In Parliament – Session 2021 - 2022

HS2

High Speed Rail (Crewe – Manchester) Environmental Statement

Volume 5: Appendix LV-001-0MA06

Landscape and visual

MA06: Hulseheath to Manchester Airport

Landscape and visual impact assessment and photomontages

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Department for Transport

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Introduction

This document is the appendix to the landscape and visual impact assessment for the Hulseheath to Manchester Airport area (MA06), 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: Hulseheath to Manchester Airport (MA06), 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 Hulseheath to Manchester Airport area.

Table 1: Stakeholder engagement

Stakeholder	Comment	Response
Cheshire East Council	Cheshire East Council commented on the Working Draft Environmental Statement (WDES) in December 2018. The comments covered the landscape and visual impact assessment (LVIA), public rights of way (PRoW), photomontage locations and the assessment. Meetings were held at the Cheshire East office in Macclesfield on 9 October 2018, 20 March 2019 and via Teams on the 24 September 2020. The discussions covered the Proposed Scheme design, the approach to the LVIA, photomontage and viewpoint locations, heritage effects and landscape mitigation.	Cheshire East Council's comments and proposed photomontage locations have been taken into account in the preparation of the LVIA for the Environmental Statement (ES). Their comments on landscape mitigation and PRoW have been taken into account in the landscape design for the Proposed Scheme.
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.
Trafford Council	Trafford Council commented on the WDES in December 2018. The comments covered PRoW, photomontage locations and the Landscape and Visual Impact Assessment (LVIA) methodology. A meeting with Trafford Council was held on 18 December 2019. The discussions covered the Proposed Scheme design, the LVIA methodology, viewpoint and photomontage locations. Trafford Council regularly attended meetings to discuss the design of the Manchester Airport High Speed station, public realm and landscape mitigations to ensure it took into account Trafford's local plan policies and their plans for the Timperley Wedge allocation area. 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 questioned if the assessment included the view from Ash Lane, to the north-west of the Proposed Scheme.	Trafford Council's comments and proposed photomontage locations have been taken into account in the preparation of the LVIA for this ES. The landscape design for the airport station has been revised to allow for future integration with the Timperley Wedge allocation area. The view from Ash Lane was considered in the assessment, and the Zone of Theoretical Visibility (ZTV) for this area was ground-truthed on site as part of the scoping of viewpoints. However, it is considered that a visual effect would be unlikely to arise in this location due to its distance from the Proposed Scheme and the volume of intervening vegetation. Therefore, a viewpoint in this location was not included in the assessment.
Manchester City Council	Manchester City Council attended the regular meetings to discuss the design of the Manchester Airport High Speed station.	The landscape design has been shaped by the feedback from the meetings.
Manchester Airport Group	Manchester Airport Group (MAG) was consulted at a meeting on 14 March 2019 to discuss the Proposed Scheme in construction and operation. MAG set out their requirements to ensure the station design did not adversely affect the safe running of the airport and referred the design team to a key document: *Wildlife hazard management at aerodromes* (Civil Aviation Authority, 2017)	The landscape design for the station has taken into account the guidance in *Wildlife hazard management at aerodromes* (Civil Aviation Authority, 2017).

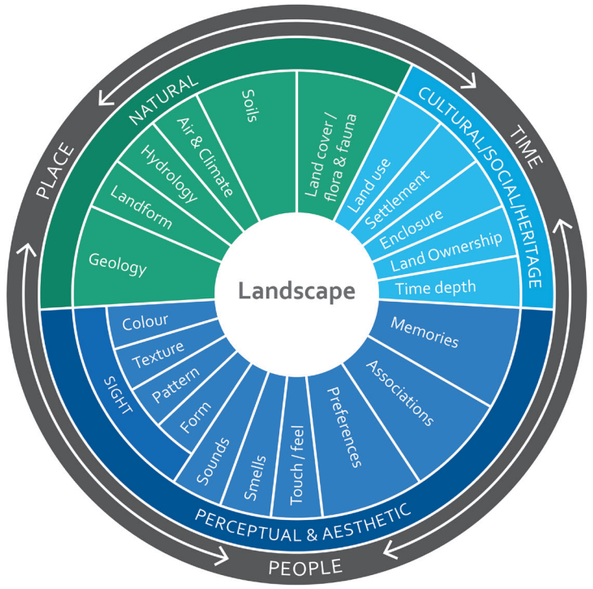
Part 2: Landscape character assessment

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 Hulseheath to Manchester Airport area. A summary of the landscape baseline and significant landscape effects is provided in the Volume 2, Community Area report: Hulseheath to Manchester Airport (MA06), Section 11. The Volume 5, Landscape and visual Map Book: Map Series LV-02 should also be read in conjunction with this section. Elements of landscape are shown in the diagram on the right.

2.1.2 This section is organised as follows:

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



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

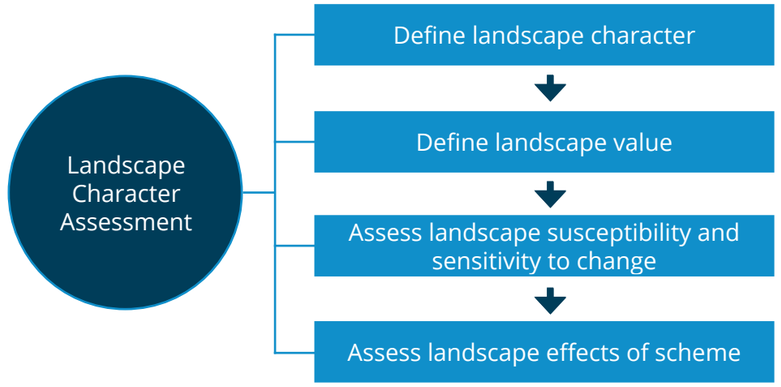
2.2 Approach to landscape characterisation

2.2.1 The LCA have been determined as part of an integrated approach to environmental characterisation in collaboration with other topics including heritage and ecology, with reference to a number of published studies at the national, county and district level. A wide variety of spatially referenced data were also reviewed in developing the landscape characterisation, including existing landscape/townscape characterisations, historic landscape characterisation, Phase 1 Habitat Survey, geological and hydrological data and aerial photography. Such data have also been used, along with field survey, to consider sub-divisions to existing published 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-MA06 (Volume 5: Landscape and visual Map Book). The county landscape character types (LCT) of relevance to the Hulseheath to Manchester Airport area are summarised below:

- LCT 5 Wooded Estates and Meres: varied landform, many water bodies, extensive woodland. An intimate landscape with long views to the Pennines in the northern part;
- LCT 7 Lower Wooded Farmland: low lying with water bodies, woodland, mature trees and historic parkland. A strong sense of enclosure, with occasional views of the Pennines;
- LCT 10 River Valleys: flat-bottomed and narrow valleys lined with trees and woodland. A mostly tranquil, secluded landscape but with urban and infrastructure influences; and
- LCT Urban Fringe Farmland: rolling landform used for dairy farming, grazing and sports. A wooded, secluded landscape in places, influenced by transport and power infrastructure.

2.2.3 Descriptions of all the LCA identified within the Hulseheath to Manchester Airport area are provided in the following section. A small part of the The Arley Lower Wooded Farmland LCA lies in the Hulseheath to Manchester Airport area, but the majority lies in the Pickmere to Agden and Hulseheath area and is therefore described in Volume 5 Appendix LV-001-0MA03. 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: Hulseheath to Manchester Airport area, Section 11.



