

# **High Speed Rail (Crewe – Manchester)**

## **Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement**

### **Volume 5: Appendix LV-001-0MA02**

#### **Landscape and visual**

Landscape and visual impact assessment and photomontages

MA02: Wimboldsley to Lostock Gralam

# **High Speed Rail (Crewe – Manchester)**

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### **Volume 5: Appendix LV-001-0MA02**

#### **Landscape and visual**

Landscape and visual impact assessment and photomontages

MA02: Wimboldsley to Lostock Gralam



Department  
for Transport

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

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# Part 1: Introduction

## 1.1 Structure of this appendix

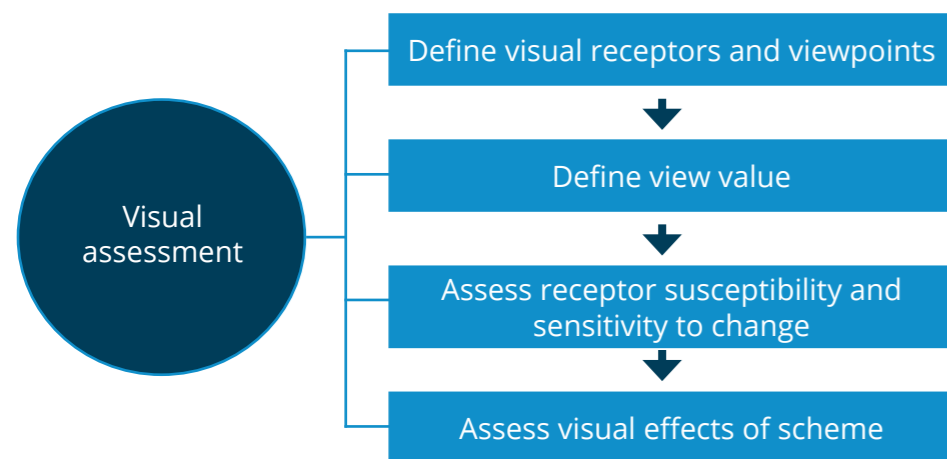
- 1.1.1 This document is an appendix to the landscape and visual impact assessment (LVIA) which forms part of Volume 5 of the Supplementary Environmental Statement 2 (SES2) and Additional Provision 2 Environmental Statement (AP2 ES) for the Wimboldsley to Lostock Gralam (MA02) community area.
- 1.1.2 This appendix provides details of changes to the LVIA since the production of the High Speed Two (HS2) High Speed Rail (Crewe – Manchester) Environmental Statement (ES)<sup>1</sup> published in 2022 (the main ES) and Supplementary Environmental Statement 1 (SES1) and Additional Provision 1 Environmental Statement (AP1 ES)<sup>2</sup> also published in 2022.
- 1.1.3 This document is comprised of three parts:
- Part 1: introduction;
  - Part 2: a summary of engagement with technical stakeholders; and
  - Part 3: the Additional Provision 2 Environmental Statement.
- 1.1.4 This report should be read in conjunction with the main ES Volume 5, Appendix: LV-001-0MA02 and the SES1 and AP1 ES Volume 5, Appendix: LV-001-0MA02.
- 1.1.5 Maps relevant to this appendix are contained in the SES2 and AP2 ES Volume 5, Landscape and visual Map Book. These include:
- Map Series LV-07 – Construction Phase Zone of Theoretical Visibility (ZTV) and Viewpoints;
  - Map Series LV-08 – Operational Phase Zone of Theoretical Visibility (ZTV) and Viewpoints; and
  - Map Series LV-17 – Route-wide Landscape Context.
- 1.1.6 The need for a number of corrections to the contents of the main ES and SES1 and AP1 ES have been identified. These are set out in report: Corrections to Volume 5 of the January 2022 Environmental Statement and the July 2022 Supplementary Environmental Statement 1 and Additional Provision 1 Environmental Statement, see SES2 and AP2 ES Volume 5, Appendix: CT-009-00000.
- 1.1.7 In order to differentiate between the original scheme and the subsequent changes, the following terms are used:
- ‘the original scheme’ – the Bill scheme submitted to Parliament in 2022, which was assessed in the main ES;
  - ‘the SES1 scheme’ – the original scheme with any changes described in SES1 that are within the existing powers of the Bill;
  - ‘the AP1 revised scheme’ – the original scheme as amended by SES1 changes and AP1 amendments;
  - ‘the SES2 scheme’ – the original scheme with any changes described in SES1 (submitted in July 2022) and the SES2; and
  - ‘the AP2 revised scheme’ – the original scheme as amended by SES1 and SES2 changes (as relevant) and AP2 amendments.

