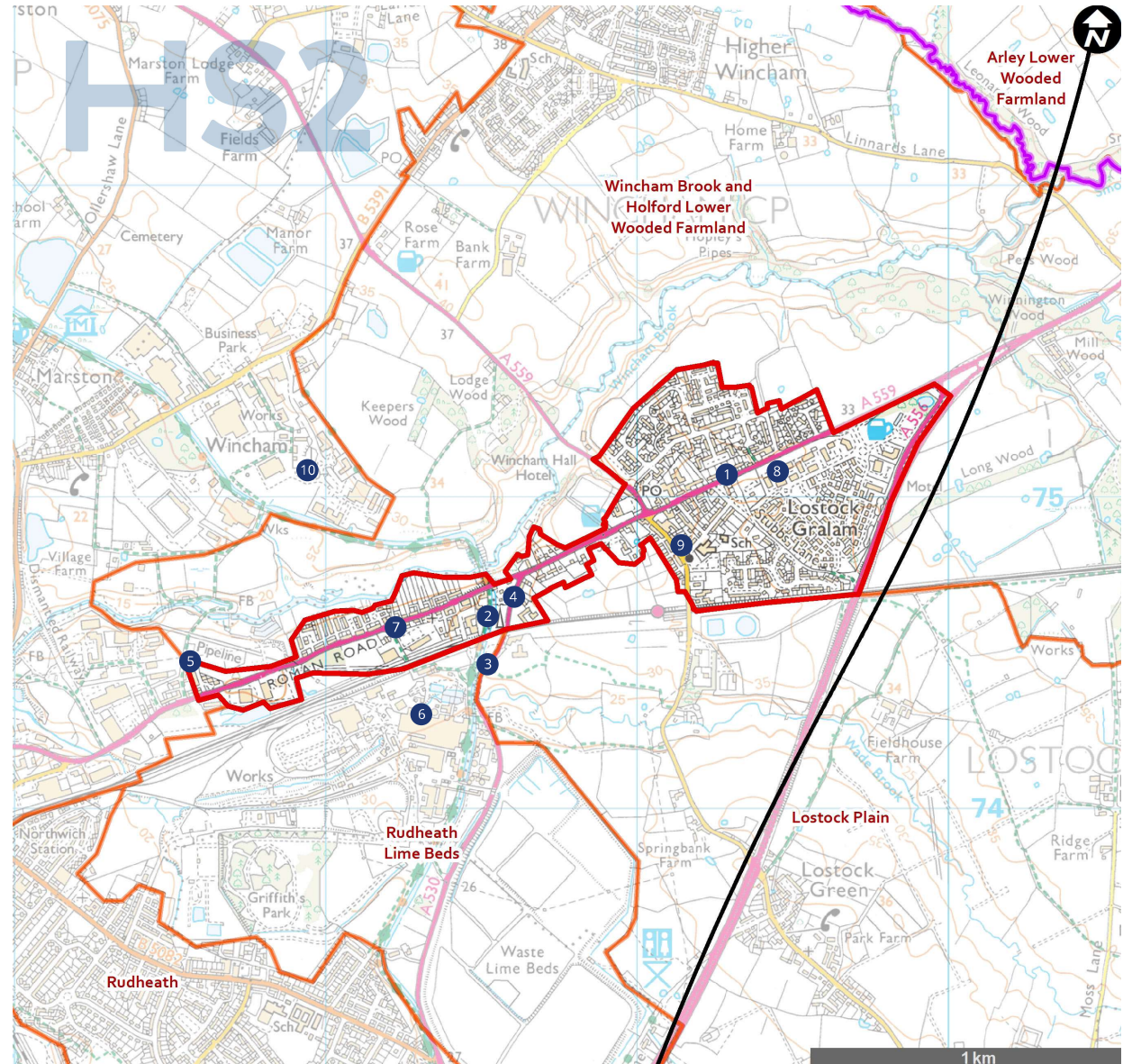
The A559 Manchester Road (part of the former Roman road connecting Chester and Manchester via Northwich) forms the spine of Lostock Gralam. The Trent and Mersey Canal and Cheshire Ring Canal Walk (long distance route following the canal towpath) pass north-south under the A559 Manchester Road adjacent to Griffiths Road. There is a small marina south of the A559 Manchester Road and several historic brick canal-side 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 | 6 Tata Chemical Works |
| 2 The Trent and Mersey Canal | 7 War memorial |
| 3 Griffiths Road | 8 Cheshire Business Park |
| 4 Wincham Wharf marina | 9 St John the Evangelist Church |
| 5 Wincham Business Park | 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