Above: The landscape assessment process

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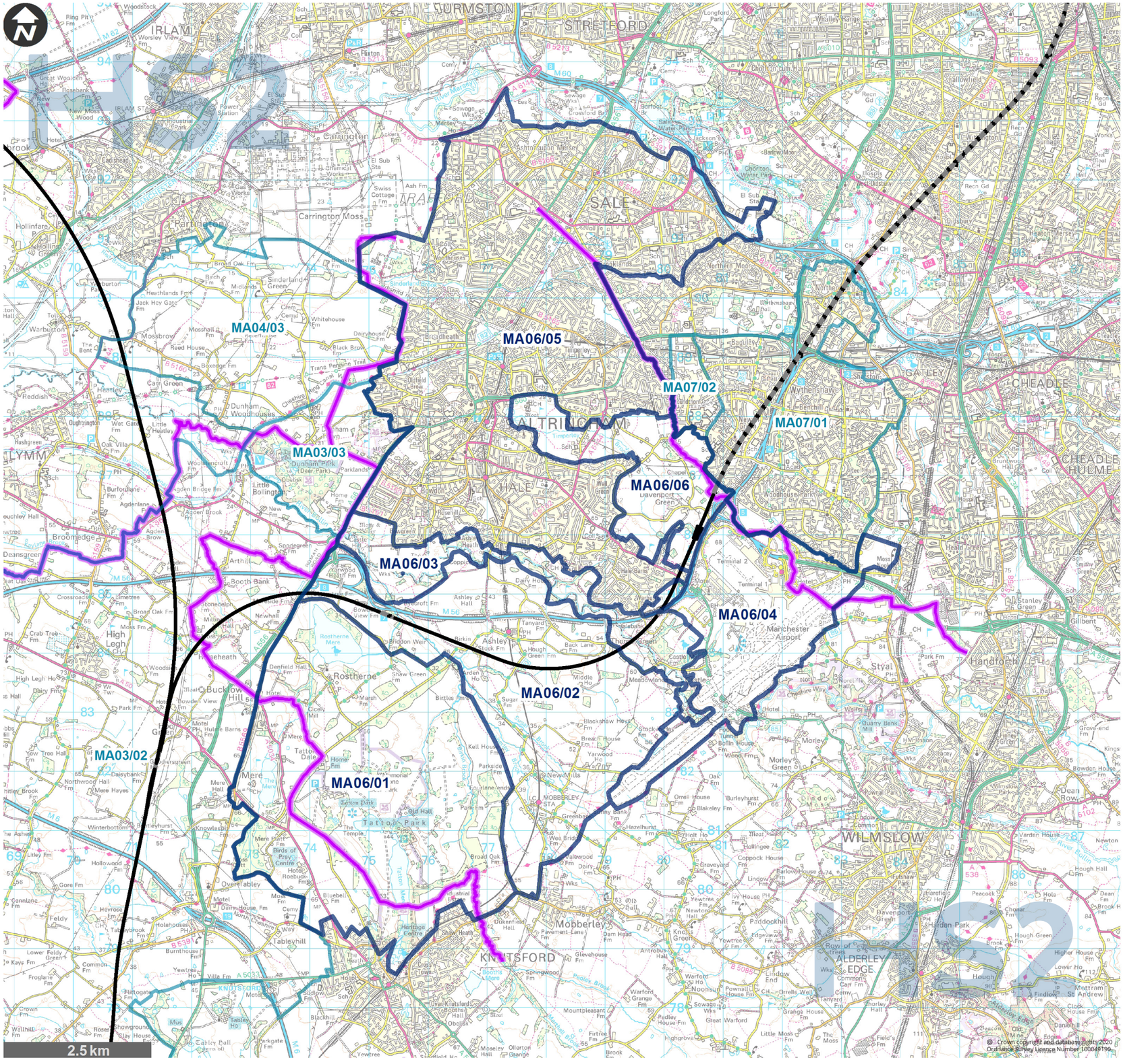
Overview of landscape character areas within MA06



Landscape character areas assessed in this community area

MA06/01 - Tatton and Rostherne Wooded Estates and Meres

MA06/02 - Ringway Lower Wooded Farmland

MA06/03 - River Bollin Broad Urban Fringe Valley

MA06/04 - Manchester Airport

MA06/05 - Altrincham and Hale Suburban

MA06/06 - Altrincham and Hale Urban Fringe Farmland

Landscape character areas assessed in neighbouring community areas

MA03/02 - Arley Lower Wooded Farmland

MA03/03 - Dunham Massey Wooded Estate

MA04/03 - Dunham Woodhouses Settled Sandlands

MA07/01 - Wythenshawe Mixed Residential

MA07/02 - Roundthorn Industrial

Tatton and Rostherne Wooded Estates and Meres LCA

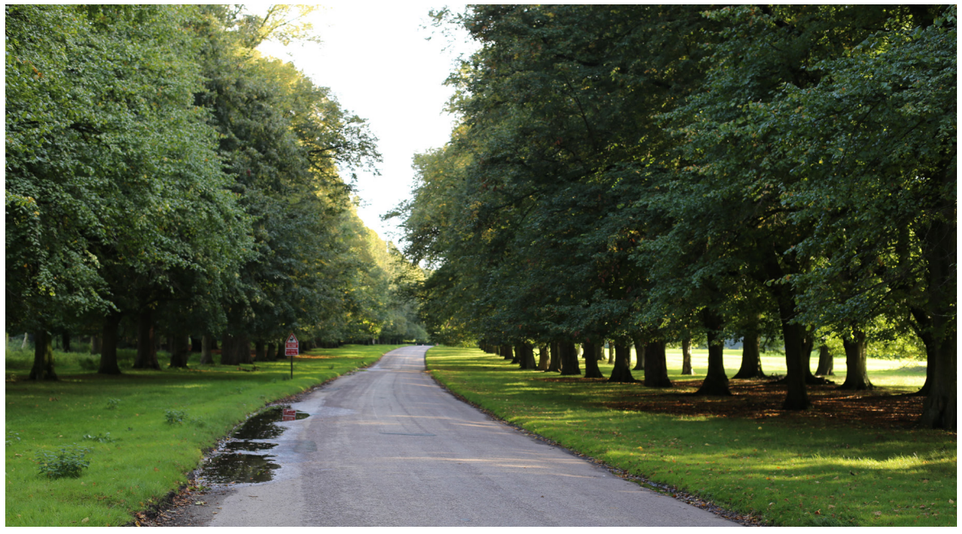
Landscape character baseline description

This LCA lies between Knutsford in the south, the B5569 Chester Road in the west, the M56 in the north and Mobberley in the east.

The Tatton and Rostherne Wooded Estates and Meres LCA comprises the Tatton Park estate, the settlements of Rostherne, Mere and Bucklow Hill, and the Rostherne Mere National Nature Reserve. The defining characteristics of the LCA are the 18th century wooded parkland and gardens of Tatton Park and the many meres including Rostherne Mere and Tatton Mere, all important habitats for wintering wildfowl. Tatton Park has been a deer park since 1290 and designers such as Humphry Repton and Joseph Paxton worked on the designed landscape.