<sup>1</sup> High Speed Two Ltd (2022), High Speed Rail (Crewe – Manchester), Environmental Statement. Available online at: <https://www.gov.uk/government/collections/hs2-phase2b-crewe-manchester-environmental-statement>

<sup>2</sup> High Speed Two Ltd (2022), High Speed Rail (Crewe – Manchester), Supplementary Environmental Statement 1 and Additional Provision 1 Environmental Statement. Available online at: <https://www.gov.uk/government/collections/hs2-phase-2b-crewe-manchester-supplementary-environmental-statement-1-and-additional-provision-1-environmental-statement>

## 1.2 Visual assessment

- 1.2.1 Descriptions of the identified viewpoints are provided in this section. The viewpoints are shown on SES2 and AP2 ES Volume 5, Landscape and visual Map Book: Map Series LV-07 (construction) and Map Series 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.
- 1.2.2 The assessment considers the value of the view and the susceptibility of the viewer to the SES2 scheme and/or AP2 revised scheme, and the overall sensitivity of the visual receptors.

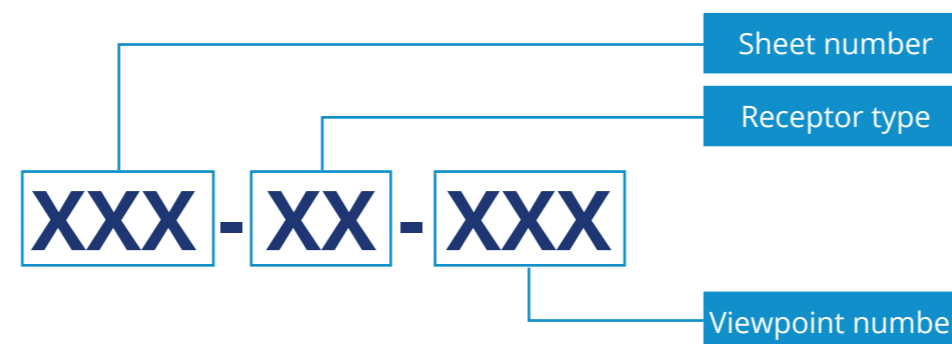


Above: The visual assessment process

- 1.2.3 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 SES2 and AP2 ES Volume 2, Wimboldsley to Lostock Gralam report (MA02).
- 1.2.4 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.
- 1.2.5 All photography included within this document has been taken in accordance with the methodology set out within the Technical Note – Approach to photography contained within the Environmental Impact Assessment Scope and Methodology Report (SMR)<sup>3</sup> (see Volume 5, Appendix: CT-001-00001 of the main ES).
- 1.2.6 Photomontages have also been included for relevant viewpoints. All photography associated with photomontages is verifiable and has been taken in accordance with the Technical Note – Approach to verifiable photomontages, contained within the SMR (see Volume 5, Appendix: CT-001-00001 in the main ES). All verifiable photography includes additional image specification and data information.

## 1.3 Visual receptors

- 1.3.1 The number on each viewpoint identifies the viewpoint locations which are shown on SES2 and AP2 ES Volume 5, Landscape and visual Map Book: Map Series LV-07 (construction) and Map Series LV-08 (operation). The following numbering convention is used:



Above: Viewpoint numbering convention used for HS2 Phase 2b

- 1.3.2 In each case, the middle number (xxx.xx.xxx) identifies the type of receptor represented, as described below (with more detail in the SMR of the main ES):
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 traveling 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.
- 1.3.3 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 – Approach to night-time assessment, contained within the SMR of the main ES.