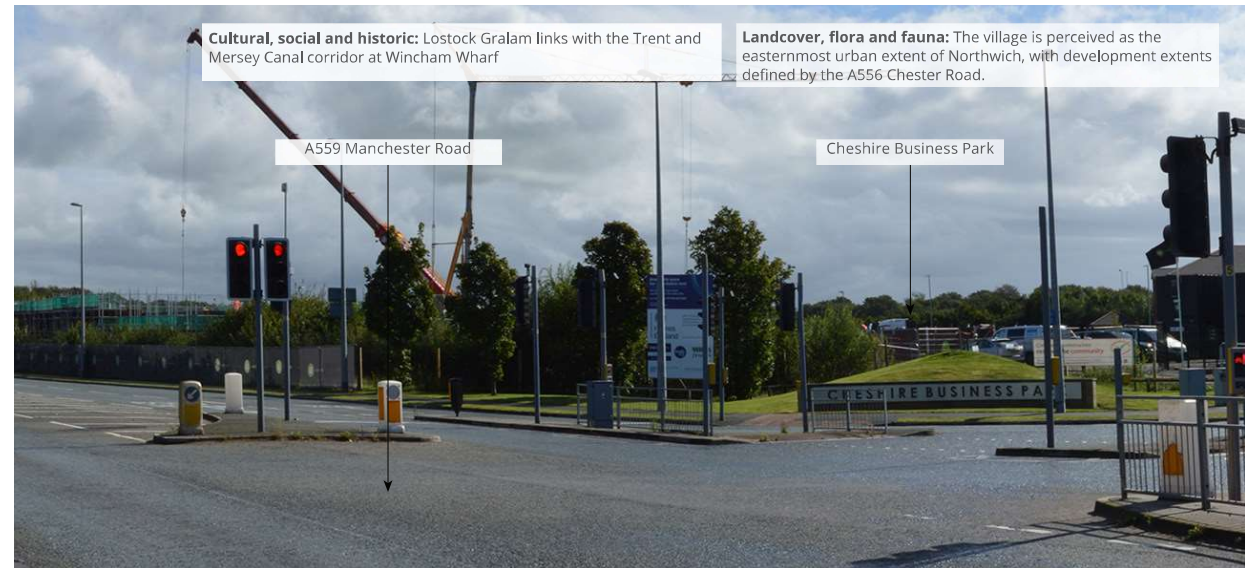
This linear village is comprised of generally unremarkable red brick and white render housing of varying ages. There are several large buildings including car showrooms and pubs which are generally accompanied by relatively unattractive surface car parks. The Lostock Club features black and white timber 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.

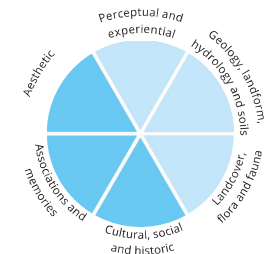
Future baseline

There are no committed developments which will change the baseline.