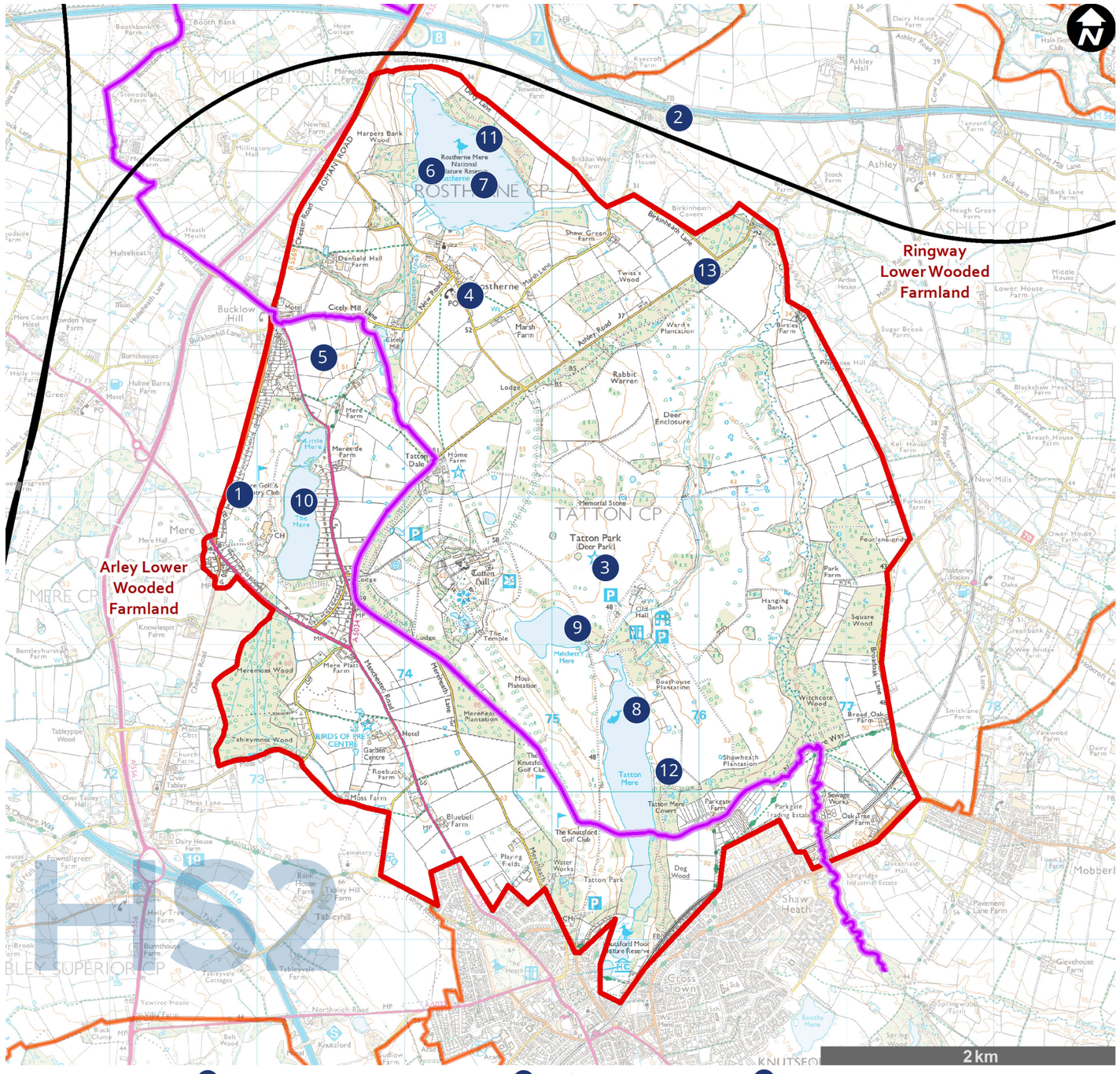
Extensive woodland in and around Tatton Park and Rostherne creates a sense of enclosure, but there are long-distance views from the high point in the deer park towards Manchester Airport and the Peak District. Much of the area is farmland, with small-medium sized fields bordered by hedgerows with mature trees. There is ancient woodland at Harper's Bank Wood, Mere Covert, Shaw Green Wood and Birkinheath Covert. The estate village of Rostherne, a conservation area, has a secluded feel due to the surrounding undulating topography and woodland.

The PRoW network is fragmented, but there are recreational routes within Tatton Park open to visitors. National cycle route 70 runs through the area, linking Bucklow Hill and Ashley. The area feels fairly tranquil, with few through roads, but these can be busy at times. Noise from the M56 and A556 Chester Road and planes using Manchester Airport is evident in parts of the LCA. The night sky is not dark, due to street lighting in Knutsford and Greater Manchester but the LCA is largely unlit.



Key landscape characteristics

The landscape of Tatton Park, with Tatton Hall (listed Grade I), gatehouses and lodges surrounded by estate walls and woodland, and the tree-lined Rostherne Mere, the largest and deepest of the Cheshire Meres, give the area a verdant and secluded quality, with a strong sense of history. The historic character of both the designed landscape of Tatton Park and the village of Rostherne have been largely protected from erosion by unsympathetic development.



- Proposed Scheme
- LCA boundary
- Community Area Boundary

1. B5569 Chester Road
2. M56
3. Tatton Park
4. Rostherne
5. Bucklow Hill
6. Rostherne Mere National Nature Reserve
7. Rostherne Mere
8. Tatton Mere
9. Melchett Mere
10. The Mere
11. Harper's Bank Wood
12. Tatton Mere Covert
13. Birkinheath Covert

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Key landscape value attributes

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



Land cover, flora and fauna

The LCA provides a rich habitat for wildlife with extensive bodies of open water, the Tatton Park deer park and substantial areas of pasture and woodland. The formal gardens include a walled kitchen garden, Japanese garden, maze and glasshouses which give visitors an impression of how the gardens would have looked in Edwardian times. Tatton Mere is designated as a Site of Special Scientific Interest (SSSI). Rostherne Mere is a National Nature Reserve and there are several areas of woodland designated as ancient woodland.



Cultural, social and historic

The area has a rich cultural heritage: Tatton Park is listed on Historic England Register of Parks and Gardens of Special Historic Interest (Grade II*) and the estate village of Rostherne is designated a conservation area. The formal planting in the deer park at Tatton was mainly carried out in the mid-18th century, with further remodelling by Humphry Repton in the late 18th century (illustrated in a 'Red Book').

Key landscape characteristics susceptible to the Proposed Scheme



Overall landscape value

The landscape history of Tatton Park and its extensive avenues, woodland belts and pastures contribute to overall cultural and scenic value. The Tatton Mere SSSI, Rostherne Mere National Nature Reserve and the wooded landscape around the village of Rostherne contribute to the high land cover values.

The noise of traffic on the M56 and A556 Chester Road and planes using Manchester Airport detract from the tranquillity of the area. The value of this LCA is **high** given the above.

Overall landscape susceptibility

The predominance of woodland (some ancient) throughout the LCA and the historic landscape and buildings of Tatton Park and Rostherne give the area a secluded, verdant and strong sense of history. The landscape has a **high** susceptibility to change resulting from the Proposed Scheme.

Future baseline

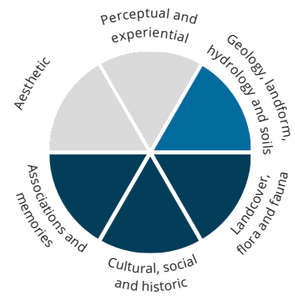
There are no committed developments that will affect the landscape susceptibility to the Proposed Scheme.

Overall landscape sensitivity

The historic character of Tatton Park and associated estate buildings and the extensive woodlands and meres of the area result in the sensitivity of this LCA being **high**.

Value

Susceptibility



Value and susceptibility key

n/a Low Medium High

Magnitude of change and level of effect

Construction

The construction works on the Rostherne cutting, the Rostherne embankment, the Rostherne East box structure, Blackburn's Brook North viaduct, Birkin Brook embankment, Ashley infrastructure maintenance base-rail (Ashley IMB-R) and Ashley embankment will take place outside the LCA but close to Rostherne Mere and the northern end of Tatton Park. They will be largely screened from the LCA by intervening vegetation, but there will be indirect and limited landscape impacts near the northern LCA boundary due to the presence of tall construction machinery and the diversion of an existing power line. Construction traffic using the B5569 Ashley Road (along the western boundary of Tatton Park), A50 Warrington Road, Cherry Tree Lane and Ashley Road will reduce tranquillity along these road corridors. Effects in construction will be limited to the western and northern boundaries of the LCA, near to Rostherne Mere and Tatton Park, and the construction traffic routes. The magnitude of change will be **low.**

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

Operation year 1

There will be no direct landscape impacts on the LCA. Views out of the LCA towards the Rostherne embankment, Rostherne East box structure, Birkin Brook embankment, Ashley IMB-R and Ashley embankment, the nearest elements of the Proposed Scheme to the LCA, will be largely screened by existing intervening vegetation. Filtered views of moving trains and overhead line equipment on the embankments, viaduct and the Rostherne box structure will be possible from the northern boundary of the LCA, slightly reducing tranquillity here. The magnitude of change will be **low**.