<sup>3</sup> High Speed Two Ltd (2022), High Speed Rail (Crewe – Manchester), Environmental Statement, Environmental Impact Assessment Scope and Methodology Report, Volume 5, Appendix: CT-001-00001: <https://www.gov.uk/government/collections/cross-topic-technical-appendices-for-high-speed-rail-crewe-manchester-environmental-statement>

## Part 2: Engagement with technical stakeholders

### 2.1 Introduction

- 2.1.1 It has not been possible to discuss relevant landscape character areas and viewpoints with local authorities. However, there will be further engagement with local authorities regarding this matter during the passage of the Bill.



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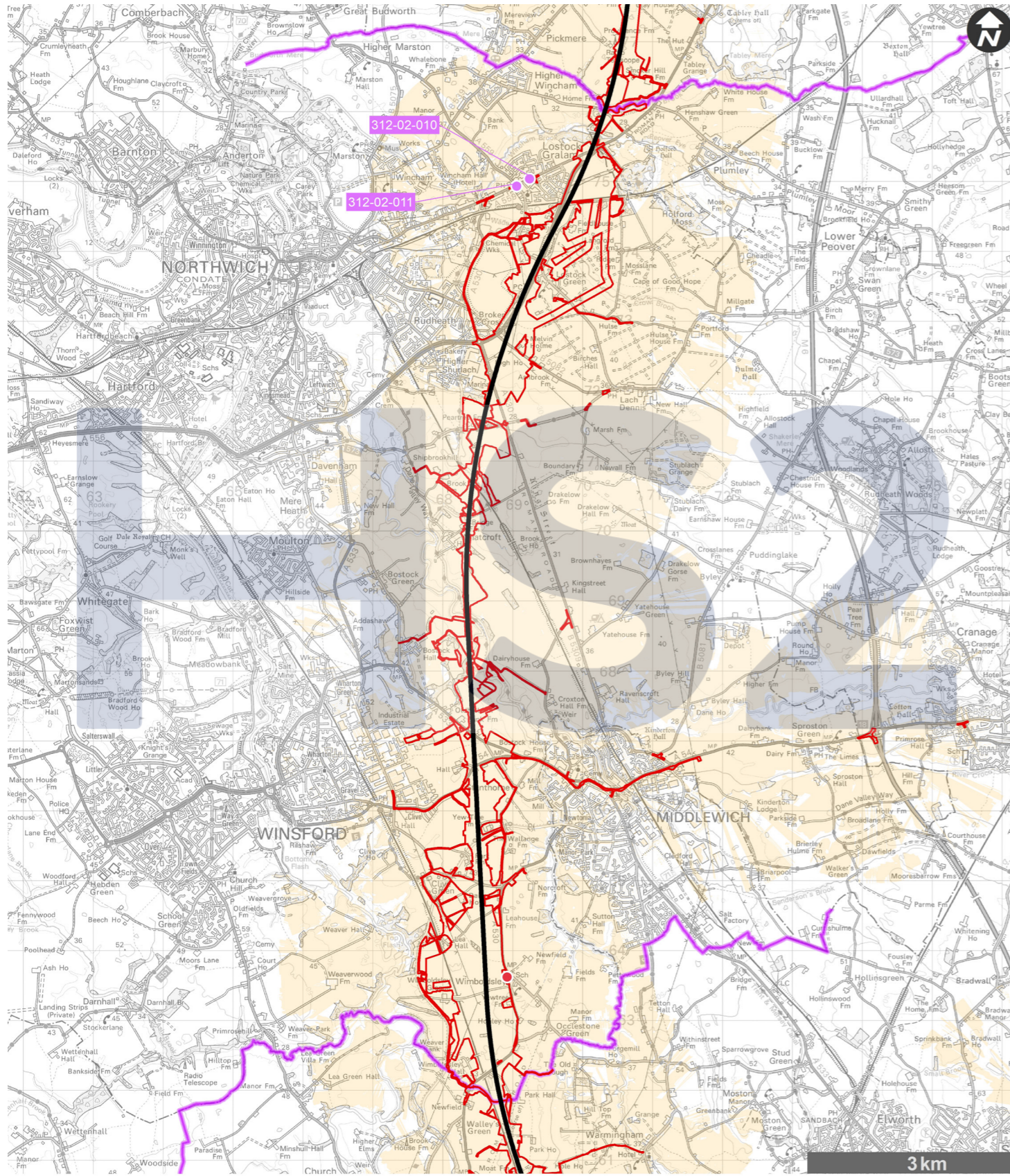
## **Part 3: Additional Provision 2 Environmental Statement**

