In Parliament – Session 2021 - 2022

HS2

High Speed Rail (Crewe – Manchester) Environmental Statement

Volume 5: Appendix LV-001-0MA04

Landscape and visual

MA04: Broomedge to Glazebrook

Landscape and visual impact assessment and photomontages

HS2

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Department for Transport

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High Speed Two (HS2) Limited
Two Snowhill
Snow Hill Queensway
Birmingham B4 6GA

Telephone: 08081 434 434

General email enquiries: HS2enquiries@hs2.org.uk

Website: www.hs2.org.uk

A report prepared for High Speed Two (HS2) Limited:

ARUP+ ERM | FOSTER + PARTNERS | JACOBS
RAMBOLL | TYPSA | COSTAIN

MWJV
Mott MacDonald | WSP

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Contents

Introduction

Part 1: Engagement with technical stakeholders

1.1 Introduction

Part 2: Landscape character assessment

2.1 Introduction

2.2 Approach to landscape characterisation

Lymm Red Sandstone Escarpment LCA;

River Bollin Meadowlands LCA;

Dunham Woodhouses Settled Sandlands LCA;

River Mersey Floodplain LCA;

Warburton Settled Sandlands LCA;

Rixton Undulating Enclosed Farmland LCA;

Rixton, Woolston and Risley Moss Mossland LCA;

Cadishead, Partington and Irlam Suburban LCA; and

Chat Moss Mossland LCA.

Part 3: Visual assessment

3.1 Introduction

3.2 Visual receptors

318-**02**-009 View east from Agden Lane at Agden Lane Farm

319-**03**-003 View north-east from Footpath Lymm 33

319-**02**-004 View west from Spring Lane

319-**02**-005 View north-east from The Barn Owl Inn, Agden Wharf, Warrington Lane

319-**02**-007 View west from Footpath Dunham 8

319-**02**-008 View north-east from the B5159 Mill Lane

319-**02**-009 View north-east from Footpath Lymm 35

319-**02**-010 View east from Wet Gate Lane at Wet Gate Farm

319-**03**-011 View west from the Trans Pennine Trail (National Cycle Route 62)

319-**02**-012 View east from the B5159 Mill Lane at Bollin Court

319-**03**-013 View east from the Trans Pennine Trail (National Cycle Route 62)

319-**02**-014 View South from Carr Green Lane

319-**02-**015 View west from Lower Carr Green Farm

319-**02**-016 View west from Agden Bridge Farm

320-**03**-001 View west from Footpath Warburton 3

320-**03**-002 View north-east from Footpath Lymm 19

320-**02**-003 View north and east from the new Church of Saint Werburg, Bent Lane

320-**02**-004 View north-west from the A6144 Warburton Lane at Mossbrow

320-**02**-005 View east from the A6144 Paddock Lane

320-**02**-006 View north-west from Footpath Warburton 11 at Jack Hey Gate Farm

320-**02**-007 View east from Footpath Warburton 11

320-**02**-008 View north west from the A6144 Warburton Lane at the junction with Moss Lane

321-**03**-001 View east from Bridleway Partington 6 part of the Bollin Valley Way along the Manchester Ship Canal

321-**04**-003 View west from the A57 Manchester Road south of Cadishead

321-**02**-004 View north-east from Dam Lane at the junction with Footpath Rixton-with-Glazebrook 7

321-**02**-005 View west from the B5212 Glazebrook Lane

321-**02**-006 View north-east from Dam Lane

321-**03**-008 View north-east from Footpath Rixton-with-Glazebrook 6

321-**02**-009 View north-east from the junction of Dam Lane and Dam Head Lane

321-**02**-010 View south-west from Vetch Close

321-**02**-011 View west from the Glazebrook Timberland Trail (Footpath Irlam 60) at Cadishead

321-**02**-012 View north-west from Lock Lane, Partington

322-**02**-001 View south-west from the B5212 Glazebrook Lane at New Farm

322-**02**-004 View west from the B5212 Glazebrook Lane

322-**02**-005 View east from Dam Lane

322-**02**-006 View west from Moss Farm and Church Farm

Part 4: Assessment matrices

4.1 Landscape assessment matrix

4.2 Visual assessment matrix

Tables

Table 1: Stakeholder engagement

Table 2: Non-significantly affected viewpoints: construction

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

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

Table 4: Landscape assessment matrix summarising the assessment of significance for all of the LCA identified in the Broomedge to Glazebrook area

Table 5: Visual assessment matrix summarising the assessment of significance for all of the viewpoints identified in the Broomedge to Glazebrook area

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Introduction

This document is the appendix to the landscape and visual impact assessment for the Broomedge to Glazebrook area (MA04), it comprises four parts:

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

This appendix should be read alongside the Volume 2, Community Area report: Broomedge to Glazebrook (MA04), Section 11. Maps referred to throughout this appendix are contained in the Volume 5, Landscape and visual Map Book.

Part 1: Engagement with technical stakeholders

1.1 Introduction

1.1.1 This section describes the engagement that has been undertaken with technical stakeholders in relation to the landscape and visual impact assessment for the Broomedge to Glazebrook area.

Table 1: Stakeholder engagement

Stakeholder	Comment	Response
Salford City Council	A meeting was held at Salford City Council offices on 13 September 2018. The discussions covered the Proposed Scheme design, the Landscape and Visual Impact Assessment (LVIA) methodology, viewpoint and photomontage locations. Salford City Council's comments on the Working Draft Environmental Statement (WDES) were included within the Greater Manchester Combined Authority (GMCA) response of December 2018. The comments covered the LVIA, public rights of way (PRoW), photomontage locations and the assessment.	Salford City Council's comments and proposed photomontage locations have been taken into account in the preparation of the LVIA for this Environmental Statement (ES).
Warrington Borough Council	Warrington Borough Council's comments on the WDES were included within the GMCA's response of December 2018. The comments covered the LVIA, PRoW, photomontage locations and the assessment. A meeting was held at via Skype call on the 8 November 2018. The discussions covered the Proposed Scheme design, the LVIA methodology, viewpoint and photomontage locations.	Warrington Borough Council's comments on the LVIA and proposed photomontage locations have been taken into account in the preparation of the LVIA for this ES.
Trafford Council	Trafford Council's comments on the WDES were included within the GMCA's response of December 2018. The comments covered the LVIA, PRoW, photomontage locations and the assessment. A meeting was held at Trafford Council offices on 18 December 2019. The discussions covered the Proposed Scheme design, the LVIA methodology, viewpoint and photomontage locations. A further meeting took place via Teams on 12 May 2021 to discuss landscape and heritage matters in relation to changes in the Proposed Scheme design since the submission of the WDES.	Trafford Council's comments on the LVIA and proposed photomontage locations have been taken into account in the preparation of the LVIA for this ES.
The National Trust	Meetings with the National Trust were held on 1 March 2018, on 12 March 2018, 18 June 2019 and 15 January 2021. The discussions covered the Proposed Scheme design, the potential visibility of HS2 from Tatton Park, Dunham Massey Park and the wider Dunham Massey estate, photomontage and representative viewpoint locations, existing recreational pressures on Dunham Massey and the National Trust's plans for landscape restoration and increased recreational opportunities at Dunham Massey and its estate.	The photomontage and representative viewpoint locations discussed have been included in this ES.

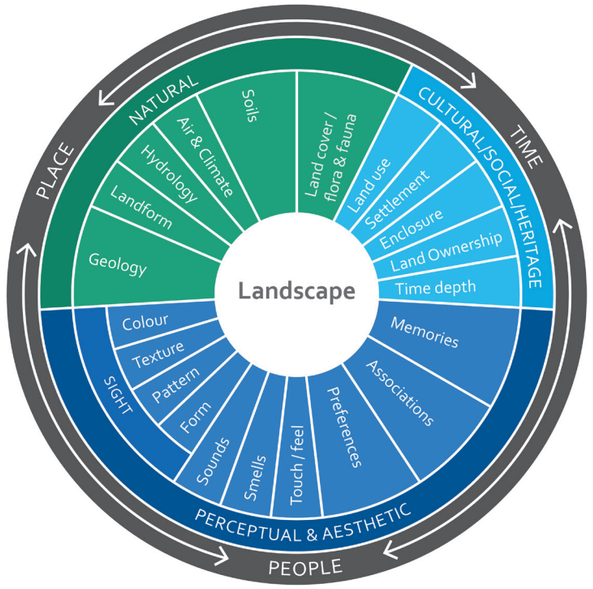
Part 2: Landscape character assessment

2.1 Introduction

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

2.1.2 This section is organised as follows:

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



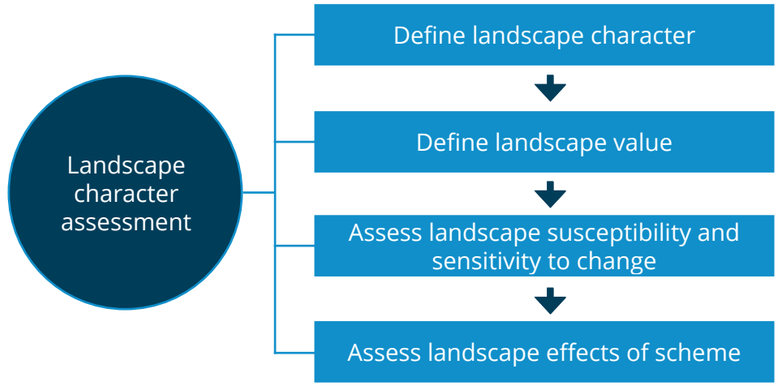
Above: The elements of landscape. Diagram is based on 'An Approach to Landscape Character Assessment' Natural England, 2014

2.2 Approach to landscape characterisation

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

2.2.2 The national landscape character context is illustrated on map LV-00-MA04 (Volume 5, Landscape and visual Map Book). The district LCA of relevance to the Broomedge to Glazebrook area are summarised below:

- Lymm Red Sandstone Escarpment: a gently undulating arable landscape surrounding the historic village of Lymm. The landform, woodlands and hedgerows create an intimate landscape with enclosed views;
- River Bollin Meadowlands: a low lying river valley landscape of arable farming and grazing pasture, with remnant field boundaries and scattered woodland blocks. Good opportunities for recreation in association with the footpath network and Bridgewater Canal;
- Dunham Woodhouses Settled Sandlands: a low-lying, arable landscape with wide, open views. A large proportion of the wider Dunham Massey Estate falls within this LCA;
- River Mersey Floodplain: a flat, low-lying landscape of mixed agricultural land use, good diversity of habitats and opportunities for recreation;
- Warburton Settled Sandlands: a low-lying, rural landscape to the south of the Manchester Ship Canal (MSC) on the urban edge of Partington, enclosed by ancient woodland and with many historic landscape and cultural associations;
- Rixton Undulating Enclosed Farmland: a gently undulating, and intensively farmed arable landscape to the north of MSC, with sparse settlement and some detracting elements such as landfill, road and rail infrastructure. Good opportunities for recreation in association with the footpath network;



Above: The landscape assessment process

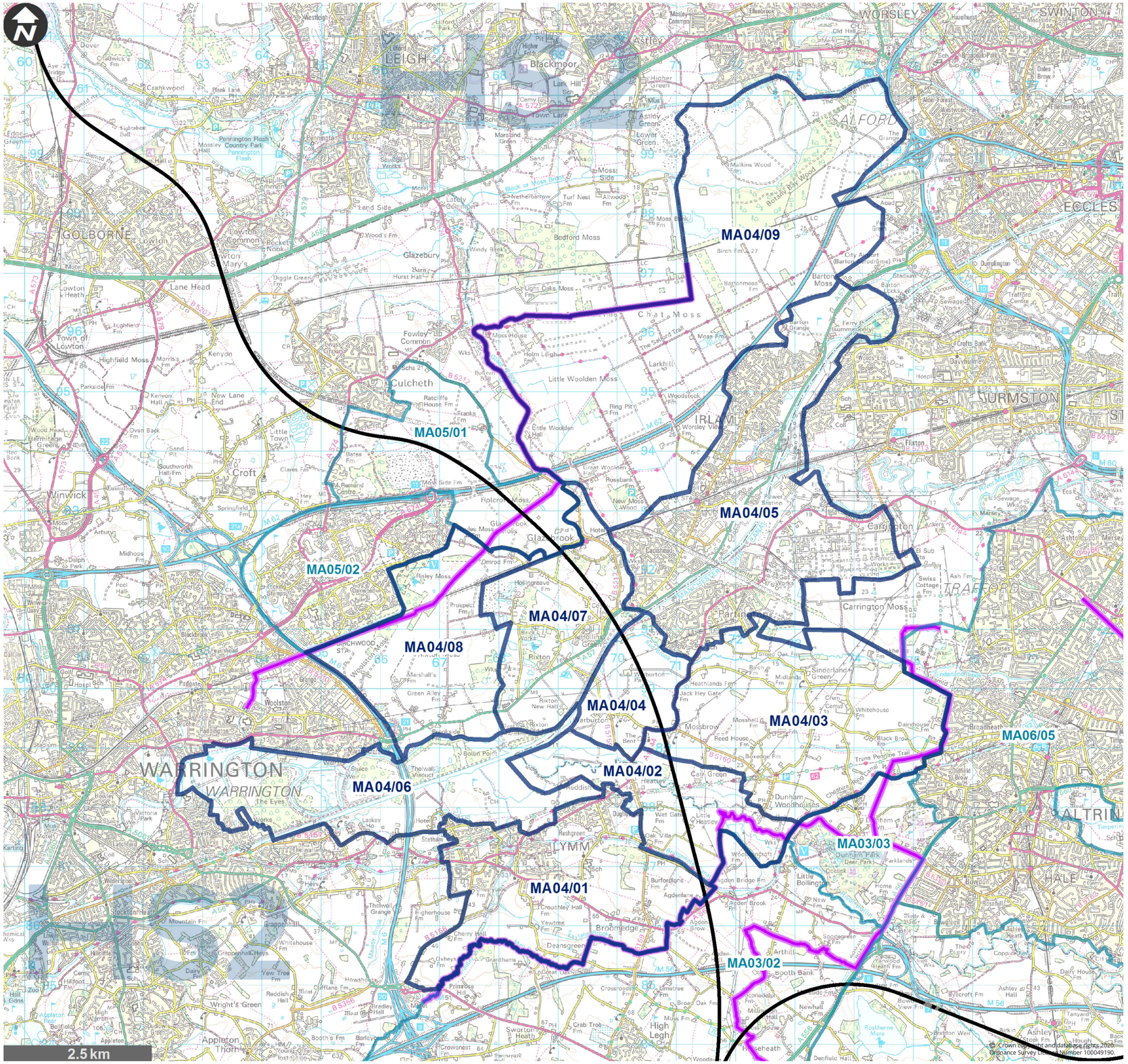
- Rixton, Woolston and Risley Moss Mossland: a low-lying landscape with regularly shaped, medium scale fields and high-quality agricultural land. Low levels of vegetation cover allow open views across the landscape;

- Cadishead, Partington and Irlam Suburban: this LCA is comprised of low-lying, river valley settlements on alluvial, gravel and peat soils, surrounded by mosslands. The density of development is high, with large-scale industrial development along the banks of MSC; and

- Chat Moss Mossland: a medium scale, low-lying arable landscape with expansive views, set within the suburban context of Greater Manchester. Vegetation cover is sparse and ecological diversity is low.

2.2.3 Descriptions of all the LCA identified within the Broomedge to Glazebrook area are provided in the following section. A small part of the Holcroft and Glazebrook Moss Mosslands LCA lies within the Broomedge to Glazebrook area but the majority lies within the Risley to Bamfurlong area and is therefore described in Volume 5 Appendix LV-001-0MA05. The LCA are shown in the Map Series LV-02. A summary description of the LCA most likely to be affected is included in the Volume 2, Community Area report: Broomedge to Glazebrook area, Section 11.

Overview of landscape character areas within MA04



Landscape character areas assessed in this community area

- MA04/01 - Lymm Red Sandstone Escarpment
- MA04/02 - River Bollin Meadowlands
- MA04/03 - Dunham Woodhouses Settled Sandlands
- MA04/04 - Warburton Settled Sandlands
- MA04/05 - Cadishead, Partington and Irlam Suburban
- MA04/06 - River Mersey Flood Plain
- MA04/07 - Rixton Undulating Enclosed Farmland
- MA04/08 - Rixton, Woolston and Risley Moss Mossland
- MA04/09 - Chat Moss Mossland

Landscape character areas assessed in neighbouring community areas

- MA03/02 - Arley Lower Wooded Farmland
- MA03/03 - Dunham Massey Wooded Estate
- MA05/01 - Holcroft and Glazebrook Moss Mossland
- MA05/02 - Birchwood (Warrington Suburban)
- MA06/05 - Altrincham and Hale Suburban

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

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Lymm Red Sandstone Escarpment LCA

Landscape character baseline description

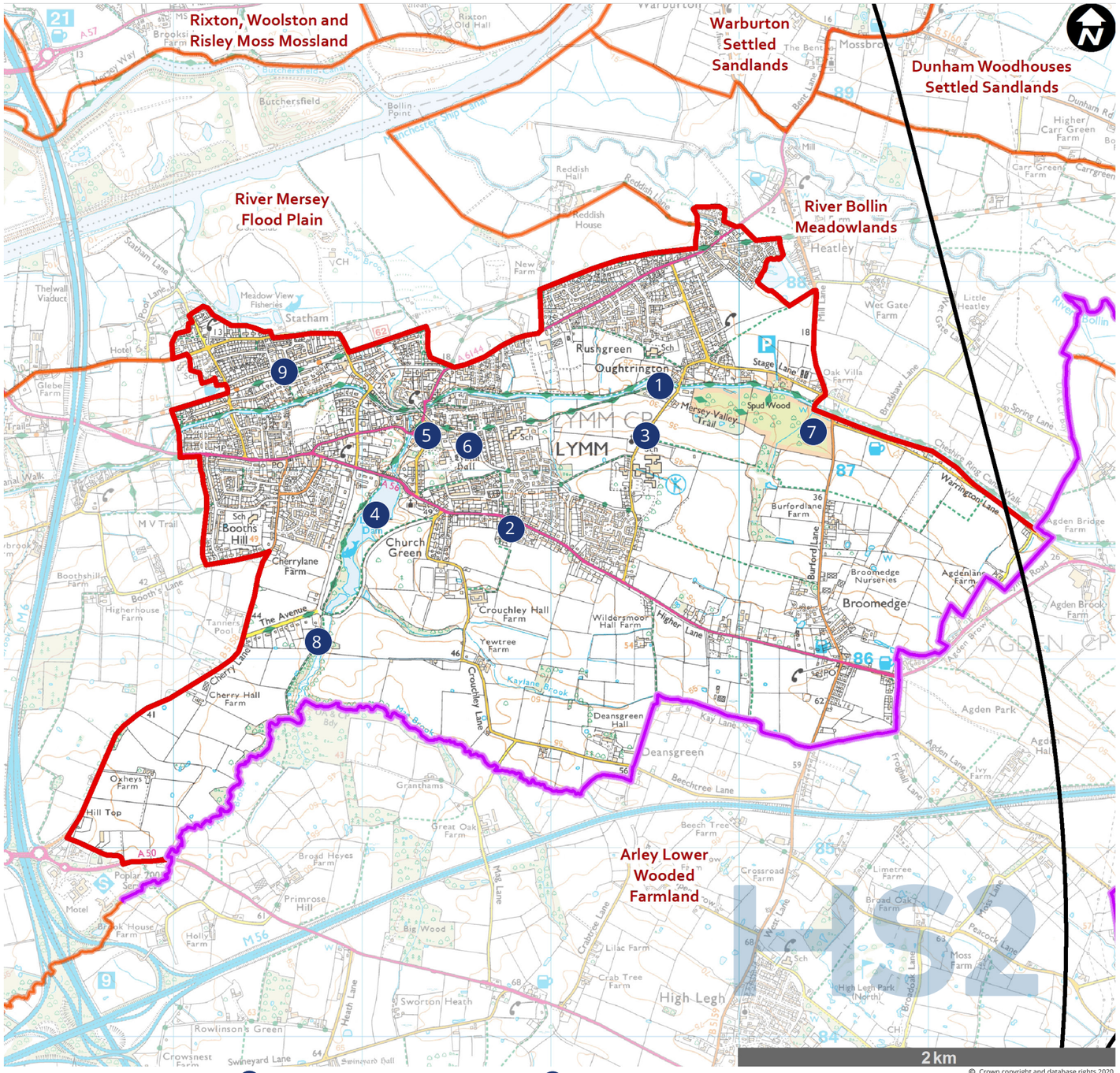
This LCA incorporates the settlement of Lymm and the intimate landscape of small-scale fields and watercourses to the south of the village.

The gently undulating landform falls to the north, with a red sandstone ridge running east to west between Broomedge and Lymm. This landform coupled with enclosing vegetation, create an intimate landscape with limited views beyond the boundaries of the LCA. Lymm water tower and St Peter's Church, Oughtrington are exceptions and are local landmarks, seen from beyond the boundaries of the LCA. To the south of the LCA the landscape is rural with small to medium-scale fields of arable and livestock farming. Several watercourses run through the LCA including Kaylane Brook, the Bridgewater Canal, Bradley Brook and Slitten Brook. Bradley Brook runs parallel to the ridgeline and forms a steep-sided wooded valley as it passes through Lymm. This wooded valley, Lymm Dam and Lower Dam at the heart of Lymm village along with pedestrian links along the Bridgewater Canal, help integrate the rural landscape with the urban areas of the LCA. Lymm dates to Roman times and the locally quarried red sandstone has been used extensively for many fine Victorian buildings in the village, with good examples in the Lymm Conservation Area. The outlying settlements at Statham and Oughtrington lie to the north of the LCA, with the hamlet of Broomedge to the south along the ridgeline. The LCA is well-vegetated with woodland at Newhays Plantation, Spud Wood community woodland and ancient woodland along the Bradley Brook. Field boundary hedges and trees are well maintained. The LCA has an extensive PRoW network including stretches of the Trans Pennine Trail (TPT) (National Cycle Route 62) Cheshire Ring Canal Walk (Footpath Lymm 43/3) and Mersey Valley Trail. Local roads within the LCA are well used, particularly those through Lymm but pockets of tranquillity are found along the Bridgewater Canal and PRoW.



Key landscape characteristics

There is a positive interrelationship between the village of Lymm and its rural environs due to the strong links created by the PRoW network, other recreational routes and local water bodies. The landform, woodlands and hedgerows create an intimate landscape with enclosed internal views.



1 Bridgewater Canal
2 Lymm Water Tower
3 St Peter's Church
4 Lymm Dam
5 Lower Lymm Dam
6 Lymm Conservation Area
7 Spud Wood
8 Bradley Brook
9 Trans Pennine Trail

Proposed Scheme
LCA boundary
Community area boundary

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Key landscape value attributes

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



Cultural, social and historic

Bridgewater Canal, its canal side architecture, bridges and the traditional red sandstone buildings of Lymm Conservation Area contribute to the historic landscape value of the LCA.



Geology, landform, hydrology and soils

The red sandstone ridgeline and gently undulating landform coupled with woodland blocks, creates an intimate landscape. The many branching streams, dams and valley landscape at the heart of the village contribute to the landscape setting of Lymm Conservation Area.

Key landscape characteristics susceptible to the Proposed Scheme



Overall landscape value

Lymm Conservation Area, listed buildings and Bridgewater Canal add to the historic value of the LCA. Recreational value is also high with sections of national trails and an extensive PRoW network within and beyond the LCA. Blocks of woodland (which includes ancient woodland) contribute to the ecological value of the area. The value of this LCA is therefore **medium-high**.

Overall landscape susceptibility

The intimate LCA has elements that are commonplace and lower overall susceptibility to change. However, Lymm Conservation Area, listed structures and the intimate landscape created by the enclosing ridges, field patterns and hedgerows are all susceptible to change. The landscape therefore has a **medium-high** susceptibility to change resulting from the Proposed Scheme.

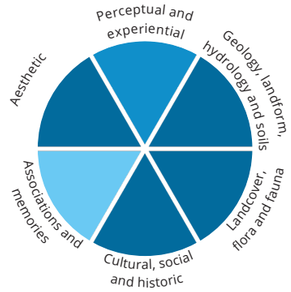
Future baseline

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

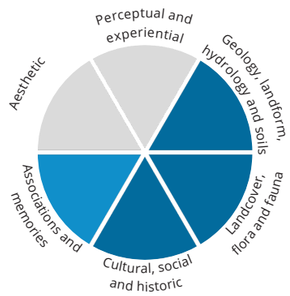
Overall landscape sensitivity

The LCA has a range of historic buildings, structures and features of ecological importance. The intimate character of the LCA, its gently undulating landform and sandstone ridge are sensitive to changes arising from the Proposed Scheme. The busy road network detracts from the tranquillity of the rural landscape. The overall sensitivity of this LCA is **medium-high.**

Value



Susceptibility



Value and susceptibility key



Magnitude of change and level of effect

Construction

The easternmost tip of the LCA will be directly affected by construction works associated with the construction of Lymm North embankment and Bridgewater Canal viaduct. These emerging structures, material stockpiles and the presence of the A56 Lymm Road satellite compound will introduce large-scale construction works into a small proportion of the LCA. The introduction of construction works, will result in uncharacteristic changes in a predominantly rural and unlit landscape. The TPT and Footpath Lymm 43/3 (a section of the Cheshire Ring Canal Walk) will be diverted in proximity to the construction works. However, construction activity associated with the works will result in disturbance and reduced levels of tranquillity across a small proportion of this LCA in the vicinity of the Bridgewater Canal. The magnitude of change will therefore be **low.**

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

Operation year 1

A small proportion of the LCA will be directly affected by the presence of the Proposed Scheme. The easternmost tip of the LCA will be directly affected by the presence of Lymm North embankment and Bridgewater Canal viaduct which will be new, raised elements introduced into a small proportion of the LCA. The Bridgewater Canal viaduct will cross the canal at an angle, creating an uneasy relationship between the canal and Proposed Scheme. Overhead line equipment, intermittent train movements will noticeably alter pockets of tranquillity across a small proportion of the rural landscape and along the Bridgewater Canal. The magnitude of change will be **low.**

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

Operation year 15

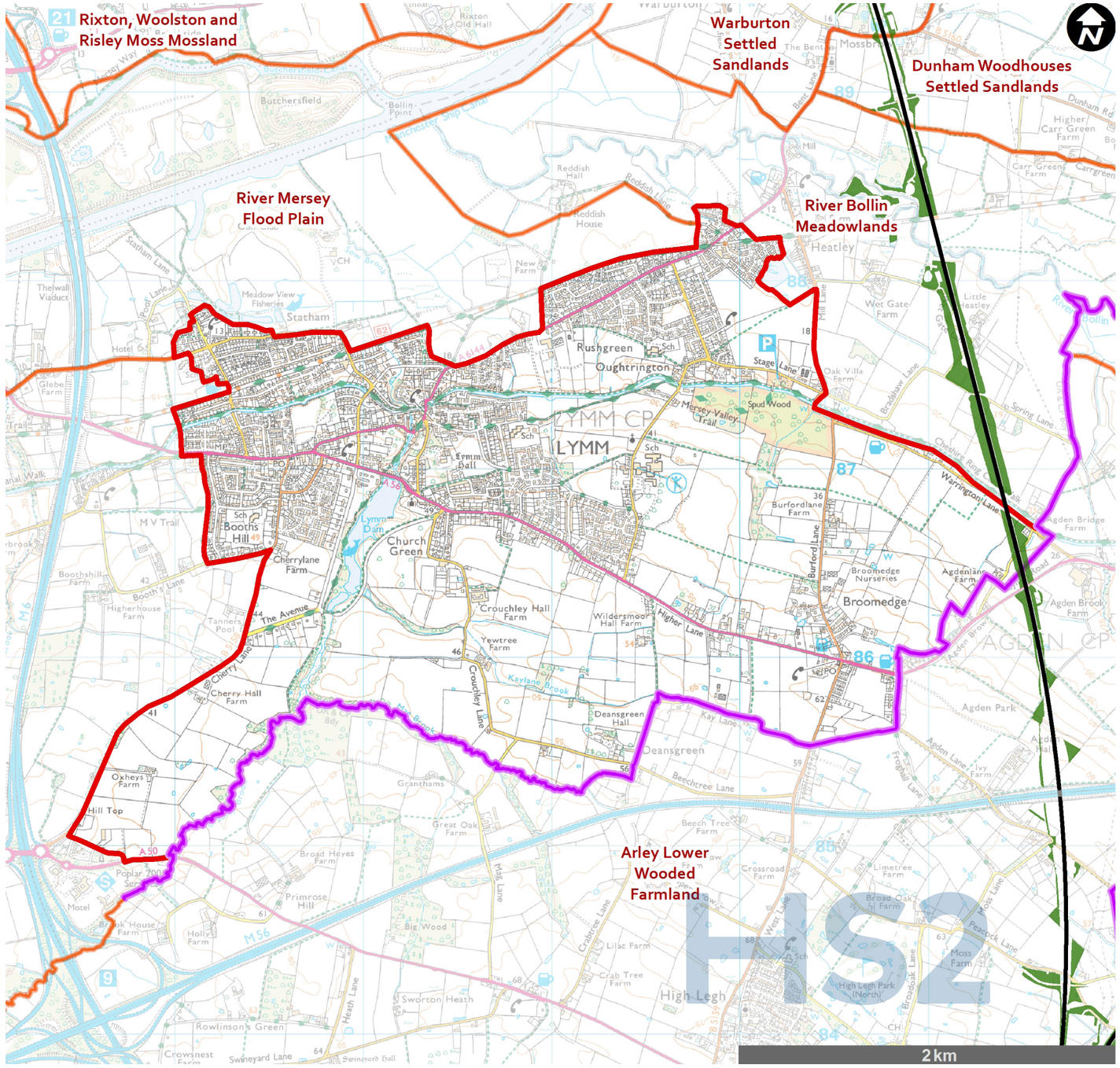
As mitigation planting matures, the embankment and viaduct will partially be integrated into the wider landscape. However, the embankment and viaduct will continue to be large-scale elements uncharacteristic of the LCA. In addition, the Bridgewater Canal viaduct will cross the canal at an angle, creating an uneasy relationship between the canal and Proposed Scheme. However, only a small proportion of the LCA will be directly affected by the presence of the Proposed Scheme in the vicinity of the Bridgewater Canal. The magnitude of change will remain **low**.

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

Operation year 30

Maturing mitigation planting will continue to integrate the embankments and viaducts into the landscape. However, the embankments will continue to be large-scale elements uncharacteristic of the LCA and the Bridgewater Canal viaduct will cross the canal at an angle creating, an uneasy relationship between the canal and Proposed Scheme. However, only a small proportion of the LCA will be directly affected by the presence of the Proposed Scheme. The magnitude of change will remain **low.**

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



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Cumulative assessment (construction and operation)

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

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

No cumulative effects during construction and operation.

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River Bollin Meadowlands LCA

Landscape character baseline description

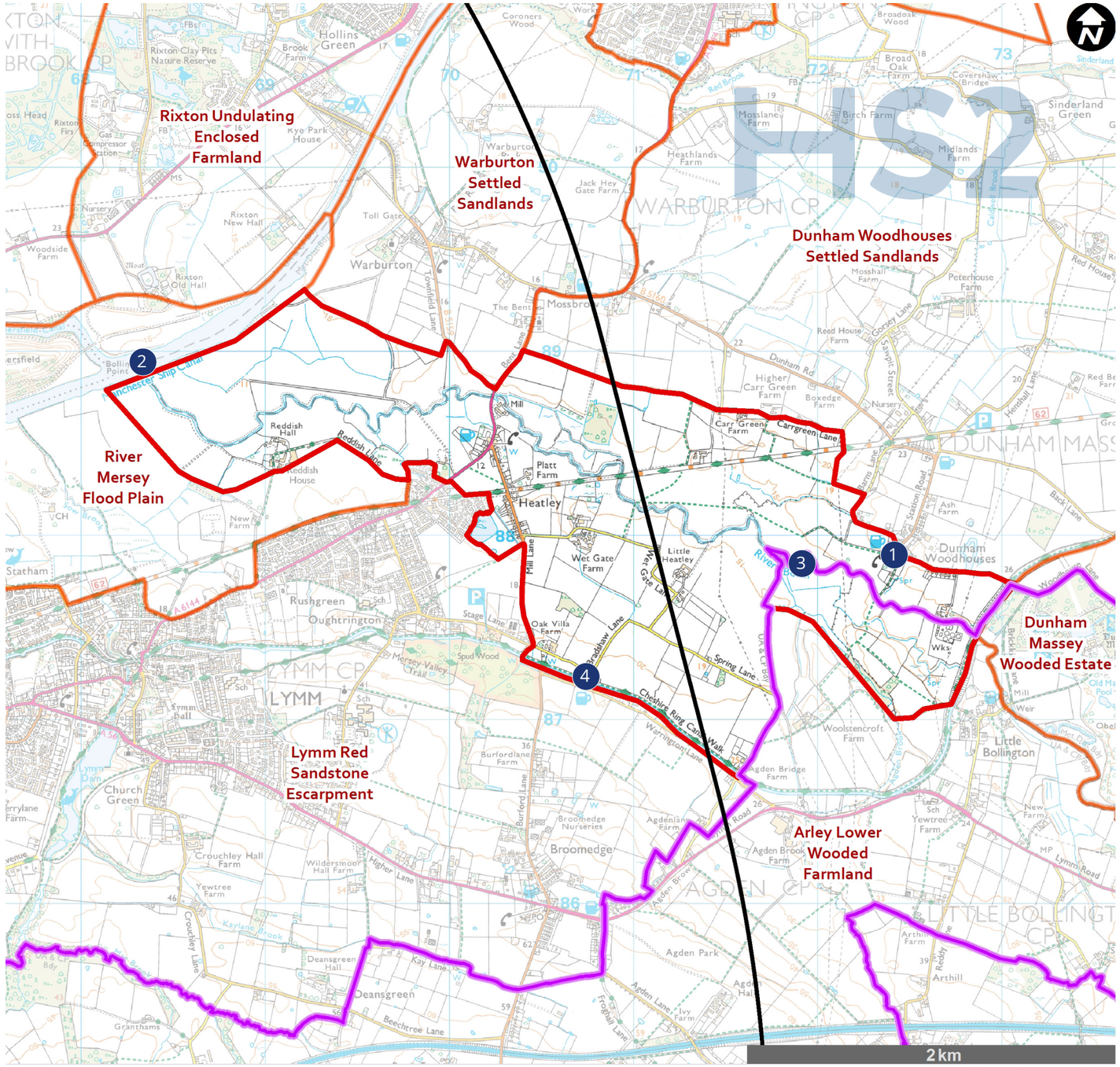
This LCA is a low-lying, rural area following the course of the River Bollin as it meanders through the landscape to join the River Mersey, north of Lymm.

The main land use is mixed arable farming, with rough grassland and permanent pasture within the floodplain. Fields are medium size, increasing in scale to the north where the landscape is more open. Roadside hedges are well maintained, with remnant hedgerows and trees along field boundaries. Belts of woodland, willows and marginal vegetation mark the courses of rivers, with blocks of woodland on higher ground. Land to the south-east of the LCA falls within the wider Dunham Massey historic estate owned by the National Trust. Woodland within the Dunham Massey Wooded Estate LCA in the Pickmere to Agden and Hulseheath area (MA03), forms a wooded backdrop along the south-east boundary of this LCA. Dispersed farmhouses and isolated cottages are scattered across the arable landscape, connected by a sparse network of unlit roads. In contrast, the busy and well-lit road junction at Heatley, lined with residential development, shops and restaurants has an urbanising influence on landscape character. The Bollin Valley Way, TPT (long distance footpath and National Cycle Route 62), Cheshire Ring Canal Walk (Footpath Lymm 43/3) long distance footpath and numerous PRoW contribute to the recreational value of the area. The road network within the LCA is sparse and there is a single road crossing under the Bridgewater Canal.



Key landscape characteristics

The character of the LCA, its landcover values, vegetation types and habitats are influenced by the presence of watercourses and their associated floodplains. However, the waterways lie low in the landscape and are therefore, in themselves, not prominent visual features.



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Key landscape value attributes

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



Cultural, social and historic

Heritage assets along the canals and waterways are well preserved features from a time when the waterways were used to transport goods between Manchester and Liverpool. The landscape setting of the wider Dunham Massey historic estate creates a localised sense of intimacy to the landscape although the wooded landscape of the Dunham Massey Estate and Hall lie beyond the boundary of the LCA to the south-east, and only part of the Dunham Woodhouses Conservation Area lies within the LCA.



Perceptual and experiential

Light industrial units along Bridgewater Canal, overhead power lines and the industrial chimneys at Irlam viewed beyond the boundaries of the LCA, are detracting elements in the landscape. There are pockets of tranquillity in association with Bollin Valley Way, TPT and Cheshire Ring Canal Walk (Footpath Lymm 43/3).

Key landscape characteristics susceptible to the Proposed Scheme



Overall landscape value

The Bridgewater Canal, Dunham Woodhouses Conservation Area and farmland within the wider Dunham Massey Estate contribute to landscape value. Pockets of tranquillity associated with the extensive PRoW network including the TPT long distance footpath (National Cycle Route 62) and Cheshire Ring Canal Walk (Footpath Lymm 43/3) along Bridgewater Canal, also contribute to landscape value in an area where road noise is audible. Where detracting elements such as overhead power lines and commercial units are present, the value of the LCA is locally reduced as the scenic quality has already been diminished. The value of this LCA is therefore **medium**.

Overall landscape susceptibility

Connectivity of the PRoW network including long distance footpaths and cycle routes are susceptible to change arising from the Proposed Scheme. The landscape therefore has a **medium-high** susceptibility to change resulting from the Proposed Scheme.

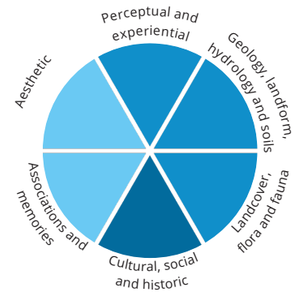
Future Baseline

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

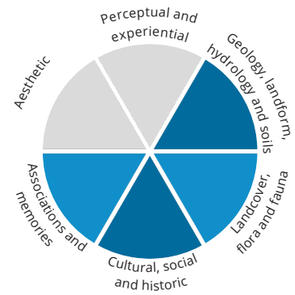
Overall landscape sensitivity

This is a low-lying and intimate scale landscape with pockets of tranquillity and sense of remoteness associated with long distance footpaths. These qualities are sensitive to large-scale development and visual and noise disturbance arising from the Proposed Scheme. The characteristic canal side vernacular of Bridgewater Canal is sensitive to changes arising from the Proposed Scheme. Overall sensitivity of this LCA is **medium-high.**

Value



Susceptibility



Value and susceptibility key



Magnitude of change and level of effect

Construction

A proportion of this LCA will be directly affected by the construction of a sequence of embankments, bridges and viaducts across River Bollin floodplain. The presence of 3 satellite compounds and demolition of buildings along Wet Gate Lane, will alter landcover and land use. Bridgewater Canal satellite compound will be an uncharacteristic element in the landscape setting of Bridgewater Canal. The landscape setting of the south-western edge of the wider Dunham Massey Estate along Spring Lane, close to Agden Bridge, will be locally altered due to the proximity to construction works. Noise, movement and lighting associated with the works will result in disturbance and reduced levels of tranquillity across a proportion of the central part of this LCA. TPT, a section of the Cheshire Ring Canal Walk and several PRoW will be temporarily realigned. Footpath Warburton 3 will be permanently realigned. The landscape in the eastern part of the LCA, which includes part of the Dunham Woodhouses Conservation Area, will not be directly affected by the construction of the Proposed Scheme as it lies over 1km from the construction site. However, there will be indirect landscape effects due to traffic measures on Woodhouse Lane which will result in an increase in construction traffic. The magnitude of change will be **medium.**

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

Operation year 1

The scale of the Proposed Scheme will be at variance with the intimate scale of this LCA and will introduce uncharacteristic changes to landscape character across a proportion of this LCA. The landscape setting of the south-eastern edge of the wider Dunham Massey Estate will be locally altered by the proximity of Bridgewater Canal viaduct and Lymm North embankment in the adjacent Pickmere to Agden and Hulseheath area (MA03). The landscape setting of Bridgewater Canal will be altered by the presence of the Proposed Scheme on viaduct. Heatley South and North embankments will divide the LCA and reduce permeability across this LCA. However, the viaducts and underbridge will afford some permeability through the embankments, across the landscape. Although local roads will have been diverted and Footpath Warburton 3 permanently realigned, connectivity will be retained. The TPT will have been lowered as it crosses beneath River Bollin West viaduct. Intermittent noise disturbance from train movements will alter the perceived remoteness along long-distance footpaths and PRoW. Mitigation planting will not be sufficiently mature to assist in the integration of the Proposed Scheme into its landscape setting. The magnitude of change will be **medium.**

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

Operation year 15

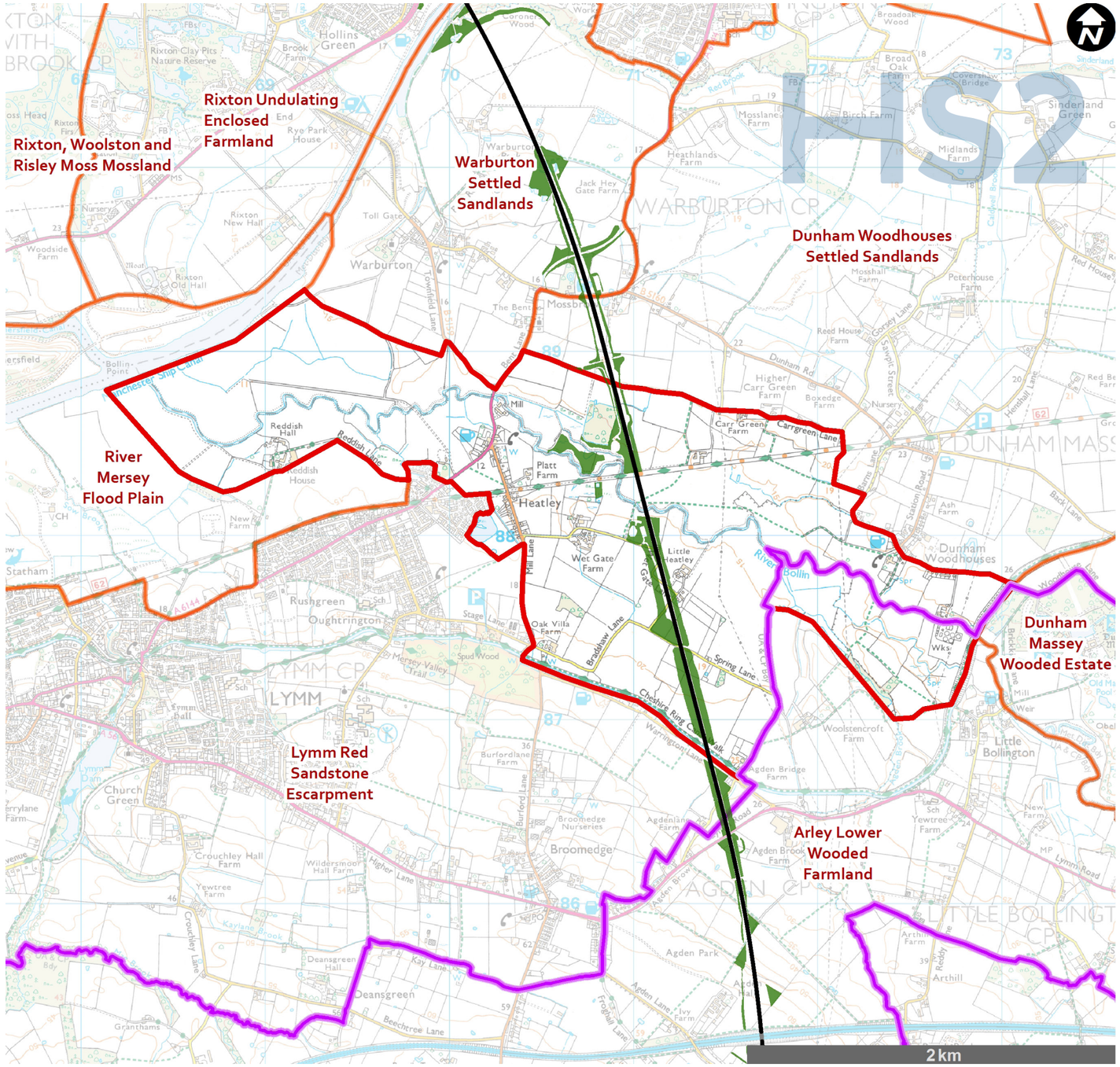
Maturing mitigation planting will partially integrate the Proposed Scheme into its landscape setting. However, the large-scale embankments will continue to divide and reduce permeability across a proportion of this LCA. The embankments remain uncharacteristic landforms within the low-lying river valley landscape. The landscape setting of Bridgewater Canal will remain altered by the Proposed Scheme on viaduct. The magnitude of change will remain **medium.**

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

Operation year 30

A proportion of this LCA will continue to be directly altered by the presence of the Proposed Scheme. The greater maturity of the mitigation planting will continue to integrate the Proposed Scheme into the landscape. However, the landscape setting of Bridgewater Canal will remain altered by the scale of the Proposed Scheme. The embankments will continue to divide this LCA and permeability will remain reduced. The large-scale embankments will remain uncharacteristic landforms within the low-lying river valley landscape. The magnitude of change will remain as **medium.**

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



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Cumulative assessment (construction and operation)

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

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

No cumulative effects during construction and operation.

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Dunham Woodhouses Settled Sandlands LCA

Landscape character baseline description

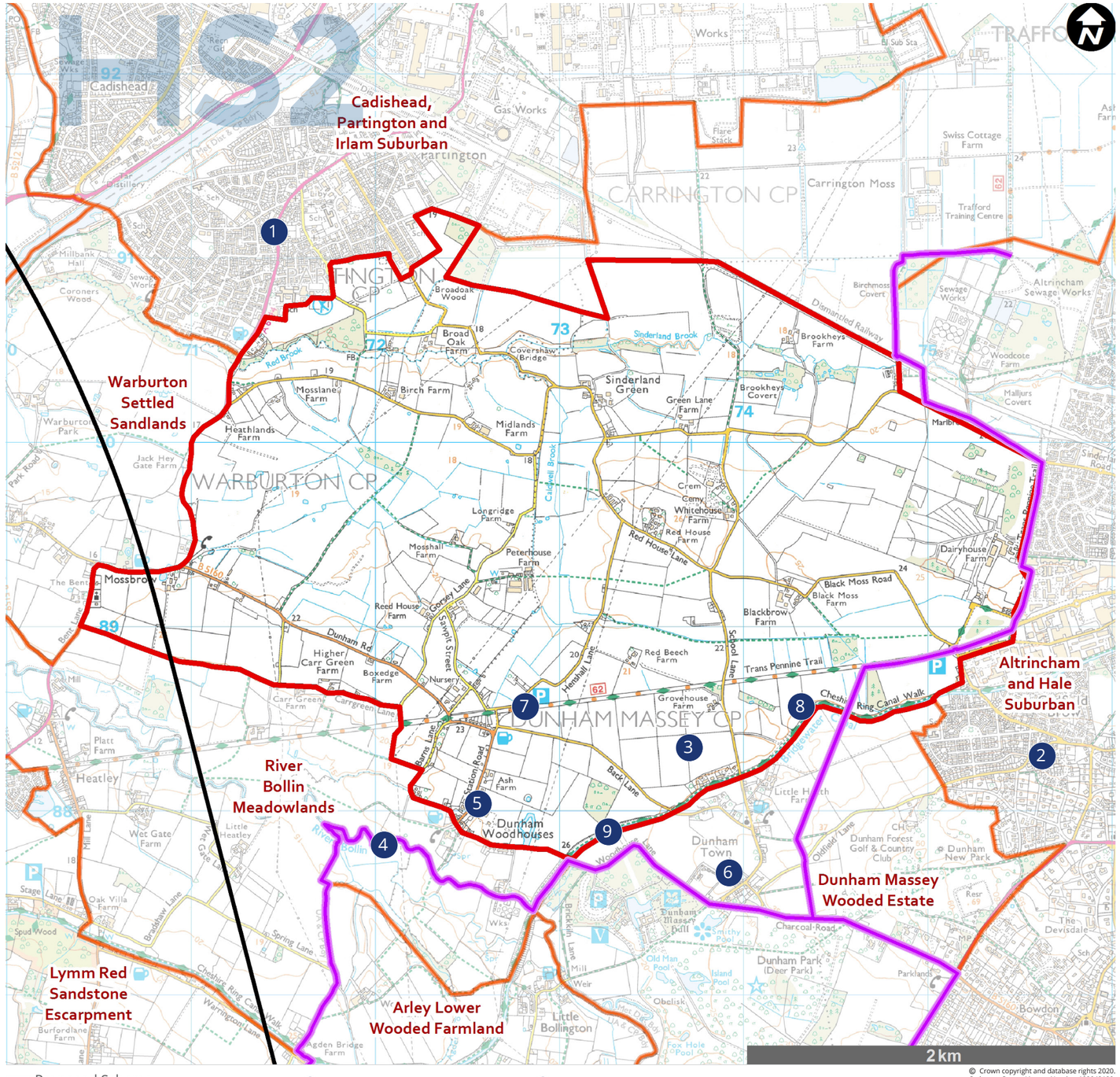
This rural LCA borders the urban edges of Partington and Altrincham to the north and east.