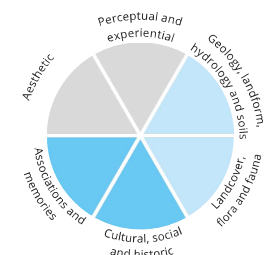
Overall landscape sensitivity

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



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

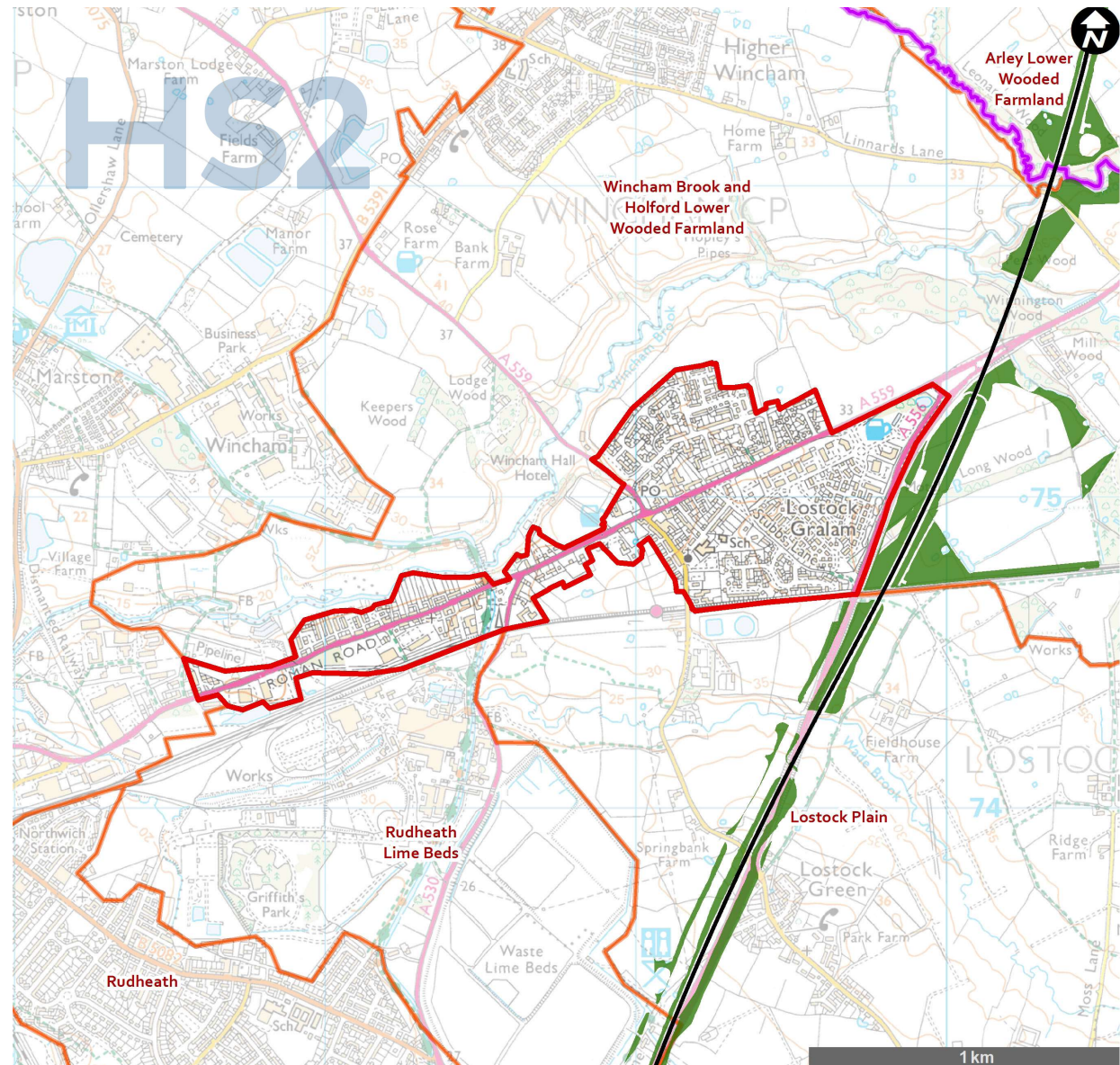
The establishment of landscape mitigation and ecological woodland planting alongside Lostock Gralam North embankment will start to integrate the Proposed Scheme with the predominantly wooded landscape to the east of Lostock Gralam. Smoker Brook viaduct will remain evident where it crosses the junction 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)

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.

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

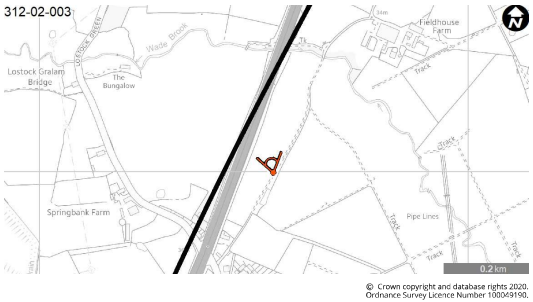


Summer view (baseline)

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



Viewpoint 312-02-003: view west from Restricted Byway Lostock Gralam 1/1, Lostock Green