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### 3.1 Visual assessment

## Overview of viewpoints and photomontages in the community area affected by AP2 amendments

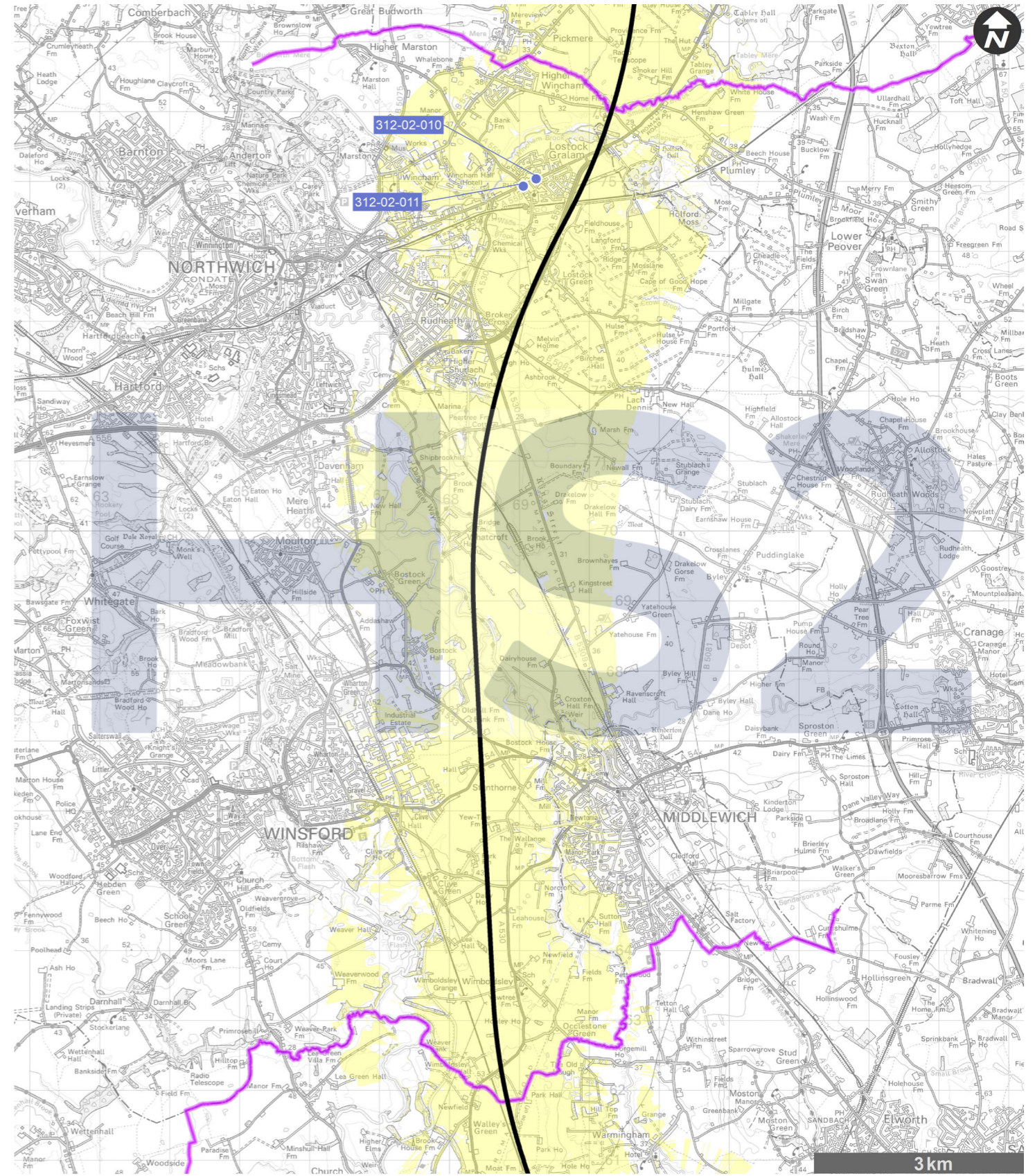
### Construction phase



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

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### Operation phase



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

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# Viewpoint 312-02-010: view east from the A559 Manchester Road