Predominantly low-lying, the land gently rises towards Dunham Massey Estate (situated in the Dunham Massey Wooded Estate LCA in the Pickmere to Agden and Hulseheath area (MA03) and falls towards River Bollin floodplain in the south-west and River Mersey floodplain in the north-west. Land use is predominantly arable farming with some pasture, and a large proportion of the wider Dunham Massey Estate falls within the LCA. Fields are medium scale and often bordered by well-maintained hedgerows with trees and are interspersed with blocks of woodland. The rolling landscape and lack of intervening vegetation allows extensive views to south-east and south-west. Settlement includes dispersed farmsteads connected by meandering country lanes. The estate village of Dunham Woodhouses is characterised by the use of traditional building materials and detailing and contains many listed buildings. A proportion of Dunham Woodhouses Conservation Area lies within the LCA. The PRoW network includes sections of TPT and Cheshire Ring Canal Walk (Footpath Lymm 43/3) in association with Bridgewater Canal. However, connectivity between sections of the PRoW network relies heavily on footways alongside country roads. There are pockets of tranquillity at the heart of the LCA and in association with PRoW due to the low levels of built development and infrastructure elements. However, the urban edges of Partington and Altricham and Hale have an urbanising influence at the edges of the LCA and overhead power lines are present across the LCA.



Key landscape characteristics

This LCA is an area of relatively uniform agricultural land use, with the majority of the land lying within the wider Dunham Massey Estate. Dunham Woodhouses Conservation Area part of which lies within this LCA, and listed buildings scattered across the LCA add to its heritage value. Pockets of tranquillity at the centre of the LCA are diminished by the presence of overhead power lines and the urbanising influence of settlement along the northern and eastern boundaries of the LCA.



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- Proposed Scheme
- LCA boundary
- Community area boundary

1. Partington
2. Altrincham
3. Wider Dunham Massey Estate
4. River Bollin
5. Dunham Woodhouses
6. Dunham Town
7. Trans Pennine Trail (TPT)
8. Cheshire Ring Canal Walk
9. Bridgewater Canal

Key landscape value attributes

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



Cultural, social and historic

A large proportion of the land falls within the wider Dunham Massey Estate. Dunham Woodhouses Conservation Area, part of which lies within this LCA, listed buildings and Bridgewater Canal add to its landscape value.



Perceptual and experiential

There are pockets of tranquillity at the heart of the LCA in association with watercourses and PRoW. The urbanising influence of Partington and Altrincham and Bowden diminish tranquillity at the edges of the LCA.

Key landscape characteristics susceptible to the Proposed Scheme



Overall landscape value

This is a well maintained rural area with much of the landscape lying within the wider Dunham Massey Estate. Dunham Woodhouses Conservation Area, part of which lies within this LCA, and listed buildings scattered across the LCA contribute to the value of the LCA. Recreational value is enhanced by the PRoW network which includes the Cheshire Ring Canal long distance footpath and TPT. There is a perceived sense of remoteness and tranquillity in association with these recreational routes. However, agricultural intensification has resulted in a uniform landcover with limited ecological value and tranquillity is diminished at the northern and southern edges of the LCA by the encroaching urban fringes of Partington and Altrincham. The value of this LCA is therefore **medium-high**.

Overall landscape susceptibility

The large-scale, relatively uniform landcover and gently rolling landform of the LCA has the potential to accommodate change. The setting of a small proportion of the wider Dunham Massey Estate is susceptible to large-scale development. The landscape therefore has a **medium** susceptibility to change resulting from the Proposed Scheme.

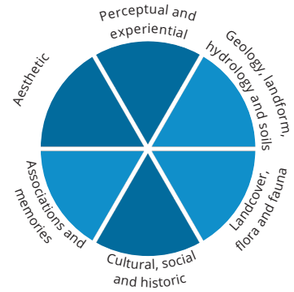
Future baseline

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

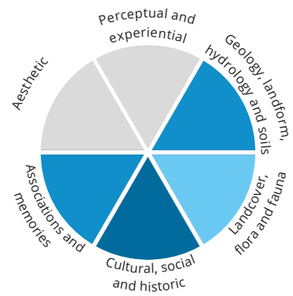
Overall landscape sensitivity

This is a landscape of historic, recreational and agricultural value enhanced by the PRoW network which includes the Cheshire Ring Canal long distance footpath and TPT. The perceptual qualities of remoteness and tranquillity associated with these footpaths, are sensitive to changes arising from the Proposed Scheme. However, agricultural intensification and expansion of housing at Partington, reduce landscape sensitivity. The overall sensitivity for this LCA is **medium-high.**

Value



Susceptibility



Value and susceptibility key



Magnitude of change and level of effect

Construction

A small proportion to the western extent of the LCA, will be directly affected by construction works in association with construction of Warburton cutting. Indirect effects and perceptibility of the Proposed Scheme across the wider LCA, will be limited by distance from the Proposed Scheme and the presence of intervening vegetation and landform. Construction works will include large-scale changes to landform and the temporary stockpiling of materials. Connectivity will be reduced as the A6144 Warburton Lane will be permanently closed at Mossbrow and a stretch of Warburton Footpath 3 will be permanently diverted. The landscape setting of two listed buildings along the A6144 Bent Lane and A5160 Dunham Road will also be affected. The landscape in the eastern part of the LCA, which includes part of the Dunham Woodhouses Conservation Area, will not be directly affected by the construction of the Proposed Scheme. However, there will be an increase in traffic on the A6144 Warburton Lane, Dunham Road and Station Road at Dunham Woodhouses due to traffic measures associated with construction. Due to the small proportion of the LCA directly affected, the magnitude of change will be **low**.

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

Operation year 1

A small proportion of the LCA will be directly affected by the presence of Warburton cutting and associated overhead line equipment and train movements close to the existing infrastructure of A6144 Warburton Lane, Bent Lane and A5160 Dunham Road. Landscape earthworks will contribute to landscape and visual integration. Warburton Footpath 3 will be diverted, and the A6144 Warburton Lane reconnected by the A6144 Paddock Lane overbridge to the north (beyond the boundaries of the LCA). The presence of Warburton cutting and associated overhead line equipment and train movements will diminish tranquillity in a small part of the LCA, close to existing infrastructure. The landscape in the eastern part of the LCA, which includes part of the Dunham Woodhouses Conservation Area, will not be directly affected by the presence of the Proposed Scheme. Mitigation planting will not be sufficiently mature to assist in the integration of the Proposed Scheme into its landscape setting. Due to the small proportion of the LCA directly affected, the magnitude of change will be **low**.

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

Operation year 15

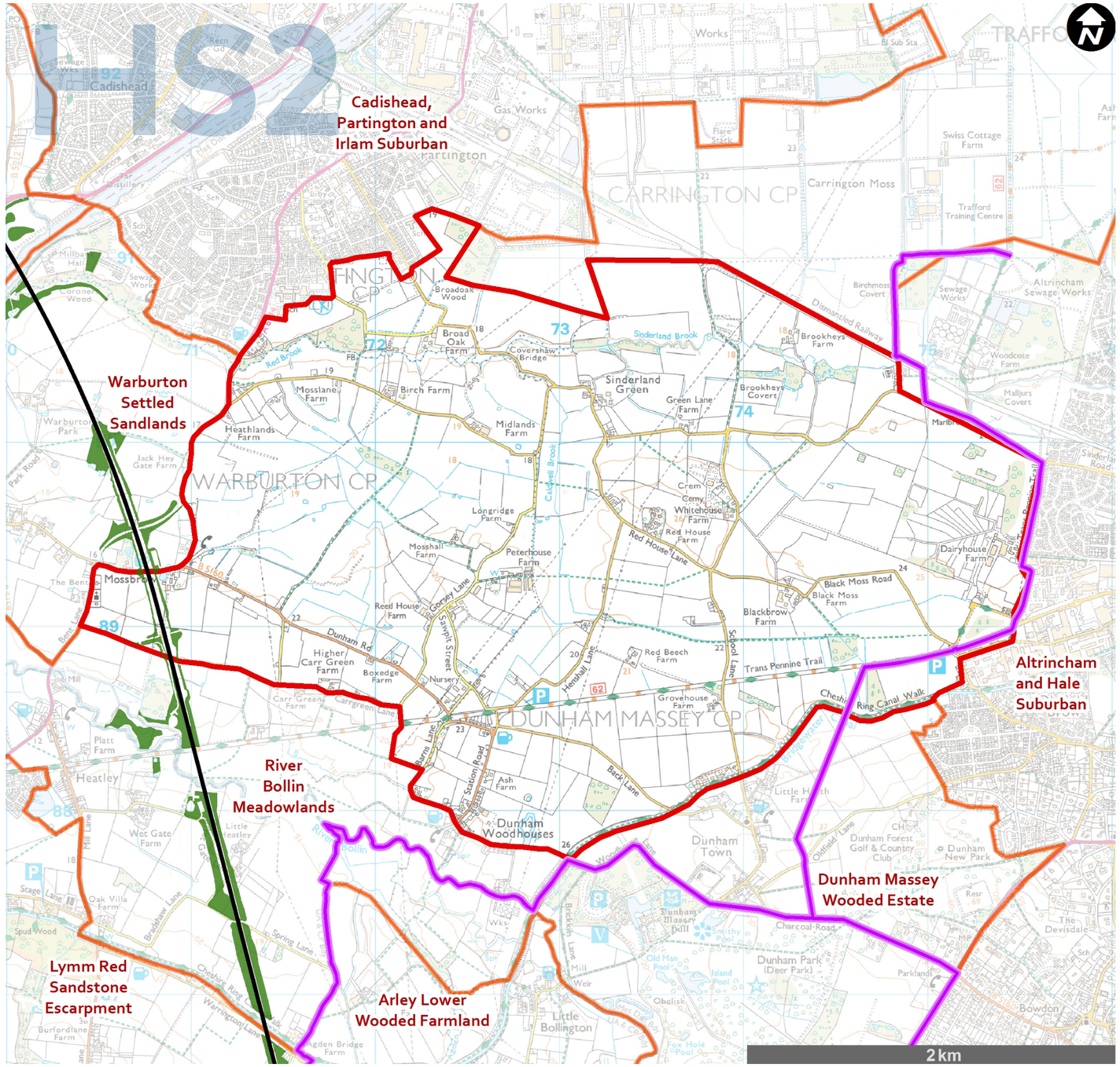
Maturing mitigation planting in association with landscape earthworks will have partially integrated the Proposed Scheme into the landscape. The presence of Warburton cutting and associated overhead line equipment and train movements will diminish tranquillity in a small part of the LCA close to existing infrastructure. The magnitude of change will remain **low.**

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

Operation year 30

The greater maturity of mitigation planting will continue to assist in the integration of the cutting into the landscape. Tranquillity will remain diminished in a small part of the LCA. The magnitude of change will reduce to **negligible.**

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



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Cumulative assessment (construction and operation)

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

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

No cumulative effects during construction and operation

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River Mersey Floodplain LCA

Landscape character baseline description

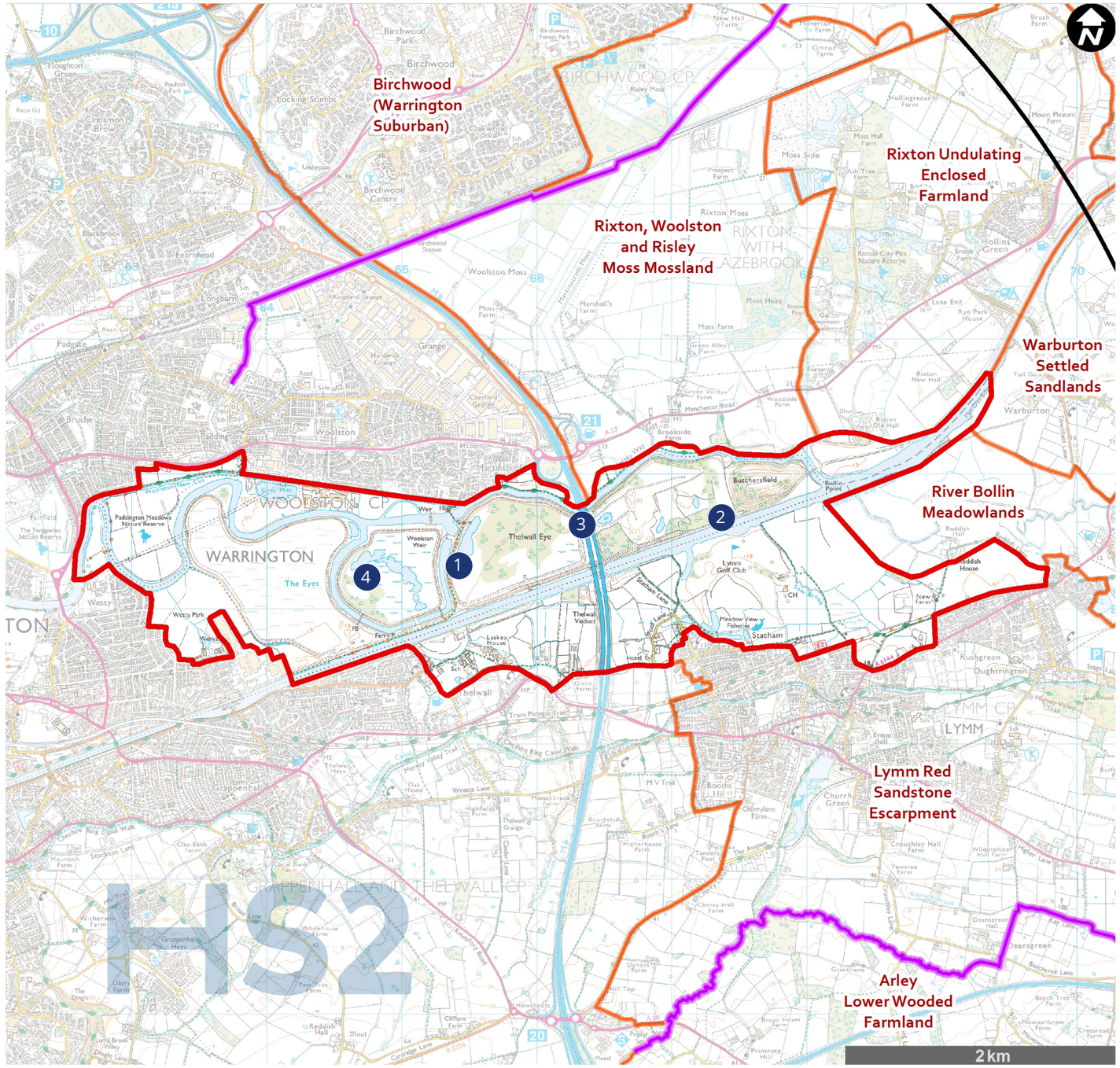
This LCA comprises the flat alluvial floodplain of River Mersey and the course of MSC to the east of Warrington.

The River Mersey, though not visually prominent in the landscape, has been the major factor in shaping landform within the LCA and has played an important part in the social and industrial history of the area. Horse grazing and arable farming are the main land uses across a semi-regular field pattern with a mix of hedgerows and post and wire fences to boundaries. Settlement and buildings are sparse within the valley and are generally located on higher ground beyond the floodplain. Large-scale infrastructure such as Thelwall Viaduct and urban encroachment affect the landscape pattern and its visual unity. The river's course is marked by marginal and aquatic vegetation with woodland blocks beyond the floodplain. Woolston Eyes Site of Special Scientific Interest (SSSI) adds to the ecological diversity of the LCA. Lymm Golf Club, Paddington Meadows and Woolston Eyes nature reserve add to the recreational value of the area. There are open views along the floodplain, which are contained by the raised landform of landfill sites. PRoW include small sections of the TPT and Mersey Valley Way, but limited bridging points across the watercourses restrict movement, and overall connectivity is poor. Pockets of tranquillity occur in association with recreational assets and PRoW. The large-scale Thelwall Viaduct is well integrated within the landscape but road noise from the M6 is a detracting element.



Key landscape characteristics

This LCA is characterised by a flat low-lying landscape with mixed agricultural land use and occasional buildings. Limited vehicular access and sparse settlement create a sense of remoteness within pockets of the LCA. However, the scale of the Thelwall Viaduct reduces tranquillity levels and contrasts sharply with the scale of the landscape of the river valley corridor. There is a good footpath network and recreational resources although overall connectivity is hampered by limited crossing points over the River Mersey and MSC.



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Proposed Scheme
LCA boundary
Community area boundary

1 River Mersey
2 Manchester Ship Canal
3 Thelwall Viaduct
4 Woolston Eyes

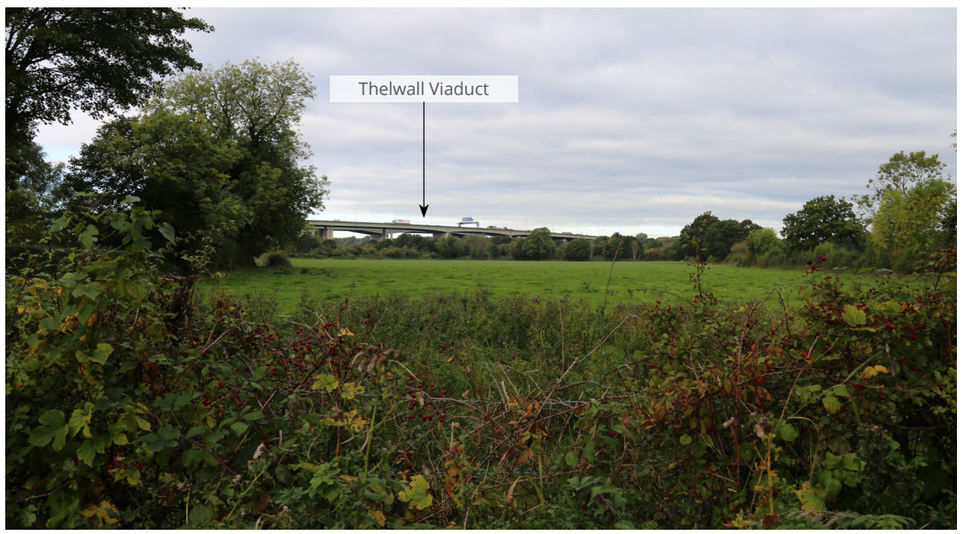
Key landscape value attributes

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



Geology, hydrology and soils

The River Mersey lies low in the landscape. Its presence and the extent of its floodplain is one of the primary influences on land use and landcover across the LCA.



Cultural, social and historic

Connectivity of the PRoW network and access across the LCA is restricted by limited crossing points over MSC and River Mersey.

Key landscape characteristics susceptible to the Proposed Scheme



Overall landscape value

The LCA has a high recreational and ecological value, including Lymm Golf Course and Woolston Eyes nature reserve SSSI. Pockets of tranquillity and a perception of remoteness are associated with these recreational assets. However, the urban edge of Warrington, lighting and the presence of road noise generated by traffic using Thelwall Viaduct, diminish these positive perceptual qualities. The value of this LCA is therefore **medium**.

Overall landscape susceptibility

The recreational and ecological values of the LCA are susceptible to changes arising from the Proposed Scheme. However the presence of large-scale infrastructure for example Thelwall Viaduct, reduce overall susceptibility. The landscape therefore has a **medium-low** susceptibility to change resulting from the Proposed Scheme.

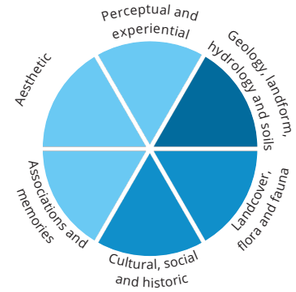
Future baseline

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

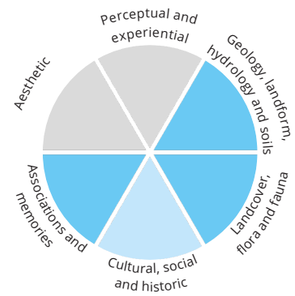
Overall landscape sensitivity

The perceptual qualities of tranquillity and remoteness are sensitive to change arising from the Proposed Scheme. The presence of large-scale infrastructure and other man-made elements is characteristic of the modified landscape which lowers sensitivity. The overall sensitivity of this LCA is **medium-low.**

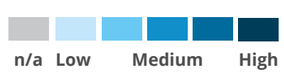
Value



Susceptibility



Value and susceptibility key



Magnitude of change and level of effect

Construction

There will be no direct landscape changes to the LCA. There will be some indirect effects as a result of construction activity associated with MSC viaduct. The magnitude of change will be **low**.

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

Operation year 1

There will be no direct landscape changes to the LCA as a result of the Proposed Scheme. The magnitude of change will remain **low.**

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

Operation year 15

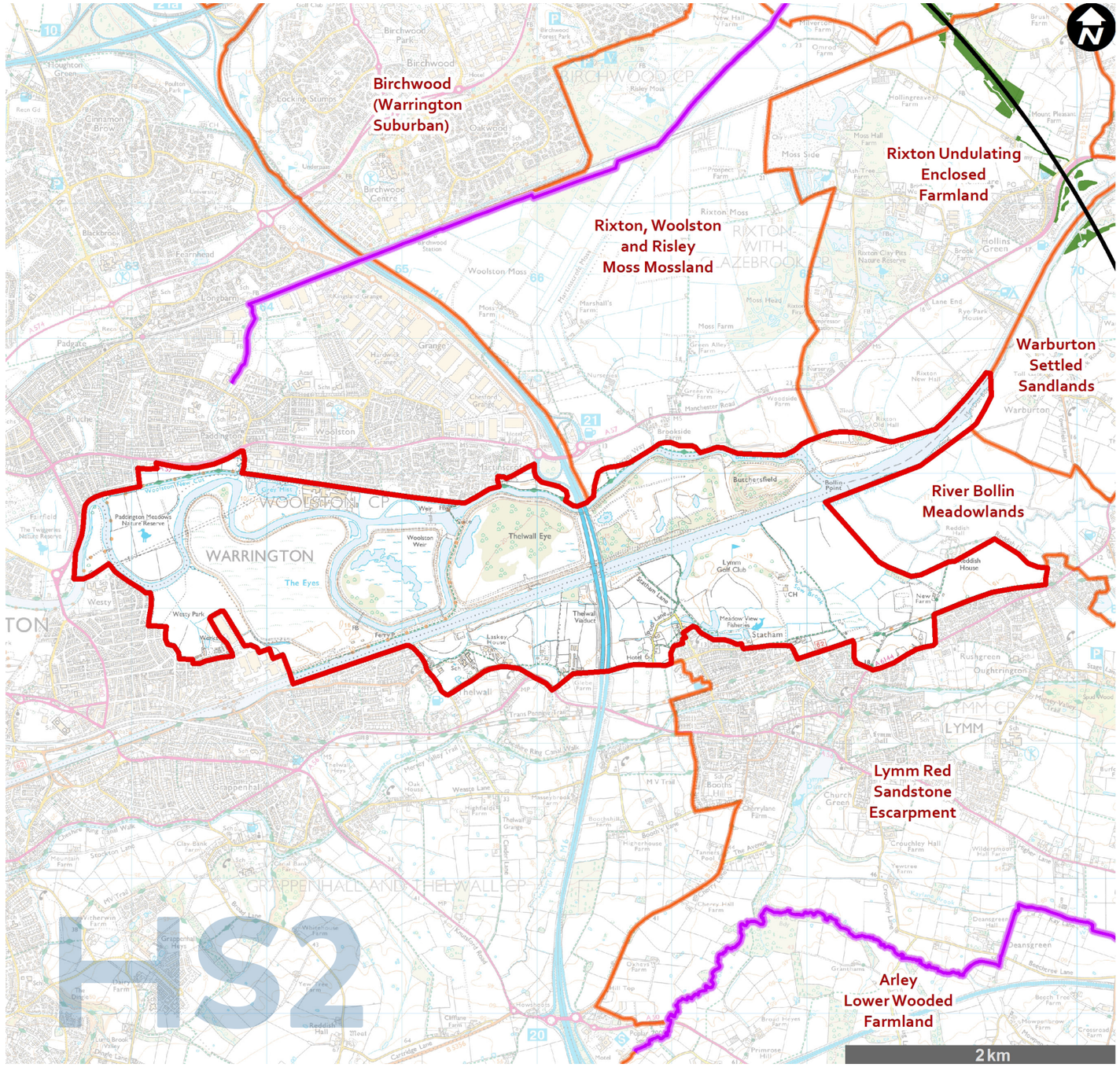
The situation will remain as for Year 1. The magnitude of change will remain **low.**

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

Operation year 30

The situation will remain as for Year 15. 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

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Warburton Settled Sandlands LCA

Landscape character baseline description

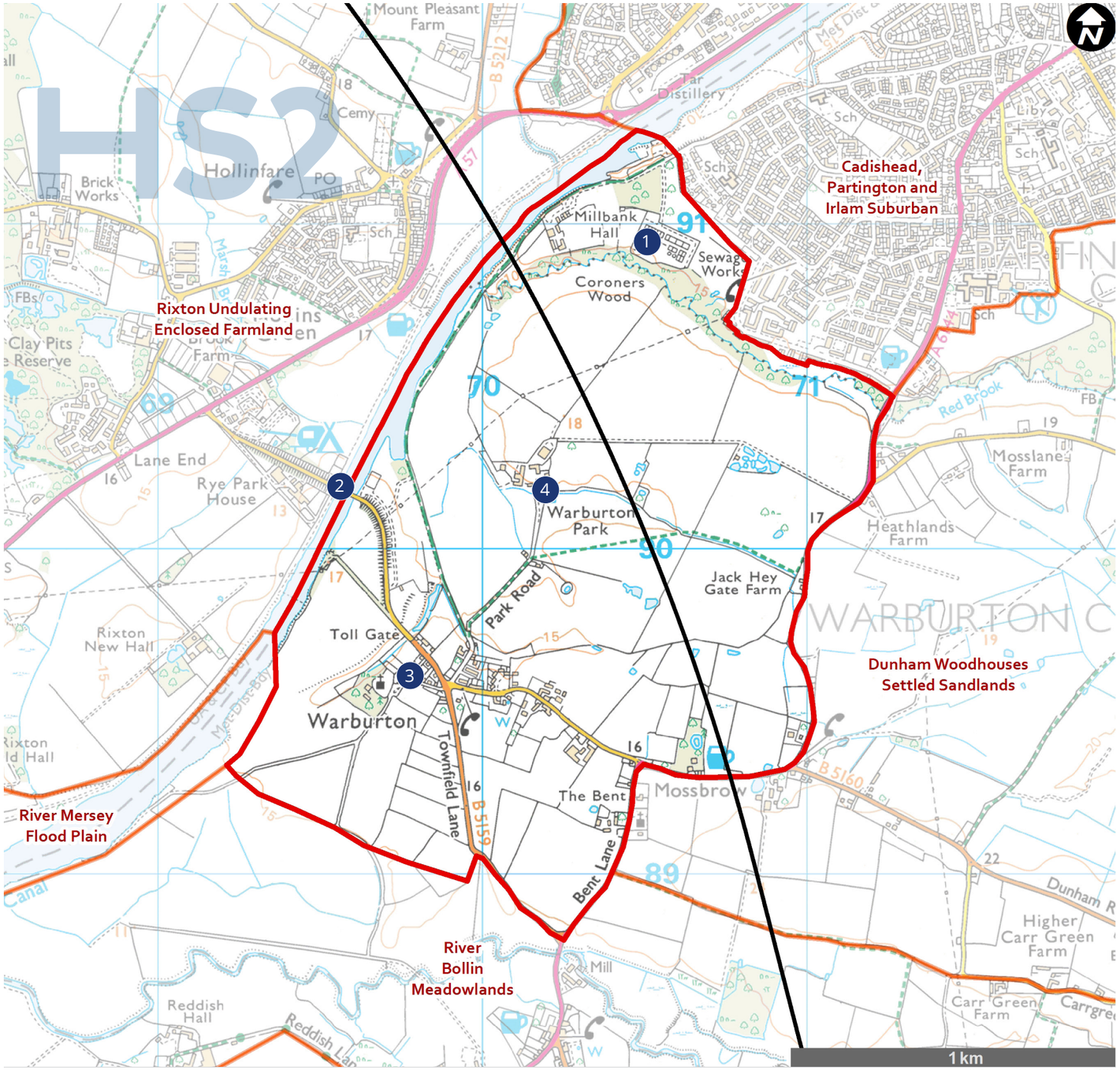
This LCA is a low-lying, rural landscape to the south-east of River Mersey and MSC.

This LCA is characterised by numerous ponds, indicative of a mosslands landscape prior to drainage. Arable farming occurs on small-scale arable fields around Warburton and Mossbrow, where woodland blocks and roadside trees provide a strong sense of visual containment. Field sizes increase towards River Mersey floodplain allowing open views across the landscape. The rural and agricultural character of the LCA is contained by linear belts of woodland, including Coroners Wood (ancient woodland), and separate the LCA from the industrial landscape of MSC and the suburban area of Partington. Settlement is concentrated in the village of Warburton and hamlet of Mossbrow, with outlying dispersed farmsteads. Remnant hedge lines of the medieval field systems and the remnant boundaries of the medieval deer park at Warburton Park are indicators of historic land management. The cultural history of the area is also evident in the many listed buildings and structures within Warburton Village Conservation Area and on the periphery of Warburton village. Encroaching development at the edge of Partington, overhead power lines and traffic (particularly during peak periods when traffic queues to use the Warburton toll bridge), detract from the tranquillity of the area. Red Brook Wildlife Trail through Coroners Wood and the Bridleway Partington 6 (part of the Bollin Valley Way) contribute to recreational value. However, pedestrian links beyond the LCA are constrained by the lack of bridging points across MSC.



Key landscape characteristics

This LCA is a low-lying, rural landscape on the urban edge of Partington and surrounded by busy roads to the south and west and MSC to the north. However, pockets of tranquillity are found along PRoW and local trails.



Proposed Scheme

LCA boundary

1. Coroners Wood (ancient woodland)
2. Warburton Toll Bridge over Manchester Ship Canal
3. Warburton Conservation Area
4. Warburton Park

Key landscape value attributes

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



Cultural, social and historic

The area's landscape value is derived from a number of historic elements that are present within the landscape including Arts and Crafts style buildings and the remnant manorial landscape of the Warburton Village Conservation Area. The outline of the boundaries of the historic rural landscape of Warburton are preserved in field boundaries and road patterns, although some legibility of the former deer park has been lost.



Landcover, flora and fauna

The once meandering alignment of River Mersey (prior to canalisation) is reflected in distinct, sweeping field patterns to the arable farmland north-west of Warburton village. Woodland along Red Brook which includes Coroners Wood (ancient woodland) is an enclosing element but overall woodland cover is low. The urban edge of Partington and other detracting elements including overhead power lines and the busy rural roads, fragment the landscape and reduce tranquillity of Warburton Park.

Key landscape characteristics susceptible to the Proposed Scheme



Overall landscape value

Although the presence of listed buildings and remnant manorial landscape of Warburton Village Conservation Area contribute to landscape value, the overall legibility of the historic landscape pattern has largely been lost. Coroners Wood is an important landscape element providing visual enclosure and separation from the urban areas of Partington. Coroners Wood is an ancient woodland and defined as part of Trafford Council's wildlife corridor running along MSC, River Bollin and Red Brook. Tranquillity levels are lowered locally at peak times of day by queueing traffic along roads network leading to Warburton Toll Bridge to the west of the LCA. The value of this LCA is therefore **medium**.

Overall landscape susceptibility

The open character of the landscape is susceptible to change arising from the scale of the Proposed Scheme. The contribution made to landscape character by the Warburton Village Conservation Area, Coroners Wood and the landscape setting of Warburton Park Farm are susceptible to changes brought about by the Proposed Scheme. Detracting elements including queuing traffic and visibility of overhead power lines reduce overall susceptibility. The landscape has a **medium-high** susceptibility to change resulting from the Proposed Scheme.

Future baseline

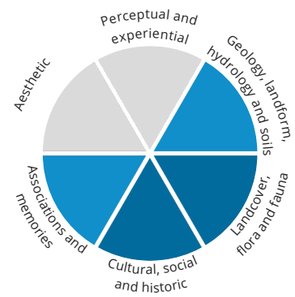
There are no committed developments that will affect the landscape susceptibility to the Proposed Scheme.

Overall landscape sensitivity

Heritage assets make a limited contribution to landscape value and overall legibility of the historic landscape pattern has largely been lost. Ancient woodland makes an important contribution to the quality of the landscape and provides visual containment. The landscape setting of Coroners Wood and farmland associated with Warburton Park Farm, and the open character of the landscape are sensitive to change arising from large-scale development. The overall sensitivity of this LCA is **medium-high.**

Value

Susceptibility



Value and susceptibility key



Magnitude of change and level of effect

Construction

A substantial proportion of this LCA will be directly affected by construction of Warburton cutting, the A6144 Paddock Lane realignment and overbridge, Warburton embankment and MSC viaduct. The loss of hedgerows, trees and woodland including parts of Coroners Wood ancient woodland and woodland at Mossbrow, will alter the landscape pattern. Construction activity will create severance of the landscape between the village of Warburton and the hamlet of Mossbrow. Noise and vehicle movement associated with construction works will further reduce tranquillity levels. Lighting for satellite compounds and lighting to facilitate construction of MSC viaduct, will create newly lit areas within the rural landscape. Footpath Warburton 3 will be permanently realigned and Footpath Warburton 11 and Bridleway Partington 6 will be temporarily diverted. The landscape setting of listed assets and Warburton Village Conservation Area will be altered by the proximity of construction activity. The Proposed Scheme will bisect farmland and alter the landscape setting of Warburton Park Farm. The magnitude of change will be **high**.

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

Operation year 1

The presence of the Proposed Scheme will result in a substantial change to key characteristics of this LCA. The introduction of large-scale elements including Warburton cutting, A6144 Paddock Lane overbridge, Warburton embankment and MSC viaduct will be at variance with the scale and relatively level terrain of this LCA. Warburton cutting will create severance of the landscape between the village of Warburton and the hamlet of Mossbrow and will affect the landscape setting of Warburton Park. The landscape setting of Warburton Village Conservation Area and St. Werburgh's New Church will be altered by the proximity of the Proposed Scheme. MSC viaduct will be a new structure in the landscape, on a far greater scale than Warburton toll bridge crossing. Footpath Warburton 11 will have been permanently diverted beneath MSC viaduct. Mitigation planting will not be sufficiently mature to assist in the integration of the Proposed Scheme into its landscape setting. The magnitude of change will be **high.**

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

Operation year 15

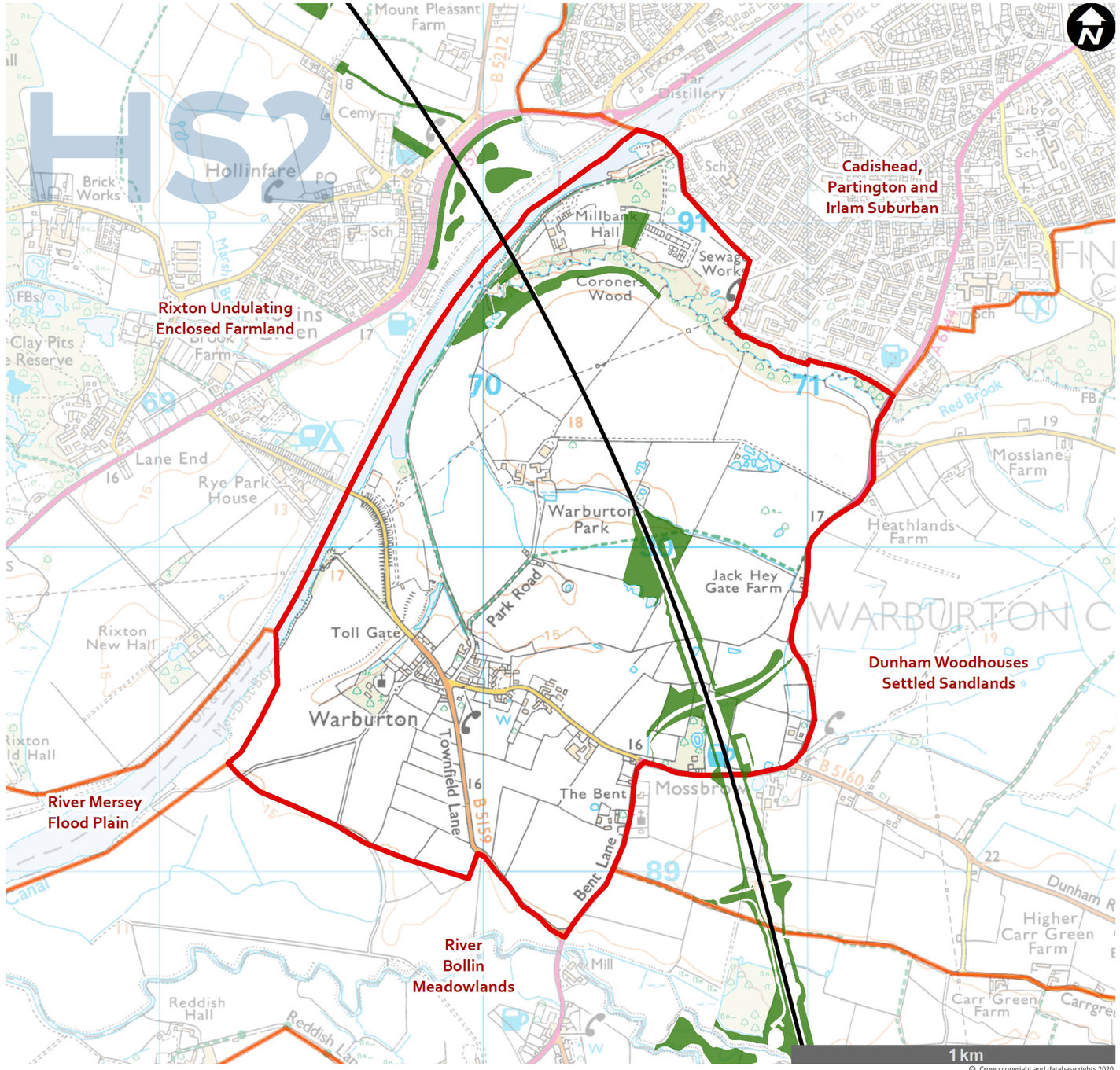
Maturing mitigation woodland and hedgerow planting will partially integrate the Proposed Scheme into the landscape. However, the central proportion of this LCA will continue to be affected by the presence of the Proposed Scheme. Warburton cutting will continue to sever the landscape between the village of Warburton and the hamlet of Mossbrow and will affect the landscape setting of Warburton Park and listed assets The large-scale Warburton embankment and MSC viaduct will continue to be prominent and uncharacteristic elements in this low lying LCA. The magnitude of change will reduce to **medium**.

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

Operation year 30

The greater maturity of mitigation planting will further integrate the Proposed Scheme into the landscape. However, the central proportion of this LCA will continue to be affected by the presence of the Proposed Scheme including severance of the landscape, due to the presence of large-scale earthworks. MSC viaduct will continue to be a prominent and uncharacteristic element in the rural landscape of the LCA. The magnitude of change will remain **medium.**

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



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Cumulative assessment (construction and operation)

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

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

No cumulative effects during construction and operation.

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Rixton Undulating Enclosed Farmland LCA

Landscape character baseline description

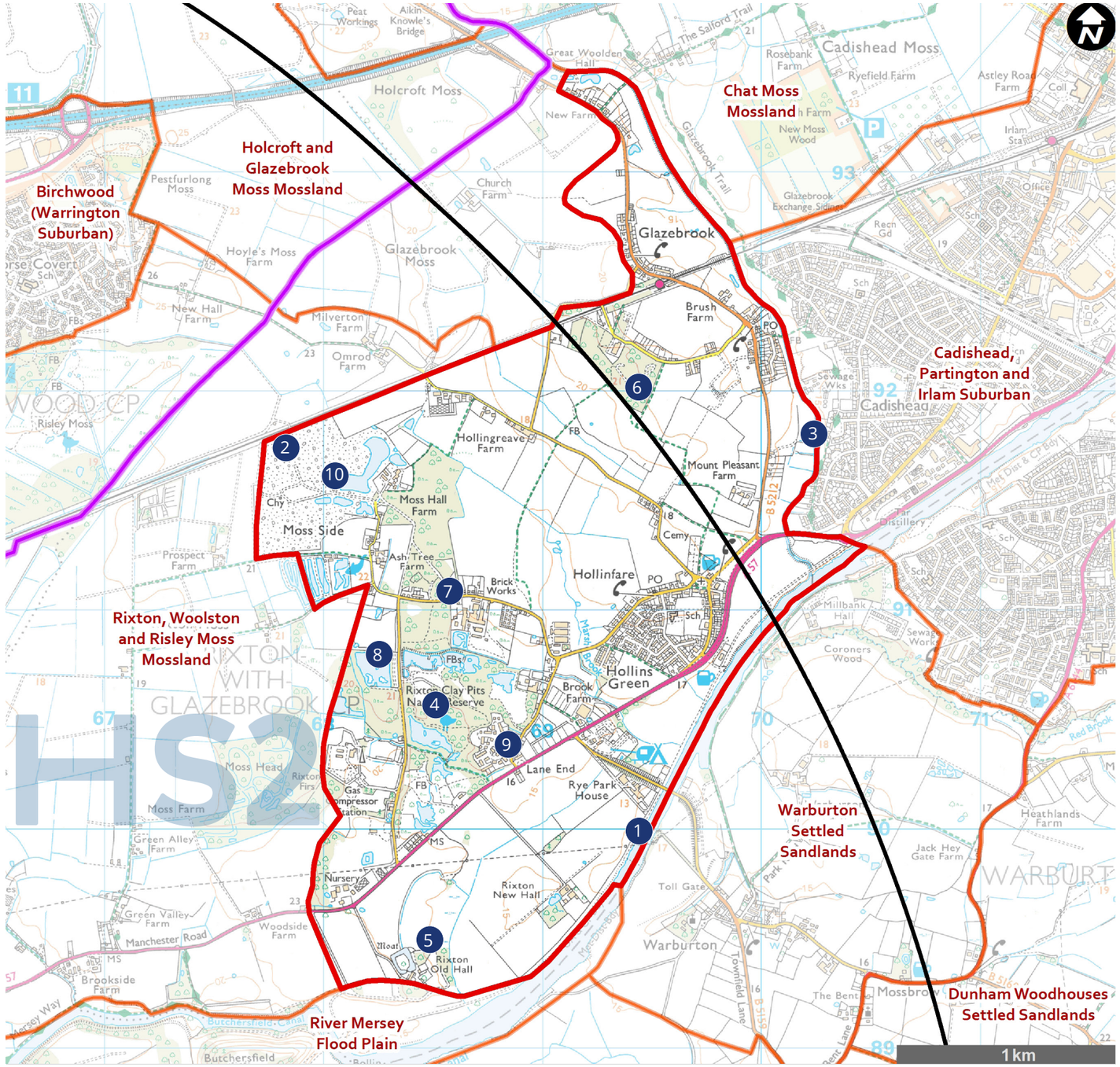
This is an intensively farmed arable landscape which lies between MSC to the south and Liverpool to Manchester line (via Warrington Central) to the north.

Land gently rises from the valleys of River Mersey and Glaze Brook, with localised variations in landform indicative of past landfill operations such as Rixton Clay Pits, now a nature reserve and SSSI. Arable fields are medium scale with remnant hedgerows and an extensive network of ditches. Blocks of woodland at Rixton Clay Pits, Rixton Old Hall and the disused campsites on Bank Street and Glazebrook Lane, are enclosing elements in this otherwise open landscape. Hollins Green is the main settlement. Mixed-age properties line rural roads and farmhouses are scattered throughout the rural landscape. There is a comprehensive network of PRoW, including local walking routes and the River Mersey Timberland Trail. 'Weint' footpath around Hollins Green Churchyard is thought to be of pre-Roman origin. The Royal Society for the Protection of Birds (RSPB) Rixton Clay Pits Nature Reserve and Mosside Farm Fishery add to the recreational value of the area. Limited crossing points over MSC and Liverpool to Manchester line (via Warrington Central) reduce connectivity with the wider landscape. The A57 Manchester Road, Liverpool to Manchester line (via Warrington Central) and active landfill site at Moss Side are prominent and detracting elements in the landscape. Streetlighting is present in settlements and at major road junctions but not along most rural roads. Pockets of tranquillity are found along PRoW and footpaths to the north and east of Hollins Green.



Key landscape characteristics

Many local walks emanate from the heart of Hollins Green and there is a hub of activity centred around the village public house, school and community centre. Enclosing blocks of woodland and pockets of tranquillity along PRoW impart a sense of intimacy to the east of the LCA. To the south and west, active landfill operations, security fencing, former industrial elements and busy infrastructure result in low levels of tranquillity.



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- Proposed Scheme
- LCA boundary
- Community area boundary

1. Manchester Ship Canal
2. Liverpool to Manchester line (via Warrington Central)
3. Glaze Brook
4. Rixton Clay Pits
5. Rixton Old Hall
6. Disused Campsites
7. Brickworks, Moss Side Lane
8. Mosside Farm Fishery
9. A57 Manchester Road
10. Landfill site at Moss Side

Key landscape value attributes

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



Cultural, social and historic

The extensive PRoW network creates strong links between Hollins Green and the wider landscape. The former brickworks chimney at Moss Side Lane is a landmark feature and indicative of the area's industrial past.



Landcover, flora and fauna

There are several high quality habitats to the west of the LCA associated with former extraction operations such as Rixton Clay Pits. This contrasts with the open arable landscape to the east where a lack of hedgerow field boundaries results in low habitat value.

Key landscape characteristics susceptible to the Proposed Scheme



Overall landscape value

The extensive PRoW network and recreation assets including Rixton Clay Pits Nature Reserve, add value to the LCA and provide important pockets of tranquillity away from road noise. The gently undulating rural landscape, woodland and medium scale agricultural landscape around Hollins Green, create a sense of enclosure and intimacy to the landscape. Busy roads and overall low levels of tranquillity diminish value at the edges of the LCA. The value of this LCA is therefore **medium**.

Overall landscape susceptibility

The open, rural character of the arable landscape and connectivity of PRoW are susceptible to change. The landscape therefore has a **medium-high** susceptibility to change resulting from the Proposed Scheme.

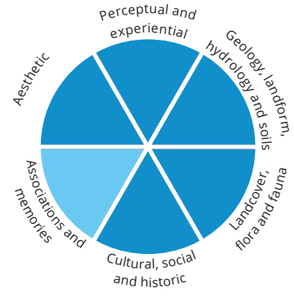
Future baseline

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

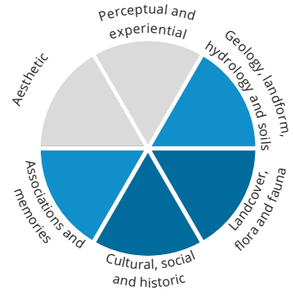
Overall landscape sensitivity

The openness of the rural landscape and connectivity between the village of Hollins Green and the wider landscape are sensitive to severance and visual disturbance arising from the Proposed Scheme. Sensitivity is diminished by low levels of tranquillity at the edges of the LCA as a result of existing infrastructure and active landfill operations. The overall sensitivity of this LCA is **medium-high**.

Value



Susceptibility



Value and susceptibility key



Magnitude of change and level of effect

Construction

Construction of MSC viaduct, Glazebrook South embankment and Glazebrook (Railway) viaduct, will occupy a wide corridor through the eastern half of the LCA. Construction will involve large-scale changes to local landform. Field patterns will be altered as a result of the removal of trees and hedgerows. Removal of enclosing elements will alter the intimate character of the landscape in this location. Construction activity and the introduction of construction plant at three construction compounds will be uncharacteristic elements affecting landscape character across a substantial proportion of this LCA. Lighting for the compounds and workers' accommodation, and lighting to facilitate construction, will introduce new areas of illumination in the rural landscape. Construction activity, vehicle movements and lighting in a largely unlit landscape will lower levels of tranquillity. Two PRoW will be temporarily diverted and two PRoW will be permenantly diverted The landscape setting of listed and non-listed assets will be altered by the proximity of construction works. The magnitude of change will be **high**.

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

Operation year 1

The eastern section of this LCA will be directly affected by the presence of MSC viaduct and Glazebrook South embankment which will be much larger and more prominent, linear elements than the existing transport infrastructure. The open character of this LCA will be altered and permeability across the landscape will be reduced by the presence of the Glazebrook South embankment and MSC viaduct piers. Footpath Rixton-with-Glazebrook 9 and Footpath Rixton-with-Glazebrook 14 will have been permanently diverted to the north of this LCA, restoring connectivity. Perceived tranquillity along footpaths will be diminished due to intermittent noise disturbance from train movements. The landscape setting of listed and non-listed assets will be altered by the proximity of the Proposed Scheme. Existing vegetation will largely contain landscape effects to the central part of this LCA. However, mitigation planting will not be sufficiently mature to assist in the integration of the Proposed Scheme into its landscape setting. The magnitude of change will be **medium**.