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

Operation year 15

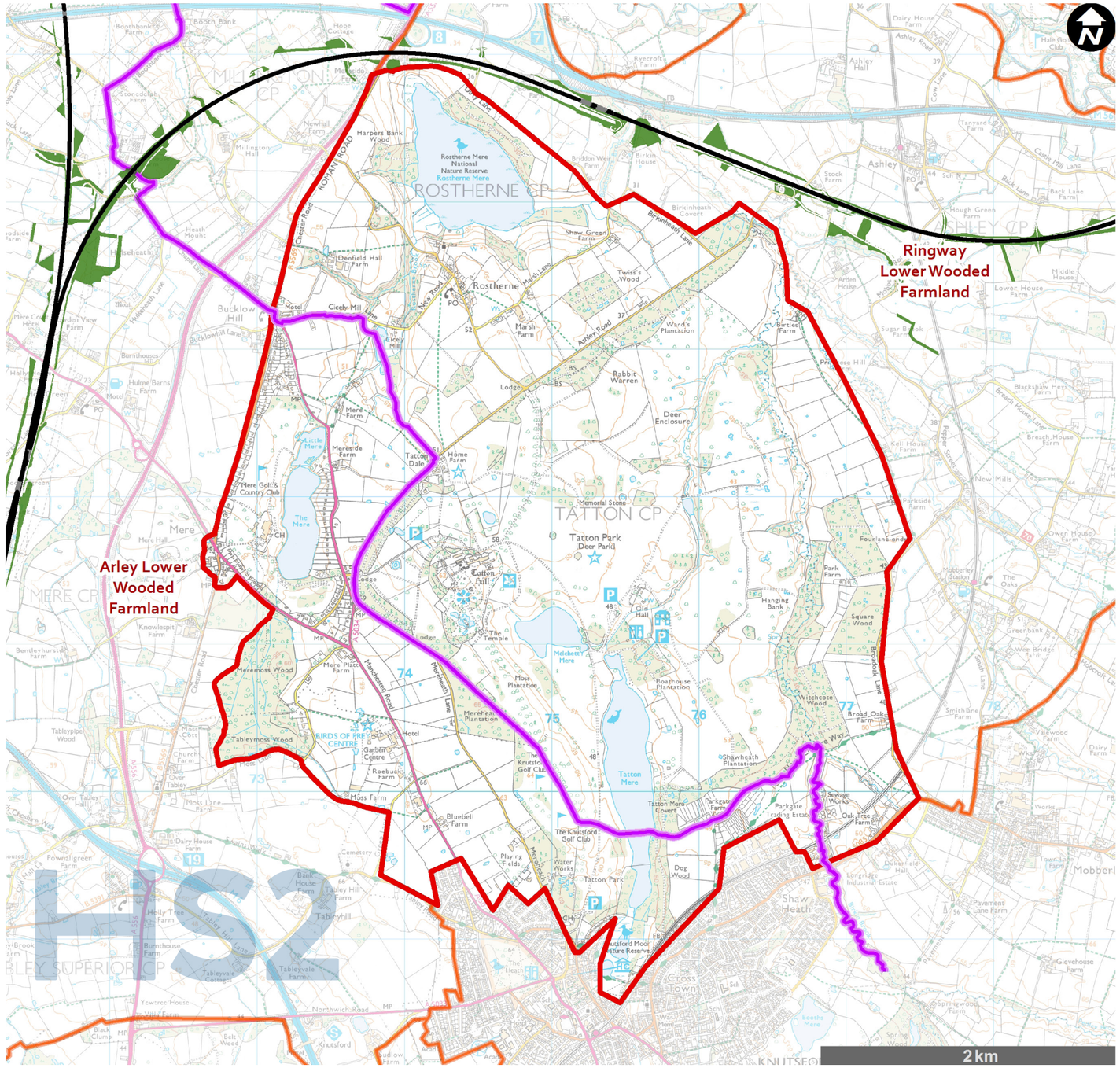
Woodland habitat creation and landscape mitigation planting (partly on landscape earthworks) will add to the existing wooded character of the area and assist in the integration of the Proposed Scheme into the landscape. However, the landscape setting of the northern boundary of the LCA will continue to be indirectly affected by the presence of train movements and overhead line equipment on embankment, viaduct and Rostherne box structure. The magnitude of change will remain **low**.

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

Operation year 30

Mitigation planting will largely screen the movement of trains and overhead line equipment from the area. The magnitude of change will reduce to **negligible.**

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



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Cumulative assessment (construction and operation)

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

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

No cumulative effects during construction and operation.

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Ringway Lower Wooded Farmland LCA

Landscape character baseline description

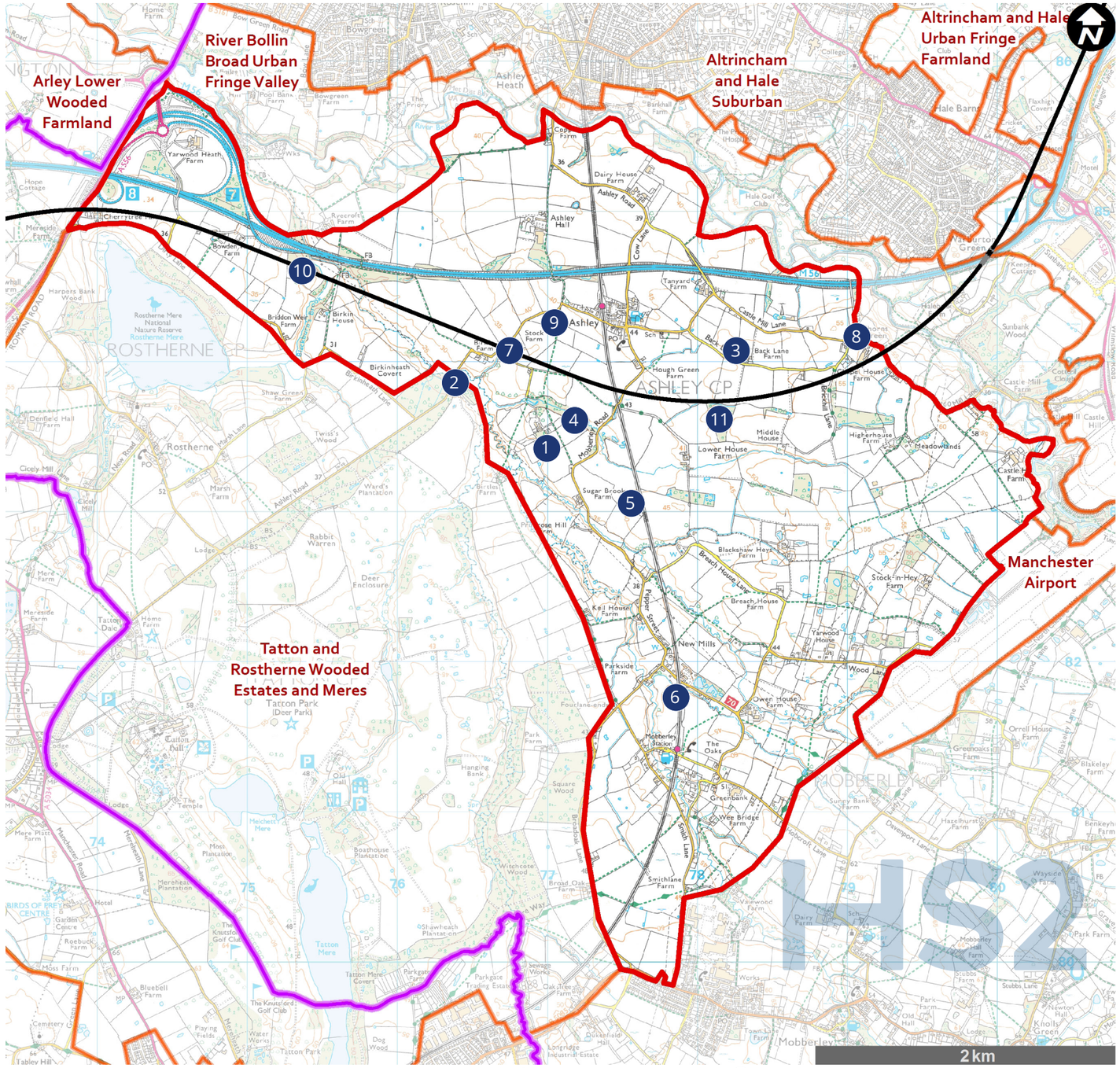
This LCA lies between Tatton Park, the River Bollin and Manchester Airport. It has retained its rural character, despite the presence of transport infrastructure including Manchester Airport, the Mid-Cheshire Railway Line and the M56.