This new viewpoint is located in an area where there will be changes from the original scheme and is representative of views experienced by residents along the A559 Manchester Road and Stubbs Lane, users of the recreational ground at Lostock Gralam Community Centre, and road users along the A559 Manchester Road and Stubbs Lane.

## Winter view (baseline)

Date taken: 28/03/2022 (stitched panorama)

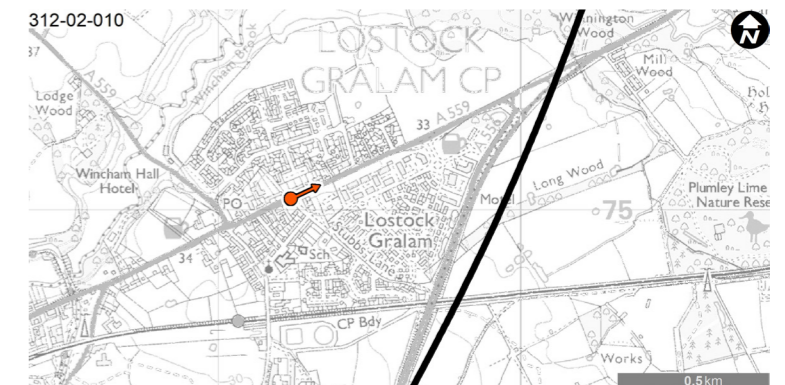


## Summer view (baseline)

Date taken: 29/07/2022 (stitched panorama)



<b>Camera:</b>	Canon EOS 6D, Fixed 50mm lens	
<b>Approximate GPS co-ordinates ref.</b>	369241.18, 375035.79	
<b>Value of the viewpoint:</b>	This viewpoint has a <b>medium</b> value. The view is predominantly of urban residential development with traffic movement along the A559 Manchester Road being a prominent component within the view.	<b>Sensitivity of the receptor:</b>  <b>Medium-high</b>
<b>Susceptibility of the receptor to the change arising from the AP2 revised scheme:</b>	The susceptibility of these receptors is <b>high</b> . Residents have a strong interest in their visual environment and are therefore highly susceptible to visual change arising from the construction and operation of the AP2 revised scheme. Road users on main roads have a lower susceptibility as their attention is less focused on their surroundings.	



# Viewpoint 312-02-010: view east from the A559 Manchester Road

## Visual baseline description

<b>Winter</b>	The near distance comprises the A559 Manchester Road and its junctions with Lodge Lane and Stubbs Lane flanked by residential properties both sides of the road. Residential properties on the northern side of the A559 Manchester Road are set back beyond a wide grass verge with a mixture of low garden boundary walls, garden hedges and ornamental trees, partly filtering views towards the road. Commercial properties on the southern side face directly onto the road. Established vegetation and a street tree form the northern boundary of the Lodge Lane residential properties and along with the vegetation associated with Lostock Gralam Community Centre and Cheshire Business Park beyond, define the skyline along the road in the middle and far distance.
<b>Summer</b>	The summer foliage of mature vegetation bordering the A559 Manchester Road increases the sense of enclosure associated with the road corridor.
<b>Night-time</b>	The A559 Manchester Road has high level street lighting and along with the surrounding residential and commercial areas is well-lit.