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

Operation year 15

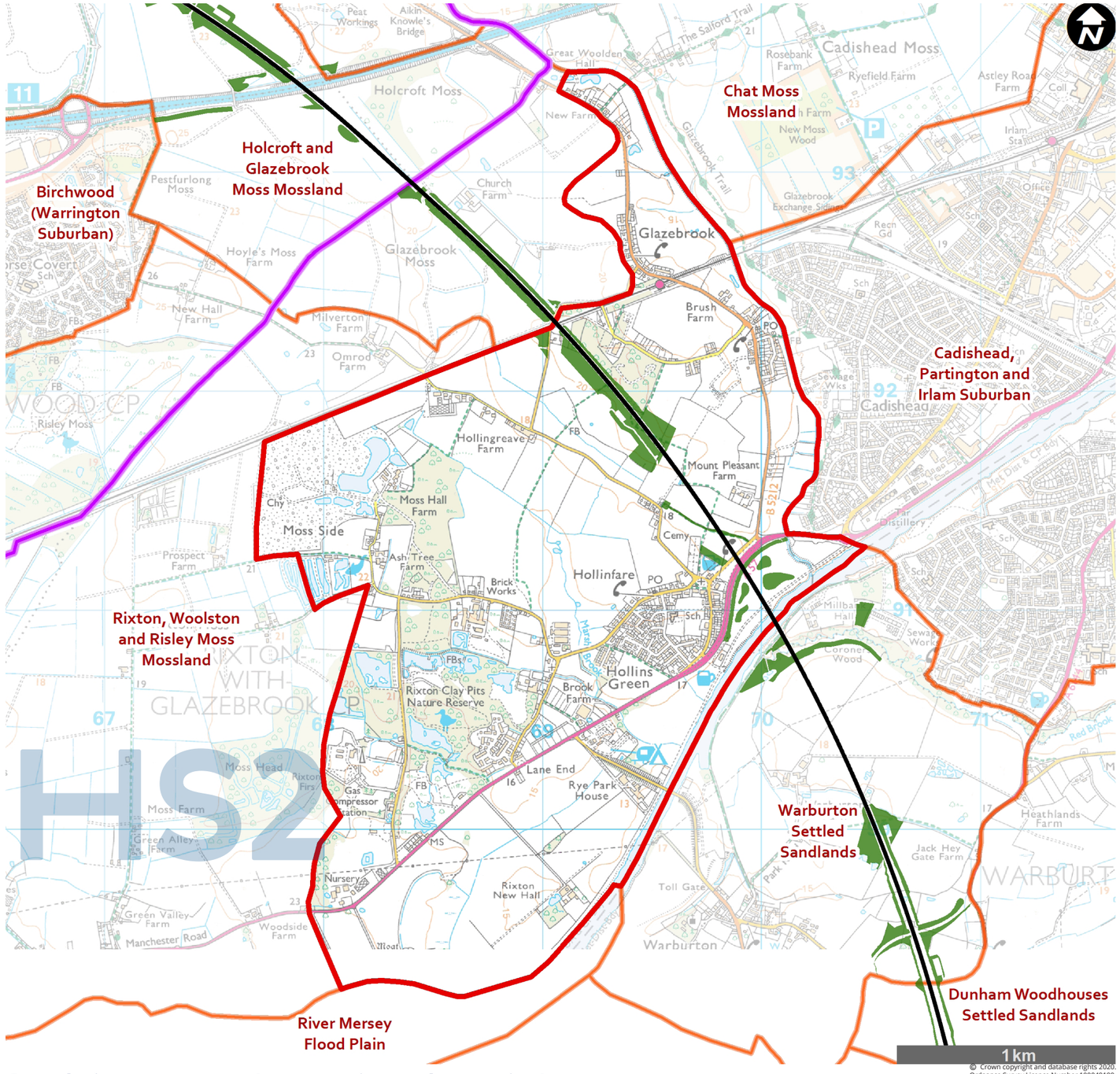
Maturing mitigation planting will partially integrate Glazebrook South embankment into the landscape. However, the large-scale MSC viaduct will remain an uncharacteristic structure. Changes to the level of tranquillity and the landscape setting of listed and non-listed assets will remain. The magnitude of change will remain **medium.**

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

Operation year 30

The greater maturity of the mitigation planting will further integrate the embankment into the LCA. However, the large-scale of the viaduct will remain an uncharacteristic structure in the landscape. Changes to the level of tranquillity and the landscape setting of listed and non-listed assets will remain. The magnitude of change will remain **medium.**

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



Cumulative assessment (construction and operation)

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

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

No cumulative effects during construction and operation.

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Rixton, Woolston and Risley Moss Mossland LCA

Landscape character baseline description

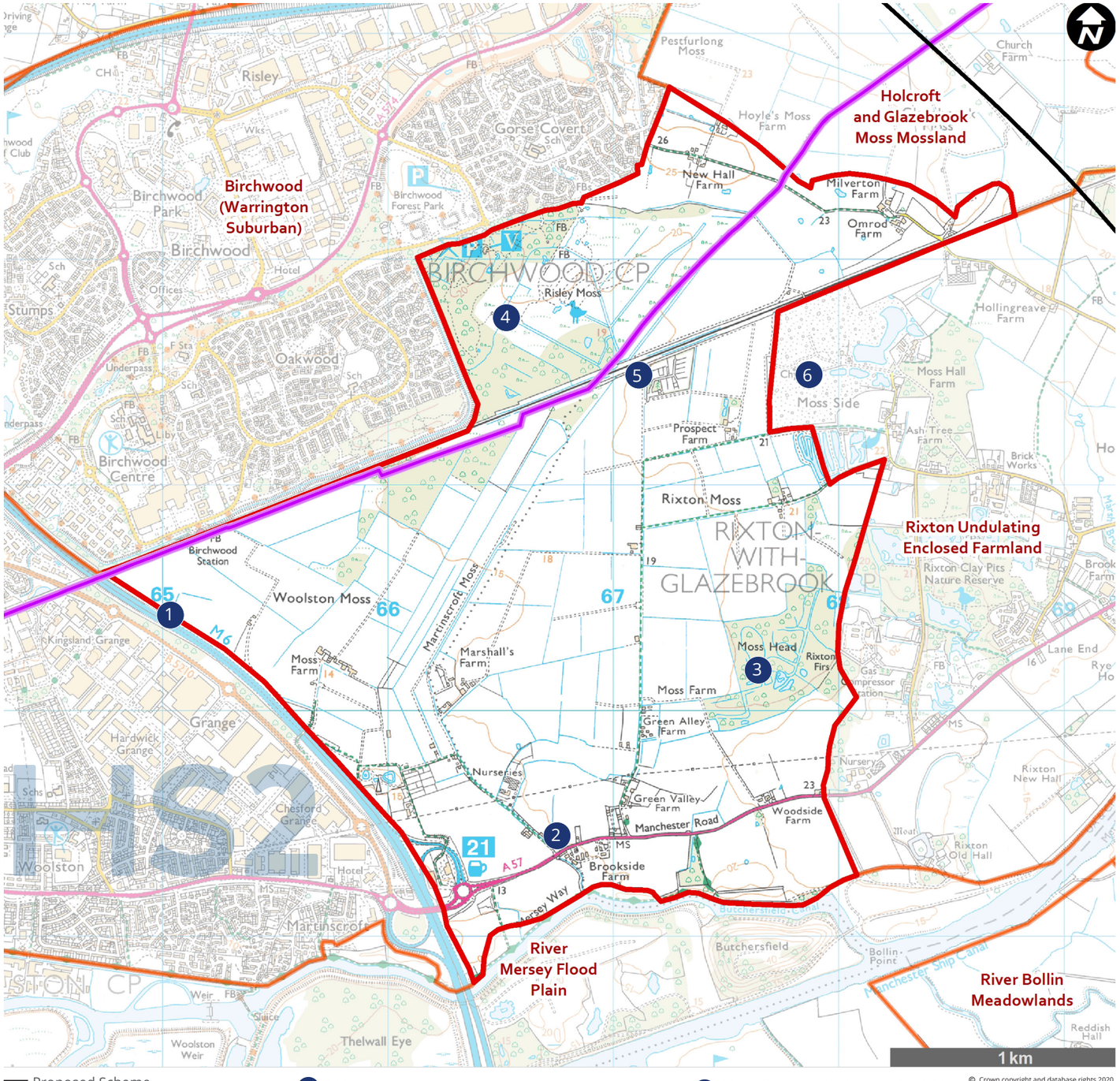
This is a flat low-lying LCA to the east of the M6 and north of the A57 Manchester Road.

The LCA is characterised by arable farming and market gardening land uses with regular shaped, medium scale fields and high quality of agricultural land. There is a noticeable absence of trees and hedgerow vegetation, allowing sweeping views across the landscape. An extensive network of ditches is indicative of the need to drain the land for agriculture. Woodland is located where the water table is high, for example at Moss Head and at Risley Moss (SSSI), where water levels are carefully managed to maximise species diversity and the moss. Liverpool to Manchester line (via Warrington Central) cuts across the LCA but for the most part is integrated into the landscape by woodland vegetation. Limited road access and sparse buildings result in pockets of tranquillity at the centre of the LCA. Tranquillity is lower towards the margins of the LCA in the vicinity of Moss Side landfill site (beyond the boundary of the LCA), along the M6 to the west. Overhead power lines cross the LCA to the south. The PRoW network is restricted by limited access over the A57 Manchester Road, the M6 and Liverpool to Manchester line (via Warrington Central). There are opportunities for recreation at Risley Moss Local Nature Reserve (SSSI).



Key landscape characteristics

This arable landscape is characterised by a pattern of regular fields and a network of drainage ditches. Field boundary vegetation is notably absent, and woodland is found where groundwater levels are favourable. Buildings are sparse and road access within the LCA is limited due to the highwater table. Liverpool to Manchester line (via Warrington Central) cuts across the landscape but is not visually dominant.



Proposed Scheme
LCA boundary
Community area boundary

1 M6
2 A57 Manchester Road
3 Moss Head
4 Risley Moss Nature Reserve SSSI
5 Liverpool to Manchester line (via Warrington Central)
6 Moss Side landfill site (outside LCA)

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Key landscape value attributes

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



Geology, landform hydrology and soils

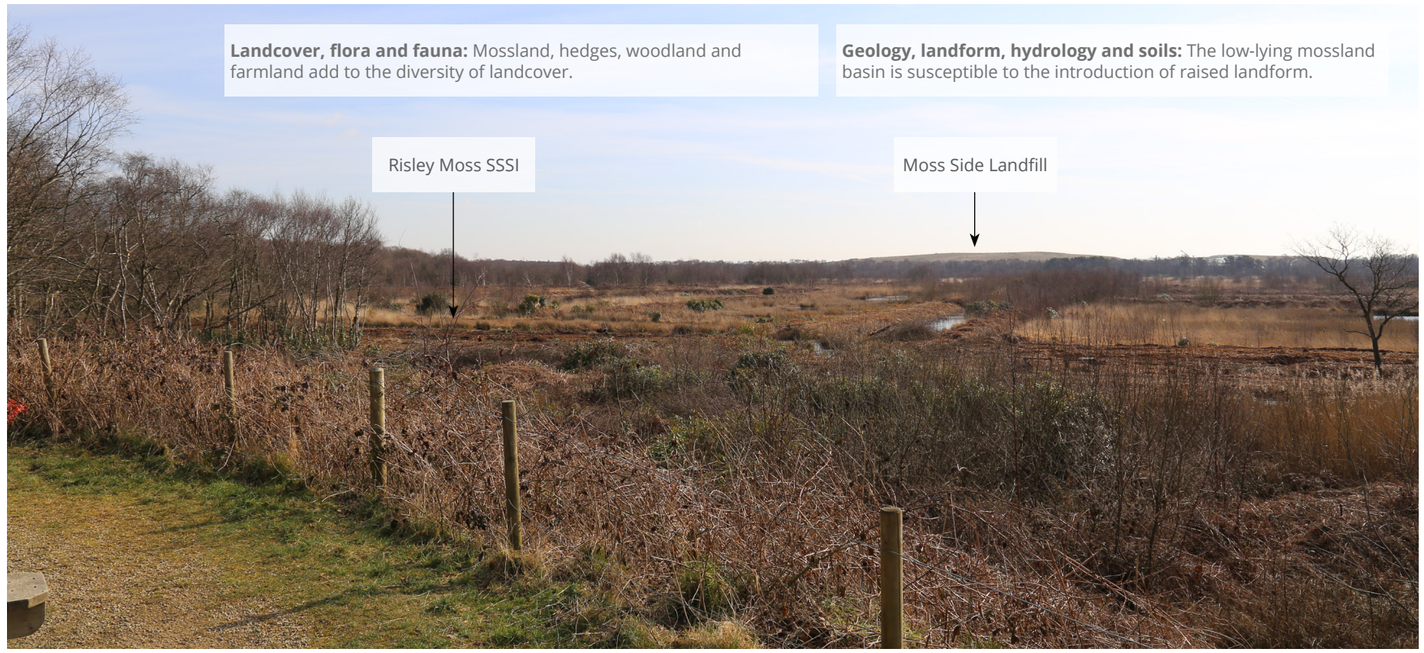
High water levels have influenced land-use, siting of buildings, land access, vegetation type and location. A network of field drains has enabled successful cultivation of the land for arable farming and market gardening.



Cultural, social and historic

The PRoW network is restricted by limited crossing points over major infrastructure elements. Risley Moss is an important visitor and educational facility.

Key landscape characteristics susceptible to the Proposed Scheme



Overall landscape value

Risley Moss Local Nature Reserve and SSSI contribute to the landcover value of the LCA. The surrounding infrastructure and urban edges detract from the tranquillity and perceptual sense of remoteness of the mossland landscape. The value of this LCA is therefore **medium-low**.

Overall landscape susceptibility

The low-lying mossland landscape is susceptible to change arising from the Proposed Scheme. However, existing rail and road infrastructure at the boundaries of the LCA, lower overall susceptibility. The landscape therefore has a **medium-low** susceptibility to change resulting from the Proposed Scheme.

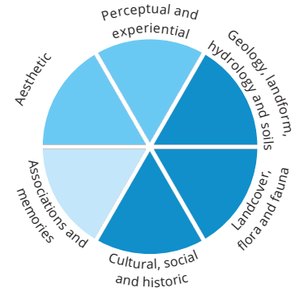
Future baseline

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

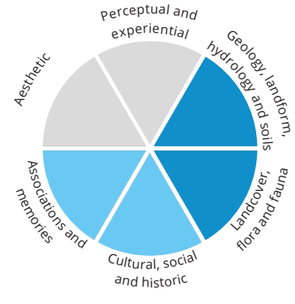
Overall landscape sensitivity

Existing infrastructure elements and limited access and low levels of tranquillity lower the overall sensitivity of the LCA. The overall sensitivity of this LCA is **medium-low.**

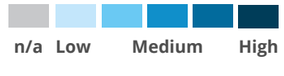
Value



Susceptibility



Value and susceptibility key



Magnitude of change and level of effect

Construction

There will be no direct landscape changes to the LCA during construction of the Proposed Scheme. There will be some indirect effects across a small proportion of the LCA as a result of construction activity associated with construction of MSC viaduct and Glazebrook South embankment. The magnitude of change will be **low**.

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

Operation year 1

There will be no direct landscape changes to the LCA as a result of the Proposed Scheme. The tranquillity of a small proportion of the LCA to the north-east will be affected by intermittent train movements travelling over the Glazebrook South embankment although this is within the context of train movements along the Liverpool to Manchester line (via Warrington Central). The magnitude of change will be **low.**

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

Operation year 15

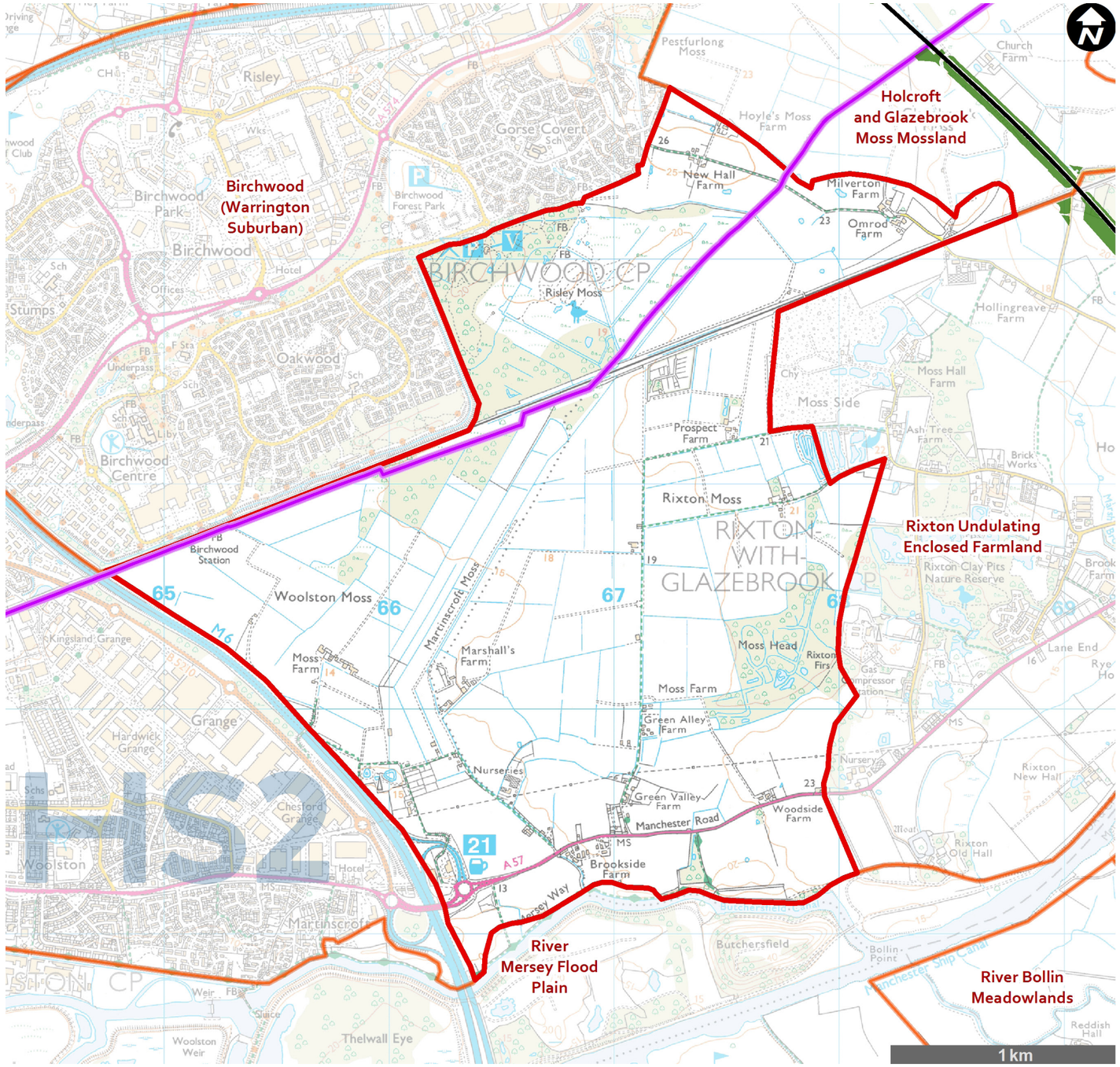
The tranquillity of a small proportion of the LCA to the north-east will continue to be indirectly affected by intermittent train movements. The magnitude of change will remain **low.**

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

Operation year 30

The tranquillity of a small proportion of the LCA to the north-east will continue to be indirectly affected by intermittent train movements. The magnitude of change will remain **low.**

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



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Cumulative assessment (construction and operation)

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

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

No cumulative effects during construction and operation.

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Cadishead, Partington and Irlam Suburban LCA

Landscape character baseline description

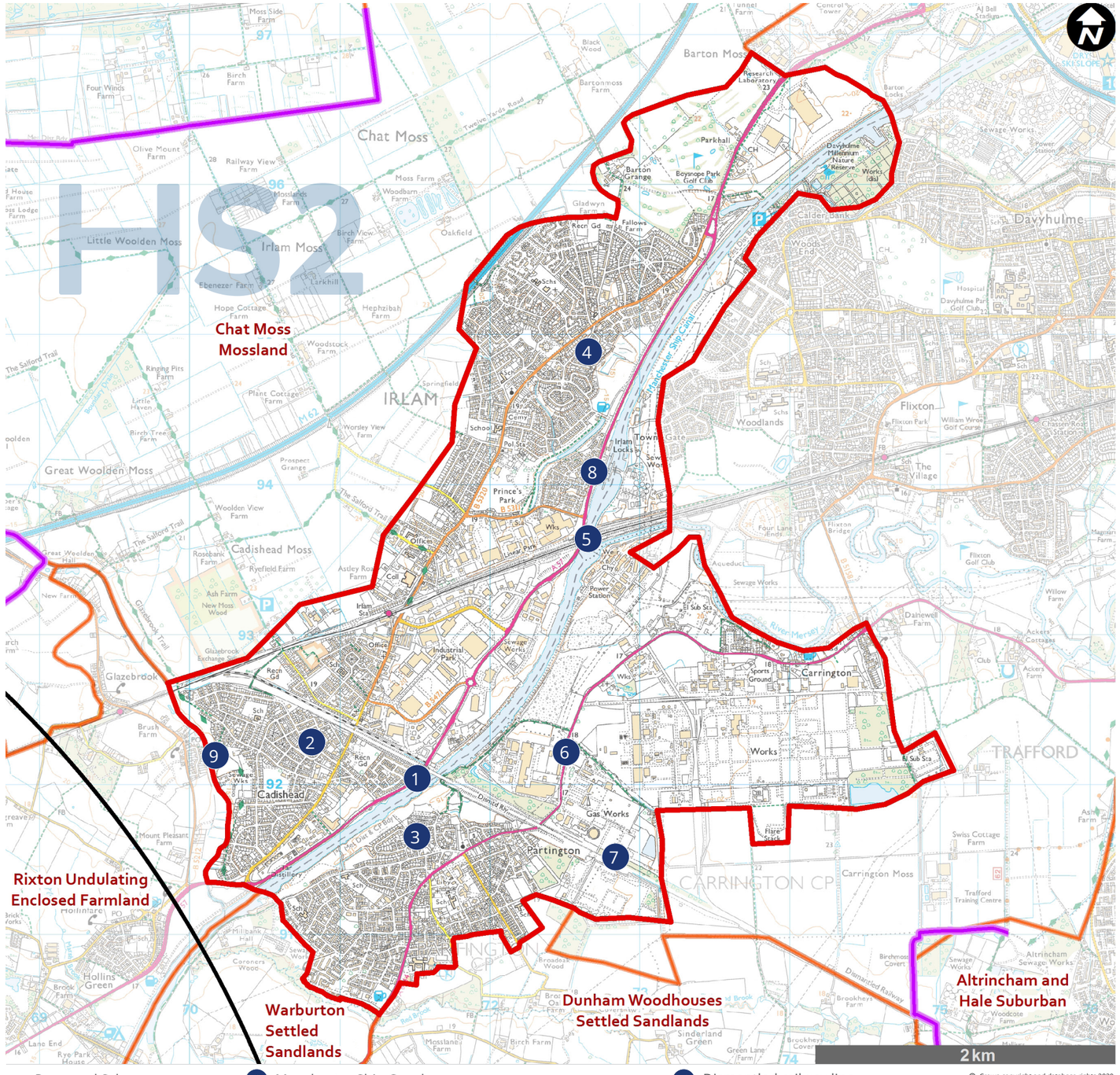
This LCA following the corridor of MSC from Hollins Green in the south-west to Barton in the north-east comprises low-lying, river valley settlements on alluvial, gravel and peat soils surrounded by mosslands.

Industrialisation has resulted in the villages of Cadishead, Partington and Irlam becoming busy urban and suburban communities. With coal transport once being important locally, industrial uses are prominent and the LCA is crossed by rail and canal corridors. Liverpool to Manchester line (via Warrington Central) crosses west to east, with a dismantled railway line located south-east to north-west. MSC is paralleled by A57 Cadishead Road, with A6144 Warburton Lane/Manchester New Road to the south. The current development and redevelopment of industrial and residential areas within this LCA have led to a further urbanising effect on the existing urban structure and settlement edges. Pockets of grazing pasture at settlement edges are put under pressure from this expansion. Tree and shrub vegetation is most noticeable on the banks of MSC, watercourses and along the dismantled railway. There are a limited number of PRoW within the urban areas. The Glazebrook Timberland Trail runs along the western edge of Cadishead and Salford Trail extends to the north beyond the boundary of the LCA.



Key landscape characteristics

The LCA is crossed by key transport corridors for traffic, rail and shipping using MSC. Heavy through-traffic leading to low levels of tranquillity, combined with a poor public realm, lowers the perceptual and experiential value of the LCA and reduces connectivity of the limited PRoW network. Glazebrook and Salford Trails are important walking routes connecting the suburban areas with the rural landscape beyond the boundaries of the LCA.



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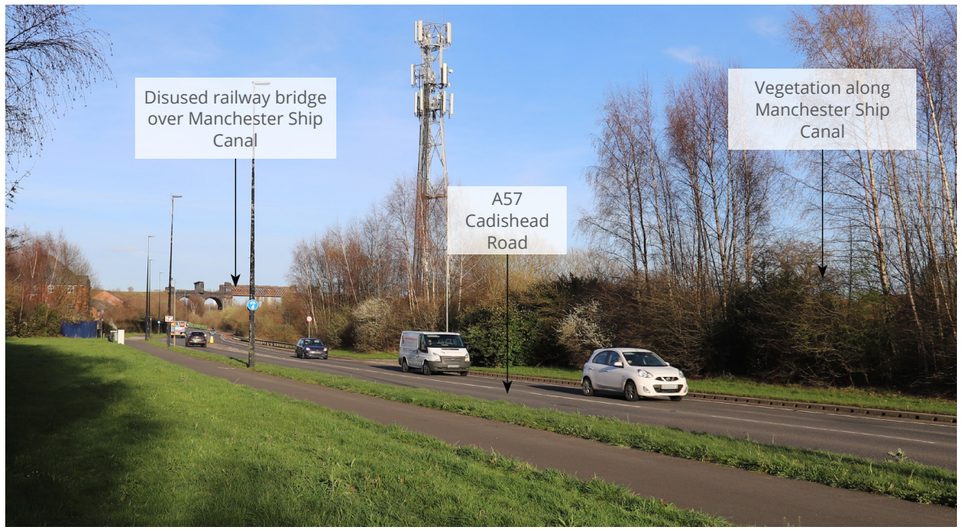
Key landscape value attributes

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



Cultural, social and historic

There is little evidence of the former riverside settlements which are now subsumed by 20th century suburbanisation. The impressive scale of MSC and industrial structures along the canal and at Carrington, are prominent elements in the LCA.



Geology, hydrology and soils

MSC, Glaze Brook and River Mersey provide recreational routes, green space and wildlife corridors through and beyond the suburban settlement.

Key landscape characteristics susceptible to the Proposed Scheme



Overall landscape value

The landscape value of this LCA is dominated by 19th and 20th century urbanisation, industrial uses and transport corridors. The greenspaces along MSC, disused railway and Glazebrook Timberland Trail provide areas of relative tranquillity away from the busy roads and industrial infrastructure, although these areas are under pressure from expansion of the urban area. The value of this LCA is therefore **medium-low.**

Overall landscape susceptibility

This is a largely urbanised area which incorporates key transport routes and suburban development. The PRoW and footpath trails provide opportunities to access semi-natural open space. The landscape therefore has a **medium-low** susceptibility to change resulting from the Proposed Scheme.

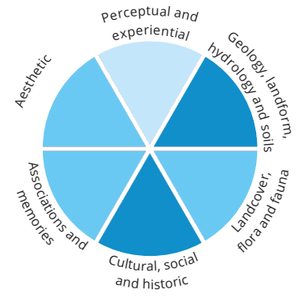
Future Baseline

Implementation of committed developments MA04/105 and MA04/121 will introduce new housing on the edge of an existing urban area, which will lie adjacent to land required for construction, altering the future baseline the Proposed Scheme is assessed against. As such, this committed development has been included as part of the future baseline and considered within this assessment. These committed developments do not alter the overall susceptibility of this LCA.

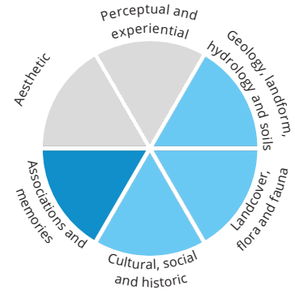
Overall landscape sensitivity

The landscape character of this LCA has been subject to large-scale urbanisation during the 19th and 20th centuries, and now has a poor range of accessible open spaces and a limited PRoW network. Where PRoW are at the periphery of the LCA, they are vulnerable to further reduction in tranquillity and landscape setting as a result of further expansion of the urban area. The overall sensitivity of this LCA is **medium-low.**

Value



Susceptibility



Value and susceptibility key



Magnitude of change and level of effect

Construction

The LCA will be indirectly affected by construction activities in Rixton Undulating Enclosed Farmland LCA to the west, in association with construction of MSC viaduct. Construction activity will reduce tranquillity levels along a section of Glazebrook Timberland Trail. There will direct landscape effects across a small proportion of the LCA as a result of construction traffic using A57 Cadishead Road, although traffic movement will be in the context of the existing road corridor. The magnitude of change will be **low.**

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

Operation year 1

A small proportion of the LCA will continue to be affected by the presence of the Proposed Scheme. The tranquillity of a small section of Glazebrook Timberland Trail will be affected by intermittent train movements travelling over the viaduct. The magnitude of change will be **low.**

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

Operation year 15

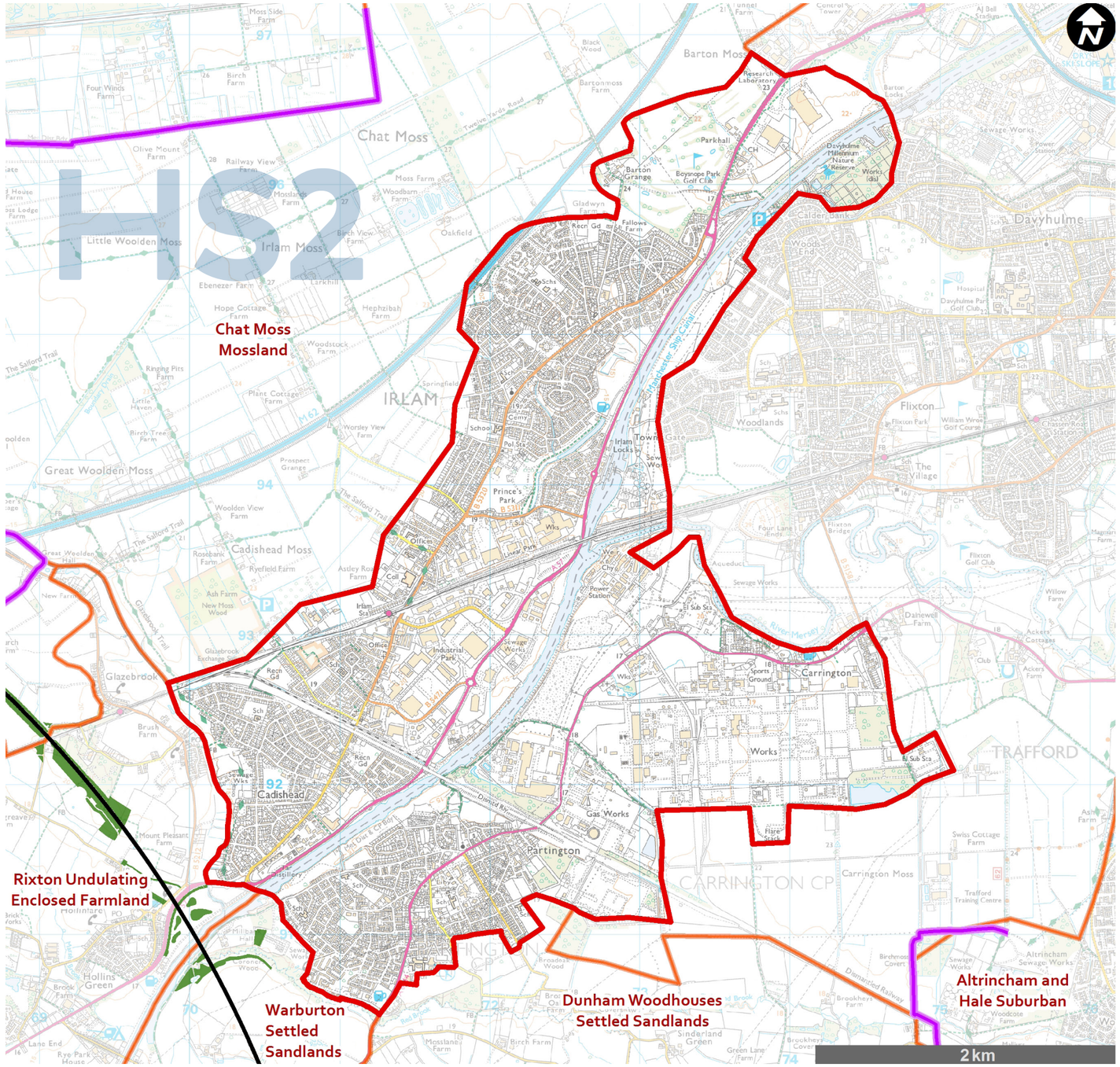
A small proportion of the LCA will continue to be affected by the presence of the Proposed Scheme. The tranquillity of a small section of Glazebrook Timberland Trail will be affected by intermittent train movements travelling over the viaduct. The magnitude of change will remain **low.**

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

Operation year 30

A small proportion of the LCA will continue to be affected by the presence of the Proposed Scheme. The tranquillity of a small section of Glazebrook Timberland Trail will be affected by intermittent train movements travelling over the viaduct. The magnitude of change will remain **low.**

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



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Cumulative assessment (construction and operation)

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

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

No cumulative effects in construction or operation.

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Chat Moss Mossland LCA

Landscape character baseline description

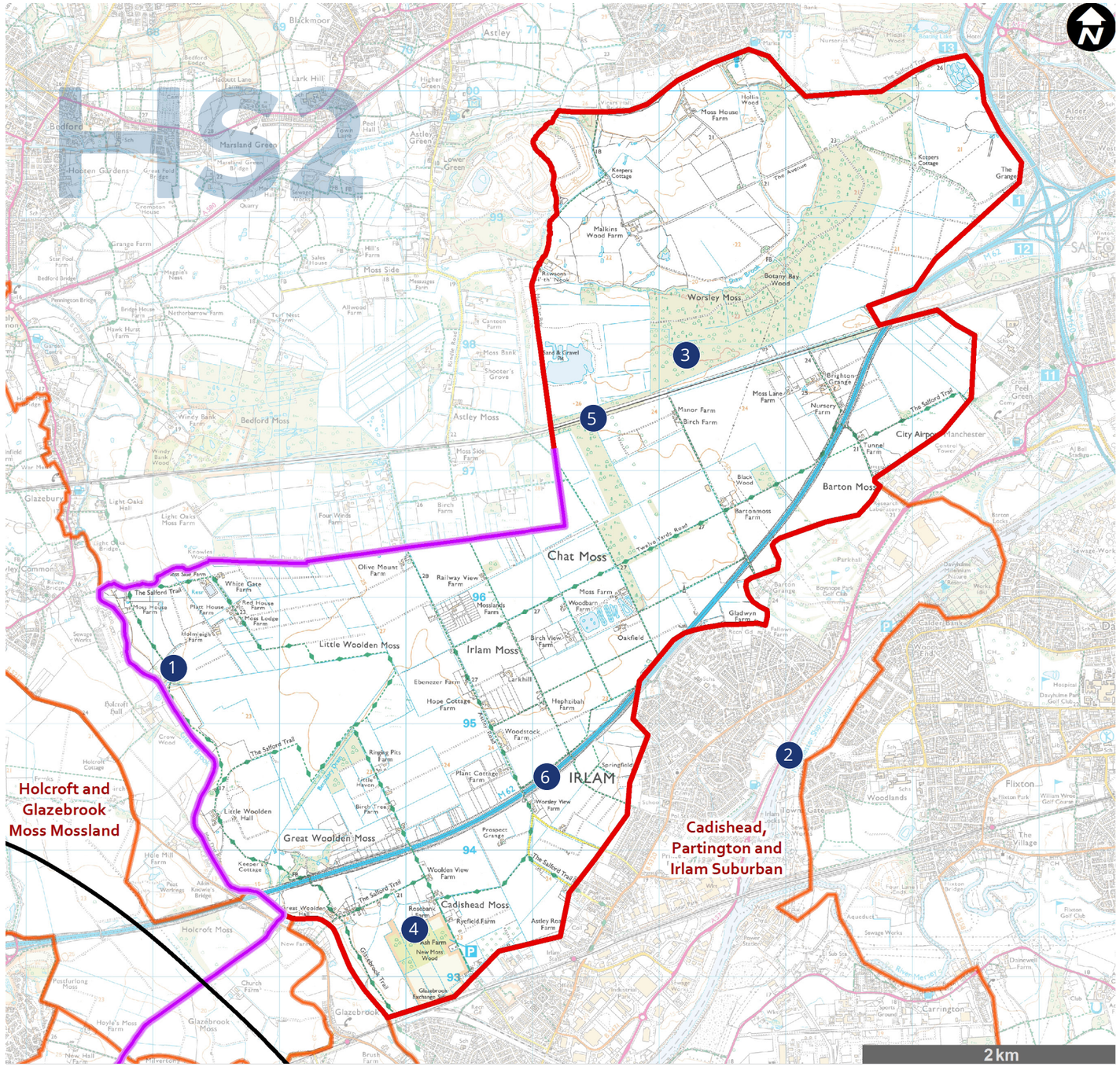
This is low lying LCA associated with a wider network of reclaimed former lowland peat bogs to the west of Salford.

This is a rural landscape set within the urban context of Salford, Irlam and Cadishead. It is bordered by Bridgewater Canal and Bedford and Astley Moss to the north and Glaze Brook to the west. The predominantly flat landform and pattern of scattered woodland blocks allow extensive views. Localised variations in landform are the result of extraction and tipping operations. A network of field ditches and small streams drain towards Glaze Brook and MSC in the west and south respectively. The dominant land use is arable farming with some stock grazing. Fields are medium-scale and uniform in shape and lack field boundary vegetation. The low density of built development is in stark contrast with surrounding urban edges, and consists of groups of houses along roads, isolated farmhouses and former estate cottages. Vegetation is sparse with scattered woodland blocks including Botany Bay Woodland and New Moss Wood. Although well integrated into the landscape by mature vegetation, noise generated by trains along Liverpool to Manchester line (Chat Moss) and traffic using the M62, diminish tranquillity levels. The sparse and poorly maintained road network of minor roads and lack of access from the M62 into the LCA adds to the sense of isolation. The LCA has the potential for high recreational value with an extensive PRoW network including Salford Trail, open access woodland and Moss Farm Fisheries.



Key landscape characteristics

A medium scale, low lying rural landscape with expansive views set within the suburban context of Greater Manchester. It has a predominantly arable land use with regimented field patterns and an extensive drainage network. Vegetation cover is sparse and ecological diversity is low. The extensive PRoW network contributes to high recreational value.



Proposed Scheme
LCA boundary
Community area boundary

1 Glaze Brook
2 Manchester Ship Canal
3 Botany Bay Woodland
4 New Moss Wood
5 Liverpool to Manchester line (Chat Moss)
6 M62

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Key landscape value attributes

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



Landcover, flora and fauna

Medium scale regimented fields and formal pattern of drainage ditches are characteristic of the reclamation of the former peat bogs.



Perceptual and experiential

The medium-scale landscape, scattered buildings and sparse road network imparts a sense of remoteness. Noise generated by traffic using the M62 and trains along Liverpool to Manchester line (Chat Moss) locally reduces otherwise high levels of tranquillity.

Key landscape characteristics susceptible to the Proposed Scheme



Overall landscape value

The distinctive field pattern and field drainage network add to the value of this LCA. Landscape value is enhanced by an extensive PRoW network and the limited road network creates a sense of remoteness and relative tranquillity. Diversity of landcover has been lowered by agricultural intensification and peat extraction. The value of this LCA is therefore **medium-low.**

Overall landscape susceptibility

The low-lying land of the mossland basin is susceptible to changes arising from the Proposed Scheme. Susceptibility is lowered by the low diversity of landcover. The landscape therefore has a **medium-low** susceptibility to change resulting from the Proposed Scheme.

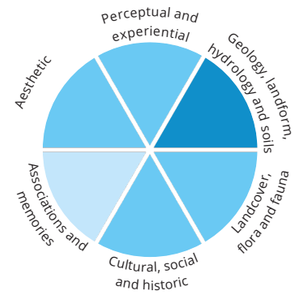
Future Baseline

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

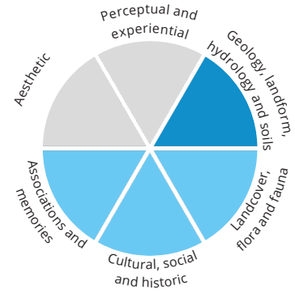
Overall landscape sensitivity

The area has high recreational value given the extensive PRoW network. High levels of tranquillity and limited road access impart a sense of remoteness and isolation. Landcover value is lowered by intensive farming and peat extraction. The overall sensitivity of this LCA is **medium-low.**

Value



Susceptibility



Value and susceptibility key



Magnitude of change and level of effect

Construction

There will be no direct landscape effects for this LCA. Construction activity in the adjacent LCA will result in reduction in tranquillity for a small proportion of the LCA to the south-west. The magnitude of change, however, will be **low.**

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

Operation year 1

There will be no direct landscape effects for this LCA. The magnitude of change will be **low.**

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

Operation year 15

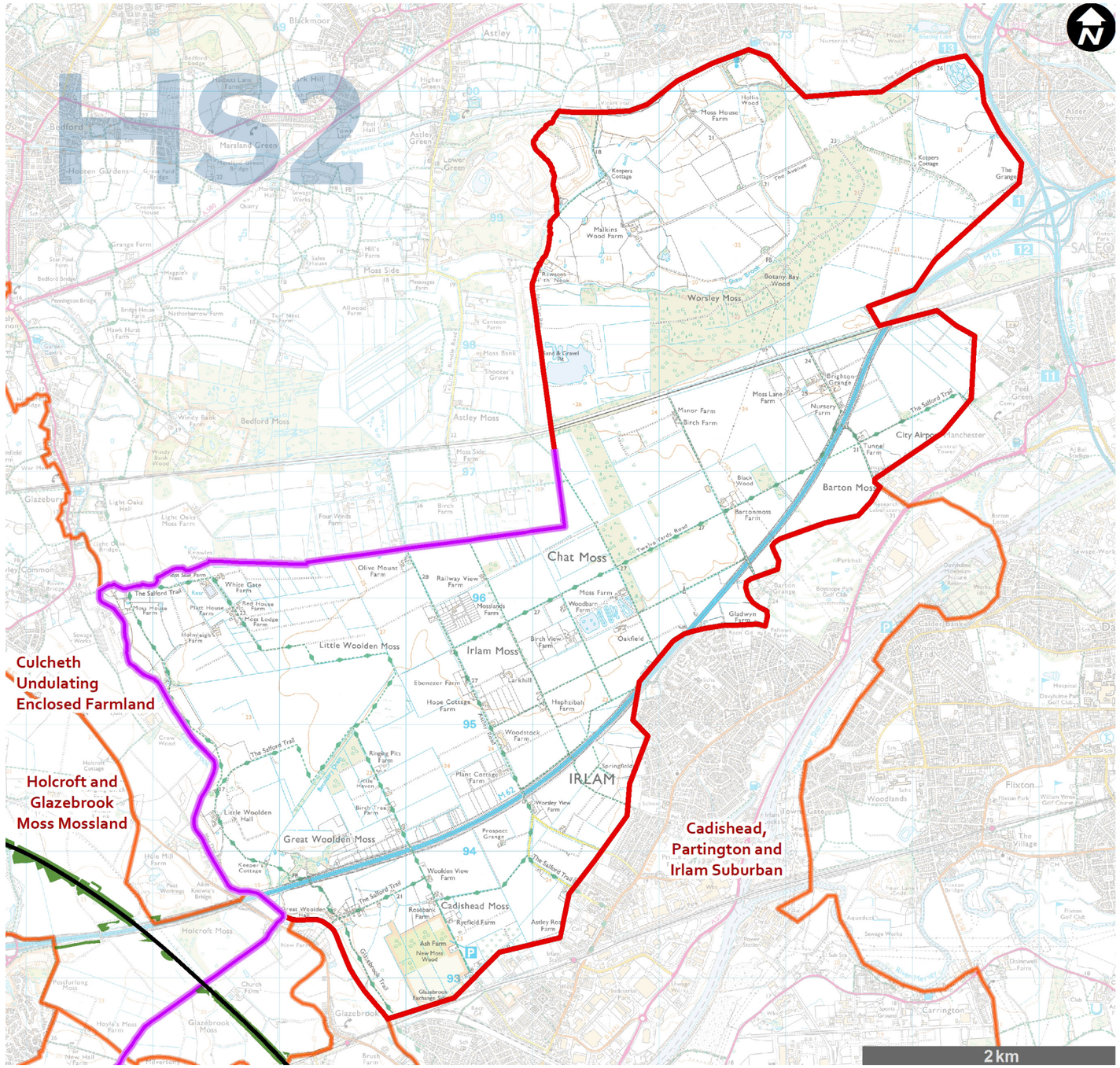
There will be no direct landscape effects for this LCA. The magnitude of change will remain **low.**

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

Operation year 30

There will be no direct landscape effects for this LCA. The magnitude of change will remain **low.**

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



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Cumulative assessment (construction and operation)

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

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

No cumulative effects during construction or operation.

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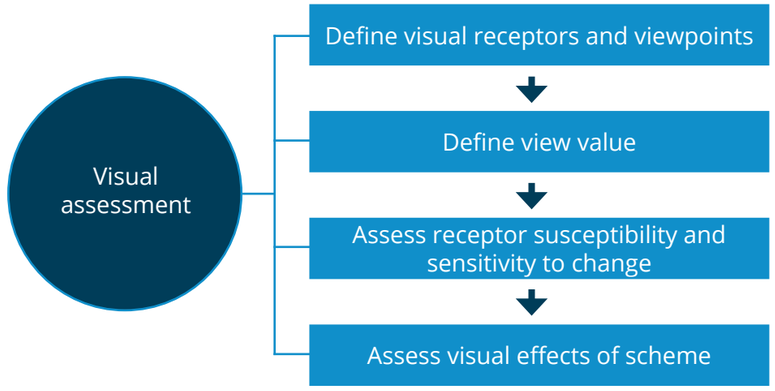
Part 3: Visual assessment

3.1 Introduction

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

3.1.2 The assessment considers the value of the view and the susceptibility of the viewer to the Proposed Scheme, and the overall sensitivity of the visual receptors.



Above: The visual assessment process

3.1.3 Effects have been assessed where relevant for construction, operation year 1, year 15 and year 30. A summary of all significant visual effects is given in the Volume 2, Community Area report: Broomedge to Glazebrook (MA04), Section 11.

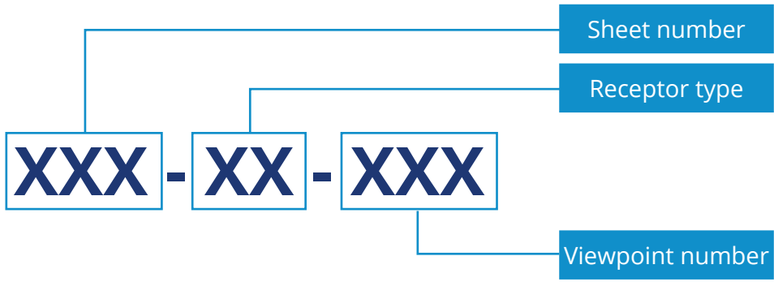
3.1.4 Photographs have been included to represent the view from visual receptors during winter and, where relevant, summer. For some visual receptors no appropriate or accessible location from which to capture representative photographs of the view was available, therefore no photograph has been included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

3.1.5 All photography included within this document has been taken in accordance with the methodology set out within the Technical Note - Landscape and visual - Approach to photography, included in the SMR.

3.1.6 Photomontages have also been included for relevant viewpoints. All photography associated with photomontages is verifiable and has been taken in accordance with the Technical Note - Landscape and visual - Approach to verifiable photomontages, included in the SMR. All verifiable photography includes additional image specification and data information.