The Ringway Lower Wooded Farmland LCA is a low lying, rural landscape used for arable and dairy farming. Narrow country lanes, hedgerows and tree-lined streams are characteristic of the area. The field system is largely post-medieval, but there is an area of medieval enclosure east of Tatton where the pattern is irregular and small-scale. The landscape in the north of the LCA has a less intimate character than that in the south. There are ancient woodlands throughout the LCA. Settlements include the village of Ashley and hamlets at New Mills and Thorns Green. Isolated, often historic, farms and residential properties are found throughout the area. There are many fine mature trees, especially hedgerow oaks. Many PRoW pass through the LCA, along with National Cycle Network Route 70. The infrastructure of Manchester Airport is well screened from the area, but planes taking of and coming into land are constantly visible and audible in the sky above. Rural roads are narrow and tree-lined but often busy with through traffic. The Mid-Cheshire Line railway runs north-south through Ashley and the M56 passes close to the village, effectively severing it from the landscape to the north. Noise, movement and light generated by traffic, trains and aircraft reduce tranquillity in much of the LCA. The night sky is darker away from settlements, which are lit at night. Overhead power lines are prominent in the eastern and western parts of the LCA.



Key landscape characteristics

The intact field patterns, mature hedgerow oak trees, woodlands and isolated dwellings and farmhouses give much of the LCA a rural, farmland character. However, the noise and activity generated by transport infrastructure and through traffic detracts from this, especially in the northern and eastern parts of the character area.



- Proposed Scheme
- LCA boundary
- Community Area Boundary

1. Arden House
2. Birkinheath Lane
3. Back Lane
4. Woodland at Arden House
5. Mid-Cheshire Line railway
6. New Mills
7. Stock Farm
8. Thorns Green
9. Ashley Cricket Club
10. Ryecroft Covert
11. Ecclesfield Wood

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Key landscape value attributes

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



Land cover, flora and fauna

The predominant land use is agricultural, with a mix of arable and pastureland, divided into medium-scale fields, although in the northern part of the LCA, hedgerow removal has resulted in larger fields. Fields are primarily divided by hedgerows, but in places these have been replaced with post and wire fences. Woodland belts and mature trees within fields and hedgerows contribute to the wooded character of the landscape.



Perceptual and experiential

Perceptual qualities vary throughout the character area. Much of the landscape is rural in character and feels relatively remote and tranquil, especially where the pattern of hedgerows with hedgerow trees forms a series of receding layers which, along with woodland belts, provide a strong sense of enclosure. In the north and east of the LCA, near the M56 and Manchester Airport, the landscape pattern is more open, and noise and activity generated by traffic and planes reduces the perception of tranquillity.

Key landscape characteristics susceptible to the Proposed Scheme



Land cover, flora and fauna: Hedgerows, hedgerow trees and woodland (some ancient) contribute to the pattern of the landscape and the mainly rural character of the area.

Overall landscape value

The farmland, woodland, hedgerows and tree-lined streams contribute to the rural and secluded character of much of the LCA. However, the M56 and nearby Manchester Airport detract from this character in the northern part.

Ancient woodland and pockets of woodland throughout the LCA provide important habitats. There is fragmentation of the historic landscape pattern however due to agricultural intensification, which has resulted in the loss of hedgerows, and from the severance caused by the M56 including its junctions 7 and 8.

There is an extensive footpath network in the LCA and the local roads, although busy, are popular with cyclists travelling to the countryside from Greater Manchester. The value of this LCA is **medium** given the above.

Overall landscape susceptibility

The gently undulating terrain, secluded feel, largely intact pattern of hedgerows, tree-lined watercourses and detracting transport infrastructure impart a **medium-high** susceptibility to change arising from the Proposed Scheme.

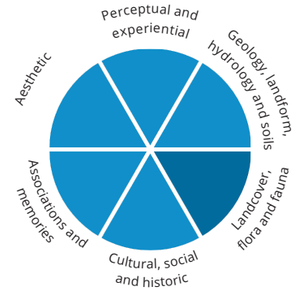
Future baseline

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

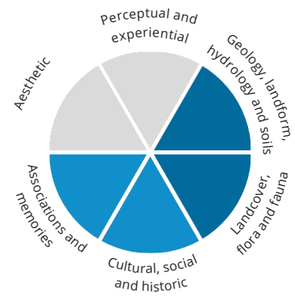
Overall landscape sensitivity

The mainly rural, wooded character, intact field patterns, moderate tranquillity and recreational value of the LCA result in the sensitivity of this LCA being **medium-high**.

Value



Susceptibility



Value and susceptibility key



Magnitude of change and level of effect

Construction

The LCA will be directly affected by the introduction of construction activity, machinery and satellite compounds into a predominantly rural landscape, particularly affecting the landscape setting of the village of Ashley. There will be large-scale changes due to construction of the A556 Chester Road overbridge, Rostherne cutting, embankments and box structure, Tom Lane telecommunications site, Blackburn's Brook North viaduct, Ashley IMB-R and auto-transformer station, Mid-Cheshire (Railway) and Mobberley Road viaduct, Mobberley Road off-line overbridge, Thorns Green embankment and cutting, Castle Mill Lane realignment, telecommunications site and overbridge and Brickhill Lane diversion. Ashley railhead will occupy a substantial area between Mobberley Road and the Mid-Cheshire Line. There will be changes to the local landform due to the presence of large-scale earthworks and material stockpiles. Closures and diversions of PRoW and road closures will reduce connectivity. The landscape will be affected by construction vehicle movements, construction activity and noise, reducing tranquillity throughout the LCA. The magnitude of change will be **high.**

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

Operation year 1

The LCA will be directly affected by the introduction of large-scale linear structures including the Rostherne embankment and box structure, Blackburn's Brook North viaduct, Mid-Cheshire (Railway) and Mobberley Road viaduct, Mobberley Road off-line overbridge, Thorns Green embankment, Castle Mill Lane overbridge and Brickhill Lane diversion into the rural landscape. Ashley and Thorns Green will be isolated from their landscape setting. The connectivity of the PRoW network will be maintained with new overbridges, but with several diversions. There will be a loss of characteristic landscape features including farmland, trees and hedgerows and ancient woodland. Tranquillity will be reduced due to moving trains and the operation of Ashley IMB-R. The magnitude of change will be **high**.