## Future baseline description

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

## Visual impact assessment

		Temporary effects during construction	Significance of effect
	<b>Construction</b>	This new viewpoint is located in an area where there will be changes from the original scheme. Residents, users of the recreation ground and road users will experience near-distance views during the construction period as a result of the amendment Additional land temporarily required for modifications to the A559 Manchester Road and Stubbs Lane junction (AP2-002-005). Views of construction activity including construction traffic, a laydown area, together with the loss of a mature and other smaller roadside trees will be noticeable in near-distance views for residents at the junction of the A559 Manchester Road with Stubbs Lane and users of the recreation ground at Lostock Gralam Community Centre and road users. However, some views for residents will be filtered through intervening garden vegetation. The amendment will give rise to a <b>medium</b> magnitude of change and a <b>moderate</b> adverse (significant) effect. The amendment will therefore give rise to a new significant effect.	<b>Moderate adverse (significant)</b>
	<b>Construction night-time</b>	The night-time view during construction was not assessed as there is no requirement for continuous construction lighting in this location.	Not assessed
	<b>Construction cumulative</b>	There are no developments which will result in cumulative construction effects.	No cumulative effect
		Permanent effects during operation	Significance of effect
<b>Year 1</b>	<b>Winter</b>	Residential receptors near to the junction of the A559 Manchester Road with Stubbs Lane, along with users of the recreation ground and road users along the A559 Manchester Road and Stubbs Lane will experience a discernable change to near and middle-distance views, due to the absence of roadside trees removed during construction. The immaturity of planting will not restore features within views by year 1. The amendment will give rise to a <b>low</b> magnitude of change and a <b>minor</b> adverse (non-significant) effect. The amendment will therefore give rise to a new non-significant effect.	<b>Minor adverse (non-significant)</b>
	<b>Night-time</b>	Existing lighting columns at the junction will have been replaced, therefore, the level of operational lighting will be comparable to the baseline. The amendment will give rise to a <b>negligible</b> magnitude of change and a <b>negligible</b> (non-significant) effect. The amendment will therefore give rise to a new non-significant effect.	<b>Negligible (non-significant)</b>
<b>Year 15</b>	<b>Summer</b>	For the majority of residential receptors, users of the recreation ground and road users along the A559 Manchester Road and Stubbs Lane, the maturing planting will partially restore features within views by year 15. The amendment will give rise to a <b>low</b> magnitude of change and a <b>minor</b> adverse (non-significant) effect. The amendment will therefore give rise to a new non-significant effect.	<b>Minor adverse (non-significant)</b>
	<b>Night-time</b>	Existing lighting columns at the junction will have been replaced, therefore, the level of operational lighting will be comparable to the baseline. The amendment will give rise to a <b>negligible</b> magnitude of change and a <b>negligible</b> (non-significant) effect. The amendment will therefore give rise to a new non-significant effect.	<b>Negligible (non-significant)</b>
<b>Year 30</b>	<b>Summer</b>	For the majority of residential receptors, users of the recreation ground and road users along the A559 Manchester Road and Stubbs Lane, mature planting will substantially restore features within views by year 30. The amendment will give rise to a <b>negligible</b> magnitude of change and a <b>negligible</b> (non-significant) effect. The amendment will therefore give rise to a new non-significant effect.	<b>Negligible (non-significant)</b>
	<b>Night-time</b>	Existing lighting columns at the junction will have been replaced, therefore, the level of operational lighting will be comparable to the baseline. The amendment will give rise to a <b>negligible</b> magnitude of change and a <b>negligible</b> (non-significant) effect. The amendment will therefore give rise to a new non-significant effect.	<b>Negligible (non-significant)</b>
	<b>Operation cumulative</b>	There are no developments which will result in cumulative effects.	No cumulative effect

# Viewpoint 312-02-011: view north-west from the junction of the A559 Manchester Road, Station Road and A559 Hall Lane

This new viewpoint is located in an area where there will be changes from the original scheme and is representative of views experienced by residents along the A559 Manchester Road, Station Road, A559 Hall Lane and Townshend Road, visitors to the Slow and Easy Public House, and road users along the A559 Manchester Road, Station Road and A559 Hall Lane.