3.2 Visual receptors

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



Above: Viewpoint numbering convention used

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

01. Protected views – these relate to those viewpoints, panoramas and viewing corridors that have been designated by local authorities, county councils or other relevant stakeholders. People enjoying protected views have a high susceptibility to change;

02. Residential views – residents have a high susceptibility to changes in their views, as attention is often focused on the landscape surrounding the property, rather than on another focused activity (as will be the case in predominantly employment or industrial areas);

03. Recreational views – these receptors generally have a high susceptibility to changes in their views, as attention is focused on the enjoyment of the landscape. Receptors engaged in activities whereby attention is focused on the surrounding landscape also have a high susceptibility to changes in their views;

04. Transport views – travel through an area is often the means by which the greatest number of people view the landscape. Because of the glimpsed nature of the view from trains or vehicles, people 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;

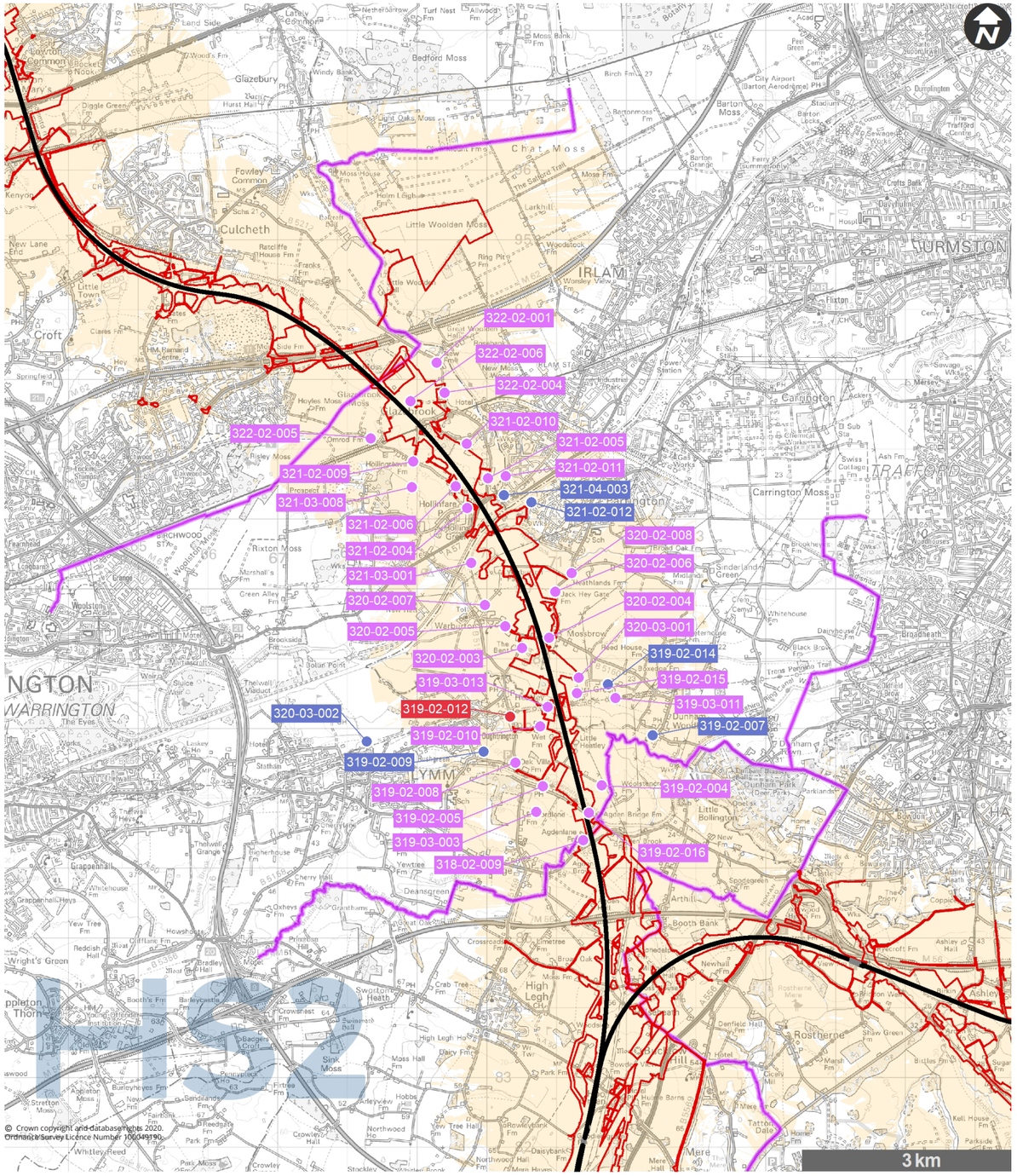
05. Hotels and healthcare institutions – people staying in hotels or healthcare institutions and schools have periods of time where their attention may be focused on the landscape, whilst at other times attention is more likely to be focused on other activities. Based on the level of interaction with the surrounding landscape, these receptors have a medium susceptibility changes in their views; and

06. Employment – people at work and within educational institutions (other than residential educational facilities) are the least susceptible receptors, as their attention is likely to be focussed on their work activity. These receptors have a low susceptibility to changes in their views.

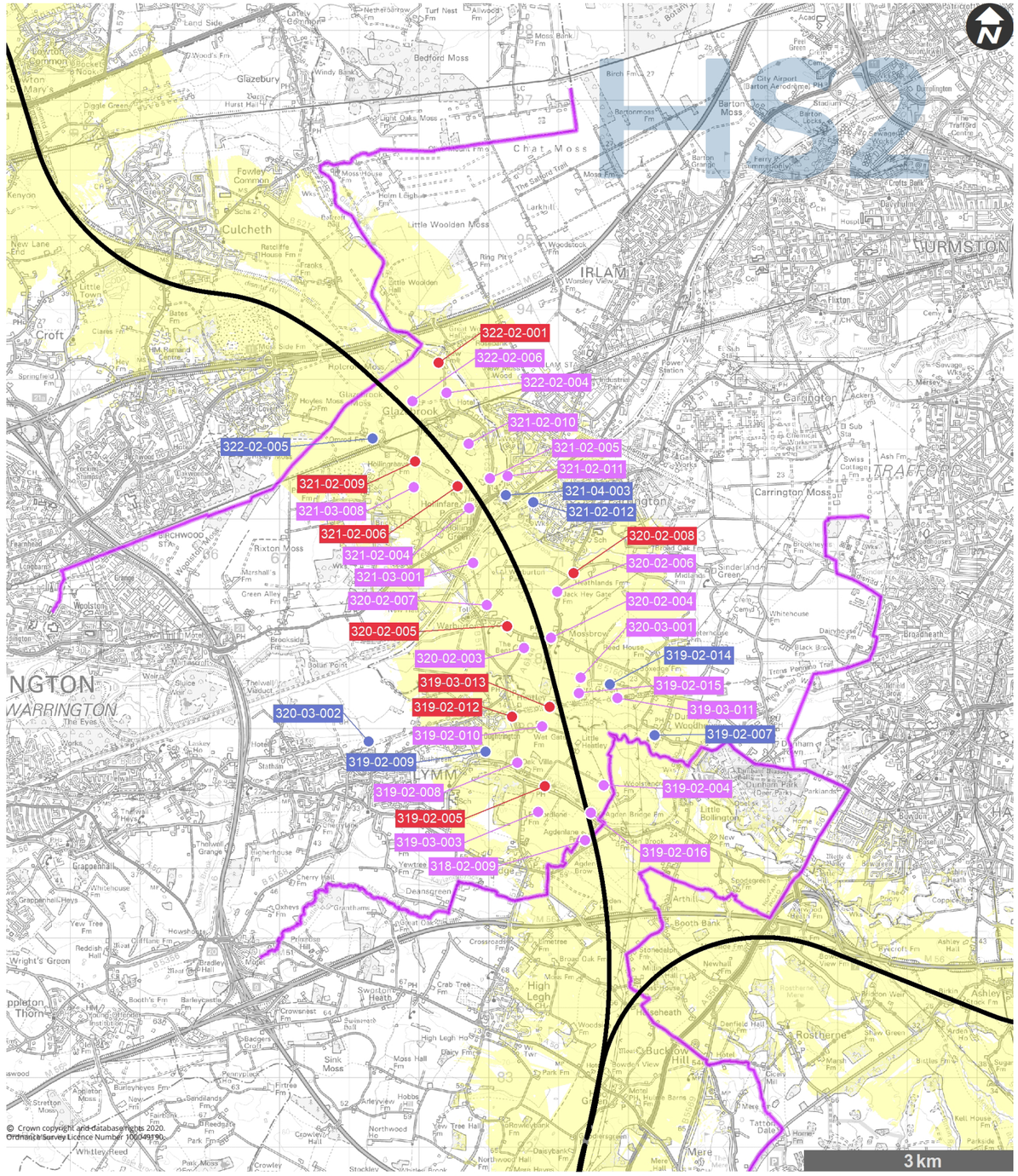
3.2.3 Night-time visual survey and assessments have only been undertaken where continuous working during construction or additional lighting in operation has the potential to result in significant effects on residential and certain recreational receptors. Further detail is set out within the Technical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

Overview of viewpoints and photomontages in the community area

Construction phase



Operation phase



Viewpoint 318-02-009: view east from Agden Lane at Agden Lane Farm

This viewpoint is representative of views experienced by residents of Agden Lane Farm, Agden Lane Cottage, The Stables and Old Barn, and 1, 3, 7 and 11 Warrington Lane.

Winter view (baseline)

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

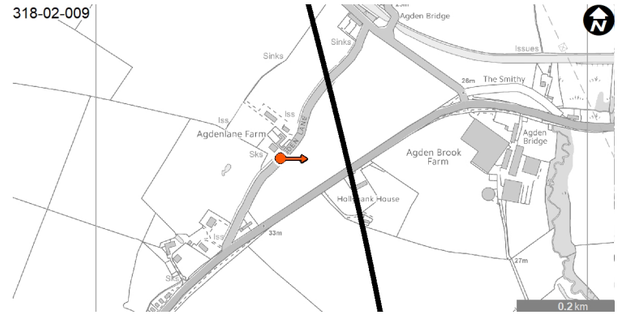


Summer view (baseline)

Date taken: 11/09/2018 (stitched panorama)



Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.	371375.4465, 386397.7463	
Value of the viewpoint:	This viewpoint has a **medium** value as the view includes typical components of the local landscape including medium-scale arable fields, hedgerows and woodland blocks. The view also includes a local road and traffic movements in the near distance.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The susceptibility of these receptors is **high**. Residents have a strong interest in their visual environment. They are therefore highly susceptible to visual change arising from the construction and operation of the Proposed Scheme.	**High**



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Viewpoint 318-02-009: view east from Agden Lane at Agden Lane Farm

Visual baseline description

Winter	This viewpoint is located to the south of Bridgewater Canal in an area of low-lying farmland with medium-scale fields. There are near-distance views of Agden Lane which is bordered by a low hedgerow allowing views of the arable field beyond. Views of Hollybank House, Agden Brook Farm, Agden Hall and Sunbeam Cottage are filtered through intervening trees. Telegraph lines and the A56 Lymm Road, associated lighting columns and traffic movements, are visible in the middle distance. Overhead power lines are present across the extent of the view. On clear days, Winter Hill is visible in the far distance.
Summer	In summer, middle-distance views are largely filtered through the roadside hedgerow on Agden Lane.
Night-time	Agden Lane is unlit and there is limited light glow from residential properties. Lighting columns along the A56 Lymm Road are visible in the middle distance.

Future baseline description

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

Visual impact assessment

	Temporary effects during construction	**Significance of effect**
Construction	Construction of Lymm South embankment and Lymm Road viaduct in the Pickmere to Agden and Hulseheath area (MA03) and Lymm North embankment will result in a substantial change to the rural character of views in the near and middle distance. Construction works including earthworks, temporary material stockpiles and construction vehicles using the A56 Lymm Road and Agden Brow will be uncharacteristic, new elements in view. Construction activity will be visible across the majority of the view. The A56 Lymm Road satellite compound will foreshorten views for residents on Agden Lane. For residents on Warrington Lane, construction activity will foreshorten views to the south, west and east. Demolition of Hollybank House in the Pickmere to Agden and Hulseheath area (MA03) and removal of intervening roadside hedges and field boundary hedgerows will alter the composition of views compared to the baseline and further open up views of construction activity and the emerging structures. There will be views of construction activity in association with work to underground utilities. The magnitude of change will be **high**.	**Major adverse (significant)**
Construction night-time	At night, residents will have near-distance views of the lit A56 Lymm Road satellite compound. This will be a new light source within the view and closer than existing light sources. The controls on light spill set out in the draft Code of Construction Practice (CoCP) (see Volume 5: Appendix CT-002-00000) will limit the change these new light sources introduce to the wider views. At night, there will be a **medium** magnitude of change.	**Moderate adverse (significant)**
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	**No cumulative effects**

		Permanent effects during operation	**Significance of effect**
Year 1	**Winter**	There will be a substantial change to near and middle-distance views. Lymm South embankment, Lymm Road viaduct and the A56 Lymm Road telecommunications site, in the Pickmere to Agden and Hulseheath area (MA03), Lymm North embankment and Bridgewater Canal viaduct along with noise fence barriers and boundary fencing, will be new and uncharacteristic elements introduced into views of an otherwise rural landscape and will be visible across a large proportion of the view. The proximity of Lymm South embankment and Lymm North embankment will foreshorten views to the east for residents along Agden Lane, and to the south-west for residents on Warrington Lane, and will feature prominently on the skyline. Train movements, noise fence barriers and overhead line equipment will be visible along the top of Lymm South embankment and Lymm North embankment. The loss of Hollybank House, in the Pickmere to Agden and Hulseheath area (MA03) and associated roadside vegetation during construction will substantially change the composition of views compared to the baseline and will result in open views of the Proposed Scheme. Mitigation planting will not be sufficiently established to assist in the filtering of views or the visual integration of the Proposed Scheme into its landscape context. The magnitude of change will be **high**.	**Major adverse (significant)**
	Night-time	The night-time view in operation was not assessed as there will be no requirement for continuous operational lighting in this location.	**Not assessed**
Year 15	**Summer**	Views of Lymm South embankment, the A56 Lymm Road telecommunications site and Lymm Road viaduct in the Pickmere to Agden and Hulseheath area (MA03), Lymm North embankment and boundary fencing will be partially filtered through maturing woodland and hedgerow mitigation planting. However, the height of the Proposed Scheme means that Lymm Road viaduct, overhead line equipment and noise fence barriers will remain visible above the treeline and will continue to feature prominently on the skyline. Train movements will continue to be visible along the top of Lymm South embankment and Lymm North embankment, above the treeline. The magnitude of change will remain **high**.	**Major adverse (significant)**
	Night-time	The night-time view in operation was not assessed as there will be no requirement for continuous operational lighting in this location.	**Not assessed**
Year 30	**Summer**	The greater maturity of the woodland and hedgerow planting will largely screen views of Lymm South embankment, the A56 Lymm Road telecommunications site and Lymm Road viaduct in the Pickmere to Agden and Hulseheath area (MA03), and Lymm North embankment. However, the movement of trains, overhead line equipment and noise fence barriers will remain visible above this vegetation across a small proportion of the view. The magnitude of change will reduce to **medium**.	**Moderate adverse (significant)**
	Night-time	The night-time view in operation was not assessed as there will be 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 effects**

Viewpoint 319-03-003: view north-east from Footpath Lymm 33

This viewpoint is representative of views experienced by footpath users and residents on the B5159 Burford Lane.

Winter view (baseline)

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

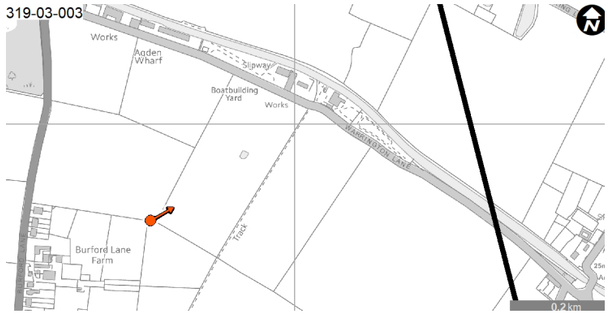


Summer view (baseline)

Date taken: 15/09/2018 (stitched panorama)



Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.	370706.4003, 386804.2862	
Value of the viewpoint:	This viewpoint has a **medium** value as it includes typical components of the local landscape including medium scale arable fields with hedgerows and intermittent woodland blocks. It also includes industrial elements and overhead power lines.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The susceptibility of these receptors is **high**. The attention of footpath users is focused on the landscape and residents have a strong interest in their visual environment. They are both therefore highly susceptible to visual change arising from the construction and operation of the Proposed Scheme.	**High**



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Viewpoint 319-03-003: view north-east from Footpath Lymm 33

Visual baseline description

Winter	This viewpoint is located on elevated land to the south of Bridgewater Canal. In the near distance, medium-scale arable fields with boundary hedgerows and occasional trees are present. The landform falls away to the north allowing open views across Bridgewater Canal between canal side buildings to the mixed arable and pasture fields of the Mersey Valley beyond. Views of Spud Wood are partially obscured by rising landform to the west. Intervening vegetation filters views of scattered buildings on the valley floor. Woodland along the TPT is a distinctive linear feature across the view. Overhead power lines and lines of telegraph poles are detracting elements across the view in the middle and far distance. Tall industrial chimneys at Irlam to the north-east and trees surrounding the Dunham Massey Estate to the east, are notable features in the view. The outline of Winter Hill forms the skyline in views to the north.
Summer	Open views across the arable, river valley landscape are relatively unchanged compared to the winter. However, field boundary vegetation and woodland in leaf further filter views of buildings in the middle distance.
Night-time	The B5159 Burford Lane is unlit in this location but light sources from scattered buildings across the Bollin Valley are visible. Light sources in Lymm and in the far distance of the view from Partington contribute to sky glow.

Future baseline description

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

Visual impact assessment

	Temporary effects during construction	**Significance of effect**
Construction	There will be a noticeable change to middle and far-distance views during construction of Heatley South embankment, Heatley North embankment, Spring Lane underbridge, Spring Lane realignment, Wet Gate Lane realignment and River Bollin West viaduct. Construction activity will be visible across much of the view. Wet Gate Lane satellite compound, River Bollin West viaduct satellite compound, earthworks and temporary material stockpiles will be uncharacteristic elements in views of the otherwise rural river valley landscape. Views will be partially filtered through intervening trees on Warrington Lane. However, the removal of hedgerows and hedgerow trees will noticeably change the composition of views and open up views of construction activity and the emerging structures. Construction activity will be viewed in the context of existing detracting elements including overhead power lines and the industrial chimneys at Irlam. The magnitude of change will be **medium.**	**Moderate adverse (significant)**
Construction night-time	Residents will have views of the artificial lighting at Wet Gate Lane and River Bollin West viaduct satellite compounds. These will be new areas of illumination in the far distance of the view and will be seen in the context of existing light sources. Views will be largely filtered through intervening vegetation. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider views. At night, the magnitude of change will be **negligible.**	**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**	Lymm North embankment, Bridgewater Canal viaduct, Heatley South embankment and River Bollin West viaduct will be new large-scale structures at a much larger scale and more noticeable in views than existing detracting elements including the buildings along the canal, overhead power lines and the industrial chimneys at Irlam, in the far distance. There will be distant views of MSC viaduct during winter months. The Proposed Scheme will introduce new and uncharacteristic elements into views across the farmed, river valley landscape, including Wet Gate Lane telecommunications site, boundary fencing, overhead line equipment and train movements. The Proposed Scheme will be visible across much of the view. Mitigation planting will not be sufficiently established to assist in the filtering of views or the visual integration of the Proposed Scheme into its landscape context. The magnitude of change will be **medium.**	**Moderate adverse (significant)**
	Night-time	The night-time view in operation was not assessed as there will be no requirement for continuous operational lighting in this location.	**Not assessed**
Year 15	**Summer**	Maturing mitigation woodland and hedgerow planting, combined with intervening vegetation, will partially filter views of the lower slopes of the embankments and the lower sections of the viaducts. However, overhead line equipment and the movement of trains will continue to be a component of views across the wider river valley landscape. The magnitude of change will reduce to **low.**	**Minor adverse (non-significant)**
	Night-time	The night-time view in operation was not assessed as there will be no requirement for continuous operational lighting in this location.	**Not assessed**
Year 30	**Summer**	The greater maturity of the mitigation planting will further filter views of the Proposed Scheme. The magnitude of change will remain **low.**	**Minor adverse (non-significant)**
	Night-time	The night-time view in operation was not assessed as there will be 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 319-02-004: view west from Spring Lane

This viewpoint is representative of views experienced by residents on Spring Lane including Rose Cottages and Spring House, and residents of Little Heatley.

Winter view (baseline)

Date taken: 07/03/2019 (stitched panorama)

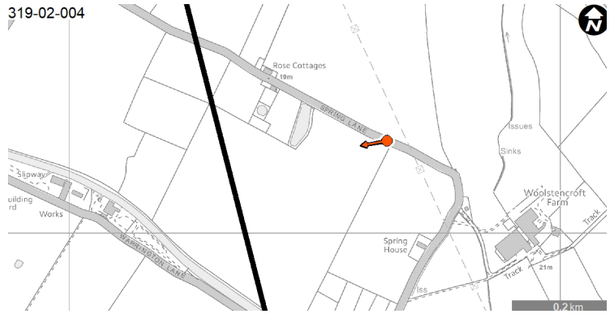


Summer view (baseline)

Date taken: 27/09/2018 (stitched panorama)



Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.	371642.75, 387204.41	
Value of the viewpoint:	This viewpoint has a **medium** value as it includes typical components of the local landscape including medium scale arable fields with field boundary hedgerows and intermittent woodland blocks. It also includes overhead power lines.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The susceptibility of these receptors is **high**. Residents have a strong interest in their visual environment. They are therefore highly susceptible to visual change arising from the construction and operation of the Proposed Scheme.	**High**



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Viewpoint 319-02-004: view west from Spring Lane

Visual baseline description

Winter	This viewpoint is located on Spring Lane, to the east of Rose Cottages. There are near-distance views along Spring Lane which is lined with low-level roadside hedges. Rose Cottages are visible in the near distance. There are glimpsed views over a metal 5-bar gate and through gaps in the hedge line to medium-scale arable fields. Field boundaries are largely absent or fragmented. To the north-west, there are views of properties and farms at Little Heatley, Wet Gate Lane and B5159 Mill Lane, partially filtered through intervening hedgerows and trees. As land rises to the south, a line of poplar trees and the canal-side buildings at Agden Wharf mark the line of Bridgewater Canal in the middle distance. To the south-west, properties at Broomedge are visible on higher ground beyond the canal, and buildings on the B5159 Mill Lane are viewed against the backdrop of Spud Wood. Overhead power lines are detracting elements across all views. On a clear day, the outline of Winter Hill forms the skyline to the north of the view.
Summer	In the summer the view is relatively unchanged compared to the winter, although roadside hedges and trees in leaf further filter views across the landscape.
Night-time	Spring Lane is unlit at night and there is minimal light glow from scattered farmhouses across the Bollin Valley.

Future baseline description

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

Visual impact assessment

	Temporary effects during construction	Significance of effect
Construction	There will be a substantial change to views in the near and middle-distance during construction of Heatley South embankment, Bridgewater Canal viaduct, Spring Lane underbridge, Little Heatley accommodation access diversion and River Bollin West viaduct. Construction activity will replace views across the arable landscape in the middle distance and will be visible across the majority of the view. Views of Bridgewater Canal and Wet Gate Lane satellite compounds, earthworks and temporary material stockpiles will replace views across the arable landscape of the Bollin Valley and will be uncharacteristic new elements within the view. For residents of Rose Cottages and Little Heatley, views of construction activity and the emerging structures will be near distance and direct. Removal of intervening vegetation will noticeably change the composition of views and will open up views of construction activities and the emerging structures. There will be views of construction activity in association with work to underground utilities. The magnitude of change will be **high**.	**Major adverse (significant)**
Construction night-time	Residents will have middle-distance views of the artificial lighting Bridgewater Canal satellite compound, Wet Gate Lane satellite compound and lighting for construction of the River Bollin West viaduct. These will be new areas of illumination in a predominantly unlit landscape. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider views. At night, the magnitude of change will be **medium.**	**Moderate adverse (significant)**
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	**No cumulative effect**

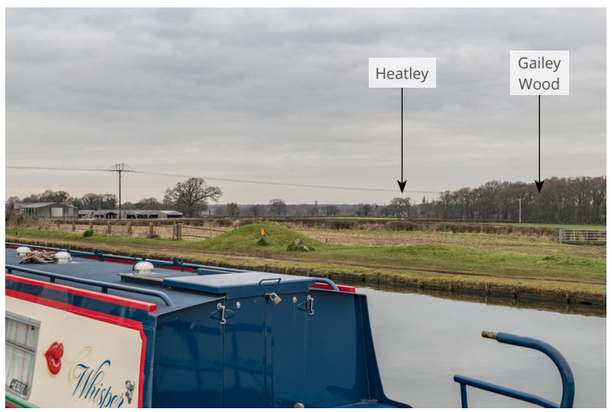
		Permanent effects during operation	Significance of effect
Year 1	**Winter**	There will be a substantial change to views in the near and middle-distance, across the majority of the view. The Proposed Scheme will introduce new and uncharacteristic, large-scale structures into views of the Bollin Valley landscape. Views of the farmed landscape will be replaced with views of Heatley South embankment, Bridgewater Canal viaduct, Spring Lane underbridge and River Bollin West viaduct. The scale and proximity of Heatley South embankment will foreshorten views to the west for residents and will feature prominently on the skyline. Boundary fencing, overhead line equipment and noise fence barriers will be prominent and uncharacteristic elements in views. Train movements will be visible along the top of the embankment and viaducts. The loss of buildings at Heatley Heath Farm and vegetation during construction, will noticeably change the composition of views compared to the baseline and will open up views of the Proposed Scheme. Mitigation planting will not be sufficiently established to assist in the filtering of views or the visual integration of the Proposed Scheme into its landscape context. The magnitude of 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**	Maturing mitigation planting will partially filter views of the lower slopes of the Heatley South embankment, Bridgewater Canal viaduct, Spring Lane underbridge and River Bollin West viaduct. However, the height and proximity of the Proposed Scheme will continue to foreshorten views and will feature prominently on the skyline. Overhead line equipment, noise fence barriers and train movements will be seen along the top of the embankment and viaducts, above the treeline and will be viewed against the skyline. The magnitude of change will remain **high**.	**Major adverse (significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 30	**Summer**	The greater maturity of the mitigation planting will further filter views of the embankment, viaducts and underbridge. However, views will continue to be foreshortened by the height and proximity of the embankment. Overhead line equipment, noise fence barriers and the movement of trains will be visible above the tree line across part of the view, viewed against the skyline. The magnitude of change will reduce to **medium**.	**Moderate adverse (significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 319-02-005: view north-east from The Barn Owl Inn, Agden Wharf, Warrington Lane

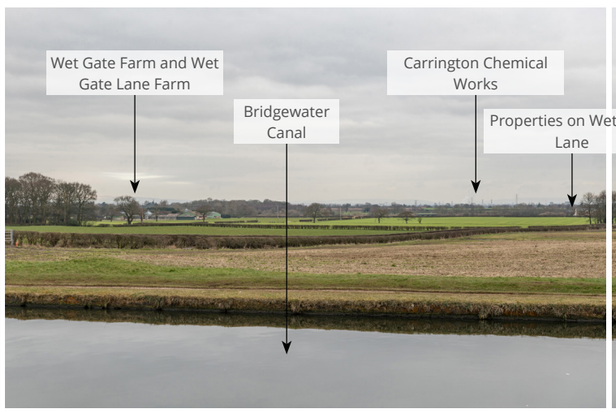
This view is representative of views experienced by residents of The Bungalow, Warrington Lane and visitors to the Barn Owl Inn.

Winter view (baseline)

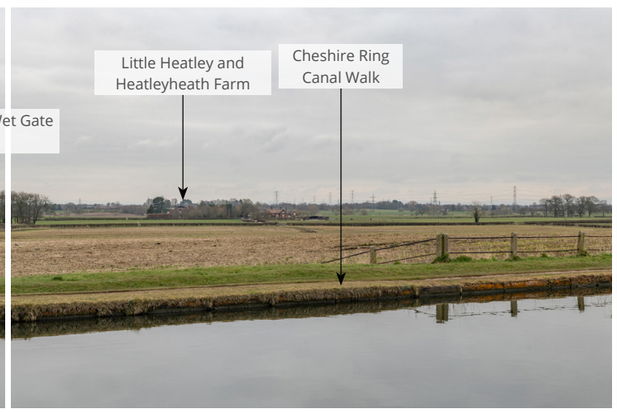
Date taken: 22/03/2018 Time taken: 10:55



W



NW



N



NE

Summer view (baseline)

Date taken: 08/08/2018 Time taken: 12:09



W



NW

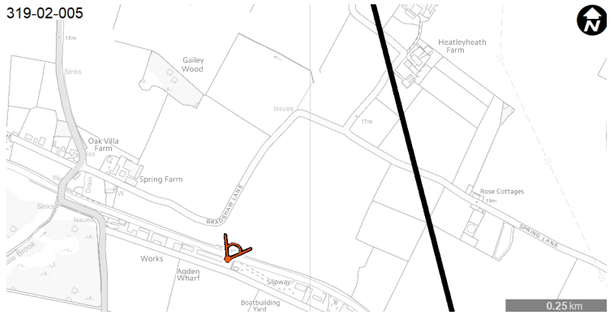


N



NE

Camera:	Sony a7RII, FFS, Zeiss Loxia 50mm f/2.0 lens	
Approximate GPS co-ordinates ref.	368943.022, 391826.046	
Elevation:	18.668m Above Ordnance Datum (AOD)	
Value of the viewpoint:	This viewpoint has **medium** value as it includes typical components of the local landscape. However, detracting elements form a noticeable part of the view.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The susceptibility of these receptors is **high**. Residents have a strong interest in their visual environment. They are therefore highly susceptible to visual change arising from construction and operation of the Proposed Scheme. Visitors to the Barn Owl Inn have lower susceptibility as their attention is less focused on the landscape.	**High**



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Viewpoint 319-02-005: view north-east from The Barn Owl Inn, Agden Wharf, Warrington Lane

Visual baseline description

Winter	This viewpoint is located along Bridgewater Canal and is slightly elevated relative to the Bollin Valley. There are near-distance views of canal boats and the canal. The towpath and medium-scale fields of arable farmland are visible across the canal to the north. The slightly elevated position of the viewpoint allows open views across the low lying Bollin Valley to properties on Spring Lane, Wet Gate Lane and at Little Heatley. Intervening hedgerows and woodland blocks including Gailey Wood partially filter views. Woodland on higher ground at Dunham Massey Estate and along the TPT are notable landscape features. Overhead power lines and telegraph lines extend across the view in the middle distance and the large-scale industrial elements at Irlam are viewed against the skyline to the north-east. On clear days, Winter Hill is visible in the far distance to the north.
Summer	In the summer, the view is relatively unchanged compared to that of the winter, however summer foliage further filters views of buildings on the valley floor.
Night time	The view is largely unlit at night with limited light sources from residential properties on the valley floor in the middle distance of the view.

Future baseline description

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

Visual impact assessment

	Temporary effects during construction	Significance of effect
Construction	There will be a substantial change to near and middle-distance views during construction of Heatley South embankment, Spring Lane underbridge and realignment, Wet Gate Lane realignment and River Bollin West viaduct. Construction activity will be visible across a large proportion of the view with some views partially filtered through intervening vegetation. Bridgewater Canal viaduct and Wet Gate Lane satellite compound, earthworks and temporary material stockpiles will be uncharacteristic elements in views across this rural, river valley landscape. The removal of intervening vegetation will noticeably change the composition of views and open up views of construction activity and the emerging structures. The removal of roadside hedges and trees will open up middle-distance views of construction traffic using Bradshaw Lane and B5159 Mill Lane. Construction activity will be viewed in the context of existing detracting elements, including overhead power lines and the industrial chimneys at Irlam, but will still represent a substantial and uncharacteristic change to views. There will be views of construction activity in association with work to underground utilities. The magnitude of change will be **high.**	**Major adverse (significant)**
Construction night-time	At night, residents of The Bungalow will have near distance but largely oblique views, of the artificial lighting at Bridgewater Canal satellite compound. This will be a new area of light source in a predominantly unlit landscape. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduced into the wider views. At night, the magnitude of change will be **medium.**	**Moderate adverse (significant)**
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	**No cumulative effect**

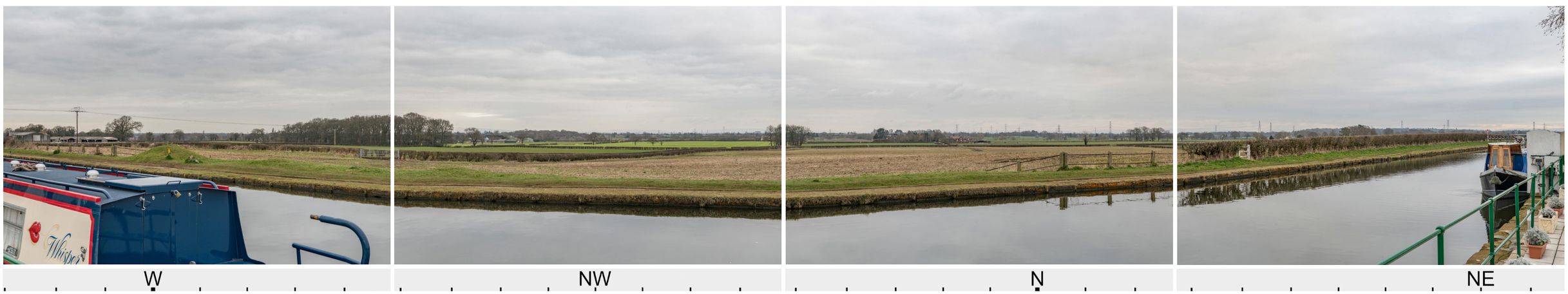
		Permanent effects during operation	Significance of effect
Year 1	**Winter**	Bridgewater Canal viaduct, Heatley South embankment, Spring Lane underbridge and River Bollin West viaduct will be new, large-scale elements within views across the Bollin Valley, in the near and middle distance. These elements will be uncharacteristic of views across the otherwise rural landscape and will be visible across the majority of the view. The proximity and extent of these elements will feature prominently on the skyline and foreshorten the wider view across the valley. Train movements across the top of the embankment and viaduct, boundary fencing, overhead line equipment and noise fence barriers will be uncharacteristic elements within views. There will be a distant view of MSC viaduct. Mitigation planting will not be sufficiently established to assist in the filtering of views or the visual integration of the Proposed Scheme into its landscape context. The magnitude of 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**	Maturing mitigation planting will assist in integrating the Proposed Scheme into the landscape and will partially filter views of the lower slopes of Heatley South embankment and River Bollin West viaduct. Train movements, boundary fencing, overhead line equipment and noise fence barriers will remain visible above the tree line. Views across the wider valley will continue to be foreshortened. Hedgerows will be established and will assist in the integration realigned Spring Lane and Wet Gate Lane into views. The magnitude of 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 greater maturity of the mitigation planting will largely filter views of the Proposed Scheme and integrate it into views across the river valley landscape. The movement of trains will remain visible above the treeline in a small part of the view but will otherwise be partially filtered through mitigation planting on the embankment. The magnitude of 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 319-02-005: view north-east from The Barn Owl Inn, Agden Wharf, Warrington Lane

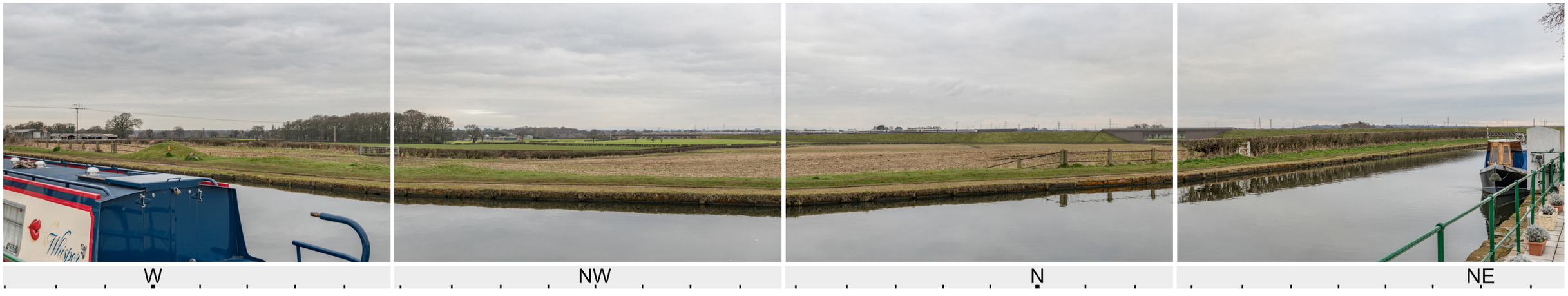
This view is representative of views experienced by residents of The Bungalow, Warrington Lane and visitors to the Barn Owl Inn.

Current baseline - winter view

Date taken: 22/03/2018. Time taken: 10:55.



Winter verifiable photomontage - operation year 1



Camera:	Sony a7RII, FFS, Zeiss Loxia 50mm f/2.0 lens		
Approximate GPS co-ordinates ref.	368943.022, 391826.046	**Direction of View:**	334.706°
Elevation:	18.668m AOD	**Height of Camera:**	1.647m

The viewpoint has been taken approximately 499m away from the Proposed Scheme. Viewpoint location shown on Map LV-01-737. For full details of the visual assessment at viewpoint 319-**02**-005 refer to Volume 5: Appendix LV-001-0MA05, Part 3.

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

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



Map Number
LV-01-737

Map Name
Verifiable Photomontage
Operation Year 1 (2038) - Winter
Viewpoint 319-**02**-005

Community Area :
MA04

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Date:Jan 2021

Viewpoint 319-02-005: view north-east from The Barn Owl Inn, Agden Wharf, Warrington Lane

This view is representative of views experienced by residents of The Bungalow, Warrington Lane and visitors to the Barn Owl Inn.

Current baseline - summer view

Date taken: 08/08/2018. Time taken: 12:09.


W


NW


N


NE

Summer verifiable photomontage - operation year 15


W


NW


N


NE

Camera:	Sony a7RII, FFS, Zeiss Loxia 50mm f/2.0 lens		
Approximate GPS co-ordinates ref.	368943.022, 391826.046	**Direction of View:**	334.706°
Elevation:	18.668m AOD	**Height of Camera:**	1.647m

The viewpoint has been taken approximately 499m away from the Proposed Scheme. Viewpoint location shown on Map LV-01-738. For full details of the visual assessment at viewpoint 319-**02**-005 refer to Volume 5: Appendix LV-001-0MA04, Part 3.

This verifiable photomontage (Type 4 as described in Visual Representation of Development Proposals LI TGN 06/19) provides an illustration of how the Proposed Scheme may look in 2053 (15 years after opening) to help inform the visual impact assessment. The design of the Proposed Scheme may be subject to design development in response to consultation. Development of detail design after hybrid bill submission will not result in any significant adverse change in the environmental effects reported in the assessment. Where new planting is proposed, it has been shown as semi-mature trees which have put on 15 years of growth to illustrate how the Proposed Scheme will further integrate into the landscape over time.

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



Map Number
LV-01-738

Map Name
Verifiable Photomontage
Operation Year 15 (2053) - Summer
Viewpoint 319-**02**-005

Community Area :
MA04

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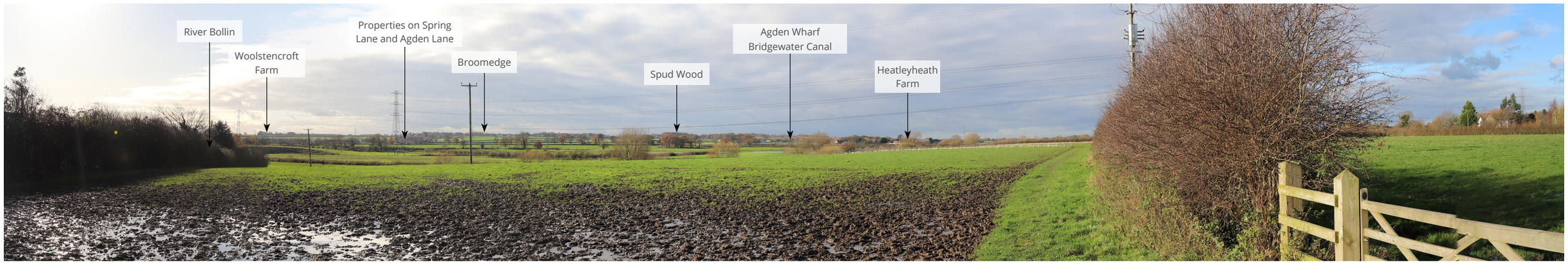
Date: Jan 2021

Viewpoint 319-02-007: view west from Footpath Dunham 8

This viewpoint is representative of views experienced by residents of Dunham Woodhouses and users of Footpath Dunham 8.

Winter view (baseline)

Date taken: 19/11/2020 (stitched panorama)

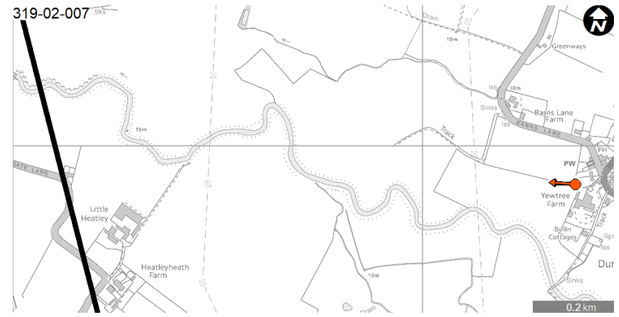


Summer view (baseline)

Date taken: 26/09/2018 (stitched panorama)



Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.	372373.4989, 387906.6269	
Value of the viewpoint:	This viewpoint has a **medium** value as it includes typical components of the local landscape including medium-scale arable fields with field boundary hedgerows and intermittent woodland blocks. It also includes overhead power lines.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The susceptibility of these receptors is **high**. Residents have a strong interest in their visual environment and the attention of footpath users is focused on the landscape. They are both therefore highly susceptible to visual change arising from the construction and operation of the Proposed Scheme.	**High**



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Viewpoint 319-02-007: view west from Footpath Dunham 8

Visual baseline description

Winter	This viewpoint is located on the western edge of Dunham Woodhouses and is slightly elevated above the Bollin Valley. There are near-distance views of the field boundary hedge along the eastern edge of a medium-scale field of rough pasture. Land falls away to the west, allowing expansive views across the arable landscape of the Bollin Valley in the middle and far distance. Medium-scale fields with broken hedgerows and intermittent woodland blocks filter views of Woolstencroft Farm, properties on Spring Lane and Agden Lane, Little Heatley and Wet Gate Farm on the valley floor. The settlement of Broomedge and Spud Wood are visible on the opposite ridgeline. Butchersfield landfill site is an artificial landform visible on the skyline to the north. Overhead power lines and telegraph poles are visible across the view.
Summer	In the summer, the view is relatively unchanged compared to the winter although intervening vegetation in leaf filters views to the middle and far distance.
Night-time	The night-time visual baseline was not assessed as there will be no requirement for continuous construction or additional operational lighting in this location.

Future baseline description

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

Visual impact assessment

		Temporary effects during construction	**Significance of effect**
Construction		There will be views of construction activity in the far distance, during construction of a series of embankments, underbridges and viaducts including Heatley South embankment, Spring Lane underbridge and River Bollin West viaduct. Construction activity will extend across the view but will be a low-lying linear element within wider views across the Bollin Valley. The presence of construction machinery and removal of vegetation will alter the composition of the view. However, views will be in the far distance and largely screened by intervening buildings and filtered through intervening vegetation. Long distance views of Broomedge and Spud Wood on the opposite ridgeline will remain. The magnitude of change will be **low**.	**Minor adverse (non-significant)**
Construction night-time		The night-time view in construction was not assessed as there is no requirement for continuous construction lighting in this location.	**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**	Heatley South embankment, Spring Lane underbridge, Wet Gate Lane telecommunications site and River Bollin West viaduct will be new large-scale elements introduced into views of the otherwise rural landscape. Raised embankments and elevated viaducts will be uncharacteristic elements within views of the river valley landscape. The Proposed Scheme will be visible in the far distance but will be a low-lying, linear element in the wider view. Some views will be screened by intervening buildings and filtered through intervening vegetation. Far-distance views of the Broomedge and Spud Wood on the opposite ridgeline will be possible beyond the Proposed Scheme. The magnitude of change will be **low**.	**Minor adverse (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 15	**Summer**	Maturing mitigation planting will assist in the integration of the Proposed Scheme into views across the river valley landscape in the far distance. The magnitude of change will remain **low**.	**Minor adverse (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 30	**Summer**	The greater maturity of the mitigation planting will further integrate the embankment, underbridge and viaduct into views across the river valley landscape. The magnitude of 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 319-02-008: view north-east from the B5159 Mill Lane

This viewpoint is representative of views experienced by residents of Oak Villa Farm, Spring Farm and properties on Stage Lane.

Winter view (baseline)

Date taken: 19/11/2020 (stitched panorama)



Summer view (baseline)

Date taken: 25/09/2018 (stitched panorama)



Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.	370427.4164, 387501.0624	
Value of the viewpoint:	This viewpoint has a **medium** value as it includes typical components of the local landscape including medium scale arable fields with field boundary hedgerows and intermittent woodland blocks. It also includes overhead power lines.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The susceptibility of these receptors is **high**. Residents have a strong interest in their visual environment. They are therefore highly susceptible to visual change arising from the construction and operation of the Proposed Scheme.	**High**



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Viewpoint 319-02-008: view north-east from the B5159 Mill Lane

Visual baseline description

Winter	This viewpoint is located on the B5159 Mill Lane adjacent to Oak Villa Farm. Residential properties are generally not orientated towards the east. There are near-distance views of the B5159 Mill Lane and its associated road signage and high-level lighting columns. Views of Spring Farm are filtered through roadside trees and hedges. Gaps in the roadside hedges allow views across medium-scale fields of arable farmland towards Gailey Wood which is a focal point in the middle distance. The vegetation of Gailey Wood filters views of Little Heatley and Heatley Heath Farm. To the north there are open views of Wet Gate Farm and Wet Gate Lane Farm, viewed against the backdrop of the woodland belt along the TPT. Telegraph lines and overhead power lines are prominent elements across views. In the far distance, woodland near the Dunham Forest Golf Course and at Bowden, is prominent on the skyline.
Summer	The view is similar to that in winter but summer foliage further filters views of buildings.
Night-time	The B5159 Mill Lane is unlit at night. Other light sources from scattered farmhouses across the Bollin Valley and from buildings at Agden Wharf are visible.

Future baseline description

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

Visual impact assessment

	Temporary effects during construction	Significance of effect
Construction	There will be a noticable change to the character of views in the middle distance during construction of Heatley South embankment, Spring Lane underbridge, Wet Gate Lane realignment and River Bollin West viaduct. Some views will be partially filtered through intervening vegetation including woodland at Gailey Wood, or screened by intervening buildings. Residential properties are generally not orientated towards the Proposed Scheme. Views of Wet Gate Lane satellite compound, earthworks and temporary material stockpiles will replace views across the rural river valley landscape. Construction activity will be uncharacteristic of existing views and will feature prominently on the skyline across a large proportion of the view. Removal of intervening vegetation including roadside trees and hedges from Bradshaw Lane, will noticeably change the composition of views compared to the baseline and will open up views of construction activity and the emerging structures. Construction traffic using Bradshaw Lane and B5159 Mill Lane will introduce additional vehicle movements into views. There will be views of construction activity in association with work to underground utilities. The magnitude of change will be **medium**.	**Moderate adverse (significant)**
Construction night-time	Residents will have views of the artificial lighting at Wet Gate Lane satellite compound and lighting for construction of River Bollin West viaduct in the middle distance. These will be new areas of illumination within a largely unlit landscape. However, views will be largely filtered through intervening vegetation and screened by intervening buildings. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider views. The magnitude of change will be **low.**	**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 introduce new large-scale elements into views of the rural, river valley landscape. Heatley South embankment will foreshorten views to the east and will alter the skyline across a large proportion of the view. Wet Gate Lane telecommunications site, boundary fencing, overhead line equipment and noise fence barriers will be new and uncharacteristic elements within views. Train movements will be visible across the top of the embankment and viaduct. Intervening roadside vegetation and Gailey Wood will partially filter views of the Proposed Scheme. Mitigation planting will not be sufficiently established to assist in the filtering of views or the visual integration of the Proposed Scheme into its landscape context. Residential properties are generally not orientated towards the Proposed Scheme or views for residents are partially filtered through intervening vegetation or screened by intervening buildings. The magnitude of 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**	Intervening vegetation will continue to partially filter views of the Proposed Scheme. The residential properties are generally not orientated towards the Proposed Scheme or views are partially filtered through intervening vegetation or screened by intervening buildings. Maturing mitigation planting will partially filter views of the lower slopes of the Heatley South embankment and assist in the visual integration of realigned Wet Gate Lane and Wet Gate Lane telecommunications site. However, the embankment will continue to feature prominently on the skyline across a much of the view and will foreshorten views across the rural river valley landscape. Overhead line equipment, noise fence barriers and train movements will be seen along the top of the embankment viewed against the skyline. The magnitude of 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 greater maturity of the mitigation planting and intervening vegetation will continue to assist in the visual integration of the Proposed Scheme into views across the rural landscape. Views of train movements, noise fence barriers and overhead line equipment in the middle distance will be partially filtered through maturing mitigation planting. However, the embankment will continue to feature prominently on the skyline across much of the view and views across the river valley landscape to the east will remain foreshortened compared to the baseline. The residential properties are generally not orientated towards the Proposed Scheme or views are partially filtered through intervening vegetation or screened by intervening buildings. The magnitude of change will remain **low**.	**Minor adverse (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 319-02-009: view north-east from Footpath Lymm 35

This viewpoint is representative of views experienced by residents of Oughtrington and footpath users.