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

Operation year 15

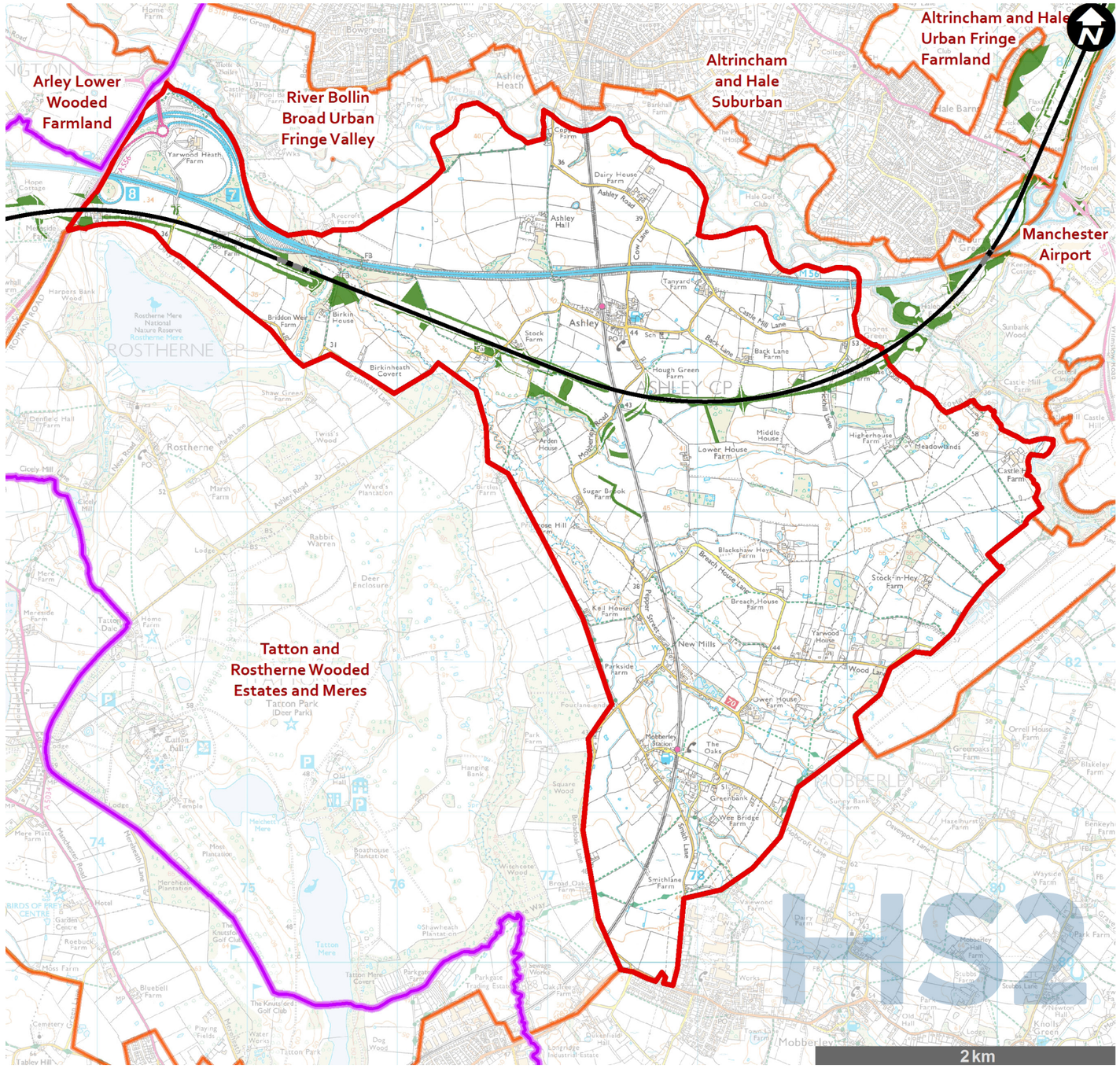
The landscape character of the area will remain substantially changed due to severance and disruption of the existing landscape pattern, the loss of key features and the introduction of large-scale infrastructure elements into the rural landscape. Mitigation planting, partly on landscape earthworks, between Rostherne Mere and the Stock Farm will largely integrate the Proposed Scheme into the landscape, although Rostherne East box structure and Blackburn's Brook North viaduct will remain apparent above or between the vegetation. The lower section of Ashley IMB-R, Ashley and Thorns Green embankments and the Thorns Green cutting will be screened by a combination of landscape mitigation planting and landscape earthworks, but the Mid-Cheshire (Railway) and Mobberley Road viaduct and embankment and Mobberley Road off-line overbridge will continue to be prominent structures in the LCA between Ashley and Thorns Green. The magnitude of change will remain **high**.

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

Operation year 30

The Mid-Cheshire (Railway) and Mobberley Road viaduct and off-line overbridge will remain prominent in the landscape, but the further maturity of landscape mitigation planting will screen the majority of the Proposed Scheme. The landscape mitigation will form a wooded corridor through the LCA, integrating it into the existing woodland blocks and tree belts which are characteristic of the landscape. The magnitude of change will reduce to **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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River Bollin Broad Urban Fringe Valley LCA

Landscape character baseline description

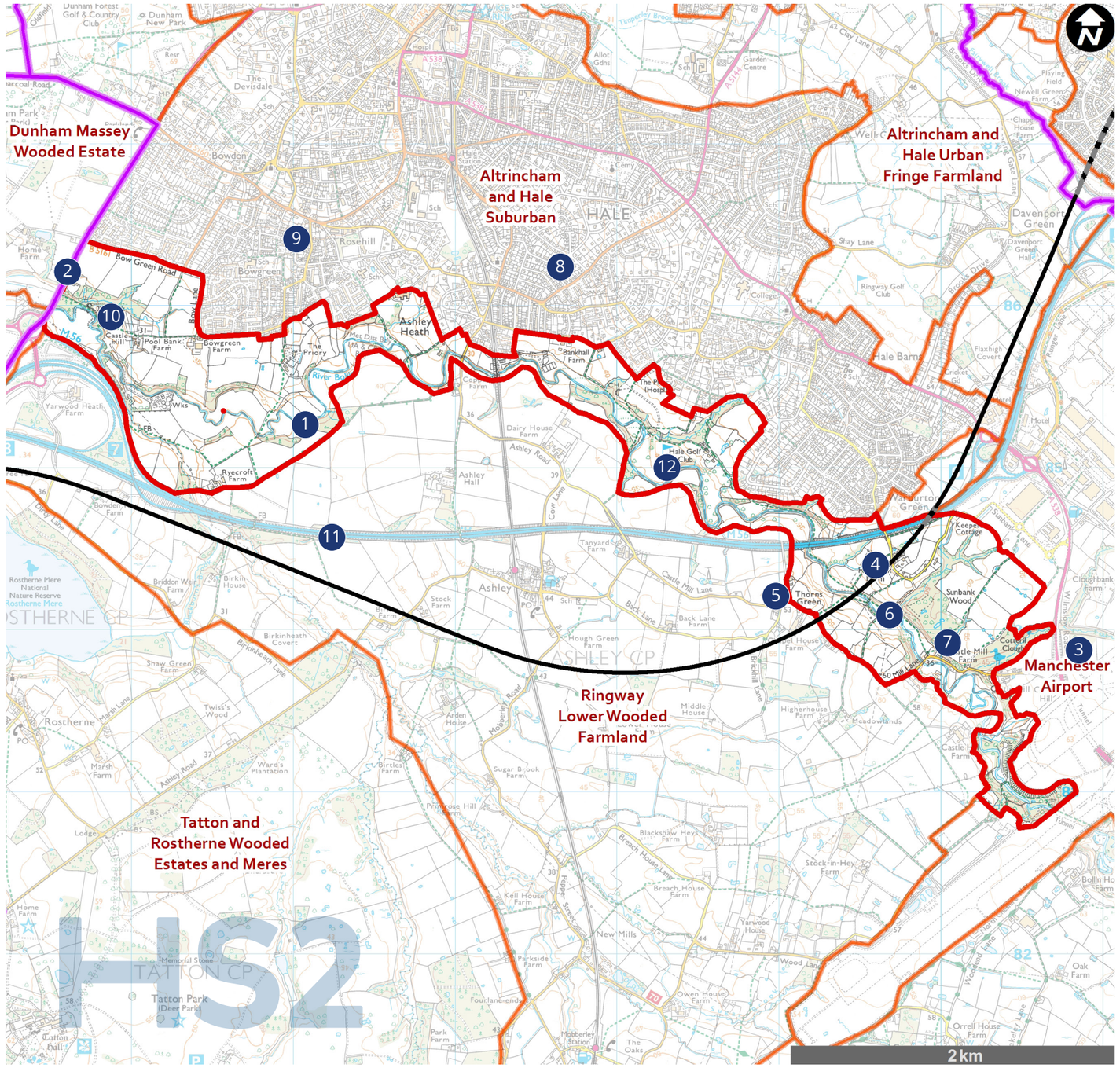
This LCA runs along the River Bollin valley between the A56 Dunham Road in the west and Manchester Airport in the east.