Visual baseline description

Winter	<p>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.</p> <p>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.</p>
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

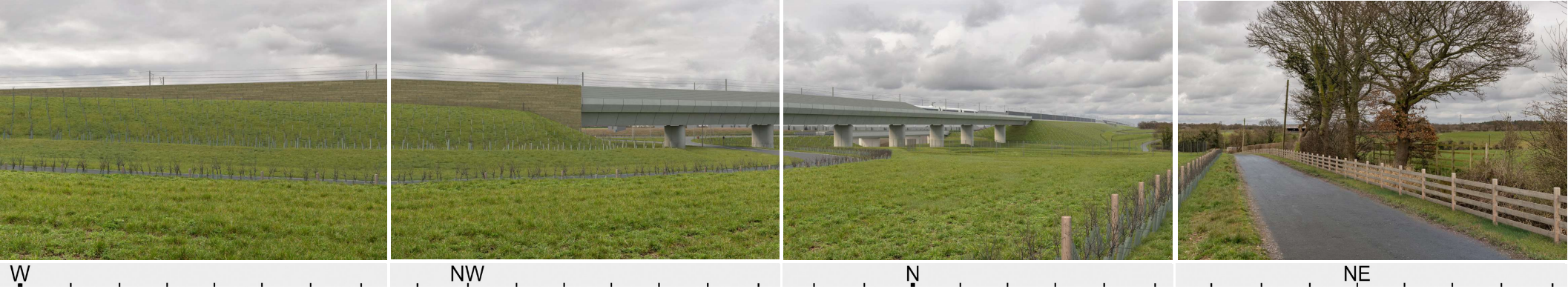
This viewpoint is representative of views experienced by residents of properties to the north of Lostock Green and by users of Restricted Byway Lostock Gralam 1/1.

Winter view (baseline)

Date taken: 27/03/2018 Time taken:15:42



Winter verifiable photomontage - operation year 1





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 U 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).

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

 Key Plan	Map Number LV-01-724	 HS2 HS2 Ltd accept no responsibility for any circumstances, which arise from the reproduction of this map after alteration, amendment or abbreviation or if it is issued in part or issued incomplete in any way. <small>Registered in England, Registration number 06791686, Registered office: One Canada Square, London, E14 5AB, © Crown copyright and database rights 2020, Ordnance Survey Licence Number 100049190.</small>
	Map Name Verifiable Photomontage Operation Year 1 (2038) - Winter Viewpoint 312-02-003	
	Community Area : MA02	

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



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.


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

This verifiable photomontage (Type 4 as described in Visual Representation of Development Proposals LITGN 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-01-725
Map Name	Verifiable Photomontage Operation Year 15 (2053) - Winter Viewpoint 312-02-003
Community Area :	MA02



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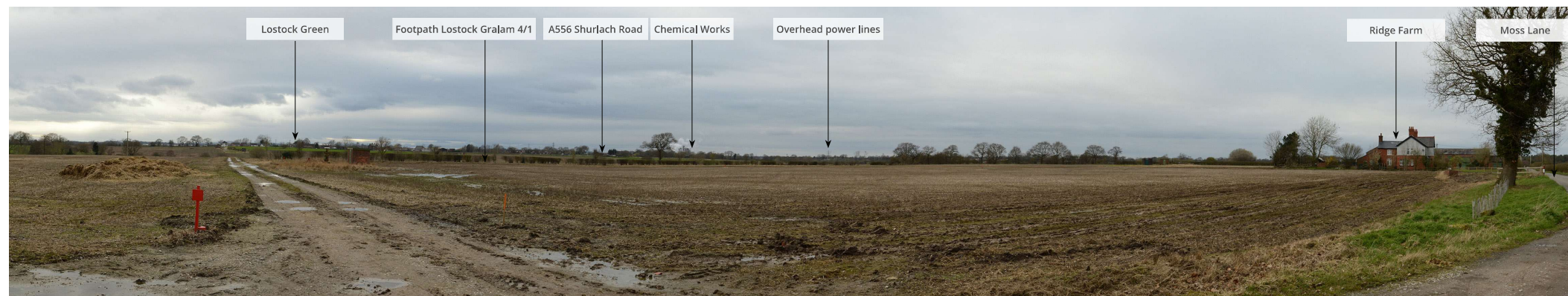
Date: Jan 2021