Winter view (baseline)

Date taken: 21/03/2018 (stitched panorama)

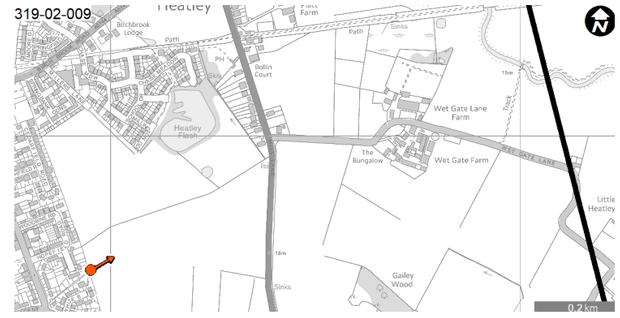


Summer view (baseline)

Date taken: 25/09/2018 (stitched panorama)



Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.	369947.3295, 387668.3208	
Value of the viewpoint:	This viewpoint has a **medium** value as it includes typical components of the local landscape including medium scale arable fields with field boundary hedgerows and intermittent woodland blocks. It also includes overhead power lines.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The susceptibility of these receptors is **high**. Residents have a strong interest in their visual environment and the attention of footpath users is focused on the landscape. They are both therefore highly susceptible to visual change arising from the construction and operation of the Proposed Scheme.	**High**



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Viewpoint 319-02-009: view north-east from Footpath Lymm 35

Visual baseline description

Winter	This viewpoint is located on Footpath Lymm 35 on the edge of Oughtrington residential area. The footpath runs across a large arable field in the near distance. High-level fences to residential properties border the field to the east, with intermittent lines of trees and a low hedgerow, along the northern boundary of the field. Views of Wet Gate Lane Farm, Wet Gate Farm and residential properties at Heatley and along Stage Lane, are filtered through intervening vegetation in the middle distance. Gailey Wood and woodland along the TPT are strong visual features. Telegraph lines and overhead power lines are detracting features across the majority of the view. The raised outline of the Pennine foothills form the skyline in the distance.
Summer	In the summer the view is relatively unchanged compared to the winter, although summer foliage in leaf, heavily filters views of buildings on Wet Gate Lane and Stage Lane.
Night-time	The night-time visual baseline was not assessed as there is no requirement for continuous construction or additional operational lighting in this location.

Future baseline description

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

Visual impact assessment

		Temporary effects during construction	Significance of effect
Construction		Views of construction activity in the far distance associated with the construction of Heatley South embankment and River Bollin West viaduct, will be heavily filtered views through intervening vegetation and screened by intervening buildings. There will be views of taller construction elements at Wet Gate Lane satellite compound, visible above the line of existing vegetation and buildings, across a small proportion of the view. Views of construction traffic using the B5159 Mill Lane will be filtered through intervening vegetation. The magnitude of change will be **low**.	**Minor adverse (non-significant)**
Construction night-time		The night-time view in construction was not assessed as there is no requirement for continuous construction or additional operational lighting in this location.	**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**	Heatley South embankment, Wet Gate Lane telecommunication site and River Bollin West viaduct will be new large-scale elements in the landscape but views of these structures in the far distance will be heavily filtered through intervening vegetation and screened by intervening buildings. Mitigation planting will not be sufficiently established to assist in the filtering of views or the visual integration of the Proposed Scheme into the wider landscape. However, in the summer months intervening vegetation in leaf will further filter views of the Proposed Scheme. The magnitude of change will be **low**.	**Minor adverse (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 15	**Summer**	Views of the Proposed Scheme will continue to be filtered by intervening vegetation and screened by intervening buildings. Maturing mitigation woodland and hedgerow planting will assist in the integration of Heatley South embankment and River Bollin West viaduct into views across the rural landscape. The magnitude of change will be **negligible**.	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 30	**Summer**	The greater maturity of the mitigation woodland and hedgerow planting will further integrate the embankment and viaduct into views across the landscape. The magnitude of change will remain **negligible**.	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 319-02-010: view east from Wet Gate Lane at Wet Gate Farm

This viewpoint is representative of views experienced by residents of Wet Gate Farm and Wet Gate Lane Farm.

Winter view (baseline)

Date taken: 19/11/2020 (stitched panorama)

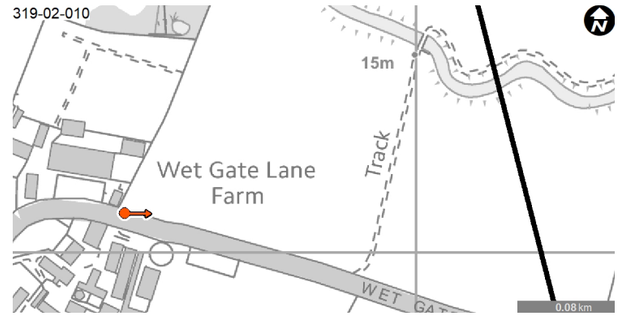


Summer view (baseline)

Date taken: 25/09/2020 (stitched panorama)



Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.	370773.3096, 388024.0898	
Value of the viewpoint:	This viewpoint has a **medium** value as it includes typical components of the local landscape including medium-scale arable fields with field boundary hedgerows, and linear belts of woodland. It also includes overhead power lines.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The susceptibility of these receptors is **high**. Residents have a strong interest in their visual environment. They are therefore highly susceptible to visual change arising from the construction and operation of the Proposed Scheme.	**High**



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Viewpoint 319-02-010: view east from Wet Gate Lane at Wet Gate Farm

Visual baseline description

Winter	There are near-distance views of a medium-scale arable field with a high-level hedge and the outbuildings of Wet Gate Farm running along the northern boundary of the field. The view is framed by roadside hedges. Views to the east from residential properties are generally screened by intervening farm buildings or filtered through intervening vegetation. The linear woodland belt along the TPT extends across the view in the middle distance. The pedestrian viaduct over River Bollin is visible, set low within the linear woodland belt. Telegraph lines and overhead power lines are prominent features in views.
Summer	In the summer the view is relatively unchanged compared to the winter.
Night-time	Wet Gate Lane is unlit and there are minimal light sources from scattered farmhouses across the Bollin Valley. B5169 Mill Lane is lit in this location.

Future baseline description

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

Visual impact assessment

	Temporary effects during construction	Significance of effect
Construction	Construction of Heatley South embankment, River Bollin West viaduct and lowering of TPT (National Cycle Route 62) will result in a substantial change to views in the near distance, across a proportion of the view. However, views will be partially screened by intervening buildings or partially filtered through intervening vegetation. The Wet Gate Lane satellite compound will be prominent in near-distance views and will foreshorten views to the east. The Wet Gate Lane satellite compound, construction machinery, large-scale earthworks and temporary material stockpiles will be new and uncharacteristic elements introduced into views of the farmed, river valley landscape. Construction traffic using Wet Gate Lane will introduce additional vehicle movements into views. A section of Wet Gate Lane will be realigned. The existing Wet Gate Lane will be closed where is crosses the route of the Proposed Scheme. There will be views of construction activity in association with work to underground utilities. The magnitude of change will be **high**.	**Major adverse (significant)**
Construction night-time	Residents will have near-distance views of the artificial lighting at Wet Gate Lane satellite compound and to facilitate construction of River Bollin West viaduct. These new areas of illumination will be seen in the context of existing light sources and will be partially screened and filtered through intervening farm buildings and garden vegetation. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider views. The magnitude of change will be **medium**.	**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**	Heatley South embankment, Wet Gate Lane telecommunications site and River Bollin West viaduct will be new large-scale elements introduced into views of the rural river valley landscape. These high-level structures will foreshorten views to the east and will feature prominently on the skyline across a proportion of the view. Boundary fencing, noise fence barriers, overhead line equipment and the addition of a new overhead power line will be new and uncharacteristic elements within these views. Train movements will be visible along the top of the embankment and viaduct. However, due to the orientation of residential properties, the majority of views will be partially screened by intervening farm buildings and filtered through intervening vegetation. In the summer months, vegetation in leaf along the River Bollin and woodland along the TPT will partially filter some views of the Heatley South embankment, River Bollin West viaduct and Wet Gate Lane telecommunications site. However, mitigation planting will not be sufficiently established to assist in the filtering of views or the visual integration of the Proposed Scheme into its landscape context. The magnitude of 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**	Views will continue to be partially filtered through intervening farm buildings and maturing landscape mitigation planting will further filter views of the Proposed Scheme. The baseline view of open fields will be foreshortened by the emerging woodland. Overhead line equipment and passing trains will continue to be visible above the treeline, partially filtered through intervening planting. The magnitude of 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 greater maturity of intervening landscape and mitigation planting will further filter views of the Proposed Scheme. The magnitude of change will remain **low**.	**Minor adverse (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 319-03-011: view west from the Trans Pennine Trail (National Cycle Route 62)

This viewpoint is representative of views experienced by recreational users of the TPT (National Cycle Route 62).

Winter view (baseline)

Date taken: 21/03/2018 (stitched panorama)

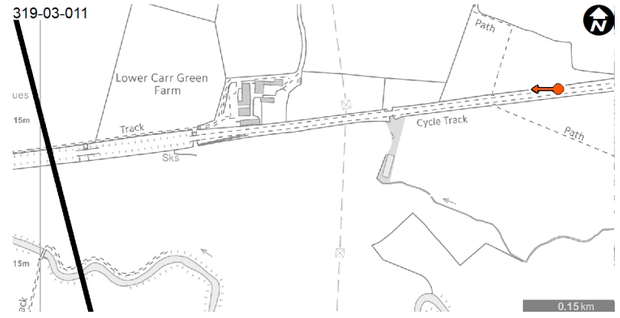


Summer view (baseline)

Date taken: 28/05/2019 (stitched panorama)



Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.	371844.3308, 388438.0606	
Value of the viewpoint:	This viewpoint is of **medium** value as it includes typical components of the local landscape including medium scale arable fields with field boundary hedgerows and intermittent woodland blocks. It also includes detracting elements such as overhead power lines.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The susceptibility of these receptors is **high**. The attention of footpath users is focused on the landscape They are therefore highly susceptible to visual change arising from construction and operation of the Proposed Scheme.	**High**



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Viewpoint 319-03-011: view west from the Trans Pennine Trail (National Cycle Route 62)

Visual baseline description

Winter	In the near distance, the footpath is bordered by wide rough grass verges and a gappy line of trees. There are oblique views to the north and south across the Bollin Valley meadowlands to scattered farms and outbuildings partially filtered through path side vegetation. The ridgelines south of Lymm are visible in the far distance with Agden Hall, Broomedge, Spud Wood and the spire of St Peter's Church Lymm being notable elements within the view. As land rises to the north, intermittent hedgerows filter views of properties on Carr Green Lane and the spire of St Werburgh's New Church. Overhead power lines are visible across the view.
Summer	During the summer, vegetation in leaf along the boundary of the TPT further filters views. Field boundary vegetation and woodland blocks are more prominent features in oblique views across the Bollin Valley landscape filtering views of farm buildings. St. Peters Church Spire remains visible in oblique views to the south.
Night-time	The night-time baseline is not described for this viewpoint, as night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.

Future baseline description

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

Visual impact assessment

		Temporary effects during construction	Significance of effect
Construction		There will be a noticeable change to the rural character of views in the middle distance during construction of Heatley South and North embankments, River Bollin West viaduct and the lowering of the TPT (National Cycle Route 62). Construction activity will be visible across a proportion of the view. Oblique views of construction activity, within the wider Bollin Valley, will be partially filtered through vegetation along the boundaries of the TPT and in the adjacent farmed landscape. Wet Gate Lane and River Bollin West viaduct satellite compounds, construction plant, large-scale earthworks and temporary materials stockpiles will be new and uncharacteristic elements introduced into views of the rural landscape. Removal of intervening field boundary vegetation and woodland will noticeably alter the composition of views and open up views of construction activity and the emerging structures. Temporary diversion of the TPT (National Cycle Route 62) will fundamentally alter the orientation and sequence of views for footpath users as they travel along the footpath. The magnitude of change will be **medium**.	**Moderate adverse (significant)**
Construction night-time		Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Construction cumulative assessment		There are no developments which will result in construction cumulative effects.	**No cumulative effect**

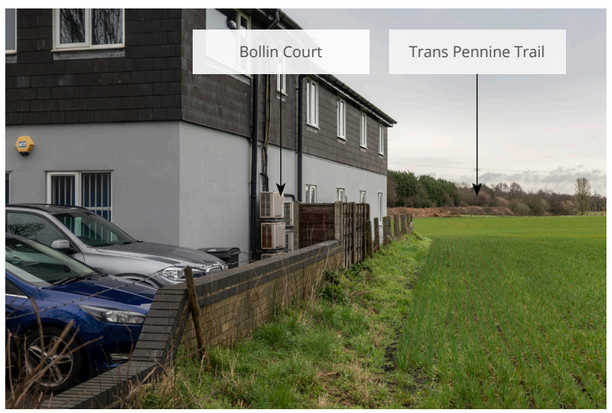
		Permanent effects during operation	Significance of effect
Year 1	**Winter**	River Bollin West viaduct will be a new raised element, visible in the middle distance, and as footpath users travel along the TPT. The Proposed Scheme will be visible across a proportion of the view. The Heatley South embankment and elements of the Proposed Scheme to the south of the viewpoint, will be seen in oblique views across the wider Bollin Valley landscape, partially filtered through intervening vegetation. The Heatley North and South embankments and the River Bollin West viaduct will be new high-level elements, at a much larger scale than the disused railway line of the TPT and the existing bridge over the River Bollin. Overhead line equipment and train movements will be uncharacteristic elements within views. The loss of vegetation during construction will noticeably change the composition of views compared to the baseline and will open up views of the Proposed Scheme. The TPT will be lowered in as it passes beneath River Bollin West viaduct. Footpath users will have near-distance views of the underside of the viaduct structure and its piers as the footpath crosses beneath the viaduct. Mitigation planting will not be sufficiently established to assist in the filtering of views or the visual integration of the Proposed Scheme into its landscape context. The magnitude of change will be **medium**.	**Moderate adverse (significant)**
	Night-time	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Year 15	**Summer**	The Proposed Scheme will continue to be seen in the context of the wider river valley landscape, in oblique views across the Bollin Valley and partially filtered through intervening vegetation. Mitigation planting will be sufficiently mature to partially integrate the lower slopes of Heatley North and South embankments into views of the rural landscape. Overhead line equipment and train movements will remain visible above the line of embankment planting and along River Bollin West viaduct but views will be partially filtered through vegetation along the boundary of the TPT. At the point where the viaduct crosses the TPT, footpath users will continue to experience near-distance views of the underside of the viaduct and its piers. The magnitude of change will reduce to **low**.	**Minor adverse (non-significant)**
	Night-time	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Year 30	**Summer**	The greater maturity of the mitigation planting will further filter views of the Proposed Scheme. The magnitude of change will remain **low**.	**Minor adverse (non-significant)**
	Night-time	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 319-02-012: view east from the B5159 Mill Lane at Bollin Court

This viewpoint is representative of views experienced by residents of Heatley.

Winter view (baseline)

Date taken: 12/03/2019 Time taken: 13:59









Summer view (baseline)

Date taken: 18/09/2019 Time taken: 16:09









Camera:	Sony a7RII, FFS, Zeiss Loxia 50mm f/2.0 lens	
Approximate GPS co-ordinates ref.	370331.973, 388171.22	
Elevation:	14.978m AOD	
Value of the viewpoint:	This viewpoint is of **medium** value as it includes typical components of the local landscape including medium scale arable fields with field boundary hedgerows and intermittent woodland blocks. It also includes detracting elements such as overhead power lines.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The susceptibility of these receptors is **high**. Residents have a strong interest in their visual environment. They are therefore highly susceptible to visual change arising from the construction and operation of the Proposed Scheme.	**High**



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Viewpoint 319-02-012: view east from the B5159 Mill Lane at Bollin Court

Visual baseline description

Winter	There are near-distance views over roadside hedges to medium-scale arable fields and the side elevation of Bollin Court. To the south, residential properties along the B5159 Mill Lane are set back from the edge of the road with well vegetated front gardens. A caravan storage site and buildings at Wet Gate Lane Farm and Wet Gate Farm are visible in the middle distance, partially filtered through intervening trees and field boundary hedgerows. Views to the north are enclosed by office units at Bollin Court in the near distance, and the linear belt of trees along the TPT in the middle distance. Overhead power lines are visible across much of the view. In the far distance, woodland near the Dunham Forest Golf Course and at Bowden, forms the skyline.
Summer	During the summer, vegetation in leaf along the roadside and along the TPT, further enclose the view. Field boundary vegetation and woodland blocks are more prominent features in views and further filter views of buildings in the Bollin Valley. Overhead power lines remain visible within the view above the line of vegetation.
Night-time	A5159 Mill Lane is lit and there are light sources from properties at Heatley. There are minimal light sources from scattered farmhouses across the Bollin Valley.

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 Heatley will have views of construction activity in the middle distance, during construction of Heatley South embankment, River Bollin West viaduct and vertically realigned TPT (National Cycle Route 62). Construction activity will be visible across a proportion of the view, with some views partially filtered through intervening vegetation and partially screened by intervening farm buildings. Wet Gate Lane satellite compound, construction machinery, large-scale earthworks and material stockpiles will be new and uncharacteristic elements within views of the farmed, river valley landscape. Views of construction activity will foreshorten views across the Bollin Valley and obscure the wooded landform at Dunham Massey Estate. Overhead power lines and telegraph lines will continue to be visible across much of the view. Construction traffic using the B5159 Mill Lane and Wet Gate Lane will introduce additional vehicle movements into views. A section of Wet Gate Lane will be realigned. The existing Wet Gate Lane will be closed where is crosses the route of the Proposed Scheme. There will be views of construction activity in association with work to underground utilities. The magnitude of change will be **medium**.	**Moderate adverse (significant)**
Construction night-time	Residents will have middle-distance views of the artificial lighting at Wet Gate Lane satellite compound and to facilitate construction of River Bollin West viaduct. These new areas of illumination will be seen in the context of existing light sources and partially screened by intervening buildings and vegetation. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider views. The magnitude of change will be **low.**	**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**	Heatley South embankment, Wet Gate Lane telecommunications site and River Bollin West viaduct will be new large-scale elements introduced into views of the low-lying river valley landscape. The Proposed Scheme will be visible across a proportion of the view. Some views will be partially filtered through intervening vegetation and screened by intervening buildings on Wet Gate Lane. The raised landform of the embankment and elevated viaduct will foreshorten views across the Bollin Valley and obscure views of woodland at the Dunham Massey Estate in the far distance. The viaduct and embankment will be new and uncharacteristic elements in views of the otherwise rural and low-lying landscape and will feature prominently on the skyline. Overhead line equipment, noise fence barriers and train movements will be visible along the top of the embankment and viaduct. The loss of vegetation, during construction will open up views of the Proposed Scheme. Mitigation planting will not be sufficiently established to assist in the filtering of views or the visual integration of the Proposed Scheme into its landscape context. The magnitude of 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**	Maturing mitigation planting will largely integrate the Proposed Scheme on Heatley South embankment into views of the wider Bollin Valley. River Bollin West viaduct, along with associated train movements and overhead line equipment, will remain uncharacteristic elements within middle-distance views but will be largely filtered through intervening vegetation. The magnitude of 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 greater maturity of the mitigation planting will further filter views of the Proposed Scheme. The magnitude of change will remain **low**.	**Minor adverse (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 319-02-012: view east from properties along B5159 Mill Lane at Bollin Court

This viewpoint is representative of views experienced by occupants of residential properties at Heatley.

Current baseline - winter view

Date taken: 12/03/2019 Time taken: 13:59



Winter verifiable photomontage - construction



The viewpoint has been taken approximately 703m away from the Proposed Scheme. Viewpoint location shown on Map LV-01-739. For full details of the visual assessment at viewpoint 319-**02**-012 refer to Volume 5: Appendix LV-001-0MA04, Part 3.

Camera:	Sony a7RII, FFS, Zeiss Loxia 50mm f/2.0 lens		
Approximate GPS co-ordinates ref.	370331.973, 388171.22	**Direction of View:**	118.68°
Elevation:	14.978m AOD	**Height of Camera:**	1.63m

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

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



Map Number: LV-01-739

Map Name: Verifiable Photomontage Peak Construction Phase - Winter Viewpoint 319-**02**-012

Community Area : MA04

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Date:Sep 2021

Viewpoint 319-02-012: view east from properties along B5159 Mill Lane at Bollin Court

This viewpoint is representative of views experienced by occupants of residential properties at Heatley.

Current baseline - winter view

Date taken: 12/03/2019 Time taken: 13:59



Winter verifiable photomontage - operation year 1



Camera:	Sony a7RII, FFS, Zeiss Loxia 50mm f/2.0 lens		
Approximate GPS co-ordinates ref.	370331.973, 388171.22	**Direction of View:**	118.68°
Elevation:	14.978m AOD	**Height of Camera:**	1.63m

The viewpoint has been taken approximately 703m away from the Proposed Scheme. Viewpoint location shown on Map LV-01-740. For full details of the visual assessment at viewpoint 319-**02**-012 refer to Volume 5: Appendix LV-001-0MA04, Part 3.

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

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



Map Number
LV-01-740

Map Name
Verifiable Photomontage
Operation Year 1 (2038) - Winter
Viewpoint 319-**02**-012

Community Area :
MA04

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Date:Sep 2021

Viewpoint 319-02-012: view east from properties along B5159 Mill Lane at Bollin Court

This viewpoint is representative of views experienced by occupants of residential properties at Heatley.

Current baseline - summer view

Date taken: 18/09/2019 Time taken: 16:09



Summer verifiable photomontage - operation year 15



Camera:	Sony a7RII, FFS, Zeiss Loxia 50mm f/2.0 lens		
Approximate GPS co-ordinates ref.	370331.973, 388171.22	**Direction of View:**	118.68°
Elevation:	14.978m AOD	**Height of Camera:**	1.63m

The viewpoint has been taken approximately 703m away from the Proposed Scheme. Viewpoint location shown on Map LV-01-741. For full details of the visual assessment at viewpoint 319-**02**-012 refer to Volume 5: Appendix LV-001-0MA04, Part 3.

This verifiable photomontage (Type 4 as described in Visual Representation of Development Proposals LI TGN 06/19) provides an illustration of how the Proposed Scheme may look in 2053 (15 years after opening) to help inform the visual impact assessment. The design of the Proposed Scheme may be subject to design development in response to consultation. Development of detail design after hybrid bill submission will not result in any significant adverse change in the environmental effects reported in the assessment. Where new planting is proposed, it has been shown as semi-mature trees which have put on 15 years of growth to illustrate how the Proposed Scheme will further integrate into the landscape over time.

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



Map Number: LV-01-741

Map Name: Verifiable Photomontage Operation Year 15 (2053) - Summer Viewpoint 319-**02**-012

Community Area : MA04

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Date: Sep 2021

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Viewpoint 319-03-013: view east from the Trans Pennine Trail (National Cycle Route 62)

This viewpoint is representative of views experienced by users of the TPT (National Cycle Route 62).

Winter view (baseline)

Date taken: 12/03/2019 Time taken: 16:00



NE


E



SE



S

Summer view (baseline)

Date taken: 19/09/2019 Time taken: 13:38

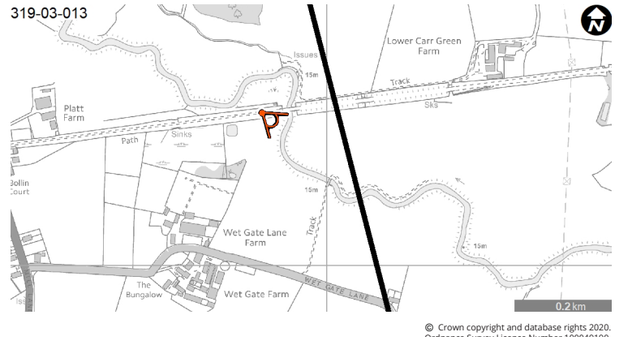

NE


E


SE


S

Camera:	Sony a7RII, FFS, Zeiss Loxia 50mm f/2.0 lens	
Approximate GPS co-ordinates ref.	370868.006, 388310.018	
Elevation:	16.08m AOD	
Value of the viewpoint:	This viewpoint has a **medium** value as it includes typical components of the local landscape including medium-scale arable fields with field boundary hedgerows and intermittent woodland blocks. It also includes detracting elements such as overhead power lines.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The susceptibility of these receptors is **high.** The attention of footpath users is focused on the landscape They are therefore highly susceptible to visual change arising from construction and operation of the Proposed Scheme.	**High**



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Viewpoint 319-03-013: view east from the Trans Pennine Trail (National Cycle Route 62)

Visual baseline description

Winter	The viewpoint is from the TPT. There are near-distance views of the unsurfaced path of the TPT, a former railway line that is partly elevated relative to the adjacent low-lying Bollin Valley landscape. The trail is lined along both sides by wide, rough grass verges and gappy lines of trees which allow oblique, intermittent views of the arable landscape in the middle distance. To the south, scattered farm buildings including Little Heatley and properties on Wet Gate Lane are visible set within the arable landscape of the Bollin Valley. Overhead power lines cross the landscape and are visible against the skyline. Views to the north are enclosed in the middle distance by woodland between the TPT and River Bollin. Woodland at Dunham Massey Estate is visible against the skyline in views to the south-east.
Summer	During the summer, vegetation in leaf along the boundary of the TPT further encloses near-distance views. Field boundary vegetation and woodland blocks are more prominent features in oblique views across the Bollin Valley landscape partially filtering views of buildings.
Night-time	The night-time baseline is not described for this viewpoint, as night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.

Future baseline description

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

Visual impact assessment

		Temporary effects during construction	Significance of effect
Construction		There will be a substantial change to the rural character of views in the near and middle-distance during construction of Heatley South and North embankments, River Bollin West viaduct and the lowering of the TPT (National Cycle Route 62). Some views will be partially filtered through intervening vegetation along the boundaries of the TPT and across the adjacent farmed landscape. Wet Gate Lane and River Bollin West viaduct satellite compounds, construction plant, large-scale earthworks and temporary materials stockpiles will be new and uncharacteristic elements introduced into views of the rural, river valley landscape and will be visible across a large proportion of the view. Removal of intervening field boundary vegetation and woodland, and demolition of properties at Little Heatley will noticeably alter the composition of views and will open up views of construction activity and the emerging structures. The TPT will be temporarily diverted. The magnitude of change will be **high.**	**Major adverse (significant)**
Construction night-time		Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	Not assessed
Construction cumulative assessment		There are no developments which will result in construction cumulative effects.	No cumulative effect

		Permanent effects during operation	Significance of effect
Year 1	**Winter**	River Bollin West viaduct will be a new high-level element visible across a large proportion of the view in the near distance and will feature prominently on the skyline. Some views will be partially filtered through intervening vegetation. Views to the east will be possible beneath the viaduct deck and between the viaduct piers. Heatley South embankment, Spring Lane underbridge, Wet Gate Lane telecommunication site and Bridgewater Canal viaduct will be new elements in oblique views to the south. Woodland at Dunham Massey Estate in the far distance of the view, will be partially obscured by the embankment. Oblique views of Heatley North embankment will be partially filtered through intervening vegetation along the TPT and along the River Bollin. Overhead line equipment and train movements will be uncharacteristic elements within views and will be visible along the top of the embankments and viaduct. The loss of vegetation during construction will noticeably change the composition of views and will open up views of the Proposed Scheme. Mitigation planting will not be sufficiently established to assist in the filtering of views or the visual integration of the Proposed Scheme into its landscape context. The TPT will have been lowered relative to the baseline as it passes beneath the viaduct. There will be near-distance views of the underside of the viaduct structure and its piers as TPT users cross beneath the Proposed Scheme through the viaduct structure. The magnitude of change will be **high**.	**Major adverse (significant)**
	Night-time	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	Not assessed
Year 15	**Summer**	River Bollin West viaduct will continue to be a high-level structure, prominent in near-distance views, and feature prominently on the skyline. Views along the TPT will be framed by the viaduct deck and piers. Mitigation planting will be sufficiently mature to partially integrate the lower slopes of the Heatley South and North embankments into oblique views of the Bollin Valley. However, the embankments and planting will foreshorten oblique views across the wider river valley landscape and will partially obscure views of woodland at Dunham Massey Estate. Overhead line equipment and train movements will continue to be visible above the line of embankment planting and along River Bollin West viaduct. Footpath users will have near-distance views of the underside of the viaduct as it crosses over the TPT. The magnitude of change will reduce to **medium**.	**Moderate adverse (significant)**
	Night-time	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	Not assessed
Year 30	**Summer**	River Bollin West viaduct will continue to feature prominently on the skyline in views to the east, with views along the TPT framed by the viaduct deck and piers. The greater maturity of mitigation planting will further integrate Heatley North and South embankments into views, but long-distance views across the Bollin Valley to Dunham Massey Estate will continue to be foreshortened by the embankments and planting. Overhead line equipment and train movements will remain visible along the top of River Bollin West viaduct. The magnitude of change will remain **medium**.	**Moderate adverse (significant)**
	Night-time	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	Not assessed
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	Not assessed

Viewpoint 319-03-013: view east from the Trans Pennine Trail (National Cycle Route 62)

This viewpoint is representative of views experienced by recreational users of the TPT and National Cycle Route 62.

Current baseline - winter view

Date taken: 12/03/2019 Time taken: 16:00



Winter verifiable photomontage - operation year 1

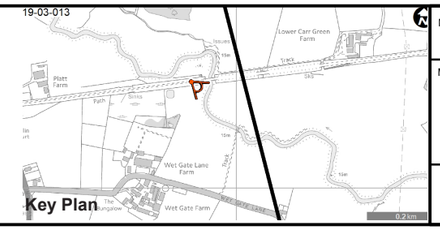


Camera:	Sony a7RII, FFS, Zeiss Loxia 50mm f/2.0 lens		
Approximate GPS co-ordinates ref.	370868.006, 388310.018	**Direction of View:**	129.76°
Elevation:	16.08m AOD	**Height of Camera:**	1.596m

The viewpoint has been taken approximately 149m away from the Proposed Scheme. Viewpoint location shown on Map LV-01-742. For full details of the visual assessment at viewpoint 319-**03**-013 refer to Volume 5: Appendix LV-001-0MA04, Part 3.

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

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



Map Number
LV-01-742

Map Name
Verifiable Photomontage
Operation Year 1 (2038) - Winter
Viewpoint 319-**03**-013

Community Area :
MA04

HS2

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Date:Jan 2021

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Viewpoint 319-02-014: view south from Carr Green Lane

This viewpoint is representative of views experienced by residents along Carr Green Lane and users of Footpath Warburton 5.

Winter view (baseline)

Date taken: 17/11/20 (stitched panorama)

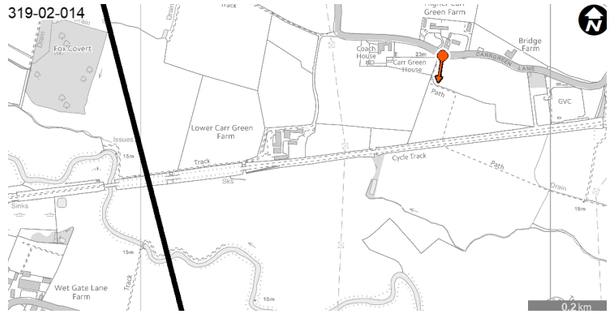


Summer view (baseline)

Date taken: 22/09/20 (stitched panorama)



Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.	371736.1486, 388632.9479	
Value of the viewpoint:	This viewpoint has a **medium** value as it includes typical components of the local landscape including medium-scale arable fields with field boundary hedges, woodland, a rural road, residential properties and telegraph lines.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The susceptibility of these receptors is **high**. Residents have a strong interest in their visual environment and the attention of footpath users is focused on the landscape. They are both therefore highly susceptible to visual change arising from the construction and operation of the Proposed Scheme.	**High**



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Viewpoint 319-02-014: view south from Carr Green Lane

Visual baseline description

Winter	The viewpoint is on Carr Green Lane at the junction with Footpath Warburton 5. There are near-distance views of Carr Green Lane, roadside hedges, a timber signpost and telegraph poles. Residential properties are visible to the north of the lane partially filtered through intervening garden vegetation. Land slopes away to the south and there are views across medium scale arable fields, field boundary trees and hedges, to a linear belt of woodland along the TPT in the middle distance. Woodland blocks, arable fields, telegraph lines and overhead power lines are visible across the rural river valley landscape of the Bollin Valley beyond the TPT. Vegetation along the ridgeline of the red sandstone escarpment is visible in the far distance. Overhead power lines are visible against the skyline.
Summer	Due to the increased density of vegetation in leaf, near and middle-distance views are further enclosed.
Night-time	Carr Green Lane is unlit at night and limited light sources from adjacent residential properties and buildings scattered across the Bollin Valley are largely filtered through intervening vegetation.

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 slight change to the rural character of views in the middle and far distance during construction of Heatley South and North embankments, Spring Lane underbridge, River Bollin West viaduct and the vertically realigned TPT (National Cycle Route 62). River Bollin West viaduct satellite compound, construction plant and large-scale earthworks will be new and uncharacteristic elements introduced into views across the Bollin Valley. The Proposed Scheme will be low-lying within the context of the wider Bollin Valley and will be visible across a small proportion of the view. Long-distance views of the ridgeline of the red sandstone escarpment to the south will remain. Intervening garden vegetation, field boundary hedgerows and woodland along the TPT will heavily filter views of the Proposed Scheme for residents. Footpath users will have sequential views of construction activity as they travel along Footpath Warburton 5. The magnitude of change will be **low.**	**Minor adverse (non-significant)**
Construction night-time	Residents will have middle-distance views of the artificial lighting at River Bollin West viaduct satellite compound and for construction of the River Bollin West viaduct. Views of these new areas of illumination will be largely oblique and heavily filtered through intervening vegetation. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider views. The magnitude of change will be **low.**	**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**	Heatley South and North embankments, Spring Lane underbridge, Wet Gate Lane telecommunications site, River Bollin West viaduct and vertically realigned TPT (National Cycle Route 62), will be new large-scale elements introduced into views of the otherwise rural landscape. The Proposed Scheme will be visible in a small proportion of the view. The raised embankments and elevated viaducts will be uncharacteristic elements within views of the river valley landscape. Views for residents will be largely filtered through intervening garden, field boundary and woodland vegetation. The Proposed Scheme will be low-lying within the context of the wider Bollin Valley and long-distance views of the ridgeline of the red sandstone escarpment to the south will remain. There will be occasional views of train movements along the top of the embankments and viaduct in middle distance between intervening vegetation and woodland blocks. Mitigation planting will not be sufficiently mature to assist in visual integration of the Proposed Scheme into rural views. Footpath users will have sequential views of the Proposed Scheme they travel along Footpath Warburton 5. The magnitude of change will be **low**.	**Minor adverse (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 15	**Summer**	Intervening vegetation will continue to filter views of the Proposed Scheme. Maturing mitigation planting will assist in the integration of the lower slopes of the embankments, underbridge and viaduct structures into views across the landscape. The magnitude of change will remain **low**.	**Minor adverse (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 30	**Summer**	The greater maturity of the mitigation planting will further integrate the embankments, underbridge and viaduct into views across the river valley landscape. The magnitude of change will remain **low**.	**Minor adverse (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 319-02-015: view west from Lower Carr Green Farm

This viewpoint is representative of views experienced by residents of Lower Carr Green Farm and users of Footpath Warburton 4.

Winter view (baseline)

Date taken: 17/11/20 (stitched panorama)

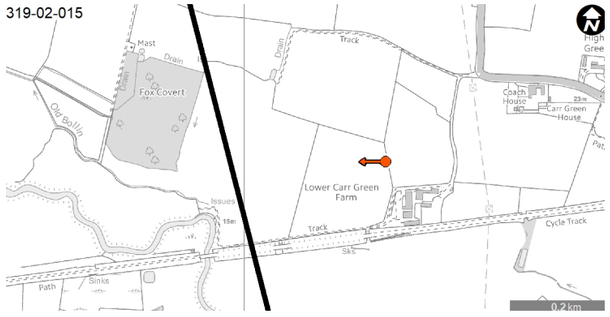


Summer view (baseline)

Date taken: 22/09/20 (stitched panorama)



Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.	371287.3677, 388508.4469	
Value of the viewpoint:	This viewpoint has a **medium** value as it includes typical components of the local landscape including medium-scale arable fields with field boundary hedgerows and intermittent woodland.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The susceptibility of these receptors is **high**. Residents have a strong interest in their visual environment and the attention of footpath users is focused on the landscape. They are both therefore highly susceptible to visual change arising from the construction and operation of the Proposed Scheme.	**High**



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Viewpoint 319-02-015: view west from Lower Carr Green Farm

Visual baseline description

Winter	The viewpoint is on Footpath Warburton 4 which runs along the edge of a medium-scale arable field towards Lower Carr Green Farm to the south. The field is bordered by a post and wire fence. Lower Carr Green Farm is seen against the backdrop of woodland vegetation along the TPT. This linear belt of woodland is visible across much of the view, largely filters views further to the south and forms the skyline. Overhead power lines are visible above the treeline. Woodland at Fox Covert and along the River Bollin form the skyline in views to the west. There are glimpsed views through intervening field boundary vegetation to rising landform to the north including telegraph lines. Views west for residents are partially screened by intervening buildings and filtered through intervening vegetation.
Summer	Woodland vegetation in leaf along the TPT, at Fox Covert and along the River Bollin, further filters views to the south and west respectively.
Night-time	The view is unlit in the near distance with skyglow in the far distance from Lymm.

Future baseline description

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

Visual impact assessment

	Temporary effects during construction	Significance of effect
Construction	There will be a notable change to the rural character of views in the near and middle-distance during construction of River Bollin West viaduct and Heatley North embankment. The majority of views for residents will be filtered through intervening vegetation and screened by intervening farm buildings. River Bollin West viaduct satellite compound, construction plant and earthworks will be new and uncharacteristic elements introduced into views of the arable landscape and woodland. Construction activity will be visible across a large proportion of the view and will feature prominently on the skyline. Removal of intervening field boundary vegetation and woodland along the TPT will further change the composition of views and will open up views of construction activity and the emerging structures. Footpath Warburton 4 will be temporarily diverted. Users of Footpath Warburton 4 will experience sequential views of construction activity and the emerging structures. There will be views of construction activity in association with work to underground utilities and diversion of an overhead high voltage power line. The magnitude of change will be **medium.**	**Moderate adverse (significant)**
Construction night-time	At night, residents will have near-distance views of the artificial lighting at River Bollin West viaduct satellite compound and to facilitate construction of River Bollin West viaduct. These will be new areas of illumination in the unlit rural landscape. However, views will be partially filtered through intervening vegetation and screened by intervening farm buildings. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider views. The magnitude of change will be **medium.**	**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**	River Bollin West viaduct and Heatley North embankment will be new large-scale elements introduced into views of the farmed landscape and woodland. The elevated viaduct and raised embankment will be uncharacteristic new elements within views and will be visible across a large proportion of the view in the middle distance. River Bollin West viaduct and Heatley North embankment will partially screen views of Fox Covert and woodland along the River Bollin. Overhead line equipment and train movements will be visible along the top of the viaduct and embankment, partially filtered through intervening vegetation. The loss of vegetation during construction will noticeably change the composition of views and will open up views of the Proposed Scheme. For residents of Lower Carr Green Farm, the majority of views will be filtered through intervening vegetation and screened by intervening farm buildings. Users of Footpath Warburton 4 will have sequential views of the Proposed Scheme as they travel along the footpath, with near-distance views of the River Bollin West viaduct and piers as they pass beneath the viaduct to the south of the TPT. Mitigation planting will not be sufficiently established to assist in the filtering of views or the visual integration of the Proposed Scheme into its landscape context. The magnitude of 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**	Intervening existing vegetation will largely filter views of Heatley North embankment, River Bollin West viaduct, train movements and overhead line equipment in the middle distance. Maturing mitigation planting will also partially integrate the lower slopes of Heatley North embankment into wider views. Views for residents of Lower Carr Green Farm will continue to be filtered through intervening vegetation and screened by intervening farm buildings. Users of Footpath Warburton 4 will continue to experience sequential views of the Proposed Scheme as they travel along the footpath, with near-distance views of the River Bollin West viaduct and piers as they pass beneath the viaduct to the south to the TPT. The magnitude of 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 greater maturity of the mitigation planting in conjunction with intervening vegetation in leaf, will further filter views of the viaduct and embankment. The magnitude of change will remain **low**.	**Minor adverse (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 319-02-016: view west from Agden Bridge Farm

This viewpoint is representative of views experienced by residents of Agden Bridge Farm, boaters along the Bridgewater Canal and users of Cheshire Ring Canal Walk (Footpath Lymm 43).

Winter view (baseline)

Date taken: 16/03/2021 (stitched panorama)

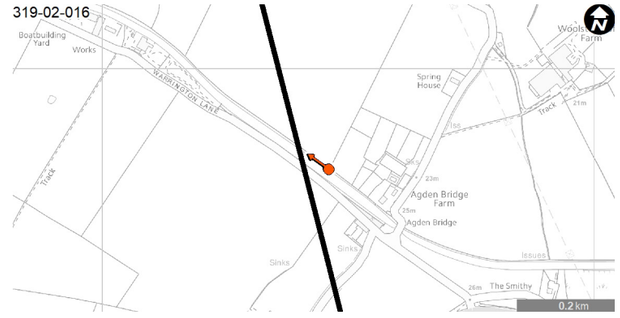


Summer view (baseline)

Date taken: 25/05/2021 (stitched panorama)



Camera:	Canon EOS 6D, 24mm lens (w), Nikon D3200, 18mm lens (s)	
Approximate GPS co-ordinates ref.	371460.9832, 386796.1531	
Value of the viewpoint:	This viewpoint has a **medium-high** value as the viewpoint is located on a long-distance footpath and the view includes long views along the canal.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The susceptibility of these receptors is **high**. Residents have a strong interest in their visual environment and the attention of footpath users is focused on the landscape. They are both therefore highly susceptible to visual change arising from the construction and operation of the Proposed Scheme.	**High**



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Viewpoint 319-02-016: view west from Agden Bridge Farm

Visual baseline description

Winter	This viewpoint is located along Footpath Lymm 43 to the south of Bridgewater Canal. The footpath is separated from adjacent arable farmland by a boundary fence and hedge. Views above the hedge to the north-west, are across medium-scale fields of low-lying arable farmland to Rose Cottages on Spring Lane and farm buildings at Little Heatley and along Wet Gate Lane in the middle distance. These views are partially filtered through intervening vegetation. Linear views along the Bridgewater Canal, to the middle distance are terminated by buildings at Lymm Marina and include linear moorings and a telegraph line. Land rises gently to the south of the Bridgewater Canal. Woodland forms the horizon in the far distance of the view.
Summer	In summer, the view is similar to winter, however, views are further filtered through the canalside hedgerow, and buildings are further screened by intervening vegetation in leaf.
Night-time	Footpath Lymm 43 is unlit. Light sources along the adjacent Warrington Lane are largely filtered through intervening vegetation.

Future baseline description

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

Visual impact assessment

		Temporary effects during construction	**Significance of effect**
Construction		Construction of Lymm North embankment, Bridgewater Canal viaduct and Heatley South embankment will result in a substantial change to the rural character of views in the near and middle distance. Bridgewater Canal satellite compound, largescale earthworks and temporary material stockpiles will be uncharacteristic elements in views of Bridgewater Canal and arable farmland and will be visible across the majority of the view. For residents of Agden Bridge Farm, views of construction activity to the south and west, will be partially filtered through intervening garden vegetation. Footpath Lymm 43 will be temporarily diverted and footpath users will have sequential views of construction activity as they travel along the footpath. Demolition of buildings at Heatley Heath Farm and the removal of canalside hedges will further alter the composition of views. There will be views of construction activity in association with work to underground utilities. The magnitude of change will be **high**.	**Major adverse (significant)**
Construction night-time		Residents will have views of the artificial lighting at Bridgewater Canal satellite compound in the middle distance. This will be a new area of illumination, in a largely unlit view. However, views will be partially filtered through intervening garden vegetation. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider views. At night, there will be a **medium** magnitude of 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**	There will be a substantial change to near and middle-distance views. Lymm North embankment, Bridgewater Canal viaduct and Heatley South embankment will be new, large-scale elements uncharacteristic within views of the Bridgewater Canal and surrounding arable landscape. The Proposed Scheme will be visible across a large proportion of the view and will feature prominently on the skyline. The proximity of the viaduct will interrupt linear views along Bridgewater Canal corridor and the embankments will foreshorten middle-distance views to the west. Train movements, noise fence barriers and overhead line equipment will be visible along the top of the embankments and viaduct. The loss of vegetation along the canal and buildings at Heatley Heath Farm during construction will be a noticeable change to the composition of the view. Some views for residents of Agden Bridge Farm will be partially filtered through intervening garden vegetation. However, mitigation planting will not be sufficiently established to assist in the filtering of views or the visual integration of the Proposed Scheme into its landscape context. Footpath users will experience sequential views of the Proposed Scheme as they travel along the footpath. There will be near-distance views of the underside of Bridgewater Canal viaduct as footpath users cross beneath the Proposed Scheme through the viaduct structure. The magnitude of 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**	For residents of Agden Bridge Farm, the Proposed Scheme on embankment and viaduct will continue to feature prominently on the skyline in views to the west, partially filtered through intervening garden vegetation. Views of Lymm North embankment and Heatley South embankment will also be partially filtered through establishing woodland planting. However, the height of the Proposed Scheme means that train movements, overhead line equipment and noise fence barriers will remain visible above the treeline. Bridgewater Canal viaduct will continue to interrupt linear views along the canal and will be visible in near-distance views for footpath users as they cross beneath the Proposed Scheme through the viaduct structure. The magnitude of change will remain **high**.	**Major 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 greater maturity of woodland and hedgerow planting will largely filter views of Lymm North embankment and Heatley South embankment. However, views across the arable landscape will continue to be foreshortened by the Proposed Scheme which will continue to feature prominently on the skyline. Bridgewater Canal viaduct will continue to interrupt linear views along the canal and will be visible in near-distance views for footpath users as they cross beneath the Proposed Scheme through the viaduct structure. Train movements, overhead line equipment and noise fence barriers will remain visible along the viaduct structure. The magnitude of change will reduce to **medium**.	**Moderate 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 320-03-001: view west from Footpath Warburton 3

This viewpoint is representative of views experienced by users of Footpath Warburton 3.

Winter view (baseline)

Date taken: 19/11/2020 (stitched panorama)

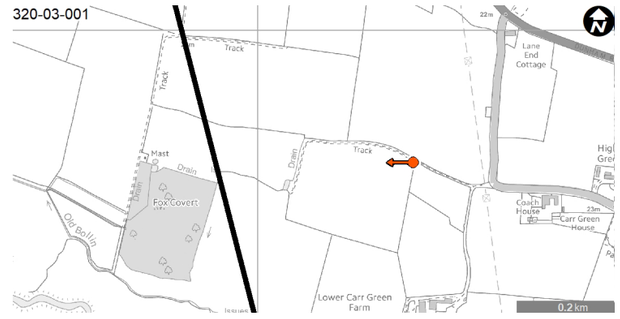


Summer view (baseline)

Date taken: 22/09/2020 (stitched panorama)



Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.	371317.1943, 388731.7859	
Value of the viewpoint:	This viewpoint has a **medium** value as it includes typical components of the local landscape including medium scale arable fields with field boundary hedgerows and intermittent woodland blocks. It also includes overhead power lines.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The susceptibility of these receptors is **high.** The attention of footpath users is focused on the landscape They are therefore highly susceptible to visual change arising from construction and operation of the Proposed Scheme.	**High**



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Viewpoint 320-03-001: view west from Footpath Warburton 3

Visual baseline description

Winter	The view is from Footpath Warburton 3 which runs along the northern boundary of a medium sized arable field with boundary hedges and trees. Dense woodland at Fox Covert encloses further views to the west and forms the skyline. As land falls away to the south, woodland and vegetation along the TPT largely filter views across the Bollin Valley to Bridgewater Canal and Agden Wharf. Telegraph lines and a phone mast are also visible within the view. The urban edges of Lymm, including the spire of St Peters Church and ridgelines of the red sandstone escarpment are visible in the far distance of the view.
Summer	Vegetation in leaf further encloses and filters views.
Night-time	The night-time baseline is not described for this viewpoint, as night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.