The River Bollin Broad Urban Fringe Valley LCA comprises the River Bollin valley, farms and farmland and a small settlement of dwellings along Sunbank Lane. The valley is steep sided in the east, broadening out north of Thorns Green. It is well wooded, with areas of ancient woodland, including Sunbank Wood and Cotterill Clough. There is a comprehensive PRoW network, with footpaths along the river valley and between Hale and Bowden and the Cheshire countryside. Other recreational uses include a golf course and sports pitches. There is a scheduled monument (Watch Hill motte and bailey castle) just east of A56 Dunham Road. The area feels secluded, despite the proximity of the M56, (which crosses the River Bollin north of Thorns Green), Manchester Airport, the global logistics hub (west of the airport) and the urban edge of Greater Manchester. The sound of traffic on the M56 and planes is audible in much of the LCA, but the screening provided by existing woodland and tree belts between the infrastructure elements and the wider landscape creates a degree of separation between the LCA and neighbouring urban and infrastructure elements. On the PRoW along the River Bollin and west of the motorway and airport, the landscape feels tranquil. The LCA is largely unlit, but the M56, east of Sunbank Lane, and the urban areas to the north are lit, contributing to the general skyglow above Greater Manchester. Consequently, the night sky is not dark.



Key landscape characteristics

Trees and farmland lining the River Bollin give the LCA a verdant, rural and secluded character.



- Proposed Scheme
- LCA boundary
- Community Area Boundary
- Proposed Scheme in tunnel

1. River Bollin
2. A56 Dunham Road
3. Manchester Airport
4. Sunbank Lane
5. Thorns Green
6. Sunbank Wood
7. Cotterill Clough
8. Hale
9. Bowden
10. Watch Hill Castle
11. M56
12. Hale Golf Course

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Key landscape value attributes

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



Land cover, flora and fauna

The LCA is predominantly farmland, with woodland concentrated along the river and typical rural-urban edge uses including golf courses, sports pitches and a water treatment works.



Cultural, social and historic

The area has an extensive footpath network, with several points of access to the Cheshire countryside and the River Bollin valley from Hale and Bowden. Historic maps illustrate that the existing field pattern is broadly similar to that of the late 19th century, showing that there has been little consolidation of fields, despite the large-scale changes that have taken place nearby with the construction of the M56 and the expansion of Greater Manchester.

Key landscape characteristics susceptible to the Proposed Scheme



Overall landscape value

The area has a wooded, rural character, intact landscape pattern and extensive public rights of way network. The M56, A56 Dunham Road and Manchester Airport detract from tranquillity of the area. The value of this LCA is **medium** given the above.

Overall landscape susceptibility

The tree-lined river valley, woodland and farmland give much of the area a secluded, rural character. However, the M56, A56 Dunham Road, Manchester Airport and the urban edge of Greater Manchester are detracting influences along the boundaries of the area. The landscape has a **medium** susceptibility to change resulting from the Proposed Scheme.

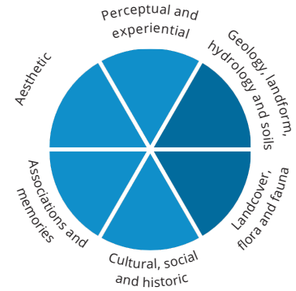
Future baseline

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

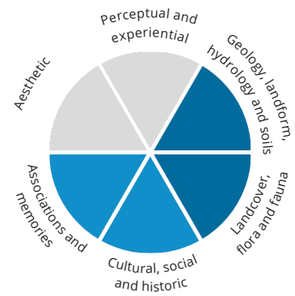
Overall landscape sensitivity

The River Bollin, farmland, woodland and presence of transport infrastructure within and close to the area result in the sensitivity of this LCA being **medium**.

Value



Susceptibility



Value and susceptibility key



Magnitude of change and level of effect

Construction

The eastern end of the LCA will be directly affected by the introduction of construction activity, plant and satellite compounds into a wooded valley. There will be changes due to the construction of River Bollin South embankment, River Bollin North embankment, River Bollin East viaduct, Sunbank Lane overbridge, Ringway cutting and the M56 East tunnel. A number of properties on Sunbank Lane will be demolished and vegetation will be removed along field boundaries and the River Bollin. There will be changes to the local landform due to large-scale earthworks and the presence of Castle Mill Lane satellite compound, River Bollin East viaduct satellite compound and Sunbank Lane satellite compound as well as temporary material stockpiles. Temporary closures and diversions of PRoW will reduce local connectivity within the LCA. Tranquillity will be reduced by construction activity and noise, but this change will be experienced in the context of the busy M56 close by. A small proportion of the LCA will be affected, with the majority of the area screened from construction by intervening trees, woodland and variations in the valley landform. The magnitude of change will be **low**.

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

Operation year 1

The loss of trees and woodland in fields and along the River Bollin during construction will result in the loss of features that contribute to the existing character of the landscape and will reduce the verdant character of the LCA. The landscape will become more open in this area, increasing the influence of the M56 on the LCA. River Bollin South embankment, River Bollin North embankment and River Bollin East viaduct will be large-scale new infrastructure elements, uncharacteristic of the wooded River Bollin Valley landscape. Ringway cutting and the M56 East tunnel will also be large-scale elements but their proximity to the M56, means that they will not change the infrastructure character of the landscape in this area. Tranquillity will be reduced due to the noise and movement of trains over River Bollin East viaduct. Pedestrian connectivity in the area will be restored with the realignment of the new Footpath Ringway 12 overbridge. Effects will be limited to a small proportion of the eastern end of the LCA, with the majority of the area screened from the Proposed Scheme by intervening trees, woodland and variations in the valley landform. The magnitude of change will be **low**.