## Winter view (baseline)

Date taken: 17/11/2022 (stitched panorama)

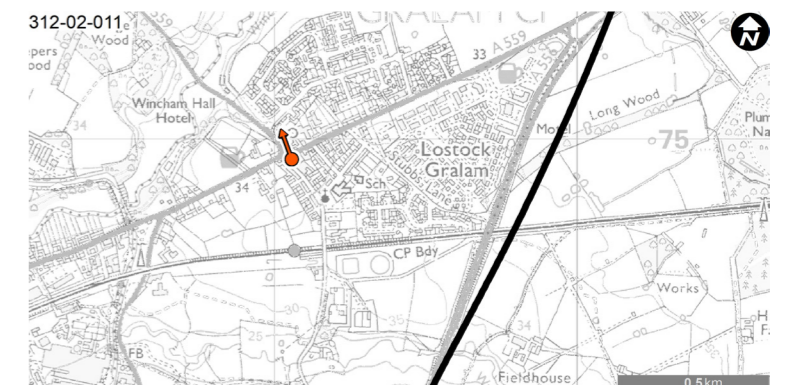


## Summer view (baseline)

Date taken: 29/07/2022 (stitched panorama)



<b>Camera:</b>	Canon EOS 6D, Fixed 50mm lens	
<b>Approximate GPS co-ordinates ref.</b>	369057.94, 374933.23	
<b>Value of the viewpoint:</b>	This viewpoint has a <b>medium</b> value. The view is typical of a local road junction where the road and associated infrastructure and adjacent development are dominant.	<b>Sensitivity of the receptor:</b>
<b>Susceptibility of the receptor to the change arising from the AP2 revised scheme:</b>	The susceptibility of these receptors is <b>high</b> . Residents have a strong interest in their visual environment and are therefore highly susceptible to visual change arising from the construction and operation of the AP2 revised scheme. Road users on main roads have a lower susceptibility as their attention is less focused on their surroundings.	<b>Medium-high</b>



# Viewpoint 312-02-011: view north-west from the junction of the A559 Manchester Road, Station Road and A559 Hall Lane

## Visual baseline description

<b>Winter</b>	Near-distance views comprise the grass verge and tarmacked road junction of the A559 Manchester Road with A559 Hall Lane and Station Road, along with associated street lighting columns, traffic signals, roadside cabinets and directional signage. Wide grass verges border the south-east and north-west corners of the junction, with the road flanked on all sides by residential and commercial properties. The Slow and Easy Public House and car park to the north-west of the junction is partially screened by mature ornamental planting, while a row of mature trees extending along A559 Hall Lane screens views to the north. A car sales plot, bounded by a palisade security fence is prominent to the north-east of the junction, with residential properties on Townshend Road visible beyond. In the middle distance to the north-west, mature roadside trees and the rooflines of residential properties combine to form the skyline above the A559 Manchester Road corridor.
<b>Summer</b>	The summer foliage of mature vegetation bordering the A559 Manchester Road and A559 Hall Lane increases the sense of enclosure and forms an additional screen to views.
<b>Night-time</b>	The A559 Manchester Road has high level street lighting and along with the surrounding residential and commercial areas is well-lit.