Future baseline description

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

Visual impact assessment

		Temporary effects during construction	Significance of effect
Construction		There will be a substantial change to the rural character of near and middle-distance views during construction of River Bollin West viaduct, Heatley North embankment and Warburton cutting. River Bollin West viaduct satellite compound, construction plant, earthworks and temporary material stockpiles will be new and uncharacteristic elements introduced into views of the arable landscape. Construction activity will be visible across the majority of the view and will feature prominently on the skyline, replacing views of the farmed landscape and woodland at Fox Covert. Removal of intervening field boundary vegetation and woodland blocks will further change the composition of views compared to the baseline and will open up views of construction activity and the emerging structures. Footpath Warburton 3 will be realigned. There will be views of construction activity in association with work to underground utilities and diversion of an overhead power line. The magnitude of change will be **high.**	**Major adverse (significant)**
Construction night-time		Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Construction cumulative assessment		There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	Significance of effect
Year 1	**Winter**	River Bollin West viaduct and Heatley North embankment will be new large-scale elements introduced into views of the farmed landscape. The elevated viaduct and raised embankment, overhead line equipment and train movements will be uncharacteristic new elements within views and will be visible across the majority of the view in the middle distance. The loss of vegetation during construction will noticeably change the composition of views compared to the baseline and will open up views of the Proposed Scheme. Mitigation planting will not be sufficiently established to assist in the filtering of views or the visual integration of the Proposed Scheme into its landscape context. Footpath Warburton 3 will have been realigned and will cross the Proposed Scheme via the Footpath Warburton 3 accommodation overbridge, substantially changing the user's sequential views of medium-scale agricultural fields and hedgerows. The magnitude of change will be **high**.	**Major adverse (significant)**
	Night-time	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Year 15	**Summer**	Mitigation planting will be sufficiently mature to integrate the lower slopes of Heatley North embankment into the landscape and reinstate the existing hedgerow pattern for users of realigned Footpath Warburton 3. Intervening vegetation in leaf will also partially filter views of Heatley North embankment and River Bollin West viaduct. However, train movements and overhead line equipment along the top of the embankment and viaduct will remain visible in the middle distance across a large proportion of the view. The magnitude of change will reduce to **medium**.	**Moderate adverse (significant)**
	Night-time	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Year 30	**Summer**	The greater maturity of the mitigation planting in conjunction with intervening vegetation in leaf, will further filter views of the viaduct and embankment. The magnitude of change will reduce to **low.**	**Minor adverse (non-significant)**
	Night-time	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 320-03-002: view north-east from Footpath Lymm 19

This viewpoint is representative of views experienced by recreational footpath users at Sow Brook Playing Fields and at Sow Brook Allotments.

Winter view (baseline)

Date taken: 05/03/2019 (stitched panorama)

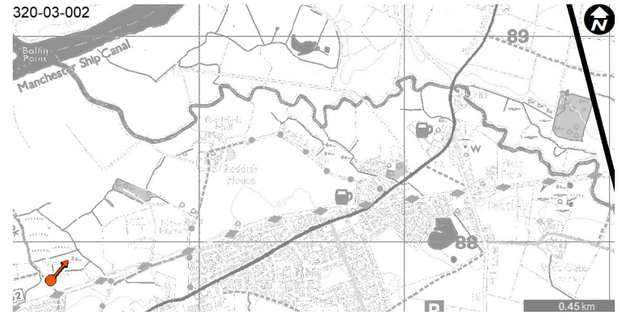


Summer view (baseline)

Date taken: 23/09/2020 (stitched panorama)



Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.	368276.1478, 387812.9615	
Value of the viewpoint:	This viewpoint has a **medium** value as it includes typical components of the local landscape including field boundary hedgerows and intermittent woodland blocks. It also includes views across formal sports pitches.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The susceptibility of these receptors is **high**. The attention of footpath users is focused on the landscape They are therefore highly susceptible to visual change arising from construction and operation of the Proposed Scheme.	**High**



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Viewpoint 320-03-002: view north-east from Footpath Lymm 19

Visual baseline description

Winter	This viewpoint is located on Footpath Lymm 19 within a recreational area on the north-east edge of Lymm. There are near-distance views of football and rugby pitches at Sow Brook Playing Fields, framed by woodland blocks. In the middle distance, woodland copses are scattered across rough grassland and filter views of the farmed landscape beyond. Telegraph lines and overhead power lines are visible in all views. Woodland along MSC and surrounding Rixton Old Hall enclose middle-distance views. Warburton High Level Bridge over MSC is visible against the skyline.
Summer	The summer view remains similar to that seen during winter, although summer foliage further filters views of the middle distance and heavily filters views of the Warburton Toll Bridge.
Night-time	The night-time visual baseline was not assessed as night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.

Future baseline description

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

Visual impact assessment

	Temporary effects during construction	Significance of effect
Construction	Footpath users and visitors to the playing fields and allotments, will have views of construction activity in the far distance, across a small proportion of the view. Taller construction elements such as cranes, will be visible beyond Warburton High Level Bridge, during construction of MSC viaduct. Views will be heavily filtered through intervening vegetation particularly during the summer months. The magnitude of change will be **low**.	**Minor adverse (non-significant)**
Construction night-time	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	Significance of effect
Year 1	**Winter**	MSC viaduct will be visible in the far distance and will be heavily filtered through intervening vegetation. The new structure will be seen in the context of Warburton High Level Bridge but will be much taller and will be visible across a greater proportion of the view in the far distance. In the summer months, intervening vegetation in leaf will further filter views of MSC viaduct. The magnitude of change will be **low**.	**Minor adverse (non-significant)**
	Night-time	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Year 15	**Summer**	Intervening vegetation will continue to filter views of MSC viaduct in the far distance. The magnitude of change will remain **low**.	**Minor adverse (non-significant)**
	Night-time	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Year 30	**Summer**	The greater maturity of intervening vegetation will further filter views of the Proposed Scheme. The magnitude of change will remain **low**.	**Minor adverse (non-significant)**
	Night-time	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 320-02-003: view north and east from the new Church of Saint Werburg, Bent Lane

This viewpoint is representative of views experienced by residents on the A6144 Bent Lane and users of Footpath Warburton 3.

Winter view (baseline)

Date taken: 19/11/2020 (stitched panorama)

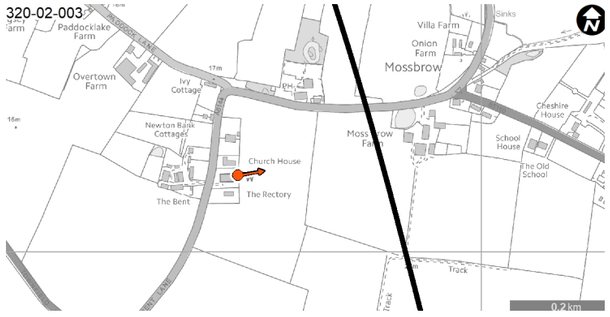


Summer view (baseline)

Date taken: 25/09/2018 (stitched panorama)



Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.	370503.8252, 389156.0289	
Value of the viewpoint:	This viewpoint has a **medium** value as it includes typical components of the local landscape including listed properties and medium scale arable fields. The A6144 Paddock Lane is a prominent component in the view.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The susceptibility of these receptors is **high**. Residents have a strong interest in their visual environment and the attention of footpath users is focused on the landscape. They are both therefore highly susceptible to visual change arising from the construction and operation of the Proposed Scheme.	**High**



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Viewpoint 320-02-003: view north and east from the new Church of Saint Werburg, Bent Lane

Visual baseline description

Winter	The viewpoint is located within the churchyard overlooking an area of arable farmland enclosed on three sides by busy rural roads including the A6144 Bent Lane, the B560 Dunham Road and the A6144 Warburton Lane. There are near-distance views across small and medium-scale fields of arable farmland, towards properties on the B5160 Dunham Road and along the A6144 Warburton Lane, including Saracen's Head public house. Electricity and telegraph lines cut across views to the south and east; and phone masts are also visible. There are views over low level field boundary hedgerows to the Bollin Valley and higher ground at Dunham Woodhouses in the middle distance. The Pennine foothills can be glimpsed above a backdrop of woodland in the far distance.
Summer	The view remains similar to that seen during winter, although the summer foliage encloses near-distance views allowing only glimpsed views of the Bollin Valley.
Night-time	The A6144 Bent Lane is lit at night and there are light sources from properties at on the A6144 Paddock Lane and across the Bollin Valley, within the view.

Future baseline description

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

Visual impact assessment

	Temporary effects during construction	Significance of effect
Construction	There will be a substantial change to the rural character of near and middle-distance views during construction of Warburton cutting and Footpath Warburton 3 accommodation overbridge. Construction machinery and large-scale earthworks will be introduced into views of arable fields. Construction activity will be visible across a large proportion of the view. For residents on the west side of the A6144 Bent Lane, these views will be partially filtered through intervening vegetation and screened by intervening buildings. Residents on the east side of the A6144 Bent Lane and footpath users will have near-distance views of construction activity. Views to the north from properties close to Paddock Lane will be more open due to the removal of roadside vegetation during construction. Footpath Warburton 3 will be realigned. Removal of intervening field boundary vegetation will noticeably change the composition of views compared to the baseline and will open up views of construction activity and the emerging structures. Construction traffic using the A6144 Paddock Lane will introduce additional vehicle movements into middle-distance views. There will be views of construction activity in association with work to underground utilities. The magnitude of change will be **high**.	**Major adverse (significant)**
Construction night-time	Residents will have views of the artificial lighting at Warburton embankment satellite compound in the far distance of the view. However, views of this new area of illumination will be partially screened by existing buildings and partially filtered through intervening vegetation. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider views. The magnitude of change will be **low.**	**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 across a large proportion of the view. Warburton cutting and Footpath Warburton 3 accommodation overbridge will be new and uncharacteristic elements introduced into views of the rural landscape. The overbridge will be an isolated high-level structure, visible across the low-lying landscape. Warburton cutting will be partially screened by landscape earthworks, however overhead line equipment and train movements, visible above the line of the cutting, will be uncharacteristic elements in rural views. For residents on the west side of the A6144 Bent Lane, views east to the Proposed Scheme will be heavily filtered through intervening vegetation and screened by intervening buildings. Views to the north from properties closer to A6144 Paddock Lane will be more open due to the removal of roadside vegetation during construction. For residents on the east of the A6144 Bent Lane, views will be more open where property boundary vegetation is absent. The A6144 Paddock Lane overbridge will be visible in the far distance of the view and will feature prominently on the skyline in oblique views to the north beyond the Saracen's Head public house. Footpath Warburton 3 will have been realigned crossing the Proposed Scheme on the overbridge, and footpath users will experience elevated views across the landscape. Mitigation planting will not be sufficiently established to assist in the filtering of views or the visual integration of the Proposed Scheme into its landscape context. The magnitude of change will be **high**.	**Major adverse (significant)**
	Night-time	Traffic movements and roadside lighting along the A6144 Paddock Lane will be more prominent in views at night compared to the baseline, due to the elevated position of the realigned road. This area of illumination will be visible in obliques views and seen against the skyline in the background of the view. The magnitude of change will be **low**.	**Minor adverse (non-significant)**
Year 15	**Summer**	Maturing mitigation planting will partially filter views of Warburton cutting, associated overhead line equipment and train movements. However, the elevated Footpath Warburton 3 accommodation access overbridge and A6144 Paddock Lane overbridge will remain visible above the treeline. The magnitude of change will reduce to **medium**.	**Moderate adverse (significant)**
	Night-time	Maturing mitigation planting will partially filter oblique views of traffic movements and roadside lighting along the A6144 Paddock Lane. The magnitude of change will remain **low**.	**Minor adverse (non-significant)**
Year 30	**Summer**	The greater maturity of the mitigation planting will further filter views of the Proposed Scheme. The magnitude of change will reduce to **low**.	**Minor adverse (non-significant)**
	Night-time	The greater maturity of mitigation planting will further filter oblique views of traffic movements and roadside lighting along the A6144 Paddock Lane. The magnitude of change will remain **low**.	**Minor adverse (non-significant)**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 320-02-004: view north-west from the A6144 Warburton Lane at Mossbrow

This viewpoint is representative of views experienced by residents in Mossbrow and visitors to the Saracen's Head Public House.

Winter view (baseline)

Date taken: 07/03/2019 (stitched panorama)

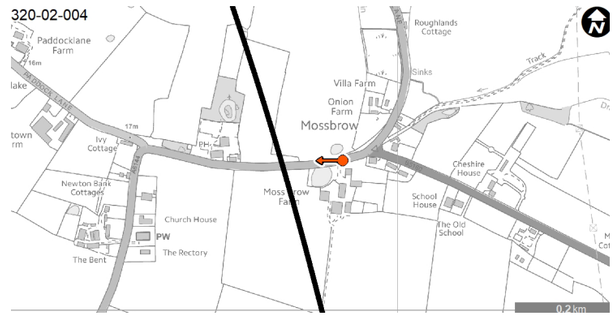


Summer view (baseline)

Date taken: 23/09/2020 (stitched panorama)



Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.	370897.4364, 389298.5363	
Value of the viewpoint:	This viewpoint has a **medium** value as it includes typical components of the local landscape including listed properties, small-scale pastoral fields and wetland areas. The A6144 Warburton Lane is a prominent element in the view.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The susceptibility of these receptors is **high**. Residents have a strong interest in their visual environment. They are therefore highly susceptible to visual change arising from the construction and operation of the Proposed Scheme. Visitors to public houses have lower susceptibility to change as their attention is not always focused on the landscape.	**High**



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Viewpoint 320-02-004: view north-west from the A6144 Warburton Lane at Mossbrow

Visual baseline description

Winter	This viewpoint is located on the A6144 Warburton Lane in Mossbrow, at the entrance to Moss Brow Farm. The road is well lit at night with a narrow footpath to the north side. The road alignment runs in a curve around the south side of Mossbrow. The road corridor is enclosed by the brick boundary wall and buildings of properties at Moss Brow Farm, roadside hedges and trees to the south. To the north gappy and overgrown roadside hedgerows with trees allow filtered views of grazing pasture and areas of ponds in the middle distance. There are filtered views through roadside and field boundary vegetation to the Saracen's Head public house which is viewed against the backdrop of woodland within the property's curtilage. Views from residential properties are typically partially filtered through property boundary vegetation or farm outbuildings. Views north from the Saracen's Head public house are screened by existing woodland.
Summer	The road corridor is more enclosed during the summer months and views of the Saracen's Head public house are highly filtered through vegetation in leaf.
Night-time	The A6144 Paddock Lane is lit at night and there are light sources from surrounding residential properties, farms and the Saracen's Head public house. The surrounding landscape is predominantly unlit at night.

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	This viewpoint lies within the land required for construction, but the A6144 Warburton Lane will remain open, throughout the construction phase of the Proposed Scheme until the A6144 Paddock Lane road alignment is completed. Residents along the A6144 Paddock Lane will experience a substantial change to the rural character of near and middle-distance views during construction of Warburton cutting and realigned A6144 Paddock Lane and overbridge. Construction activity will be visible across a large proportion of the view. However, some views will be partially filtered through intervening vegetation. The presence of Warburton embankment satellite compound will foreshorten views to the north and west. Large-scale earthworks and machinery will replace views of the arable landscape to the south. Closure of a section of the A6144 Paddock Lane and the removal of woodland, field boundary and roadside vegetation, will noticeably change the composition of views and open up direct views of construction activity and the emerging structures. Construction traffic using the A6144 Paddock Lane will introduce additional vehicle movements into near-distance views. Visitors to the Saracen's Head public house, will have near-distance views of construction activity and the emerging structures as they arrive or depart from the public house. Removal of vegetation from around the public house will open up views of construction activity for visitors using the public house garden. There will be views of construction activity in association with work to underground utilities and the diversion of an overhead power line. The magnitude of change will be **high**.	**Major adverse (significant)**
Construction night-time	Residents in proximity to Warburton embankment satellite compound, will have near-distance views of the artificial lighting at Warburton embankment satellite compound. This new area of illumination will be seen in the context of existing light sources within the view. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider views. At night the magnitude of change will be **medium**.	**Moderate adverse (significant)**
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	Significance of effect
Year 1	**Winter**	The A6144 Paddock Lane autotransformer station, Warburton cutting and the A6144 Paddock Lane overbridge will be new large-scale elements, visible across a large proportion of the view in the near and middle distance. The A6144 Paddock Lane overbridge will foreshorten views to the north and feature prominently on the skyline. Warburton cutting will be partially screened by landscape earthworks, however overhead line equipment and train movements will be visible above the line of the cutting. Views for visitors to the Saracen's Head public house will be partially filtered through intervening vegetation. For residents of Moss Brow Farm, views of the Proposed Scheme will be partially filtered through intervening vegetation and screened by farm buildings. The loss of vegetation during construction will noticeably change the composition of views and will allow views of the Proposed Scheme. Mitigation planting will not be sufficiently established to assist in the filtering of views or the visual integration of the Proposed Scheme into its landscape context. The magnitude of change will be **high**.	**Major adverse (significant)**
	Night-time	Traffic movements and roadside lighting along the A6144 Paddock Lane will be more prominent in middle-distance views at night compared to the baseline, due to the elevated position of the realigned road. The new roundabouts at the junctions between the realigned road and the A6144 Warburton Lane and the A6144 Bent Lane will also be lit. The lights will be designed to reduce the visual impact of the lighting installation. At night the magnitude of change will be **medium**.	**Moderate adverse (significant)**
Year 15	**Summer**	Maturing mitigation planting in association with landscape earthworks will partially filter views of the cutting, overhead line equipment and train movements. The A6144 Paddock Lane overbridge will continue to foreshorten views to the north. Lighting columns and traffic using the overbridge will remain visible, but views will be partially filtered through woodland and hedgerow planting. The magnitude of change will reduce to **medium**.	**Moderate adverse (significant)**
	Night-time	Maturing mitigation planting and intervening vegetation along realigned A6144 Paddock Lane embankments will partially filter views of traffic movements and roadside lighting in the middle distance. However, due to the elevated position of the realigned road, this new area of illumination will be more visible within the view compared to the baseline. At night the magnitude of change will be **low**.	**Minor adverse (non-significant)**
Year 30	**Summer**	The greater maturity of the landscape and mitigation planting will further filter views of the Proposed Scheme. The magnitude of change will reduce to **low**.	**Minor adverse (non-significant)**
	Night-time	The greater maturity of mitigation planting will further filter views of traffic movements and roadside lighting along the A6144 Paddock Lane overbridge. However, due to the elevated position of the realigned road, this new area of illumination will be more visible within the view compared to the baseline. At night the magnitude of change will remain **low**.	**Minor adverse (non-significant)**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 320-02-005: view east from the A6144 Paddock Lane

This view is representative of views experienced by residents along A6144 Paddock Lane.

Winter view (baseline)

Date taken: 19/11/2018 Time taken: 14:57









Summer view (baseline)

Date taken: 01/08/2019 Time taken: 09:11

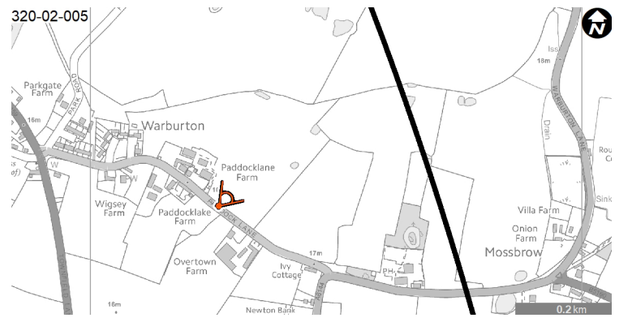








Camera:	Sony a7RII, FFS, Zeiss Loxia 50mm f/2.0 lens	
Approximate GPS co-ordinates ref.	370260.914, 389468.862	
Elevation:	16.289m AOD	
Value of the viewpoint:	This viewpoint has a **medium** value as it includes typical components of the local landscape including medium-scale arable farmland and woodland blocks. It also includes some infrastructure elements.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The susceptibility of these receptors is **high**. Residents have a strong interest in their visual environment. They are therefore highly susceptible to visual change arising from the construction and operation of the Proposed Scheme.	**High**



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Viewpoint 320-02-005: view east from the A6144 Paddock Lane

Visual baseline description

Winter	The view is from A6144 Paddock Lane. In the near distance are the roadside hedges and low-level metal bar fencing of the A6144 Paddock Lane. Medium-scale arable fields and farm buildings at Paddock Lane Farm are visible above roadside hedgerows. To the south-east, views are along the A6144 Paddock Lane, towards residential properties and the Saracen's Head public house and surrounding woodland. Warburton Park Farm is visible in the middle distance to the north, filtered through intervening vegetation. Coroners Wood forms a wooded backdrop to views to the north and east. Overhead power lines and a chimney at Cadishead are detracting elements in the background of the view.
Summer	During the summer months, views of residential properties on A6144 Paddock Lane and the Saracen's Head public house are further filtered through intervening vegetation in leaf.
Night-time	The A6144 Paddock Lane is lit at night and there are numerous light sources from the settlements at Warburton and Partington.

Future baseline description

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

Visual impact assessment

		Temporary effects during construction	Significance of effect
Construction		There will be a substantial change to the rural character of near and middle-distance views during construction of the A6144 Paddock Lane overbridge, Warburton embankment and MSC viaduct. Construction activity will be visible across a large proportion of the view. Some views will be partially screened and filtered through farm outbuildings, intervening field boundary and garden vegetation. The A6144 Paddock Lane satellite compound will be a prominent feature within the view. Large-scale earthworks and machinery will be new and uncharacteristic elements introduced into views of relatively flat, arable farmland. Construction activity and the emerging structures will obscure views of the Saracen's Head public house and surrounding woodland. Removal of intervening field boundary vegetation and woodland from the boundary of the garden to the Saracen's Head public house will noticeably change the composition of views compared with the baseline and will open up views of construction activity and the emerging structures that will feature prominently on the skyline. The magnitude of change will be **high**.	**Major adverse (significant)**
Construction night-time		At night, residents will have near-distance views of the artificial lighting at A6144 Paddock Lane satellite compound and middle-distance views of lighting required for construction of MSC viaduct. These new areas of illumination will be seen in the context of existing light sources within the view, and views will be partially filtered through intervening vegetation. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider views. At night, the magnitude of change will be **medium.**	**Moderate adverse (significant)**
Construction cumulative assessment		There are no developments which will result in construction cumulative effects.	**No cumulative effect**

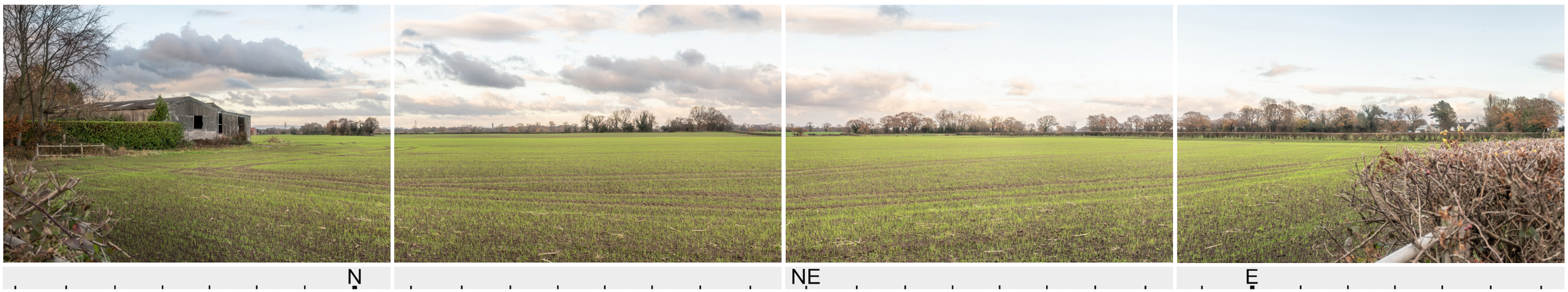
		Permanent effects during operation	Significance of effect
Year 1	**Winter**	The A6144 Paddock Lane overbridge, Warburton embankment and MSC viaduct will be new, large-scale structures, introduced into middle-distance views of arable farmland I the middle distance and will be visible across a large proportion of the view. The raised landform associated with A6144 Paddock Lane overbridge and Warburton embankment will be uncharacteristic elements within views of this relatively flat landscape. MSC viaduct will be a new element within the view. Landscape earthworks will partially mitigate views of overhead line equipment and train movements along the embankment. Views of train movements along the viaduct will be partially filtered through intervening vegetation. Warburton embankment and the A6144 Paddock Lane overbridge will feature prominently on the skyline in views to the east. Views across the landscape to Warburton Park Farm and to woodland at Coroners Wood, will be possible beneath MSC viaduct deck, between the viaduct piers. Traffic movements and lighting along the A6144 Paddock Lane overbridge will be elevated and closer in the view relative to the baseline. The loss of vegetation during construction will noticeably change the composition of views and will open up views of the Proposed Scheme. Mitigation planting will not be sufficiently established to assist in the filtering of views or the visual integration of the Proposed Scheme into its landscape context. The magnitude of change will be **high.**	**Major adverse (significant)**
	Night-time	Traffic movements and roadside lighting along the A6144 Paddock Lane in the middle distance will be more prominent in views at night compared to the baseline, due to the elevated position of the realigned road. The new roundabouts at the junctions between the realigned road and A6144 Warburton Lane and A6144 Bent Lane will also be lit. These new areas of illumination will be seen in the context of existing light sources. At night the magnitude of change will be **low**.	**Minor adverse (non-significant)**
Year 15	**Summer**	Maturing mitigation planting in association with landscape earthworks will partially integrate the A6144 Paddock Lane overbridge and Warburton embankment into views of the farmed landscape and will partially filter views of train movements and overhead line equipment across the top of Warburton embankment. The landform associated with the A6144 Paddock Lane overbridge will continue to obscure views of the Saracen's Head public house. Roadside lighting columns and traffic movements along the elevated overbridge, will be partially filtered in views by maturing mitigation planting on the overbridge embankments. Views of the lower sections of MSC viaduct piers, will be partially filtered through maturing mitigation planting. However, due to its scale, MSC viaduct will continue to be visible across a large proportion of the view. Overhead line equipment and train movements across MSC viaduct will be seen against the skyline. The magnitude of change will reduce to **medium.**	**Moderate adverse (significant)**
	Night-time	Maturing mitigation planting will partially filter views of traffic movements and roadside lighting in the middle distance along the A6144 Paddock Lane overbridge and lighting at the roundabout junctions with A6144 Warburton Lane and A6144 Bent Lane. At night the magnitude of change will remain **low.**	**Minor adverse (non-significant)**
Year 30	**Summer**	The greater maturity of mitigation planting in association with landscape earthworks will further integrate Warburton embankment into rural views. The A6144 Paddock Lane overbridge will remain a high-level element within the view. Views of the lower sections of MSC viaduct piers, will be further filtered through mature mitigation planting. However, the elevated MSC viaduct, train movements and overhead line equipment across the top of the viaduct, will remain uncharacteristic elements in views of the farmed landscape, partially filtered through intervening vegetation. The magnitude of change will remain **medium**.	**Moderate adverse (significant)**
	Night-time	The greater maturity of mitigation planting will largely filter views of traffic movements and roadside lighting along the A6144 Paddock Lane overbridge and lighting at the roundabout junctions with A6144 Warburton Lane and A6144 Bent Lane. The magnitude of change at night will remain **low.**	**Minor adverse (non-significant)**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 320-02-005: view east from A6144 Paddock Lane

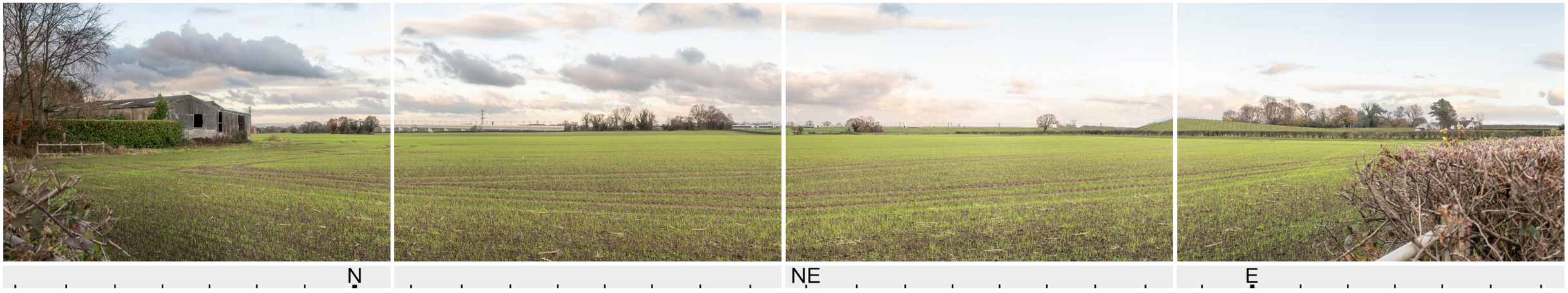
This view is representative of views experienced by residents along A6144 Paddock Lane.

Current baseline - winter view

Date taken: 19/11/2018 Time taken: 14:57



Winter verifiable photomontage - operation year 1

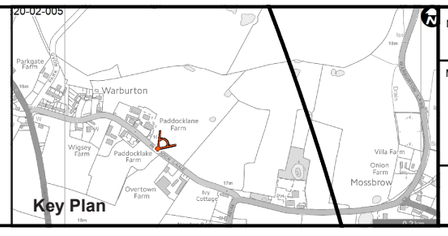


Camera:	Sony a7RII, FFS, Zeiss Loxia 50mm f/2.0 lens		
Approximate GPS co-ordinates ref.	370260.914, 389468.862	**Direction of view:**	42.825°
Elevation:	16.289m AOD	**Height of camera:**	1.63m

The viewpoint has been taken approximately 429m away from the Proposed Scheme. Viewpoint location shown on Map LV-01-743. For full details of the visual assessment at viewpoint 320-**02**-005 refer to Volume 5: Appendix LV-001-0MA04, Part 3.

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

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



Map Number
LV-01-743

Map Name
Verifiable Photomontage
Operation Year 1 (2038) - Winter
Viewpoint 320-**02**-005

Community Area :
MA04

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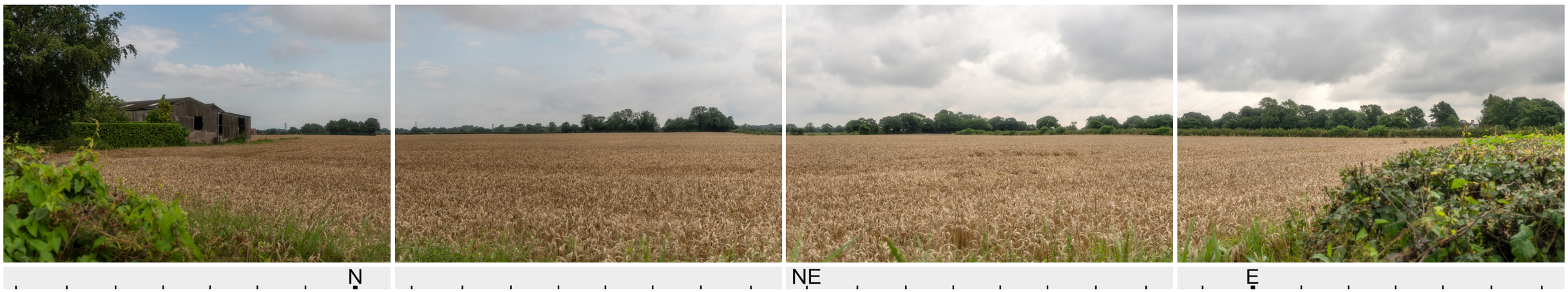
Date:Jan 2021

Viewpoint 320-02-005: view east from A6144 Paddock Lane

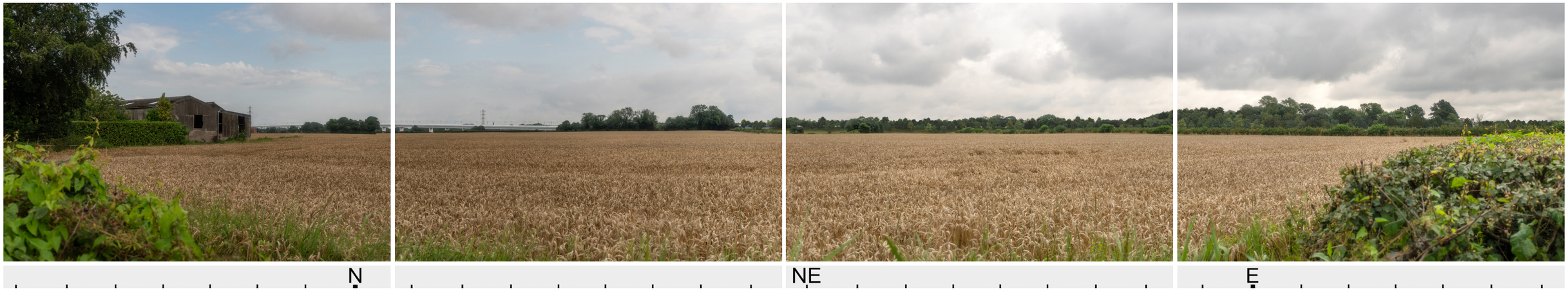
This view is representative of views experienced by residents along A6144 Paddock Lane.

Current baseline - summer view

Date taken: 01/08/2019 Time taken: 09:11



Summer verifiable photomontage - operation year 15

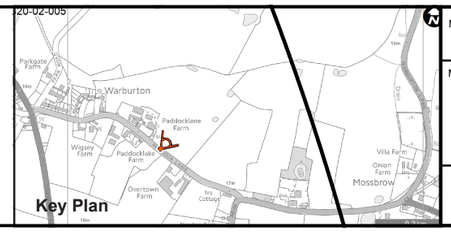


Camera:	Sony a7RII, FFS, Zeiss Loxia 50mm f/2.0 lens		
Approximate GPS co-ordinates ref.	370260.914, 389468.862	**Direction of view:**	42.825°
Elevation:	16.289m AOD	**Height of camera:**	1.63m

The viewpoint has been taken approximately 429m away from the Proposed Scheme. Viewpoint location shown on Map LV-01-744. For full details of the visual assessment at viewpoint 320-**02**-005 refer to Volume 5: Appendix LV-001-0MA04, Part 3.

This verifiable photomontage (Type 4 as described in Visual Representation of Development Proposals LI TGN 06/19) provides an illustration of how the Proposed Scheme may look in 2053 (15 years after opening) to help inform the visual impact assessment. The design of the Proposed Scheme may be subject to design development in response to consultation. Development of detail design after hybrid bill submission will not result in any significant adverse change in the environmental effects reported in the assessment. Where new planting is proposed, it has been shown as semi-mature trees which have put on 15 years of growth to illustrate how the Proposed Scheme will further integrate into the landscape over time.

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



Map Number: LV-01-744

Map Name: Verifiable Photomontage Operation Year 15 (2053) - Summer Viewpoint 320-**02**-005

Community Area : MA04

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Date: Jan 2021

Viewpoint 320-02-006: view north-west from Footpath Warburton 11 at Jack Hey Gate Farm

This viewpoint is representative of views experienced by residents of Jack Hey Gate Farm, residents of properties along the A6144 Warburton Lane and users of Footpath Warburton 11.

Winter view (baseline)

Date taken: 20/02/2018 (stitched panorama)

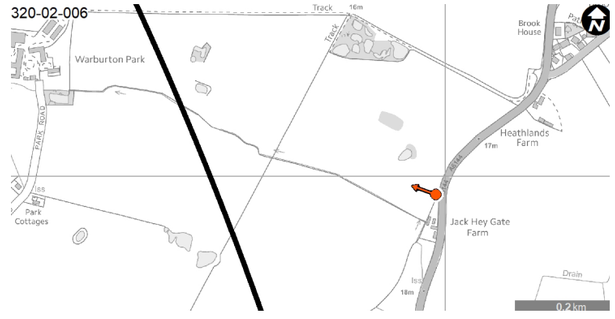


Summer view (baseline)

Date taken: 26/09/2018 (stitched panorama)



Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.	370980.8851, 389962.8023	
Value of the viewpoint:	This viewpoint has a **medium** value as it includes typical components of the local landscape including medium-scale arable farmland and woodland blocks.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The susceptibility of these receptors is **high**. Residents have a strong interest in their visual environment and the attention of footpath users is focused on the landscape. They are both therefore highly susceptible to visual change arising from the construction and operation of the Proposed Scheme.	**High**



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Viewpoint 320-02-006: view north-west from Footpath Warburton 11 at Jack Hey Gate Farm

Visual baseline description

Winter	This viewpoint is located on Footpath Warburton 11, just off the line of the A6144 Warburton Lane. There are near-distance views of mixed-use, medium sized agricultural fields. Field boundaries are of varied condition, including treelines, remnant hedgerows and low-level hedgerows with intermittent trees. Jack Hey Gate Farm is visible above the hedgerows to the south-west. Warburton Park Farm is visible in the middle distance to the north-west through and above field boundary hedgerows. To the east there are filtered views of properties on the edge of Partington through Coroners Wood. Woodland along Red Brook, encloses views to the east from residential properties in Partington. In the far distance, industrial elements including a tall chimney at Cadishead are visible to the north above the treeline.
Summer	During the summer months summer foliage further filters views of Jack Hey Gate Farm, Warburton Park Farm and residential properties on the edge of Partington. Field boundaries are more visually prominent within the landscape and woodland blocks enclose views.
Night-time	The A6144 Paddock Lane is lit at night and there are light sources from the settlements of Warburton, Warburton Park Farm and, in the distance at Partington and Cadishead.

Future baseline description

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

Visual impact assessment

	Temporary effects during construction	Significance of effect
Construction	There will be a substantial change to middle-distance views during construction of Warburton embankment and MSC viaduct. Some views will be partially filtered through intervening garden vegetation. MSC viaduct south satellite compound, earthworks and temporary material stockpiles will be new and uncharacteristic elements introduced into views of the otherwise flat, rural landscape. Construction activity will be visible across the majority of the view and will replace views across the farmed landscape to Warburton Park Farm. Removal of intervening field boundary vegetation and woodland blocks will noticeably change the composition of views compared to the baseline and will open up views of construction activity and the emerging structures. A section of Footpath Warburton 11 will be permanently realigned. The magnitude of change will be **high**.	**Major adverse (significant)**
Construction night-time	At night, residents will have middle-distance views of the artificial lighting at MSC viaduct south satellite compound and lighting required for construction of MSC viaduct. These new areas of illumination will be much closer within the view than existing light sources. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider views. At night the magnitude of change will be **medium.**	**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**	Warburton embankment and MSC viaduct will be new, large-scale structures, introduced into views of the farmed landscape in the middle distance, and will feature prominently on the skyline. The raised form of the embankment will be an uncharacteristic element within views of this otherwise flat, rural landscape. Views of Warburton embankment and associated train movements and overhead line equipment will be partially screened by landscape earthworks. MSC viaduct will be at a much larger scale than Warburton Toll Bridge. Overhead line equipment and train movements will be visible along the top of the viaduct across a large proportion of the view, partially filtered through intervening vegetation. Views of Warburton Park Farm will be possible beneath the viaduct deck, between the viaduct piers. The loss of vegetation during construction will noticeably change the composition of views compared to the baseline and will open up views of the Proposed Scheme. Mitigation planting will not be sufficiently established to assist in the filtering of views or the visual integration of the Proposed Scheme into its landscape context. Views for footpath users will be near distance and direct, as they travel beneath MSC viaduct on realigned Footpath Warburton 11. The magnitude of 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**	Maturing mitigation planting in association with landscape earthworks will partially filter views of Warburton embankment, associated train movements and overhead line equipment. Due to the scale of MSC viaduct, mitigation planting will not result in full visual integration of the viaduct into views of the arable landscape. Views of the lower sections of the viaduct piers, will be partially filtered through maturing mitigation planting. The viaduct, associated overhead line equipment and train movements will continue to be visible across much of the view, partially filtered through intervening vegetation. Views for footpath users will be near distance and direct, as they travel beneath MSC viaduct on realigned Footpath Warburton 11. The magnitude of 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**	Views of Warburton embankment will be further filtered through mature mitigation planting in association with landscape earthworks. The lower sections of the MSC viaduct piers will be further filtered through mature mitigation planting. However, MSC viaduct, associated overhead line equipment and train movements will continue to be visible across a large proportion of the view, partially filtered through intervening vegetation and mature mitigation planting. Footpath users will continue to have near-distance views of the viaduct and piers as they travel beneath MSC viaduct on realigned Footpath Warburton 11. The magnitude of 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 320-02-007: view east from Footpath Warburton 11

This viewpoint is representative of views experienced by residents on Park Road, in the village of Warburton and at Warburton Park Farm, and users of Footpath Warburton 11.

Winter view (baseline)

Date taken: 20/02/2018 (stitched panorama)



Summer view (baseline)

Date taken: 25/09/2019 (stitched panorama)



Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.	369967.751, 389773.328	
Value of the viewpoint:	This viewpoint has a **medium** value as it includes typical components of the local landscape including medium-scale arable farmland and woodland blocks. Infrastructure elements and associated lighting detract from the rural character of the view.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The susceptibility of these receptors is **high**. Residents have a strong interest in their visual environment and the attention of footpath users is focused on the landscape. They are both therefore highly susceptible to visual change arising from the construction and operation of the Proposed Scheme.	**High**



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Viewpoint 320-02-007: view east from Footpath Warburton 11

Visual baseline description

Winter	Footpath Warburton 11 runs along Park Road, a single-track concrete road with well-maintained hedge lines and grass verges to either side. In the near distance are medium-scale arable fields, with a mix of well-maintained and remnant hedgerows. The road is lined by telegraph poles and overhead power lines cut across the view to the north. There are filtered views of the toll house, queuing traffic, lighting columns and service infrastructure associated with the Warburton Toll Bridge crossing over MSC. Warburton Park Farm, West Cottage and Park Cottages are visible in the middle distance. To the north-west field boundary vegetation and bankside vegetation along MSC filter views of housing on the edge of Hollins Green. Coroners Wood is an enclosing element in views to the east. On clear days the outline of Winter Hill is visible in the far distance. Views north from residential properties at Warburton Park Farm
Summer	During the summer roadside vegetation in leaf and fields of arable crops soften and frame linear views along the concrete track. Intervening vegetation filters views of the toll bridge crossing, queuing traffic and farm buildings in the middle distance. Woodland foliage becomes a more prominent visual feature in the landscape.
Night-time	A6144 Paddock Lane is lit and there are light sources from settlement at Warburton Park Farm, Partington and Hollins Green.

Future baseline description

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

Visual impact assessment

	Temporary effects during construction	Significance of effect
Construction	Residents will experience a substantial change to near and middle-distance views during construction of Warburton embankment and MSC viaduct. Construction activity will be visible across a large proportion of the view. However, some views will be partially filtered through intervening vegetation. MSC viaduct south satellite compound, earthworks and temporary material stockpiles will be new and uncharacteristic elements introduced into views across this otherwise flat and relatively open rural landscape. For residents of Warburton Park Farm, the proximity of the satellite compound, will foreshorten views to the east and replace views of Coroners Wood. Removal of intervening field boundary vegetation and woodland blocks will noticeably change the composition of views compared to the baseline and will open up views of construction activity and the emerging structures. There will be views to construction activity in association with work to underground utilities and diversion of an overhead power line. A section of Footpath Warburton 11 will be permanently realigned. The magnitude of change will be **high**.	**Major adverse (significant)**
Construction night-time	At night, residents on the edge of Warburton, will have middle-distance views of the lit MSC viaduct south satellite compound and lighting required for construction of MSC viaduct. These new areas of illumination will be much closer in the view than existing light sources and will be seen across the majority of the view. Residents of Warburton Park Farm will have near-distance views to these new areas of illumination. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider views. At night the magnitude of change will be **medium.**	**Major adverse (significant)**
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	Significance of effect
Year 1	**Winter**	Warburton embankment and MSC viaduct will be new, large-scale structures, introduced into views of arable farmland in the middle distance and will feature prominently on the skyline across the majority of the view. The embankment will be a raised element in views of this otherwise relatively flat landscape, partially screened by landscape earthworks. MSC viaduct will be a new element within the view at a much larger scale than the Warburton Toll Bridge. Overhead line equipment and train movements will be visible along the top of the embankment and viaduct across a large proportion of the view, partially filtered through intervening vegetation. For residents of Warburton Park Farm the proximity and height of the viaduct means that overhead line equipment and movement of trains will be too elevated to be visible. Warburton embankment will foreshorten views to the east. Views across the landscape will be possible beneath the viaduct structure, however, the viaduct piers will be clearly visible within these views. Footpath Warburton 11 will have been diverted beneath MSC viaduct. Footpath users will have near-distance views of the underside of the viaduct deck and piers as they travel beneath the viaduct. The loss of vegetation during construction will noticeably change the composition of views compared to the baseline and will open up views of the Proposed Scheme. The magnitude of 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**	Warburton embankment will continue to be a raised element in views and will foreshorten views to the east. Views of the embankment will be partially filtered through maturing mitigation planting in association with landscape earthworks. However, train movements and overhead line equipment will be visible above the line of planting. Due to the scale of MSC viaduct, mitigation planting will not result in full visual integration of the viaduct into views of the arable landscape. Views of the lower sections of MSC viaduct piers, will be partially filtered through maturing mitigation planting. Views across the landscape to Coroners Wood will be possible beneath the viaduct deck and between the viaduct piers. The magnitude of 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**	Views of Warburton embankment will continue to be partially filtered through mature mitigation planting in association with landscape earthworks. The lower sections of the MSC viaduct piers will be further filtered through mitigation planting. However, despite maturity of mitigation planting MSC viaduct, will not be fully integrated into views of the arable landscape. The magnitude of 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 320-02-008: view north-west from the A6144 Warburton Lane at the junction with Moss Lane

This viewpoint is representative of views experienced by residents of properties along the A6144 Warburton Lane, including Heathlands Farm, Brook House and Top Park Close and residential properties on the western edge of Partington.

Winter view (baseline)

Date taken: 03/12/2019 Time: 11:38



S



SW



W



NW

Summer view (baseline)

Date taken: 01/08/2019 Time: 10:38



S



SW

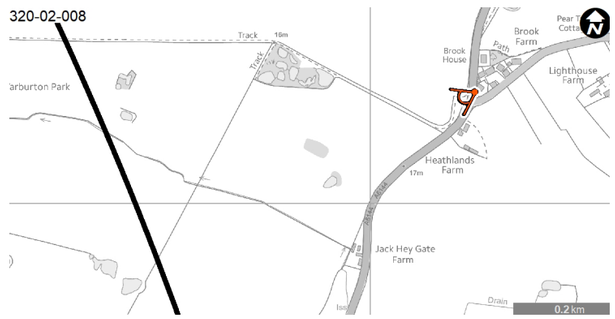


W



NW

Camera:	Sony a7RII, FFS, Zeiss Loxia 50mm f/2.0 lens	
Approximate GPS co-ordinates ref.	371213.879, 390229.553	
Elevation:	19.633m AOD	
Value of the viewpoint:	This viewpoint has a **medium** value as it includes typical components of the local landscape including medium-scale arable farmland and woodland blocks.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The susceptibility of these receptors is **high**. Residents have a strong interest in their visual environment. They are therefore highly susceptible to visual change arising from the construction and operation of the Proposed Scheme.	**High**



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Viewpoint 320-02-008: view north-west from the A6144 Warburton Lane at the junction with Moss Lane

Visual baseline description

Winter	This viewpoint is located on A6144 Warburton Lane at the junction with Moss Lane. In the near distance is A6144 Warburton Lane which is lined by low-level roadside hedges and lit by high level lighting columns. Telegraph lines run along the southern edge of the road. Jack Hey Farm and Heathlands Farm and properties at Mossbrow, are visible in the middle distance to the south-west, partially filtered through intervening trees. There are views above roadside hedges and a metal gate, to medium-scale, mixed-use agricultural fields in the middle distance. Warburton Park Farm and properties on the western edge of Partington are visible, largely filtered through intervening vegetation at Coroners Wood and along the Red Brook Trail. The high-level Warburton Toll Bridge and overhead power lines are visible against the skyline. Woodland at Mossbrow and along Warburton Toll Bridge Road, form the skyline in views to the south-west.
Summer	During the summer months summer foliage further filters views of Warburton Park Farm and the Warburton Toll Bridge. Field boundaries are more visually prominent within the landscape and woodland blocks enclose views.
Night-time	The A6144 Paddock Lane is lit at night and there are light sources from settlement at Warburton, Warburton Park Farm and Partington.

Future baseline description

Construction (2025)	Location: site of the Red Brook Public House, land north of Oak Road and west of Warburton Lane, Partington. Erection of 75 new affordable dwellings and ancillary infrastructure including new main site access off Oak Road. Implementation of committed development MA04/121 (Volume 5, Planning data/committed development map book) will introduce new housing on the edge of an existing urban area, altering the future baseline the Proposed Scheme is assessed against. As such, this committed development has been included as part of the construction future baseline and considered within this assessment.
Operation (2038)	There are no committed developments which will change the baseline.