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



Viewpoint 312-02-004: view west from Mosslane Farm, Moss Lane

Visual baseline description

Winter	<p>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.</p> <p>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.</p>
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

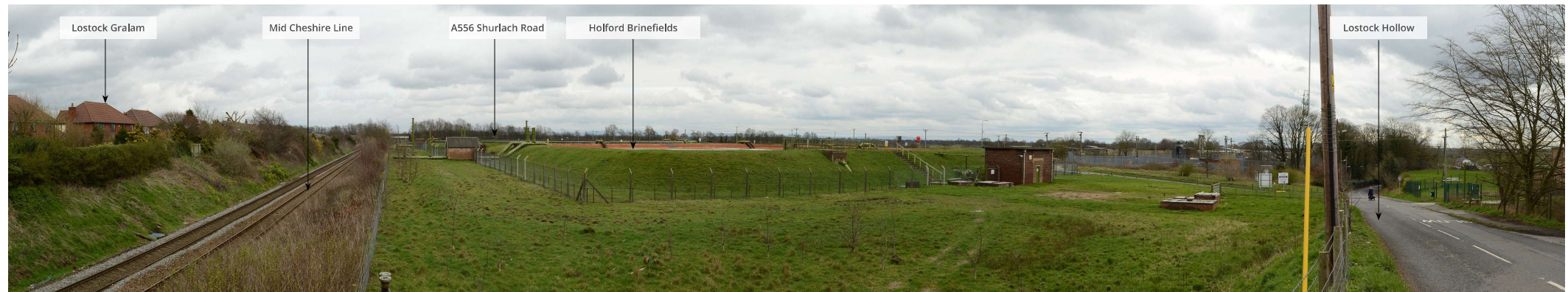
		Permanent effects during operation	Significance of effect
Year 1	Winter	The Proposed Scheme will be visible in the far distance on Rudheath embankment, Lostock Gralam South embankment and Wade Brook viaduct. This will alter the skyline and form a new feature on the horizon. Train movements and overhead 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)

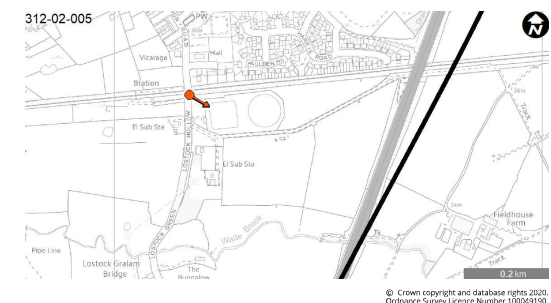


Summer view (baseline)

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



Viewpoint 312-02-005: view south-east from Lostock Gralam Station entrance, Lostock Hollow

Visual baseline description

Winter	<p>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.</p> <p>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.</p> <p>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.</p>
Summer	<p>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.</p>
Night time	<p>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.</p>

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)

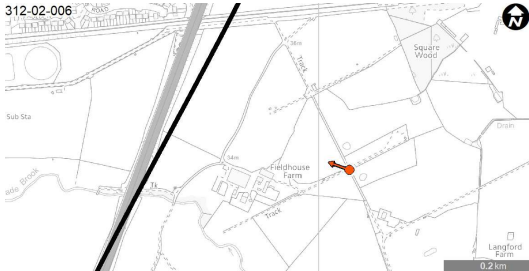


Summer view (baseline)

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: High
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.	



Viewpoint 312-02-006: view north-west from Footpath Lostock Gralam 4/2, east of Fieldhouse Farm

Visual baseline description

Winter	<p>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.</p> <p>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.</p>
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 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 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 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 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: High
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.	



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)

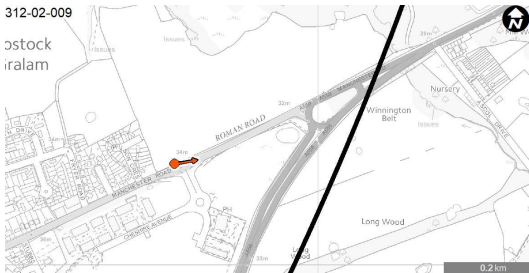


Summer view (baseline)

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



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