## Future baseline description

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

## Visual impact assessment

		Temporary effects during construction	Significance of effect
	<b>Construction</b>	This new viewpoint is located in an area where there will be changes from the original scheme. Residents, visitors to the Slow and Easy Public House and road users, will experience views of construction activity due to the proximity of the amendment Additional land permanently required for modifications to the A559 Manchester Road, A559 Hall Lane and Station Road junction (AP2-002-003). The loss of roadside vegetation will open up near-distance views of the modified junction and the presence of traffic using the junction. This is anticipated to result in a noticeable change to views for residents of the A559 Manchester Road and Station Road and visitors to the Slow and Easy Public House. The loss of roadside trees on A559 Hall Lane will increase middle-distance visibility towards the junction for residents of Townshend Road. Road users along the A559 Manchester Road, Station Road and A559 Hall Lane will experience a change to near-distance, transient views, due to the presence of the modified junction and the presence of traffic using the junction. The amendment will give rise to a <b>medium</b> magnitude of change and a <b>moderate</b> adverse (significant) effect. The amendment will therefore give rise to a new significant effect.	<b>Moderate adverse (significant)</b>
	<b>Construction night-time</b>	The night-time view during construction was not assessed as there is no requirement for continuous construction lighting in this location.	<b>Not assessed</b>
	<b>Construction cumulative</b>	There are no developments which will result in construction cumulative effects.	<b>No cumulative effect</b>
		Permanent effects during operation	Significance of effect
<b>Year 1</b>	<b>Winter</b>	Residential receptors along the A559 Manchester Road and Station Road, visitors to the Slow and Easy Public House and road users will experience a discernable change to near and middle-distance views, due to the modification of the junction layout and the loss of street trees and boundary vegetation removed during construction. The loss of roadside trees on A559 Hall Lane, removed during construction, will increase middle-distance visibility towards the junction for residents of Townshend Road. The immaturity of planting will not restore features within views by year 1. The amendment will give rise to a <b>low</b> magnitude of change and a <b>minor</b> adverse (non-significant) effect. The amendment will therefore give rise to a new non-significant effect.	<b>Minor adverse (non-significant)</b>
	<b>Night-time</b>	Existing lighting columns at the junction will have been replaced, therefore, the level of operational lighting will be comparable to the baseline, viewed in the context of existing street lighting and flood light facilities associated with the car sales area. The removal of vegetation during construction will result in a barely perceptible change in the night-time lighting environment. The amendment will give rise to a <b>negligible</b> magnitude of change and a <b>negligible</b> (non-significant) effect. The amendment will therefore give rise to a new non-significant effect.	<b>Negligible (non-significant)</b>
<b>Year 15</b>	<b>Summer</b>	For residents along the A559 Manchester Road and Station Road, visitors to the Slow and Easy Public House and road users, the maturing planting will partially restore features within views by year 15. The amendment will give rise to a <b>low</b> magnitude of change and a <b>minor</b> adverse (non-significant) effect. The amendment will therefore give rise to a new non-significant effect.	<b>Minor adverse (non-significant)</b>
	<b>Night-time</b>	By year 15, the maturing planting will partially restore features within views. The level of operational lighting will be comparable to the baseline, viewed in the context of existing street lighting and flood light facilities associated with the car sales area resulting in a barely perceptible change in the night-time lighting environment. The amendment will give rise to a <b>negligible</b> magnitude of change and a <b>negligible</b> (non-significant) effect. The amendment will therefore give rise to a new non-significant effect.	<b>Negligible (non-significant)</b>
<b>Year 30</b>	<b>Summer</b>	For residents along the A559 Manchester Road and Station Road, visitors to the Slow and Easy Public House and road users, mature replacement planting will substantially restore features within views by year 30. The amendment will give rise to a <b>negligible</b> magnitude of change and a <b>negligible</b> (non-significant) effect. The amendment will therefore give rise to a new non-significant effect.	<b>Negligible (non-significant)</b>
	<b>Night-time</b>	The level of operational lighting will be comparable to the baseline, viewed in the context of existing street lighting and flood light facilities associated with the car sales area resulting in a barely perceptible change in the night-time lighting environment. The amendment will give rise to a <b>negligible</b> magnitude of change and a <b>negligible</b> (non-significant) effect. The amendment will therefore give rise to a new non-significant effect.	<b>Negligible (non-significant)</b>
<b>Operation cumulative</b>		There are no developments which will result in cumulative effects.	<b>No cumulative effect</b>



## 3.2 AP2 revised scheme assessment matrices

### AP2 revised scheme visual assessment matrix

3.2.1 Table 1 below summarises the assessment of significance for all the representative viewpoints assessed as part of AP2 revised scheme in the Wimboldsley to Lostock Gralam (MA02) community area. These are ordered from south to north along the route of the AP2 revised scheme. The assessment of significant effects is presented in SES2 and AP2 ES Volume 2, Wimboldsley to Lostock Gralam report (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 1: AP2 visual assessment matrix summarising the assessment of significance for the viewpoints affected by the AP2 revised scheme identified in the Wimboldsley to Lostock Gralam (MA02) community 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	
312-02-010	View east from the A559 Manchester Road	Moderate adverse	Not assessed	No cumulative effect	Minor adverse	Negligible	Minor adverse	Negligible	Negligible	Negligible	No cumulative effect
312-02-011	View north-west from the junction of the A559 Manchester Road, Station Road and A559 Hall Lane	Moderate adverse	Not assessed	No cumulative effect	Minor adverse	Negligible	Minor adverse	Negligible	Negligible	Negligible	No cumulative effect