Visual impact assessment

		Temporary effects during construction	Significance of effect
Construction		There will be a substantial change to middle-distance views during construction of A6144 Paddock Lane realignment and overbridge, Warburton embankment and MSC viaduct. MSC viaduct south satellite compound, earthworks and temporary material stockpiles will be new and uncharacteristic elements introduced into views of the otherwise flat, rural landscape and will feature prominently on the skyline across the majority of the view. Views of construction activity will replace views across the farmed landscape to Warburton Park Farm, Warburton Toll Bridge and woodland. Construction traffic using the A16144 Warburton Lane will introduce additional traffic movements into views. Removal of intervening field boundary vegetation will noticeably change the composition of views and will open up views of construction activity and the emerging structures. For residents of Partington, woodland at Coroners Wood and woodland along Red Brook, will continue to filter views to the west. Views for residents of Top Park Close, will be oblique and partially filtered through intervening garden vegetation and screened by intervening buildings. The magnitude of change will be **high**.	**Major adverse (significant)**
Construction night-time		Residents will have views of the artificial lighting at MSC viaduct south satellite compound and lighting to facilitate construction of MSC viaduct in the middle distance. These new areas of illumination will be partially filtered through intervening vegetation and will be seen in the context of existing light sources. The magnitude of change will be **low**.	**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**	Realigned A6144 Paddock Lane and overbridge, Warburton embankment and MSC viaduct will be new, large-scale structures, introduced into views of arable farmland in the middle distance, and will feature prominently on the skyline across the majority of the view. The raised form of the road overbridge and embankment will be uncharacteristic elements within views of the otherwise flat, rural landscape, partially screened by landscape earthworks. MSC viaduct will be at a much larger scale than Warburton Toll Bridge. Overhead line equipment and train movements will be visible along the top of the embankment and viaduct, partially filtered through intervening vegetation. Views of Warburton Park Farm will be possible beneath the viaduct, between the viaduct piers. Views of Warburton Toll Bridge will be obscured by the viaduct. The loss of vegetation during construction will noticeably change the composition of views compared to the baseline and will open up views of the Proposed Scheme. Mitigation planting will not be sufficiently established to assist in the filtering of views or the visual integration of the Proposed Scheme into its landscape context. Coroners Wood and woodland along Red Brook, will continue to filter views to the west for residents of Partington. Views for residents of Top Park Close, will be oblique and partially filtered through intervening garden vegetation and screened by intervening buildings. The magnitude of change will be **high.**	**Major adverse (significant)**
	Night-time	Due to the elevated position of the realigned road, traffic movements and roadside lighting along the A6144 Paddock Lane overbridge, in the far distance of the view, will be more visible at night. The new roundabouts at the junctions between the realigned road and A6144 Warburton Lane and A6144 Bent Lane will also be lit. These new areas of illumination will be seen in the context of existing light sources. At night the magnitude of change will be **low.**	**Minor adverse (non-significant)**
Year 15	**Summer**	Mitigation planting in association with landscape earthworks will partially integrate realigned A6144 Paddock Lane and overbridge and Warburton embankment into views of the farmed landscape and will partially filter views of train movements and overhead line equipment across the top of the embankment. Due to the scale of MSC viaduct, mitigation planting will not result in full visual integration of the viaduct into views of the arable landscape. Views of the lower sections of the viaduct piers, will be partially filtered through maturing mitigation planting. The viaduct, associated overhead line equipment and train movements will continue to be visible across much of the view, partially filtered through intervening vegetation. The magnitude of change will reduce to **medium.**	**Moderate adverse (significant)**
	Night-time	Maturing mitigation planting will partially filter views of traffic movements and roadside lighting along the A6144 Paddock Lane overbridge and lighting at the roundabout junctions with A6144 Warburton Lane and A6144 Bent Lane in the far distance of the view. At night the magnitude of change will reduce to **negligible.**	**Negligible (non-significant)**
Year 30	**Summer**	The greater maturity of the mitigation planting in association with landscape earthworks will further filter views of the realigned road and overbridge and Warburton embankment. The lower sections of the MSC viaduct piers will be further filtered through mature mitigation planting. However, the viaduct, associated train movements and overhead line equipment will continue to be visible across a large proportion of the view, partially filtered through intervening vegetation and mature mitigation planting. The magnitude of change will remain **medium**.	**Moderate adverse (significant)**
	Night-time	The greater maturity of mitigation planting will largely filter views of traffic movements and roadside lighting along the A6144 Paddock Lane overbridge and lighting at the roundabout junctions with A6144 Warburton Lane and A6144 Bent Lane in the far distance of the view. The magnitude of change at night will remain **negligible.**	**Negligible (non-significant)**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**Not assessed**

Viewpoint 320-02-008: view north-west from the A6144 Warburton Lane at the junction with Moss Lane

This viewpoint is representative of views experienced by residents of properties along the A6144 Warburton Lane, including Heathlands farm, Brook House and Top Park Close and residential properties on the western edge of Partington.

Current baseline - winter view

Date taken: 03/12/2019 Time: 11:38



Winter verifiable photomontage - operation year 1

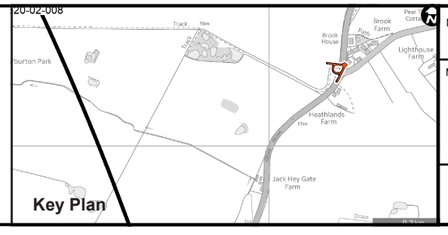


Camera:	Sony a7RII, FFS, Zeiss Loxia 50mm f/2.0 lens		
Approximate GPS co-ordinates ref.	371213.879, 390229.553	**Direction of view:**	242.839°
Elevation:	19.633m AOD	**Height of camera:**	1.642m

The viewpoint has been taken approximately 726m away from the Proposed Scheme. Viewpoint location shown on Map LV-01-745. For full details of the visual assessment at viewpoint 320-**02**-008 refer to Volume 5: Appendix LV-001-0MA04, Part 3.

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

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



Map Number
LV-01-745

Map Name
Verifiable Photomontage
Operation Year 1 (2038) - Winter
Viewpoint 320-**02**-008

Community Area :
MA04

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Date:Jan 2021

Viewpoint 320-02-008: view north-west from the A6144 Warburton Lane at the junction with Moss Lane

This viewpoint is representative of views experienced by residents of properties along the A6144 Warburton Lane, including Heathlands farm, Brook House and Top Park Close and residential properties on the western edge of Partington.

Current baseline - summer view

Date taken: 01/08/2019 Time: 10:38



Summer verifiable photomontage - operation year 15

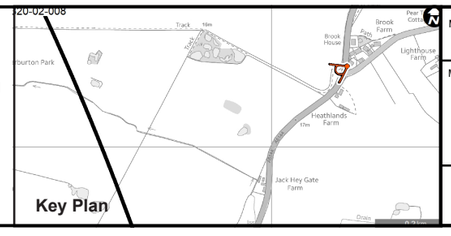


Camera:	Sony a7RII, FFS, Zeiss Loxia 50mm f/2.0 lens		
Approximate GPS co-ordinates ref.	371213.879, 390229.553	**Direction of view:**	242.839°
Elevation:	19.633m AOD	**Height of camera:**	1.642m

The viewpoint has been taken approximately 726m away from the Proposed Scheme. Viewpoint location shown on Map LV-01-746. For full details of the visual assessment at viewpoint 320-**02**-008 refer to Volume 5: Appendix LV-001-0MA04, Part 3.

This verifiable photomontage (Type 4 as described in Visual Representation of Development Proposals LI TGN 06/19) provides an illustration of how the Proposed Scheme may look in 2053 (15 years after opening) to help inform the visual impact assessment. The design of the Proposed Scheme may be subject to design development in response to consultation. Development of detail design after hybrid bill submission will not result in any significant adverse change in the environmental effects reported in the assessment. Where new planting is proposed, it has been shown as semi-mature trees which have put on 15 years of growth to illustrate how the Proposed Scheme will further integrate into the landscape over time.

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



Map Number
LV-01-746

Map Name
Verifiable Photomontage
Operation Year 15 (2053) - Summer
Viewpoint 320-**02**-008

Community Area :
MA04

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Date: Jan 2021

Viewpoint 321-03-001: view east from Bridleway Partington 6 part of the Bollin Valley Way along Manchester Ship Canal

This viewpoint is representative of views experienced by recreational users of MSC, associated recreational routes and residents of Millbank Hall Farm.

Winter view (baseline)

Date taken: 20/02/2018 (stitched panorama)

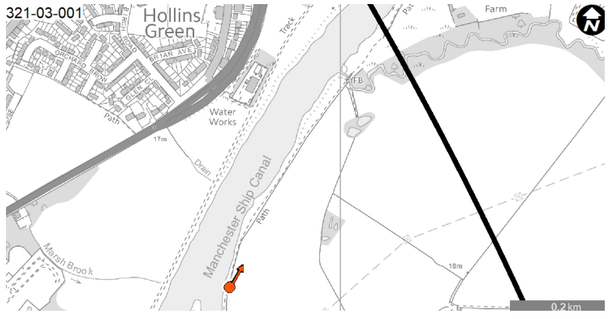


Summer view (baseline)

Date taken: 26/09/2018 (stitched panorama)



Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.	369773.6731, 390375.7934	
Value of the viewpoint:	This viewpoint has **medium** value as it includes typical components of the local landscape, with some detracting elements.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The susceptibility of these receptors is **high**. The attention of footpath users is focused on the landscape and residents have a strong interest in their visual environment. They are both therefore highly susceptible to visual change arising from the construction and operation of the Proposed Scheme.	**High**



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Viewpoint 321-03-001: view east from Bridleway Partington 6 part of the Bollin Valley Way along Manchester Ship Canal

Visual baseline description

Winter	This viewpoint lies on the path to the south of MSC. There are glimpsed views across the wide expanse of waterway towards the A57 Cadishead Road and houses on the edge of Hollins Green in the middle distance, partially filtered through bankside vegetation. High level roadside lighting columns are visible within the view. Arable land to the south-east is slightly raised relative to the viewpoint. Coroners Wood and the adjacent arable farmland are raised relative to the viewpoint and viewed through a post and wire field boundary fence. Looking west from the viewpoint, there are views of an elevated section of Warburton High Level Bridge as it crosses MSC, filtered through field and roadside boundary vegetation.
Summer	During the summer months, views are further filtered through intervening, canal side vegetation in leaf. Trees in leaf at Coroners Wood are more prominent to the south-east beyond field boundary vegetation.
Night-time	The footpath is unlit at night but lighting columns along the A57 Manchester Road and light sources in Hollins Green, Cadishead and Partington are visible within the view.

Future baseline description

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

Visual impact assessment

	Temporary effects during construction	Significance of effect
Construction	There will be a substantial change to near and middle-distance views during construction of MSC viaduct. Construction activity will be visible across a large proportion of the view. Views for residents of Millbank Hall Farm will be partially filtered through intervening garden vegetation and screened by intervening farm buildings. MSC viaduct south satellite compound and MSC central satellite compound on the north side of MSC, earthworks and temporary material stockpiles will be new and uncharacteristic elements introduced into views of MSC corridor and riparian landscape. Removal of intervening vegetation, in particular from Coroners Wood and bankside vegetation from MSC, will substantially change the composition of views compared to the baseline. The loss of vegetation will open up views of construction activity on the north bank of MSC and construction traffic using the A57 Manchester Road. There will be views of construction activity in association with work to underground utilities and the installation of overhead power lines. Bridleway Partington 6 will be temporarily diverted to the south bringing construction activity to the south, closer in the view. The magnitude of change will be **high**.	**Major adverse (significant)**
Construction night-time	Residents of Millbank Hall Farm will have views of the artificial lighting at MSC viaduct central satellite compound and to facilitate construction of MSC viaduct in the middle distance. These new areas of illumination will be seen in the context of existing light sources and partially filtered through intervening garden vegetation and screened by intervening buildings. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider views. At night, the magnitude of change will be **low**.	**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 loss of vegetation during construction, particularly from Coroners Wood will noticeably change the composition of views compared to the baseline and will open up views of the Proposed Scheme. MSC viaduct will be an imposing, high-level, linear element elevated over the adjoining landscape and visible across a large proportion of the view. Views for residents of Millbank Hall Farm will be partially filtered through intervening vegetation and farm buildings, but the viaduct will be perceived as a new elevated feature in the view. Noise fence barriers will be visible along the top of the viaduct and will partially screen views of overhead line equipment, and fully screen train movements for users of the bridleway. There will be clear views along the towpath and across the canal (under the viaduct deck) between the visually prominent piers. MSC viaduct will be viewed in the context of the industrial scale and character of MSC corridor. During the summer months, views of the lower parts of the viaduct piers will be partially filtered through intervening vegetation in leaf. However, due to the scale of the viaduct structure, mitigation planting will not contribute to any visual integration of the viaduct into its landscape context. The magnitude of change will be **high.**	**Major adverse (significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 15	**Summer**	Due to the scale and height of MSC viaduct, the Proposed Scheme will remain visible across much of the view, with views of the lower sections of the piers partially filtered through intervening vegetation. The magnitude of change will remain **high**.	**Major adverse (significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 30	**Summer**	Due to the scale and height of the viaduct, the Proposed Scheme will remain visible across much of the view, with views of the lower sections of the piers partially filtered through intervening vegetation. The magnitude of change will remain **high**.	**Major adverse (significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 321-04-003: view west from the A57 Manchester Road south of Cadishead

This view is representative of views experienced by road users on the A57 Manchester Road.

Winter view (baseline)

Date taken: 05/03/2019 (stitched panorama)

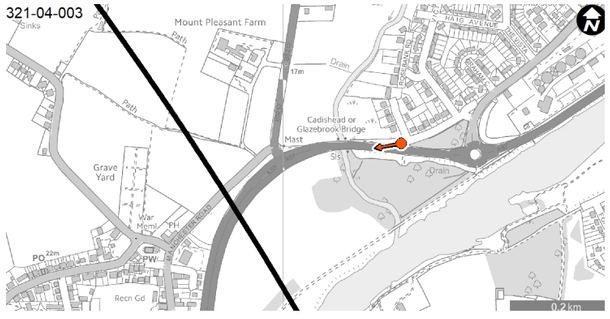


Summer view (baseline)

Date taken: 26/09/2018 (stitched panorama)



Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.	370240.7761, 391346.8686	
Value of the viewpoint:	This viewpoint has a **medium-low** value as this is an unremarkable view where infrastructure elements form a very noticeable part of the view.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The susceptibility of these receptors is **low**. People travelling along A roads are transient receptors and have a passing interest in their surroundings. They therefore have a low susceptibility to visual change arising from the construction and operation of the Proposed Scheme.	**Low**



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Viewpoint 321-04-003: view west from the A57 Manchester Road south of Cadishead

Visual baseline description

Winter	This viewpoint is located on the A57 Manchester Road on the south-west edge of Cadishead. The carriageway of the A57 Manchester Road is visible in the near distance, along with associated road signage and lighting columns. A low-level traffic safety barrier separates the footpath from the A57 Manchester Road, and there is a bench at the turning head of Liverpool Road cul-de-sac. The grass verge to the north of the roadside footpath is bordered by a neat, low-level hedge line, beyond which the land falls away to the Glaze Brook corridor. The rooflines of the residential properties of Cadishead and on the B5212 Glazebrook Lane, are visible above the roadside hedgerow in the middle distance and form the skyline. To the south, trees on the former landfill site adjacent to MSC screen views beyond the road corridor.
Summer	During the summer months, built development is less visible as views are filtered through summer vegetation in leaf.
Night-time	The night-time baseline is not described for this viewpoint, as night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.

Future baseline description

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

Visual impact assessment

		Temporary effects during construction	Significance of effect
Construction		There will be a slight change to views as road users travel along the A57 Manchester Road during construction of MSC viaduct. Removal of vegetation from the historic landfill site and from within the road corridor, will open up views of construction works including MSC viaduct north main compound and MSC viaduct central satellite compound, large-scale earthworks and material stockpiles. Construction activity will be viewed in the context of the existing road corridor and existing industrial elements associated with MSC. Existing vegetation on the edge of Cadishead and to the south of the viewpoint will partially filter these views. Construction activity will be seen in sequential views as road users travel along the road towards the Proposed Scheme. The magnitude of change will be **low**.	**Negligible (non-significant)**
Construction night-time		Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Construction cumulative assessment		There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	Significance of effect
Year 1	**Winter**	MSC viaduct will be a new large-scale linear element within views of the A57 Manchester Road corridor and will feature prominently on the skyline in the majority of views. This new structure will be seen in the context of the existing road corridor and will be one in a series of high-level structures, crossing over MSC along the A57 Manchester Road. Although MSC viaduct will be at a much larger scale than existing crossing points over MSC including Warburton High Level Bridge and the disused railway viaduct to the east, it will not be an uncharacteristic visual element along the road corridor. There will be sequential and passing views of MSC viaduct, partially filtered through intervening roadside vegetation, as road users travel along the A57 Manchester Road. There will be near-distance views of viaduct piers as road users travel underneath MSC viaduct. The magnitude of change will be **low**.	**Negligible (non-significant)**
	Night-time	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Year 15	**Summer**	Maturing vegetation and mitigation planting along the A57 Manchester Road will partially enclose and channel views along the road corridor. MSC viaduct will continue to be a new element in views, partially filtered through roadside vegetation and will feature prominently on the skyline in the majority of views. There will continue to be sequential and passing views of the viaduct as road users travel along the A57 Manchester Road. Some views will be partially filtered through roadside planting. The magnitude of change will remain **low**.	**Negligible (non-significant)**
	Night-time	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Year 30	**Summer**	The greater maturity of mitigation planting will further enclose views along the road corridor and filter views of MSC viaduct. However, the viaduct will continue feature prominently on the skyline. There will continue to be a **low** magnitude of change	**Negligible (non-significant)**
	Night-time	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 321-02-004: view north-east from Dam Lane at the junction with Footpath Rixton-with-Glazebrook 7

This viewpoint is representative of views experienced by footpath users, residents on the north-east edge of Hollins Green and visitors to Hollinfare Cemetery and The Black Swan public house.

Winter view (baseline)

Date taken: 07/03/2019 (stitched panorama)



Summer view (baseline)

Date taken: 22/09/2020 (stitched panorama)



Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.	369714.267, 391165.8683	
Value of the viewpoint:	This viewpoint has a **medium** value as it includes typical components of the local landscape including medium-scale arable farmland and woodland blocks. It is not recognised in any designation or literature.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The susceptibility of these receptors is **high**. Residents have a strong interest in their visual environment and the attention of footpath users is focused on the landscape. They are therefore highly susceptible to visual change arising from the construction and operation of the Proposed Scheme. Visitors to public houses have lower susceptibility to change as their attention is not always focused on the landscape.	**High**



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Viewpoint 321-02-004: view north-east from Dam Lane at the junction with Footpath Rixton-with-Glazebrook 7

Visual baseline description

Winter	This viewpoint is located on the edge of Hollins Green between Hollinfare Cemetery and the Black Swan public house garden. There are views beyond the post and wire fencing in the near distance, to the Black Swan public house garden and duck pond, car park and public house recreation area. High level railings and avenue trees filter views of Hollinfare Cemetery. Mount Pleasant Farm and houses along Glazebrook Lane are visible in the middle distance across arable farmland and are set within a backdrop of woodland at disused campsites on Glazebrook Lane and Bank Street.
Summer	During summer, near-distance views are more enclosed due to the dense summer growth of the cemetery trees and the hedge along the footpath. Views of properties in the middle and far distance are further filtered through vegetation in leaf.
Night-time	The footpath is unlit at night, but the surrounding settlement is well lit including street lighting.

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 near and middle-distance views during construction of MSC viaduct. Views of construction acticity and MSC viaduct north main compound will replace views across the gently undulating arable landscape. Construction activity will be visible across the majority of the view. Residents of Hollins Green will have glimpsed views of construction activity and the emerging structures, between intervening buildings. The main compound, large-scale earthworks and machinery will be new and uncharacteristic elements within views of the arable landscape. Construction traffic using Manchester Road and Dam Lane will introduce additional vehicle movements into near-distance views for all receptors. The removal of intervening vegetation will noticeably change the composition of views and open up views of construction activity and the emerging structures. A section of Footpath Rixton-with-Glazebrook 7 will be temporarily diverted. The magnitude of change will be **high.**	**Major adverse (significant)**
Construction night-time	Residents will have middle-distance views of the artificial lighting at MSC viaduct north main compound, including lighting at the workers' accommodation and to facilitate construction of MSC viaduct. Views of these new areas of illumination will be largely oblique and heavily filtered through intervening vegetation. The controls on lightspill set out in the draft CoCP will limit the change these new light sources introduce to the wider views. At night the magnitude of change will be **low**.	**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**	There will be a substantial change to near and middle-distance views. MSC viaduct will be a new, large-scale element introduced in to views of the otherwise rural village landscape. The majority of residents will experience glimpsed views of the viaduct, train movements and noise fence barriers between and above intervening vegetation associated with the Hollinfare cemetery, individual gardens and buildings. More open views from properties to the north of Hollins Green towards the viaduct will be framed by the cemetery trees and the Marshland properties on Dam Lane. For users of Footpath Rixton-with-Glazebrook 7 views across farmland toward properties on Glazebrook Lane will be possible beneath MSC viaduct deck and between the viaduct piers. Mitigation planting will not assist in filtering or integrating the Proposed Scheme into views, due to the height of the viaduct. The viaduct will become more prominent in views for users of Footpath Rixton-with Glazebrook 7 as they travel along the footpath towards the Proposed Scheme. There will be near-distance views of the underside of the viaduct and piers for footpath users, as they travel north-east from Dam Lane. The magnitude of 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**	Intervening vegetation will further filter views of MSC viaduct for residents in Hollins Green. Mitigation planting will partially filter views of MSC viaduct piers, but the viaduct as a whole will remain prominent in views. Footpath users will experience sequential views of the viaduct as they travel along the footpath. The magnitude of change will remain **high**.	**Major adverse (significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 30	**Summer**	The greater maturity of the mitigation planting will further filter views of the lower section of the viaduct piers, but the viaduct will remain a prominent element in views. The magnitude of change will reduce to **medium.**	**Moderate adverse (significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 321-02-005: view west from the B5212 Glazebrook Lane

This view is representative of views for residents of Lea Brook Farm, Mount Pleasant Farm, properties on the B5212 Glazebrook Lane and users of Footpath Rixton with Glazebrook 9.

Winter view (baseline)

Date taken: 19/11/2020 (stitched panorama)

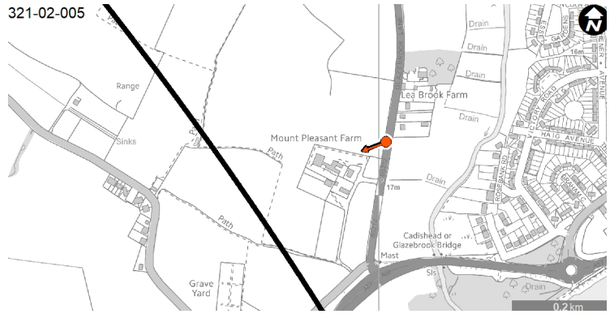


Summer view (baseline)

Date taken: 26/09/2018 (stitched panorama)



Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.	370014.113, 391584.8215	
Value of the viewpoint:	This viewpoint has a **medium** value as it includes typical components of the local landscape including medium-scale arable farmland and woodland blocks. It also includes a landfill site in the far distance.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The susceptibility of these receptors is **high**. Residents have a strong interest in their visual environment and the attention of footpath users is focused on the landscape. They are both therefore highly susceptible to visual change arising from the construction and operation of the Proposed Scheme.	**High**



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Viewpoint 321-02-005: view west from the B5212 Glazebrook Lane

Visual baseline description

Winter	The viewpoint is located on the B5212 Glazebrook Lane between Mount Pleasant Farm and Lea Brook Farm in an area of arable farmland on the edge of Hollins Green. In the near distance is a medium-scale arable field with intermittent field boundary hedgerows and hedgerow trees. Mount Pleasant Farm is visible above a well-maintained hedge along the north-east boundary of the property, and views are further filtered by intervening trees. To the north, residential properties on the B5212 Glazebrook Lane are viewed against the backdrop of woodland at the disused campsites on the B5212 Glazebrook Lane and Bank Street. Remnant field boundary trees filter middle-distance views of residential properties on Dam Lane in the west. Telegraph lines are visible within the view. In the far distance Mosside landfill site is viewed against the skyline.
Summer	The summer view remains similar to that seen during winter, although intervening trees and hedgerows in leaf, further filter views of buildings.
Night-time	The B5212 Glazebrook Lane is lit and there are light sources from adjacent residential properties, the A57 Cadishead Way and the settlement at Hollins Green.

Future baseline description

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

Visual impact assessment

	Temporary effects during construction	Significance of effect
Construction	Residents on the B5212 Glazebrook Lane will experience a substantial change to the rural character of near and middle-distance views, during construction of MSC viaduct and Glazebrook South embankment. Views of MSC viaduct north main compound will replace views across the gently undulating arable landscape. The construction compound, large-scale earthworks and material stockpiles will be uncharacteristic elements within views of arable farmland and woodland blocks and will be visible across the majority of the view. Construction traffic using the B5212 Glazebrook Lane will introduce additional vehicle movements into near-distance views. Removal of intervening vegetation will noticeably change the composition of views compared to the baseline and will open up views of construction activity and the emerging structures There will be some loss of woodland from the disused campsites off Bank Street to accommodate utilities works. Footpath Rixton with Glazebrook 9 will be temporarily diverted. The magnitude of change will be **high**.	**Major adverse (significant)**
Construction night-time	At night, residents will have middle-distance views of the artificial lighting at MSC viaduct north main compound, for the workers' accommodation and to facilitate the construction of MSC viaduct. These new areas of illumination will greatly increase the level of artificial lighting in the view. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider views. At night the magnitude of change will be **medium**.	**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**	MSC viaduct and Glazebrook South embankment will be new, large-scale elements, uncharacteristic within views of the otherwise rural landscape. MSC viaduct and notably the piers, will be prominent and uncharacteristic elements within views of the arable fields. Long views across the landscape will be possible between the viaduct piers. Mitigation planting will not be sufficiently established to assist in the filtering of views or the visual integration of the Proposed Scheme into its landscape context. Footpath Rixton-with-Glazebrook 9 will have been realigned. Footpath users will have near-distance views of the underside of MSC viaduct and piers as they travel beneath the viaduct. The magnitude of 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**	Intervening vegetation in leaf and maturing landscape planting along field boundaries and Glazebrook South embankment will partially filter views of the embankment and lower sections of MSC viaduct. Mitigation planting along Dam Lane will partially filter some views of the lower sections of the viaduct piers to the south-east. However, due to the scale of the viaduct structure, it will remain visible in the majority of views above the line of mitigation planting. Footpath users will have near-distance views of the viaduct piers as they travel along realigned Footpath Rixton-with-Glazebrook 9 with near-distance views of the underside of the viaduct deck as they travel beneath the viaduct. The magnitude of change will remain **high.**	**Major adverse (significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 30	**Summer**	The greater maturity of the mitigation planting associated with Glazebrook South embankment, will further integrate the Proposed Scheme into the landscape and provide some filtering of views. However, the viaduct piers will continue to be prominent elements within the view. The magnitude of change will remain **high**.	**Major adverse (significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 321-02-006: view north-east from Dam Lane

This viewpoint is representative of views experienced by residents on Dam Lane and Pool Road and users of Footpath Rixton-with-Glazebrook 8.

Winter view (baseline)

Date taken: 20/11/2018 Time taken: 15:11









Summer view (baseline)

Date taken: 16/08/2018 Time taken: 09:25

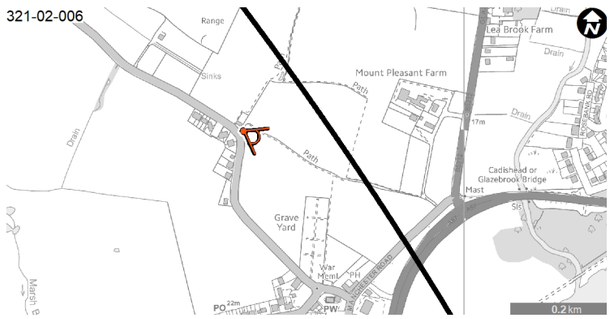








Camera:	Sony a7RII, FFS, Zeiss Loxia 50mm f/2.0 lens	
Approximate GPS co-ordinates ref.	369550.499, 391473.949	
Elevation:	17.765m AOD	
Value of the viewpoint:	This viewpoint has a **medium** value as it includes typical components of the local landscape including medium-scale arable farmland and woodland blocks. It also includes industrial structures in the far distance.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The susceptibility of these receptors is **high**. Residents have a strong interest in their visual environment and the attention of footpath users is focused on the landscape. They are both therefore highly susceptible to visual change arising from the construction and operation of the Proposed Scheme.	**High**



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Viewpoint 321-02-006: view north-east from Dam Lane

Visual baseline description

Winter	The viewpoint is located on Dam Lane within an area of arable farmland to the north of Hollins Green. There are open views of medium-scale arable fields with gappy hedgerows and some hedgerow trees. To the north, views of properties on Glazebrook Lane and Bank Street are filtered through woodland at the disused campsites on Glazebrook Lane and Bank Street. Land slopes up to the south-east, where trees surrounding Hollinfare Cemetery filter views through to properties on the edge of Hollins Green. To the east, Mount Pleasant Farm and Lea Brook Farm are set against the backdrop of woodland along the Glaze Brook with filtered views of properties on the edge of Cadishead in the far distance.
Summer	The summer view remains similar to that seen during winter, although trees in leaf further filter views of the settlements in the far distance.
Night-time	Although the rural landscape within the view is largely unlit, the A57 Cadishead Way is lit at night and there are light sources within residential areas of Cadishead, Partington and Hollins Green.

Future baseline description

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

Visual impact assessment

	Temporary effects during construction	Significance of effect
Construction	There will be a substantial change to near and middle-distance views across the arable landscape during construction of MSC viaduct and Glazebrook South embankment. Views of MSC viaduct north main compound will replace views across the gently undulating arable landscape. Construction activity will be visible across a large proportion of the view. The construction compound, large-scale earthworks and material stockpiles will be new and uncharacteristic elements within views of arable farmland and woodland blocks. Construction traffic along Dam Lane will introduce additional traffic movements into near-distance views. Removal of intervening vegetation will noticeably change the composition of views and open up views of construction activity and the emerging structures. There will be some loss of woodland from the disused campsites off Bank Street to accommodate utilities works. Footpath Rixton-with-Glazebrook 8 will be temporarily diverted and construction activity will become more prominent in the view as footpath users travel along the footpath towards the Proposed Scheme. The magnitude of change will be **high**.	**Major adverse (significant)**
Construction night-time	At night, residents will have middle-distance views of the artificial lighting at MSC viaduct north main compound, for the workers' accommodation and to facilitate the construction of MSC viaduct. These new areas of illumination will greatly increase the level of artificial lighting in the view. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider views. At night the magnitude of change will be **medium.**	**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**	There will be a substantial change to near, middle and far-distance views. MSC viaduct will be an uncharacteristic element introduced into views of the otherwise rural landscape. Long views across the landscape will be possible between MSC viaduct piers. The presence of the large-scale Glazebrook South embankment will substantially change the composition of the far distance of the view. Due to the scale of MSC viaduct, mitigation planting will not assist in filtering views or integrating the Proposed Scheme into views. Users of Footpath Rixton-with Glazebrook 8 will have sequential views of MSC viaduct as they travel along the footpath, with some views filtered through intervening vegetation. There will be near-distance views of underside of MSC viaduct deck and piers as users of Footpath Rixton-with-Glazebrook 8 travel beneath the Proposed Scheme. The magnitude of 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**	Mitigation planting along Dam Lane and Footpath Rixton-with-Glazebrook 8, will partially filter views of MSC viaduct to the south-east. However, due to the scale of the viaduct, mitigation planting will not result in full visual integration into views of the arable landscape. Views of the lower sections of MSC viaduct piers, will be partially filtered through maturing mitigation planting. There will be views across the landscape between the viaduct piers, with near-distance views of the underside of the viaduct deck as users of Footpath Rixton-with-Glazebrook 8 travel beneath the viaduct. The magnitude of change will remain **high**.	**Major adverse (significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 30	**Summer**	The greater maturity of the mitigation planting will further filter views of the Proposed Scheme for residents on Dam Lane. Views of the lower sections of the viaduct will also be partially filtered. However, the upper section of MSC viaduct will remain visible above the line of mitigation planting. The magnitude of change will remain **high**.	**Major adverse (significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 321-02-006: view north-east from Dam Lane

This viewpoint is representative of views experienced by residents on Dam Lane and Pool Road and walkers along Footpath Rixton-with-Glazebrook 8/1.

Current baseline - winter view

Date taken: 20/11/2018 Time taken: 15:11



Winter verifiable photomontage - operation year 1

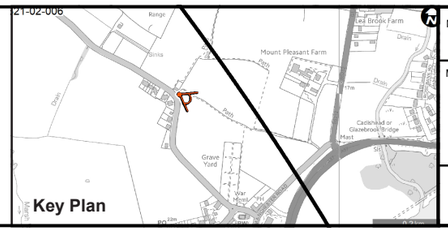


Camera:	Sony a7RII, FFS, Zeiss Loxia 50mm f/2.0 lens		
Approximate GPS co-ordinates ref.	369550.499, 391473.949	**Direction of view:**	119.85°
Elevation:	17.765m AOD	**Height of camera:**	1.649m

The viewpoint has been taken approximately 148m away from the Proposed Scheme. Viewpoint location shown on Map LV-01-747. For full details of the visual assessment at viewpoint 321-**02**-006 refer to Volume 5: Appendix LV-001-0MA04, Part 3.

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

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



Map Number
LV-01-747

Map Name
Verifiable Photomontage
Operation Year 1 (2038) - Winter
Viewpoint 321-**02**-006

Community Area :
MA04

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Date:Jan 2021

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Viewpoint 321-03-008: view north-east from Footpath Rixton-with-Glazebrook 6

This viewpoint is representative of views experienced by users of Footpath Rixton-with-Glazebrook 6.

Winter view (baseline)

Date taken: 21/03/2018 (stitched panorama)

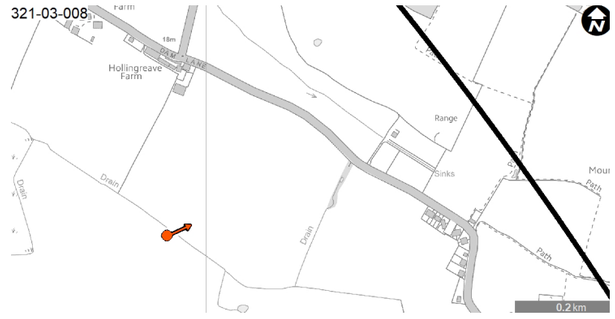


Summer view (baseline)

Date taken: 22/09/2020 (stitched panorama)



Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.	368919.8918, 391459.6689	
Value of the viewpoint:	This viewpoint has a **medium** value as it includes typical components of the local landscape including medium-scale arable farmland. It also includes some industrial elements in the distance.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The susceptibility of these receptors is **high**. The attention of footpath users is focused on the landscape They are therefore highly susceptible to visual change arising from construction and operation of the Proposed Scheme.	**High**



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Viewpoint 321-03-008: view north-east from Footpath Rixton-with-Glazebrook 6

Visual baseline description

Winter	In the near distance is a medium-scale arable field with few field boundaries. Footpath Rixton-with-Glazebrook 6 crosses the centre of the field. In the middle distance there are views of Hollingreave Farm, Townley Brow Farm, Bridge Farm with residential properties along Dam Lane partially obscured by the rising landform and remnant hedgerows. As land falls away to the east, the rooflines of properties at the southern end of Dam Lane are visible on the horizon, set against the backdrop of trees at Hollinfare Cemetery. Properties of Hollins Green are visible in to the south where the land falls towards MSC. Woodland in association with the disused campsites on Bank Street and Glazebrook Lane, forms the horizon to the east. In the background the Pennine foothills are visible to the north and to the south-east and industrial elements within Cadishead are visible against the skyline.
Summer	The summer view will remain similar to that seen in winter, although summer foliage of intervening vegetation further filter views of settlement in the middle and far distance.
Night-time	The night-time baseline is not described for this viewpoint, as night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.

Future baseline description

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

Visual impact assessment

		Temporary effects during construction	Significance of effect
Construction		Users of Footpath Rixton-with-Glazebrook 6 will experience a noticeable change to middle and far-distance views during construction of MSC viaduct and Glazebrook South embankment. MSC viaduct north main compound, earthworks and temporary material stockpiles will be new and uncharacteristic elements introduced into views across the arable landscape. Construction activity will be visible across a proportion of the view, with some views partially filtered through intervening vegetation and screened by intervening buildings. Construction traffic using Dam Lane will introduce additional vehicle movement into views. Removal of intervening vegetation will noticeably change the composition of views and open up views of construction activity and the emerging structures. There will be some loss of woodland from the disused campsites on Bank Street to accommodate utilities works. The magnitude of change will be **medium**.	**Moderate adverse (significant)**
Construction night-time		Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Construction cumulative assessment		There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	Significance of effect
Year 1	**Winter**	The raised embankment and MSC viaduct will be uncharacteristic elements introduced into middle and far-distance views of the otherwise rural landscape. Intervening vegetation will partially filter views of Glazebrook South embankment. However, due to the height of both the embankment and viaduct, the Proposed Scheme will be visible above the treeline across a proportion of the view. Overhead line equipment, noise fence barriers and train movements will be viewed against the skyline. Intervening vegetation in leaf will partially filter views of the lower parts of Glazebrook South embankment and MSC viaduct. Mitigation planting will not be sufficiently mature to assist in filtering views of the Proposed Scheme nor contribute to the visual integration of structures into their landscape context. The magnitude of change will be **medium**.	**Moderate adverse (significant)**
	Night-time	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Year 15	**Summer**	Intervening vegetation in leaf and maturing mitigation planting along field boundaries and along Glazebrook South embankment, will filter views of the embankment and MSC viaduct. However due to the height of these structures, train movements, overhead line equipment and noise fence barriers, will continue to be visible in glimpsed views above the treeline in the middle and far distance. The magnitude of change will reduce to **low**.	**Minor adverse (non-significant)**
	Night-time	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Year 30	**Summer**	The greater maturity of mitigation planting will further filter views and visually integrate Glazebrook South embankment into views. Views of the lower parts of MSC viaduct will continue to be partially filtered through intervening vegetation. However, due to its height, train movements, overhead line equipment and noise fence barriers will remain visible in glimpsed views above the treeline in the middle and far distance. The magnitude of change will remain **low.**	**Minor adverse (non-significant)**
	Night-time	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

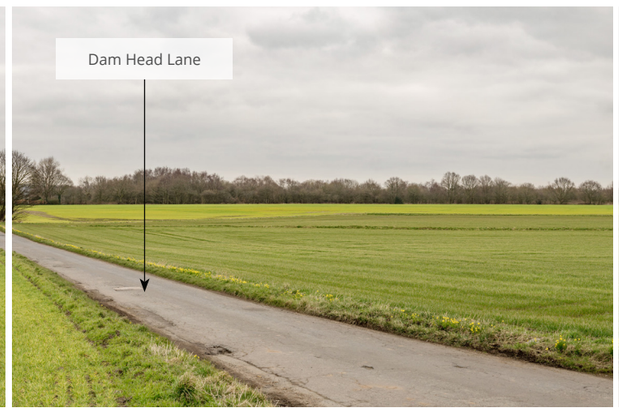
Viewpoint 321-02-009: view north-east from the junction of Dam Lane and Dam Head Lane

This viewpoint is representative of views experienced by residents of Hollingreave Farm, Townley Brow Farm, Bridge Farm, Rose Cottage residents of Dam Lane, and users of Footpath Rixton-with-Glazebrook 14.

Winter view (baseline)

Date taken: 22/03/2018 Time taken: 10:55









Summer view (baseline)

Date taken: 08/08/2018 Time taken: 12:09

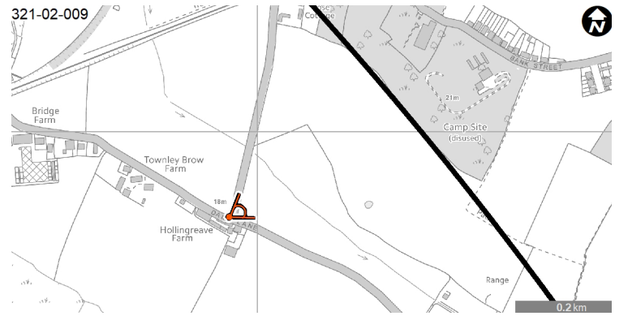








Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.	368943.022, 391826.046	
Elevation:	18.668m AOD	
Value of the viewpoint:	This viewpoint has a **medium** value as it includes typical components of the local landscape including medium-scale arable farmland and woodland blocks. It also includes railway infrastructure and industrial structures.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The susceptibility of these receptors is **high**. Residents have a strong interest in their visual environment and the attention of footpath users is focused on the landscape. They are both therefore highly susceptible to visual change arising from the construction and operation of the Proposed Scheme.	**High**



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Viewpoint 321-02-009: view north-east from the junction of Dam Lane and Dam Head Lane

Visual baseline description

Winter	The viewpoint is on Dam Lane at the junction with Dam Head Lane. In the near distance are arable fields with some remnant field boundaries. Dam Head Lane continues to the north-west, lined by telegraph lines and is elevated as it crosses over Liverpool to Manchester line (via Warrington Central) railway. The conventional line sits in slight cutting and views of train movements and railway infrastructure are filtered through lineside vegetation. Rose Cottage is visible on the edge of the dense woodland to the disused campsites on Bank Street which heavily filters further views to the north-east. To the south-east there are filtered views of residential properties on Dam Lane set against a backdrop of woodland planting along the A57 Manchester Road. There are long-distance, heavily filtered views of properties on the edge of Cadishead in the east; with overhead power lines and the brick chimney of the Tar Distillery on Liverpool Road visible against the skyline. Winter Hill is visible in the far distance to the north.
Summer	The summer view is similar to that seen during winter, although middle distance woodland foliage further filters views of the Liverpool to Manchester line (via Warrington Central) railway and settlement on the edges of Cadishead.
Night-time	The view is largely unlit and there are few areas of light source within the view.

Future baseline description

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

Visual impact assessment

	Temporary effects during construction	**Significance of effect**
Construction	There will be a substantial change to near and middle-distance views during construction of MSC viaduct and Glazebrook South embankment. MSC viaduct north main compound, Glazebrook Railway south satellite compound, earthworks and temporary material stockpiles will be new large-scale elements introduced into views of the otherwise rural landscape. Construction activity will replace views of arable farmland and woodland and will be visible across the majority of the view. The removal of intervening field boundary vegetation and woodland blocks will noticeably change the composition of views and will open up views of construction activity and the emerging structures. There will be some loss of woodland from the disused campsites off Bank Street to accommodate utilities works. A section of Footpath Rixton-with-Glazebrook 14 will be permanently diverted. The magnitude of change will be **high**.	**Major adverse (significant)**
Construction night-time	Residents will have views of the artificial lighting at MSC Canal viaduct north main compound, including workers' accommodation and lighting to facilitate construction of MSC viaduct in the middle distance. These will be new areas of illumination within the largely unlit rural landscape. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider views. At night the magnitude of change will be **medium.**	**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**	Glazebrook South embankment and Dam Lane telecommunication site will be new elements introduced into near and middle-distance views and will be visible across a large proportion of the view. These structures will be at a larger scale than the existing railway infrastructure. Glazebrook South embankment will foreshorten views to the east and will replace open views across arable fields to woodland. MSC viaduct will be the new focus in the middle distance. Views across the landscape, to the south-east will be possible beneath the viaduct deck and between the viaduct piers. Train movements, noise fence barriers and overhead line equipment will be visible along the top of the embankment and viaduct. Footpath Rixton-with-Glazebrook 14 will have been diverted and footpath users will have near-distance views of the Proposed Scheme as they travel beneath the viaduct. Mitigation planting will not be sufficiently established to assist in the filtering of views or the visual integration of the Proposed Scheme into its landscape context. The magnitude of 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**	Maturing mitigation planting will partially integrate Glazebrook South embankment and Dam Lane telecommunications site into rural views. However, the embankment will continue to foreshorten views to the east. Train movements, boundary fencing and overhead line equipment will be visible above the line of trees. Views of the lower section of MSC viaduct will be partially filtered through intervening mitigation woodland but due to its height, it will remain a highly visible. The train movements, overhead line equipment and noise fence barriers will be visible on the skyline along the top of the viaduct. Views for footpath users will be largely filtered through maturing woodland. However, there will be near distance and direct views of the Proposed Scheme as they travel beneath the viaduct. The magnitude of 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 greater maturity of the mitigation planting will further integrate Glazebrook South embankment and Dam Lane telecommunications site into rural views. Train movements and lineside equipment along the embankment will remain visible above the treeline, but views will be largely filtered. MSC viaduct will continue to be visible in the middle distance to the south-east. Views for footpath users will be largely filtered through maturing woodland. However, there will be near distance and direct views of the Proposed Scheme as they travel under the viaduct. The magnitude of 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 321-02-009: view north-east from junction of Dam Lane and Dam Head Lane

This viewpoint is representative of views experienced by residents of Hollingreave Farm, Townley Brow Farm, Bridge Farm, Rose Cottage residents of Dam Lane, and walkers along Footpath Rixton-with-Glazebrook 14.

Current baseline - winter view

Date taken: 22/03/2018 Time taken: 10:55



Winter verifiable photomontage - operation year 1

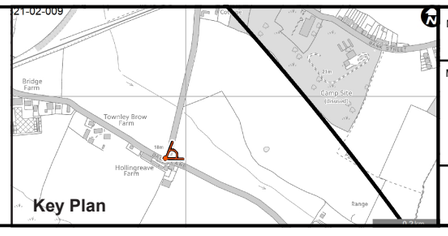


Camera:	Sony a7RII, FFS, Zeiss Loxia 50mm f/2.0 lens		
Approximate GPS co-ordinates ref.	368943.022, 391826.046	**Direction of View:**	57.62°
Elevation:	18.668m AOD	**Height of Camera:**	1.647m

The viewpoint has been taken approximately 411m away from the Proposed Scheme. Viewpoint location shown on Map LV-01-749. For full details of the visual assessment at viewpoint 321-**02**-009 refer to Volume 5: Appendix LV-001-0MA04, Part 3.

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

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



Map Number
LV-01-749

Map Name
Verifiable Photomontage
Operation Year 1 (2038) - Winter
Viewpoint 321-**02**-009

Community Area :
MA04

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Viewpoint 321-02-009: view north-east from junction of Dam Lane and Dam Head Lane

This viewpoint is representative of views experienced by residents of Hollingreave Farm, Townley Brow Farm, Bridge Farm, Rose Cottage residents of Dam Lane, and walkers along Footpath Rixton-with-Glazebrook 14.

Current baseline - summer view

Date taken: 08/08/2018 Time taken: 12:09



Summer verifiable photomontage - operation year 15

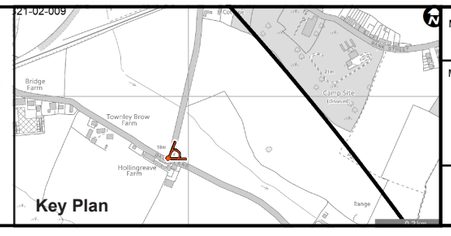


Camera:	Sony a7RII, FFS, Zeiss Loxia 50mm f/2.0 lens		
Approximate GPS co-ordinates ref.	368943.022, 391826.046	**Direction of view:**	57.62°
Elevation:	18.668m AOD	**Height of camera:**	1.647m

The viewpoint has been taken approximately 411m away from the Proposed Scheme. Viewpoint location shown on Map LV-01-750. For full details of the visual assessment at viewpoint 321-**02**-009 refer to Volume 5: Appendix LV-001-0MA04, Part 3.

This verifiable photomontage (Type 4 as described in Visual Representation of Development Proposals LI TGN 06/19) provides an illustration of how the Proposed Scheme may look in 2053 (15 years after opening) to help inform the visual impact assessment. The design of the Proposed Scheme may be subject to design development in response to consultation. Development of detail design after hybrid bill submission will not result in any significant adverse change in the environmental effects reported in the assessment. Where new planting is proposed, it has been shown as semi-mature trees which have put on 15 years of growth to illustrate how the Proposed Scheme will further integrate into the landscape over time.

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



Map Number
LV-01-750

Map Name
Verifiable Photomontage
Operation Year 15 (2053) - Summer
Viewpoint 321-**02**-009

Community Area :
MA04

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Viewpoint 321-02-010: view south-west from Vetch Close

This viewpoint is representative of views experienced by residents on Bank Street and Vetch Close and users of Footpath Rixton-with-Glazebrook 9.

Winter view (baseline)

Date taken: 20/11/2019 (stitched panorama)



Summer view (baseline)

Date taken: 22/09/2020 (stitched panorama)



Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.	369706.0334, 392082.019	
Value of the viewpoint:	This viewpoint has a **medium** value as it includes typical components of the local landscape including medium-scale arable farmland and woodland blocks.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The susceptibility of these receptors is **high**. Residents have a strong interest in their visual environment and the attention of footpath users is focused on the landscape. They are both therefore highly susceptible to visual change arising from the construction and operation of the Proposed Scheme.	**High**



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Viewpoint 321-02-010: view south-west from Vetch Close

Visual baseline description

Winter	This viewpoint is located at the end of Vetch Close which is a cul-de-sac. There are near-distance views of a large open field framed by the woodland vegetation at the disused campsites on Bank Street and Glazebrook Lane. Land rises to the west and in the middle distance there are remnant hedgerows and hedgerow trees to field boundaries. The tops of properties along Dam Lane are visible above the ridgeline and the brick chimney at the brickworks on Moss Side Lane is viewed against the skyline above the line of woodland along Marsh Brook and at Moss Hall Farm.
Summer	The sense of enclosure increases with the summer foliage of woodland at the disused campsites.
Night-time	Although the rural landscape within the view is largely unlit, there are light sources from adjacent residential properties, Hollins Green and surrounding roads.

Future baseline description

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

Visual impact assessment

	Temporary effects during construction	Significance of effect
Construction	There will be a substantial change to near and middle-distance views during construction of MSC viaduct and Glazebrook South embankment. Some views will be partially filtered through intervening garden vegetation. MSC viaduct north main compound, fencing, earthworks and temporary material stockpiles will be new large-scale elements, introduced into views of gently undulating, arable fields. Construction activity will be visible across the majority of the view. Removal of intervening vegetation will noticeably change the composition of views and open up views of construction activity and the emerging structures. Footpath Rixton-with-Glazebrook 9 will be realigned. There will be some loss of woodland from the disused campsites off Bank Street to accommodate utilities works. The magnitude of change will be **high**.	**Major adverse (significant)**
Construction night-time	Residents will have views of the artificial lighting at MSC viaduct north main compound, including workers' accommodation and lighting to facilitate construction of MSC viaduct in the middle distance. Views will be largely oblique and partially filtered through garden vegetation. However, these new areas of illumination will be introduced into a largely unlit rural landscape. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider views. At night, the magnitude of change will be **medium.**	**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**	There will be a substantial change to middle-distance views. The Proposed Scheme will be visible across a large proportion of the view. MSC viaduct and raised landform of Glazebrook South embankment will be new large-scale elements that will feature prominently on the skyline in oblique views to the west. The viaduct and embankment will be large-scale, uncharacteristic elements introduced into views of the otherwise rural landscape, along with overhead line equipment, noise fence barriers and train movements. Long views across the landscape will be possible between MSC viaduct piers. Footpath Rixton-with-Glazebrook 9 will have been diverted and there will be close views of Glazebrook South embankment and MSC viaduct as footpath users travel along the diverted footpath. The mitigation planting will not be sufficiently established to assist in the filtering of views or the visual integration of the Proposed Scheme into its landscape context. The magnitude of 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**	Views of Glazebrook South embankment will be partially filtered through the maturing mitigation planting. However, train movements and overhead line equipment will be visible above the line of planting. MSC viaduct will remain highly visible due to its large-scale. The magnitude of 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 greater maturity of the mitigation planting will largely filter views of Glazebrook South embankment and train movements. MSC viaduct will remain visible but in a narrow view, framed by woodland at the disused campsites. The magnitude of 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 321-02-011: view west from the Glazebrook Timberland Trail (Footpath Irlam 60) at Cadishead

This view is representative of views experienced by residents on the western edge of Cadishead and users of the Glazebrook Timberland Trail.

Winter view (baseline)

Date taken: 05/03/2019 (stitched panorama)

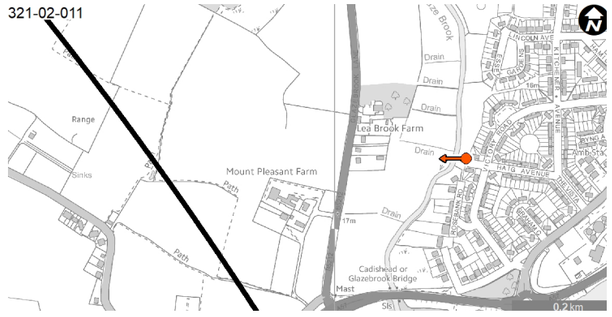


Summer view (baseline)

Date taken: 29/05/2019 (stitched panorama)



Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.	370267.3623, 391618.9526	
Value of the viewpoint:	This viewpoint has a **medium** value as it includes typical components of the local landscape, including river valley and arable farmland. It also includes residential development, roads and street lighting that detract from the rural quality of the view.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The susceptibility of these receptors is **high**. Residents have a strong interest in their visual environment and the attention of footpath users is focused on the landscape. They are both therefore highly susceptible to visual change arising from the construction and operation of the Proposed Scheme.	**High**



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Viewpoint 321-02-011: view west from the Glazebrook Timberland Trail (Footpath Irlam 60) at Cadishead

Visual baseline description

Winter	This viewpoint is located on Glazebrook Timberland Trail at the western edge of the Manchester suburb of Cadishead. In the near distance the narrow, unsurfaced path of the Glazebrook Timberland Trail runs along the top of a grass and scrub covered embankment that falls away steeply to the Glaze Brook at the base of the valley. Intermittent riverside trees filter views through to the opposite riverbank. Arable fields and residential gardens gently slope upwards to the B5212 Glazebrook Lane in the middle distance. Residential properties on the B5212 Glazebrook Lane, Mount Pleasant Farm, roadside vegetation and the outline of woodland blocks are visible on the skyline.
Summer	Self-set trees and scrub vegetation and wildflowers along the river partially conceal the route of the Glazebrook Timberland Trail in the near distance. Views across the Glaze Brook are heavily filtered through trees in full leaf with only glimpsed views through to the middle distance and properties on the B5212 Glazebrook Lane. More open, but framed views are possible from Essex Gardens.
Night-time	The viewpoint lies on the edge of a well-lit residential area but overlooks the unlit river valley. The surrounding roads including the A57 Cadishead Way and settlement at Hollins Green, are also well lit at night.

Future baseline description

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

Visual impact assessment

	Temporary effects during construction	Significance of effect
Construction	There will be a noticeable change to the rural character of views during construction MSC viaduct and Glazebrook South embankment. The majority of views will be oblique and partially filtered through intervening vegetation. MSC viaduct north main compound will be a new element in middle-distance views and will feature prominently on the skyline. Construction activity will be visible across a proportion of the view. MSC viaduct north main compound, construction machinery, earthworks and temporary material stockpiles will be new and uncharacteristic elements introduced into views of the otherwise rural river valley and arable landscape. Construction traffic using the B5212 Glazebrook Lane will introduce additional vehicle movements into views. Removal of field boundary vegetation and woodland blocks will noticeably change the composition of views and open up views of construction activity and the emerging structures. For residents on Essex Gardens, to the north of this viewpoint, views will be framed by woodland at the disused campsites on Bank Street and around Glazebrook House. The magnitude of change will be **medium**.	**Moderate adverse (significant)**
Construction night-time	Residents will have views of the artificial lighting at MSC viaduct north main compound, including the workers accommodation and lighting to facilitate construction of MSC viaduct, in the background of the view. Views of these new areas of illumination will be largely oblique and will be seen in the context of existing light sources. The controls on lights spill set out in the draft CoCP will limit the change these new light sources introduce to the wider views. At night, the magnitude of change will be **low.**	**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**	For the majority of residents and footpath users, MSC viaduct and Glazebrook South embankment will be new large-scale, linear elements uncharacteristic of oblique views across the valley of the Glaze Brook. The viaduct will be viewed in the middle distance above the rooftops of residential properties and vegetation on the B5212 Glazebrook Lane and will feature prominently on the skyline across a proportion of the view. Some views will be partially filtered through intermittent bankside vegetation, and some views will be screened by intervening buildings. Properties on the western edge of Essex Gardens to the north of this viewpoint, will have framed, but largely uninterrupted, views of MSC viaduct and Glazebrook South embankment which will feature prominently on the skyline in the far distance of the view. Overhead line equipment and train movements will be uncharacteristic new elements within all views. The presence of the embankment, viaduct and train movements will represent a noticeable change to the composition of views over the rural river valley and arable landscape but will be partially filtered through intervening vegetation. The loss of vegetation during construction, will noticeably change the composition of views and will open up views of the Proposed Scheme. Mitigation planting will not be sufficiently established to assist in the filtering of views or the visual integration of the Proposed Scheme into its landscape context. The magnitude of 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**	MSC viaduct, overhead line equipment and train movements will continue feature prominently on the skyline in oblique and partially filtered views from the Glazebrook Timberland Trail and in framed but direct views for residents of Essex Gardens. Maturing mitigation and hedgerow planting will partially integrate the embankment into views across the arable landscape and additionally filter views. MSC viaduct will remain in skyline views, but partially filtered through intervening vegetation. The magnitude of 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 greater maturity of intervening vegetation, mitigation and hedgerow planting will further filter oblique views of the embankment. MSC viaduct will continue to feature on the skyline in oblique and partially filtered views from the Glazebrook Timberland Trail and Essex Gardens. The magnitude of change will remain **low**.	**Minor adverse (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 321-02-012: view north-west from Lock Lane, Partington

This viewpoint is representative of views experienced by residents of Partington.

Winter view (baseline)

Date taken: 17/03/21 (stitched panorama)

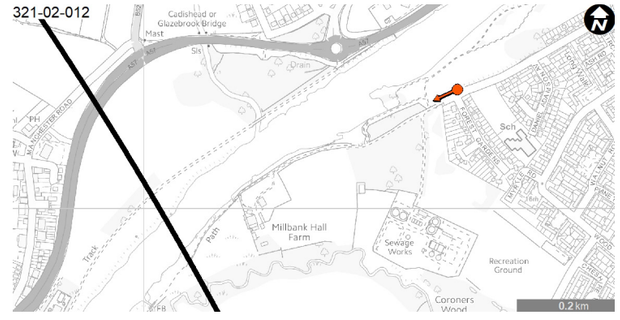


Summer view (baseline)

Date taken: 25/05/2021 (stitched panorama)



Camera:	Canon EOS 6D, 24mm lens (s), Nikon D3200, 18mm lens (w)	
Approximate GPS co-ordinates ref.	370637.1651, 391240.7184	
Value of the viewpoint:	This viewpoint is **medium** value as it includes features typical of the canal and semi-urban setting.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The susceptibility of these receptors is **high**. Residents have a strong interest in their visual environment. They are therefore highly susceptible to visual change arising from the construction and operation of the Proposed Scheme.	**High**



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Viewpoint 321-02-012: view north-west from Lock Lane, Partington

Visual baseline description

Winter	This viewpoint is located on the northern edge of residential development Partington. There are near-distance views of Lock Lane which is a single carriageway road that runs between residential development on the northern edge of Partington and MSC. Street lighting columns are present along Lock Lane. Woodland vegetation encloses the route of Partington Bridleway 6 in views to the east. Views north across MSC are partially filtered through mature bankside trees along MSC. There are glimpsed views through the bankside vegetation to industrial development at Cadishead to the north.
Summer	During the summer months, views of MSC and industrial infrastructure at Cadishead are further filtered through bankside vegetation in leaf.
Night-time	Lock Lane is lit at night and there are light sources in the adjacent residential development of Partington, and across the MSC at Cadishead.

Future baseline description

Construction (2025)	Land south of MSC and north of Lock Lane / Thirlmere Road / Inglewood Close. Implementation of committed development MA04/105 (Volume 5, Planning data/committed development map book) will introduce new housing on the edge of an existing residential area. The new housing area will be visible to the north of the viewpoint but existing trees to the west will filter views from Lock Lane towards the MSC. The committed development will lie adjacent to land required for construction, altering the future baseline the Proposed Scheme is assessed against. As such, this committed development has been included as part of the construction future baseline and considered within this assessment.
Operation (2038)	There are no committed developments which will change the baseline.

Visual impact assessment

	Temporary effects during construction	Significance of effect
Construction	There will be a slight change to middle-distance views during construction of MSC viaduct. Construction activity will be largely filtered through intervening vegetation along the banks of MSC to the north and west. Taller construction elements such as cranes will be visible above the line of existing vegetation and across a small proportion of the view. The magnitude of change will be **low**.	**Minor adverse (non-significant)**
Construction night-time	Residents will have heavily filtered views of the artificial lighting at MSC viaduct central satellite compound and lighting to facilitate construction of MSC viaduct in the far distance. These new areas of illumination will be seen in the context of existing light sources. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider views. At night, the magnitude of change will be **negligible**.	**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 elevated MSC viaduct will be visible in the far distance and glimpsed through intervening, mature bankside vegetation. Views will be in the context of existing industrial development at Cadishead to the north. The magnitude of change will be **negligible.**	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 15	**Summer**	Intervening vegetation will continue to filter views of the Proposed Scheme. The magnitude of change will remain **negligible**.	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 30	**Summer**	Intervening vegetation will continue to filter views of the Proposed Scheme. The magnitude of change will remain **negligible**.	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 322-02-001: view south-west from the B5212 Glazebrook Lane at New Farm

This viewpoint is representative of views experienced by residents of New Farm and users of Footpath Rixton-with-Glazebrook 17.

Winter view (baseline)

Date taken: 20/11/2018 Time taken: 15:00



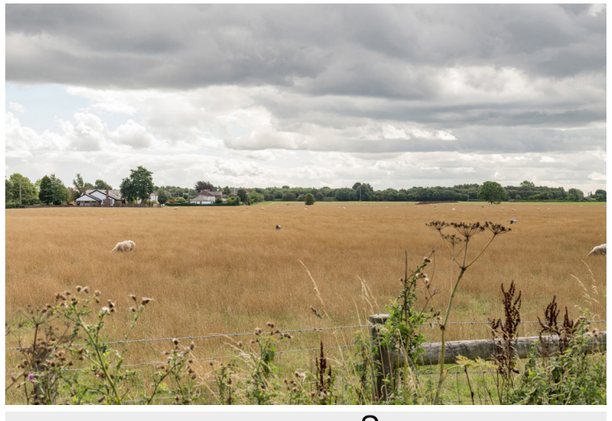






Summer view (baseline)

Date taken: 16/08/2018 Time taken: 12:55

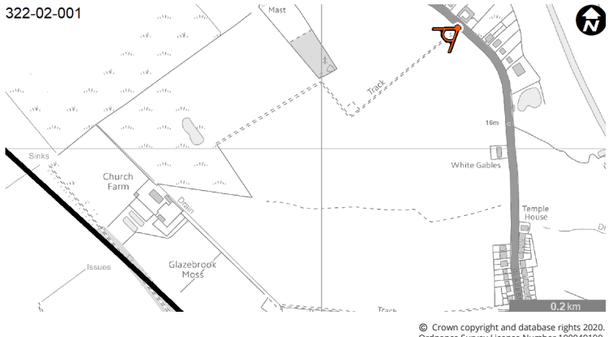








Camera:	Sony a7RII, FFS, Zeiss Loxia 50mm f/2.0 lens	
Approximate GPS co-ordinates ref.	369277.277, 393244.523	
Elevation:	16.383m AOD	
Value of the viewpoint:	This viewpoint has a **medium** value as it includes typical components of the local landscape including pastoral fields, woodland and farm buildings.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The susceptibility of these receptors is **high**. Residents have a strong interest in their visual environment and the attention of footpath users is focused on the landscape. They are both therefore highly susceptible to visual change arising from the construction and operation of the Proposed Scheme.	**High**



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Viewpoint 322-02-001: view south-west from the B5212 Glazebrook Lane at New Farm

Visual baseline description

Winter	The viewpoint is located on the B5212 Glazebrook Lane near New Farm. In the near distance are medium-scale pastoral fields, with stock proof fencing and hedges. Woodland associated with Ferndale Mews is visible on the skyline to the north. White Gables, Moss Farm and residential properties along Glazebrook Lane are visible in the middle distance to the south, set against the backdrop of trees lining the Liverpool to Manchester line (via Warrington Central) railway. Church Farm and Moss Farm are visible in the middle distance to the west viewed against a backdrop of woodland along the disused railway line. To the north a telephone mast stands out above the woodland at Ferndale Mews.
Summer	The summer view remains similar to that seen during winter, although summer foliage creates a denser visual backdrop to views.
Night-time	The B5212 Glazebrook Lane is lit and there is light glow from adjacent properties and scattered farmhouses.

Future baseline description

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

Visual impact assessment

	Temporary effects during construction	Significance of effect
Construction	Residents will experience a substantial change to near and middle-distance views during construction of Glazebrook (Railway) viaduct, Glazebrook North embankment and M62 West viaduct. Construction activity will be visible across a large proportion of the view, with some views partially filtered through intervening vegetation. Views across pastoral fields towards farm buildings in the middle distance, and woodland on the horizon, will be replaced by views of construction elements and operations. Glazebrook Railway north satellite compound, earthworks and temporary material stockpiles will be new and uncharacteristic elements introduced into views of the mossland landscape. Removal of vegetation and woodland from the dismantled railway line will noticeably change the composition of views compared to the baseline and will be replaced by views of construction activity and the emerging structures. There will be views of construction activity in association with work to underground utilities. The magnitude of change will be **high**.	**Major adverse (significant)**
Construction night-time	Residents will have views of the artificial lighting at Glazebrook Railway north satellite compound in the middle distance of the view. This new area of illumination will be seen in the context of existing light sources and partially filtered through garden vegetation. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider views. At night, the magnitude of change will be **low.**	**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**	There will be a noticeable change to middle-distance views. Some views will be partially filtered through intervening vegetation. Glazebrook (Railway) viaduct, Glazebrook North embankment and M62 West viaduct will be new, large-scale structures introduced into views of pastoral fields and woodland and will be visible across the majority of the view. The elevated embankment and viaducts will be uncharacteristic elements within views of the otherwise flat mossland landscape. The embankment and viaducts will replace views of woodland in the background of the view and will feature prominently on the skyline. Overhead line equipment and train movements will be visible along the top of the embankment and viaducts and will be seen against the skyline. Noise fence barriers will be visible across the top of Glazebrook (Railway) viaduct. Loss of vegetation during construction will change the composition of views. Church Farm and Moss Farm will be viewed against the backdrop of Glazebrook North embankment, in the middle distance. Mitigation planting will not be sufficiently established to assist in the filtering of views or the visual integration of the Proposed Scheme into its landscape context. The magnitude of 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**	Views of Glazebrook (Railway) viaduct, Glazebrook North embankment and M62 West viaduct in the middle distance will be partially filtered through intervening vegetation and maturing mitigation planting along Glazebrook (Railway) embankment. Train movements and overhead line equipment will be visible along the top of the embankment and viaducts, partially filtered through intervening vegetation and mitigation planting. The magnitude of 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 greater maturity of mitigation planting will further filter views of Glazebrook (Railway) viaduct, Glazebrook North embankment and M62 West viaduct. Trains movements and overhead line equipment along the top of the embankment and viaducts will be glimpsed through intervening vegetation. The magnitude of change will remain **low**.	**Minor adverse (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 322-02-001: view south-west from the B5212 Glazebrook Lane at New Farm

This viewpoint is representative of views experienced by residents at New Farm and users of Footpath Rixton-with-Glazebrook 17.

Current baseline - winter view

Date taken: 20/11/2018 Time taken: 15:00



Winter verifiable photomontage - operation year 1

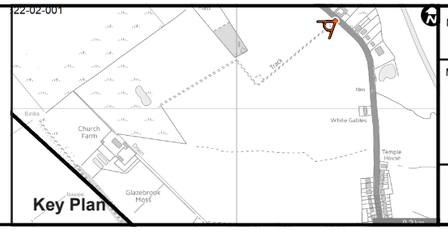


Camera:	Sony a7RII, FFS, Zeiss Loxia 50mm f/2.0 lens		
Approximate GPS co-ordinates ref.	369277.277, 393244.523	**Direction of view:**	234.89°
Elevation:	16.383m AOD	**Height of camera:**	1.642m

The viewpoint has been taken approximately 807m away from the Proposed Scheme. Viewpoint location shown on Map LV-01-751. For full details of the visual assessment at viewpoint 322-**02**-001 refer to Volume 5: Appendix LV-08-0MA04, Part 3.

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

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



Map Number
LV-01-751

Map Name
Verifiable Photomontage
Operation Year 1 (2038) - Winter
Viewpoint 322-**02**-001

Community Area :
MA04

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Date:Jan 2021

Viewpoint 322-02-001: view south-west from the B5212 Glazebrook Lane at New Farm

This viewpoint is representative of views experienced by residents at New Farm and users of Footpath Rixton-with-Glazebrook 17.

Current baseline - summer view

Date taken: 16/08/2018 Time taken: 12:55



Summer verifiable photomontage - operation year 15

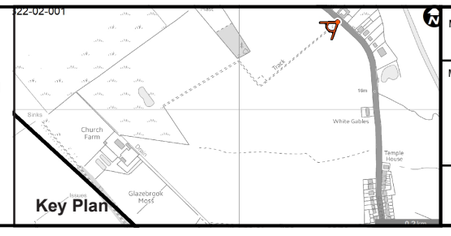


Camera:	Sony a7RII, FFS, Zeiss Loxia 50mm f/2.0 lens		
Approximate GPS co-ordinates ref.	369277.277, 393244.523	**Direction of view:**	234.89°
Elevation:	16.383m AOD	**Height of camera:**	1.642m

The viewpoint has been taken approximately 807m away from the Proposed Scheme. Viewpoint location shown on Map LV-01-752. For full details of the visual assessment at viewpoint 322-**02**-001 refer to Volume 5: Appendix LV-001-0MA04, Part 3.

This verifiable photomontage (Type 4 as described in Visual Representation of Development Proposals LI TGN 06/19) provides an illustration of how the Proposed Scheme may look in 2053 (15 years after opening) to help inform the visual impact assessment. The design of the Proposed Scheme may be subject to design development in response to consultation. Development of detail design after hybrid bill submission will not result in any significant adverse change in the environmental effects reported in the assessment. Where new planting is proposed, it has been shown as semi-mature trees which have put on 15 years of growth to illustrate how the Proposed Scheme will further integrate into the landscape over time.

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



Map Number
LV-01-752

Map Name
Verifiable Photomontage
Operation Year 15 (2053) - Summer
Viewpoint 322-**02**-001

Community Area :
MA04

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Date: Jan 2021

Viewpoint 322-02-004: view west from the B5212 Glazebrook Lane

This viewpoint is representative of views experienced by residents along Glazebrook Lane.

Winter view (baseline)

Date taken: 17/11/2020 (stitched panorama)

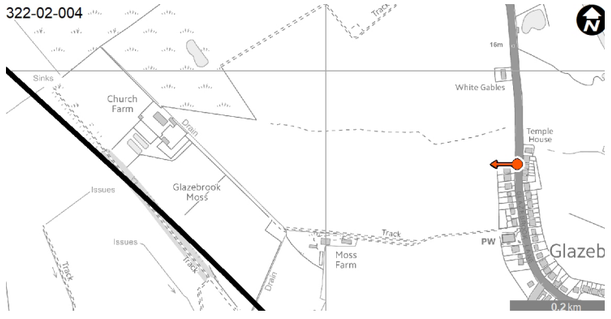


Summer view (baseline)

Date taken: 22/09/2020 (stitched panorama)



Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.	369389.6657, 392810.696	
Value of the viewpoint:	This viewpoint has a **medium** value as it includes typical components of the local landscape including arable fields, residential development and a B-road, woodland and farm buildings.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The susceptibility of these receptors is **high**. Residents have a strong interest in their visual environment. They are therefore highly susceptible to visual change arising from the construction and operation of the Proposed Scheme.	**High**



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Viewpoint 322-02-004: view west from the B5212 Glazebrook Lane

Visual baseline description

Winter	The viewpoint is close to residential properties on B5212 Glazebrook Lane. There are views across a medium-scale arable field in the near distance. Glazebrook Lane, telegraph lines and residential properties are visible to the north and south within the view. Due to a lack of intervening field boundary vegetation, there are open views across arable farmland to the middle distance. Church Farm and Moss Farm are visible against a backdrop of woodland at along the dismantled railway line. Properties on Glazebrook Lane and woodland along the Liverpool to Manchester line (via Warrington Central) railway form the skyline to the south of the view. In the far distance, woodland at Risley Moss SSSI and Holcroft Moss SSSI form the backdrop to views to the north and west.
Summer	The summer view remains similar to that seen during winter, although summer foliage creates a denser visual backdrop to views.
Night-time	The B5212 Glazebrook Lane is lit and there is light glow from residential properties and scattered farmhouses.

Future baseline description

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

Visual impact assessment

	Temporary effects during construction	Significance of effect
Construction	There will be a substantial change to near and middle-distance views during construction of Glazebrook (Railway) viaduct, Glazebrook North embankment and M62 West viaduct. Construction activity will be visible across a large proportion of the view, with some views partially filtered through intervening garden vegetation. Views across the arable landscape towards farm buildings in the middle distance, and woodland on the horizon, will be replaced by views of construction activity. Glazebrook Railway north satellite compound, earthworks and temporary material stockpiles will be new and uncharacteristic elements introduced into views of the mossland landscape. Construction traffic using Dam Head Lane and part of Glazebrook Lane will introduce additional and uncharacteristic vehicle movement into views. Removal of vegetation and woodland from the dismantled railway embankment will noticeably change the composition of the background of the view. There will be views of construction activity in association with work to underground utilities. The magnitude of change will be **high.**	**Major adverse (significant)**
Construction night-time	Residents will have views of the artificial lighting at Glazebrook Railway north satellite compound in the middle distance of the view. This new area of illumination will be seen in the context of existing light sources and partially filtered through garden vegetation. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider views. At night, the magnitude of change will be **low**.	**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**	There will be a noticeable change to middle-distance views. Some views will be partially filtered through intervening vegetation. Glazebrook (Railway) viaduct, Glazebrook North embankment and M62 West viaduct will be new, large-scale structures introduced into views of pastoral fields and woodland and will be visible across the majority of the view. The elevated embankment and viaducts will be uncharacteristic elements within views of the otherwise flat mossland landscape and will feature prominently on the skyline across much of the view. Overhead line equipment and train movements will be visible along the top of the embankment and viaducts and will be seen against the skyline. Noise fence barriers will be visible across the top of Glazebrook (Railway) viaduct. Loss of vegetation during construction will change the composition of views compared to the baseline and will open up views of the Proposed Scheme. Church Farm and Moss Farm will be viewed against the backdrop of Glazebrook North embankment, in the middle distance. Mitigation planting will not be sufficiently established to assist in the filtering of views or the visual integration of the Proposed Scheme into its landscape context. The magnitude of 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**	Views of Glazebrook (Railway) viaduct, Glazebrook North embankment and M62 West viaduct in the middle distance will be partially filtered through intervening vegetation and maturing mitigation planting along the Glazebrook (Railway) embankment. Train movements and overhead line equipment will be visible along the top of the embankment and viaducts, partially filtered through intervening vegetation and mitigation planting. The magnitude of 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 greater maturity of mitigation planting will further filter views of Glazebrook (Railway) viaduct, Glazebrook North embankment and M62 West viaduct. Trains movements and overhead line equipment along the top of the embankment and viaducts will be glimpsed through intervening vegetation. The magnitude of change will remain **low**.	**Minor adverse (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 322-02-005: view east from Dam Lane

This viewpoint is representative of views experienced by residents of Milverton Farm, Omrod Farm and Railway Cottages, and workers at Beechfield Farm.

Winter view (baseline)

Date taken: 17/11/2020 (stitched panorama).

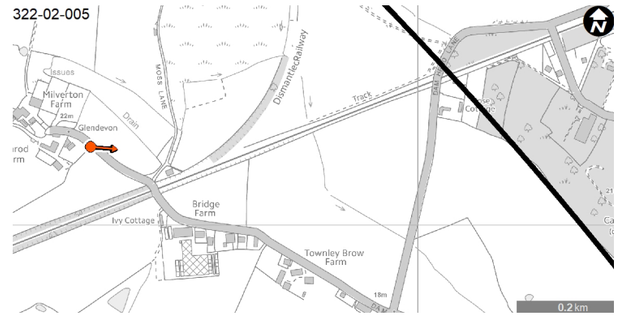


Summer view (baseline)

Date taken: 22/09/2020 (stitched panorama)



Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.	368334.1479, 392159.5924	
Value of the viewpoint:	This viewpoint has a **medium** value as it includes typical components of the local landscape including small-scale fields of mixed use, paddocks, hedgerows, parkland trees, woodland elements and farm buildings.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The susceptibility of these receptors is **high**. Residents have a strong interest in their visual environment. They are therefore highly susceptible to visual change arising from the construction and operation of the Proposed Scheme. Workers have a lower susceptibility as their attention is less focused on the landscape.	**High**



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Viewpoint 322-02-005: view east from Dam Lane

Visual baseline description

Winter	The view is adjacent to Omrod Farm on Dam Lane. There are near-distance views of Dam Lane. A telecommunications junction box and telegraph lines are visible at the side of the road. The road is bordered by fields of semi improved grassland with remnant hedgerows to the west and fence lines and garden vegetation of properties along Dam Lane to the east. Dam Lane is elevated slightly as it crosses over the Liverpool to Manchester line (via Warrington Central) railway in the middle distance to the south. Views of Railway Cottages and farm buildings at Beechfield Farm and Milverton Farm are partially filtered through intervening vegetation and viewed against a backdrop of woodland along the Liverpool to Manchester line (via Warrington Central) railway and dismantled railway line.
Summer	The summer view remains similar to that seen during winter, although summer foliage further filters views of farm buildings and Railway Cottages in the middle distance of the view.
Night-time	Dam Lane is unlit at night and there are limited light sources from adjacent residential properties and scattered farm buildings and cottages in the middle distance of the view.

Future baseline description

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

Visual impact assessment

	Temporary effects during construction	Significance of effect
Construction	There will be a noticeable change to near and middle-distance views during construction of Glazebrook (Railway) viaduct and Glazebrook North embankment. The majority of views will be partially filtered through intervening vegetation and screened by intervening farm buildings. For residents of Milverton Farm and Omrod Farm, taller construction elements such as cranes will be visible above the line of intervening vegetation and buildings and will be visible across the majority of the view in the middle distance. Construction traffic using Dam Lane will introduce uncharacteristic traffic movements into near-distance views across a small proportion of the view. For residents of Railway Cottages, views of construction activity will be oblique and partially filtered through intervening vegetation, with taller construction elements such as cranes visible above the line of trees. Removed woodland from the Liverpool to Manchester line (via Warrington Central) railway and dismantled railway line will change the composition of middle-distance views and will open up views of construction activity and the emerging structures. There will be views of construction activity in association with work to underground utilities. The magnitude of change will be **medium**.	**Moderate adverse (significant)**
Construction night-time	Residents will have views of the artificial lighting at Glazebrook Railway north satellite compound in the middle distance. This new area of illumination will be introduced into a largely unlit area. However, views will be largely filtered through intervening vegetation and buildings. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider views. At night, the magnitude of change will be **low.**	**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**	Glazebrook (Railway) viaduct and Glazebrook North embankment will be new, large-scale structures introduced into views of the rural landscape in the middle distance. The removal of vegetation along the Liverpool to Manchester line (via Warrington Central) railway and dismantled railway line, during construction, will change the composition of middle-distance views and will open up views of the Proposed Scheme. However, views of the elevated Glazebrook (Railway) viaduct and raised form of Glazebrook North embankment will be partially filtered through intervening vegetation and farm buildings. There will be glimpsed views of train movements and overhead line equipment in the middle distance. Views for residents of Railways Cottages will be largely oblique and filtered through surrounding vegetation. Mitigation planting will not be sufficiently established to assist in the filtering of views or the visual integration of the Proposed Scheme into its landscape context. The magnitude of change will be **low.**	**Minor adverse (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 15	**Summer**	Mitigation planting will be sufficiently mature to contribute to the integration Glazebrook (Railway) viaduct and Glazebrook North embankment into views of the rural landscape in the middle distance. Views of train movements and overhead line equipment along the top of the viaduct and embankment will be further filtered by the maturing mitigation planting. The magnitude of change will remain **low**.	**Minor adverse (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 30	**Summer**	The greater maturity of mitigation planting will further filter views of the Proposed Scheme. The magnitude of change will remain **low**.	**Minor adverse (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 322-02-006: view west from Moss Farm and Church Farm

This viewpoint is representative of views experienced by residents of Church Farm and Moss Farm.

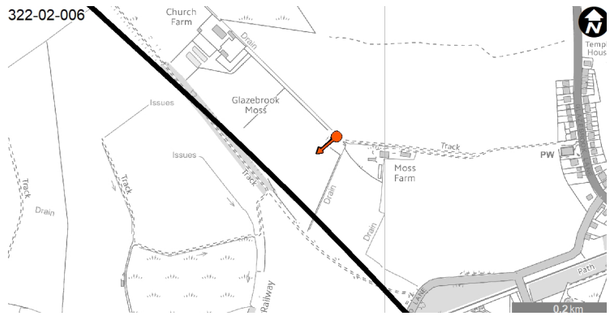
Winter view (baseline)

It has not been possible to capture winter photography.

Summer view (baseline)

It has not been possible to capture summer photography.

Camera:	n/a	
Approximate GPS co-ordinates ref.	368902.2692, 392690.0458	
Value of the viewpoint:	This viewpoint has a **medium** value as it includes typical components of the local landscape including pastoral fields, woodland and farm buildings.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The susceptibility of these receptors is **high**. Residents have a strong interest in their visual environment. They are therefore highly susceptible to visual change arising from the construction and operation of the Proposed Scheme.	**High**



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Viewpoint 322-02-006: view west from Moss Farm and Church Farm

Visual baseline description

Winter	The viewpoint is on a private track between Moss Farm and Church Farm. There are views of medium-scale arable fields and farm buildings at Moss Farm and Church Farm in the near distance, partially filtered through intervening vegetation. Woodland along the dismantled railway line forms the skyline in views to the west. Woodland along the Liverpool to Manchester line (via Warrington Central) railway in the middle distance, is viewed across the farmed landscape and forms the skyline in views to the south.
Summer	The summer view remains similar to that seen during winter, although summer foliage creates a denser visual backdrop to views.
Night-time	The view is unlit at night with limited light sources at adjacent farmhouses. In the surrounding area, the B5212 Glazebrook Lane is lit at night and there are light sources from properties on the B5212 Glazebrook Lane.

Future baseline description

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

Visual impact assessment

	Temporary effects during construction	Significance of effect
Construction	There will be a substantial change to near-distance views during construction of the Glazebrook (Railway) viaduct, Glazebrook North embankment and M62 West viaduct. Views of arable fields, woodland along the dismantled railway line and woodland along the Liverpool to Manchester line (via Warrington Central) railway, will be replaced by views of construction elements and activities including work to utilities. Glazebrook Railway north satellite compound, earthworks and temporary material stockpiles will be new and uncharacteristic elements introduced into views of the mossland landscape. Construction activity will be visible across the entire view. Construction traffic using a section of Dam Head Lane will introduce uncharacteristic traffic movements into views. Removal of vegetation and woodland from the dismantled railway line will noticeably change the composition of views and will open up views of construction activity and the emerging structures. The magnitude of change will be **high**.	**Major adverse (significant)**
Construction night-time	At night, residents will have near-distance views of the artificial lighting at Glazebrook Railway north satellite compound. This new area of illumination will be much closer within the view than existing light sources. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider views. At night, there will therefore be a **medium** magnitude of 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**	There will be a substantial change to near-distance views. Glazebrook North embankment, Glazebrook (Railway) viaduct and M62 West viaduct will be new large-scale structures, that will replace views of the farmed landscape and woodland associated with the dismantled railway line. The high-level embankment will be an uncharacteristic element in the otherwise flat mossland landscape and will be visible across the entire view. The viaducts will be visible in oblique views. The embankment and viaducts will foreshorten views to the west for these residents and will create a new and prominent skyline in close views. Overhead line equipment and train movements will be visible along the top of the embankment and viaducts and will be viewed against the skyline. Noise fence barriers will be visible across the top of the Glazebrook (Railway) viaduct. Mitigation planting will not be sufficiently established to assist in the filtering of views or the visual integration of the Proposed Scheme into its landscape context. The magnitude of 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**	Views of Glazebrook North embankment, Glazebrook (Railway) viaduct and M62 West viaduct, overhead line equipment, train movements and noise fence barriers will be partially filtered through maturing mitigation planting along the embankment. The mitigation planting will partly replicate the existing vegetation associated with the disused railway line. However, the embankment will continue to be prominent, foreshortening views to the west and will form the new skyline across the entire view.The magnitude of 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 greater maturity of mitigation planting will further filter views of the Proposed Scheme. However, the raised landform of the embankment will continue to foreshorten views to the west and form the skyline. The magnitude of 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**

Non-significantly affected viewpoints: construction phase

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

Viewpoint number	Construction	Construction night-time	Construction cumulative	Justification
319-**02**-007	Minor adverse	Not assessed	No cumulative effect	Construction works will be a small element within wider views across the River Bollin valley. Views will be partially filtered through intervening vegetation.
319-**02**-009	Minor adverse	Not assessed	No cumulative effect	Views to construction works will be heavily filtered through intervening vegetation and screened by intervening buildings.
319-**02**-014	Minor adverse	Minor adverse	No cumulative effect	Construction works will be visible across a small proportion of the view and heavily filtered by intervening vegetation including woodland along the TPT. Background views to the ridgeline at Lymm will remain.
320-**03**-002	Minor adverse	Not assessed	No cumulative effect	Distant views to construction works will be heavily filtered through intervening vegetation. Taller elements such as cranes will be visible beyond Warburton High Level Bridge.
321-**04**-003	Negligible	Not assessed	No cumulative effect	Receptor sensitivity is low. Transient views to construction works will be in the context of the A57 Manchester Road corridor and industrial landscape of the MSC.
321-**02**-012	Minor adverse	Negligible	No cumulative effect	Views to construction works will be heavily filtered through intervening vegetation and screened by intervening buildings. Taller elements such as cranes will be visible above the intervening vegetation.

Non-significantly affected viewpoints: operation phase

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

Viewpoint number	Operation year 1 (2038)		Operation year 15 (2053)		Operation year 30 (2068)		Operation cumulative	Justification
	Winter	Night-time	Summer	Night-time	Summer	Night-time		
319-**02**-007	Minor adverse	Not assessed	Minor adverse	Not assessed	Negligible	Not assessed	No cumulative effect	The Proposed Scheme will be a small element within wider views across the River Bollin valley. Views will be partially filtered through intervening vegetation.
319-**02**-009	Minor adverse	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect	Views ot the Proposed Scheme will be heavily filtered through intervening vgetation and screened by intervening buildings.
319-**02**-014	Minor adverse	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect	The Proposed Scheme will be visible across a small proportion of the view. Views will be heavily filtered by intervening vegetation including woodland along the TPT. Background views to the ridgeline at Lymm will remain.
320-**03**-002	Minor adverse	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect	Distant views to MSC viaduct will be in the context of Warburton High Level Bridge. Views will be heavily filtered through intervening vegetation.
321-**04**-003	Negligible	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect	Receptor sensitivity is low. Transient views to MSC viaduct will be in the context of the A57 Manchester Road corridor and industrial landscape of the MSC.
321-**02**-012	Negligible	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect	MSC viaduct will be a high level structure in the background of the view and across only a proportion of the view. Views to MSC viaduct will be heavily filtered through intervening vegetation.
322-**02**-005	Minor adverse	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect	The Proposed Scheme will be visble across a small proportion of the view. Views will be heavily filtered through intervening vegetation.

Part 4: Assessment matrices

4.1 Landscape assessment matrix

4.1.1 Table 4 below summarises the assessment of significance for all of the LCA identified in the Broomedge to Glazebrook area. These are ordered from south to north along the route of the Proposed Scheme. The assessment of significant effects is presented in Volume 2, Community Area report: Broomedge to Glazebrook, Section 11.

Table 4: Landscape assessment matrix summarising the assessment of significance for all of the LCAs identified in the Broomedge to Glazebrook area

LCA	Construction	Construction cumulative	Operation year 1 (2038)	Operation year 15 (2053)	Operation year 30 (2068)	Operation cumulative
Lymm Red Sandstone Escarpment	Minor adverse	No cumulative effect	Minor adverse	Minor adverse	Minor adverse	No cumulative effect
River Bollin Meadowlands	Moderate adverse	No cumulative effect	Moderate adverse	Moderate adverse	Moderate adverse	No cumulative effect
Dunham Woodhouses Settled Sandlands	Minor adverse	No cumulative effect	Minor adverse	Minor adverse	Negligible	No cumulative effect
River Mersey Floodplain	Negligible	No cumulative effect	Negligible	Negligible	Negligible	No cumulative effect
Warburton Settled Sandlands	Major adverse	No cumulative effect	Major adverse	Moderate adverse	Moderate adverse	No cumulative effect
Rixton Undulating Enclosed Farmland	Major adverse	No cumulative effect	Moderate adverse	Moderate adverse	Moderate adverse	No cumulative effect
Rixton, Woolston and Risley Moss Mossland	Negligible	No cumulative effect	Negligible	Negligible	Negligible	No cumulative effect
Cadishead, Partington and Irlam Suburban	Negligible	No cumulative effect	Negligible	Negligible	Negligible	No cumulative effect
Chat Moss Mossland	Negligible	No cumulative effect	Negligible	Negligible	Negligible	No cumulative effect

4.2 Visual assessment matrix

4.2.1 Table 5 below summarises the assessment of significance for all the representative viewpoints identified in the Broomedge to Glazebrook area. These are ordered from south to north along the route of the Proposed Scheme. The assessment of significant effects is presented in Volume 2, Community Area report: Broomedge to Glazebrook, 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, light spill from adjacent buildings and skyglow. Where there is no direct foreground visibility of additional lighting, no further assessment has been undertaken.

Table 5: Visual assessment matrix summarising the assessment of significance for all of the viewpoints identified in the Broomedge to Glazebrook 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	
318-**02**-009	View east from Agden Lane at Agden Lane Farm	Major adverse	Moderate adverse	No cumulative effect	Major adverse	Not assessed	Major adverse	Not assessed	Moderate adverse	Not assessed	No cumulative effect
319-**03**-003	View north-east from Footpath Lymm 33	Moderate adverse	Negligible	No cumulative effect	Moderate adverse	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect
319-**02**-004	View west from Spring Lane	Major adverse	Moderate adverse	No cumulative effect	Major adverse	Not assessed	Major adverse	Not assessed	Moderate adverse	Not assessed	No cumulative effect
319-**02**-005	View north-east from The Barn Owl Inn, Agden Wharf, Warrington Lane	Major adverse	Moderate adverse	No cumulative effect	Major adverse	Not assessed	Moderate adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect
319-**02**-007	View west from Footpath Dunham 8	Minor adverse	Not assessed	No cumulative effect	Minor adverse	Not assessed	Minor adverse	Not assessed	Negligible	Not assessed	No cumulative effect
319-**02**-008	View north-east from the B5159 Mill Lane	Moderate adverse	Minor adverse	No cumulative effect	Moderate adverse	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect
319-**02**-009	View north-east from Footpath Lymm 35	Minor adverse	Not assessed	No cumulative effect	Minor adverse	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect
319-**02**-010	View east from Wet Gate Lane at Wet Gate Farm	Major adverse	Moderate adverse	No cumulative effect	Moderate adverse	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect
319-**03**-011	View west from the Trans Pennine Trail (National Cycle Route 62)	Moderate adverse	Not assessed	No cumulative effect	Moderate adverse	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect
319-**02**-012	View east from the B5159 Mill Lane at Bollin Court	Moderate adverse	Minor adverse	No cumulative effect	Moderate adverse	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect
319-**03**-013	View east from the Trans Pennine Trail (National Cycle Route 62)	Major adverse	Not assessed	No cumulative effect	Major adverse	Not assessed	Moderate adverse	Not assessed	Moderate adverse	Not assessed	No cumulative effect
319-**02**-014	View south from Carr Green Lane	Minor adverse	Minor adverse	No cumulative effect	Minor adverse	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect
319-**02**-015	View west from Lower Carr Green Farm	Moderate adverse	Moderate adverse	No cumulative effect	Moderate adverse	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect
319-**02**-016	View west from Agden Bridge Farm	Major adverse	Moderate adverse	No cumulative effect	Major adverse	Not assessed	Major adverse	Not assessed	Moderate adverse	Not assessed	No cumulative effect
320-**03**-001	View west from Footpath Warburton 3	Major adverse	Not assessed	No cumulative effect	Major adverse	Not assessed	Moderate adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect
320-**03**-002	View north-east from Footpath Lymm 19	Minor adverse	Not assessed	No cumulative effect	Minor adverse	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect
320-**02**-003	View north and east from the new Church of Saint Werburg, Bent Lane	Major adverse	Minor adverse	No cumulative effect	Major adverse	Minor adverse	Moderate adverse	Minor adverse	Minor adverse	Minor adverse	No cumulative effect
320-**02**-004	View north-west from the A6144 Warburton Lane at Mossbrow	Major adverse	Moderate adverse	No cumulative effect	Major adverse	Moderate adverse	Moderate adverse	Minor adverse	Minor adverse	Minor adverse	No cumulative effect
320-**02**-005	View east from the A6144 Paddock Lane	Major adverse	Moderate adverse	No cumulative effect	Major adverse	Minor adverse	Moderate adverse	Minor adverse	Moderate adverse	Minor adverse	No cumulative effect

Viewpoints		Construction			Operation year 1 (2038)		Operation year 15 (2053)		Operation year 30 (2068)		Operation cumulative
		Winter	Night-time	Cumulative	Winter	Night-time	Summer	Night-time	Summer	Night-time	
320-**02**-006	View north-west from Footpath Warburton 11 at Jack Hey Gate Farm	Major adverse	Moderate adverse	No cumulative effect	Major adverse	Not assessed	Moderate adverse	Not assessed	Moderate adverse	Not assessed	No cumulative effect
320-**02**-007	View east from Footpath Warburton 11	Major adverse	Major adverse	No cumulative effect	Major adverse	Not assessed	Moderate adverse	Not assessed	Moderate adverse	Not assessed	No cumulative effect
320-**02**-008	View north-west from the A6144 Warburton Lane at the junction with Moss Lane	Major adverse	Minor adverse	No cumulative effect	Major adverse	Minor adverse	Moderate adverse	Negligible	Moderate adverse	Negligible	No cumulative effect
321-**03**-001	View east from Bridleway Partington 6 part of the Bollin Valley Way along the Manchester Ship Canal	Major adverse	Minor adverse	No cumulative effect	Major adverse	Not assessed	Major adverse	Not assessed	Major adverse	Not assessed	No cumulative effect
321-**04**-003	View west from A57 Manchester Road south of Cadishead	Negligible	Not assessed	No cumulative effect	Negligible	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect
321-**02**-004	View north-east from Dam Lane at the junction with Footpath Rixton-with-Glazebrook 7	Major adverse	Minor adverse	No cumulative effect	Major adverse	Not assessed	Major adverse	Not assessed	Moderate adverse	Not assessed	No cumulative effect
321-**02**-005	View west from the B5212 Glazebrook Lane	Major adverse	Moderate adverse	No cumulative effect	Major adverse	Not assessed	Major adverse	Not assessed	Major adverse	Not assessed	No cumulative effect
321-**02**-006	View north-east from Dam Lane	Major adverse	Moderate adverse	No cumulative effect	Major adverse	Not assessed	Major adverse	Not assessed	Major adverse	Not assessed	No cumulative effect
321-**03**-008	View north-east from Footpath Rixton-with-Glazebrook 6	Moderate adverse	Not assessed	No cumulative effect	Moderate adverse	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect
321-**02**-009	View north-east from the junction of Dam Lane and Dam Head Lane	Major adverse	Moderate adverse	No cumulative effect	Major adverse	Not assessed	Moderate adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect
321-**02**-010	View south-west from Vetch Close	Major adverse	Moderate adverse	No cumulative effect	Major adverse	Not assessed	Moderate adverse	Not assessed	Moderate adverse	Not assessed	No cumulative effect
321-**02**-011	View west from the Glazebrook Timberland Trail (Footpath Irlam 60) at Cadishead	Moderate adverse	Minor adverse	No cumulative effect	Moderate adverse	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect
321-**02**-012	View north-west from Lock Lane, Partington	Minor adverse	Negligible	No cumulative effect	Negligible	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect
322-**02**-001	View south-west from the B5212 Glazebrook Lane at New Farm	Major adverse	Minor adverse	No cumulative effect	Moderate adverse	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect
322-**02**-004	View west from the B5212 Glazebrook Lane	Major adverse	Minor adverse	No cumulative effect	Moderate adverse	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect
322-**02**-005	View east from Dam Lane	Moderate adverse	Minor adverse	No cumulative effect	Minor adverse	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect
322-**02**-006	View west from Moss Farm and Church Farm	Major adverse	Moderate adverse	No cumulative effect	Major adverse	Not assessed	Moderate adverse	Not assessed	Moderate adverse	Not assessed	No cumulative effect