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

Operation year 15

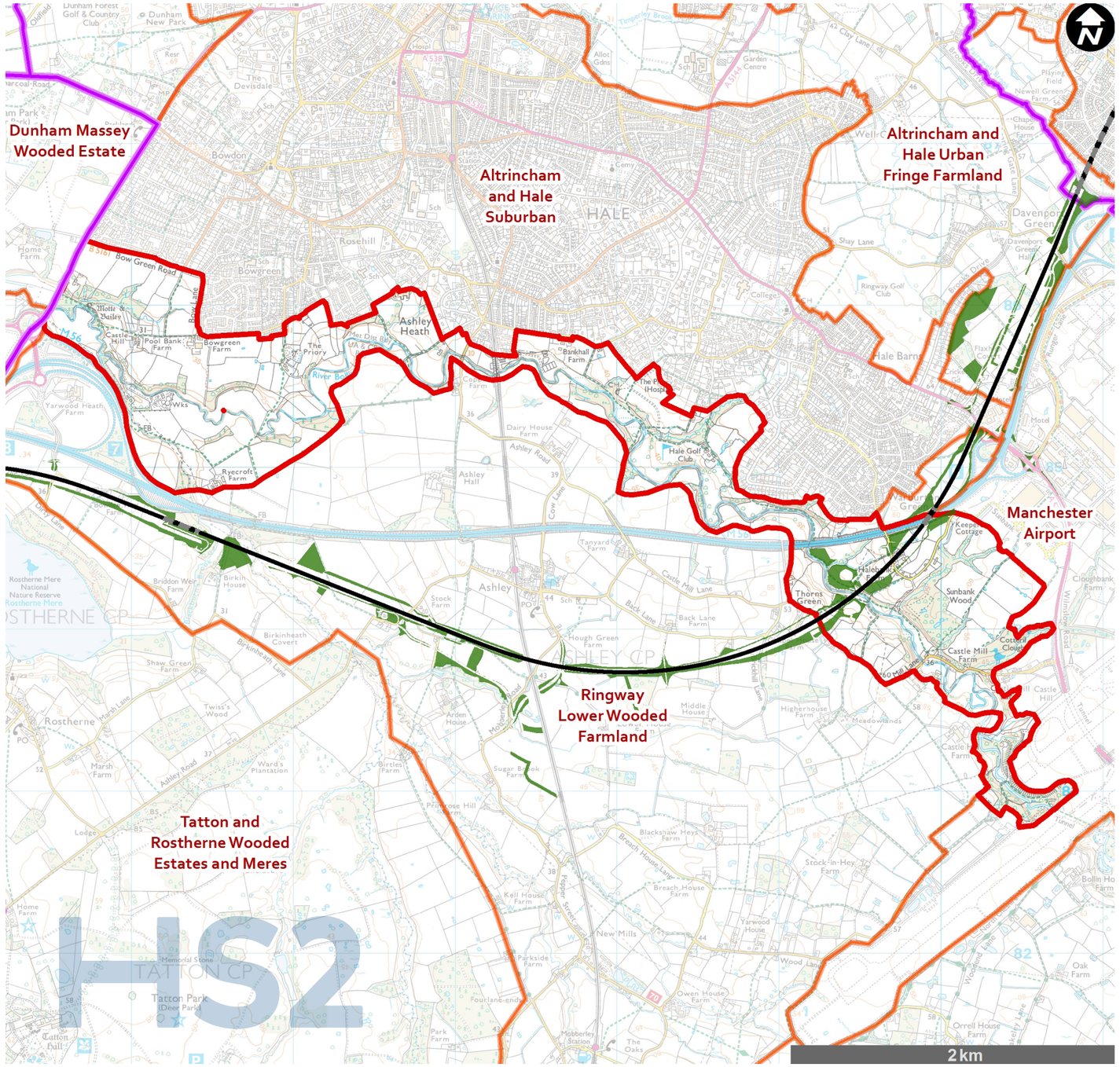
Landscape mitigation planting, partly on landscape earthworks, will screen Ringway cutting and partly screen River Bollin South embankment, River Bollin North embankment, River Bollin East viaduct and the M56 East tunnel from the LCA. The above-ground structures will continue to be large-scale new elements, uncharacteristic of the wooded River Bollin Valley landscape. Trains crossing River Bollin East viaduct will continue to reduce tranquillity in a small area of the LCA. The magnitude of change will remain **low**.

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

Operation year 30

Mitigation planting will continue to mature, further screening River Bollin South embankment, River Bollin North embankment, River Bollin East viaduct and the M56 East tunnel and integrating them into the landscape. Trains crossing River Bollin East viaduct will continue to reduce tranquillity in a small area of the LCA. 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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Manchester Airport LCA

Landscape character baseline description

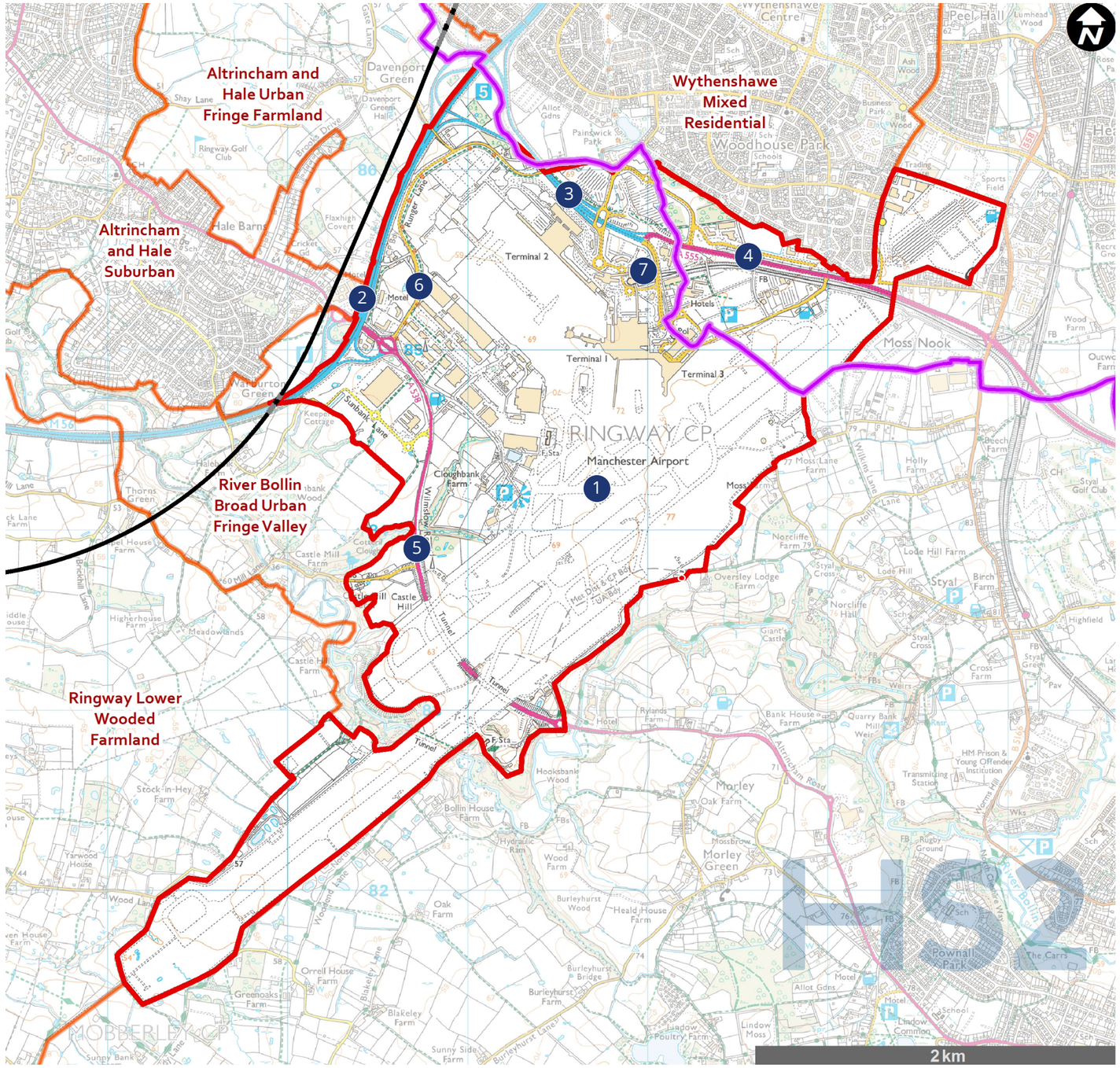
This LCA includes Manchester Airport and its associated logistics, maintenance and commercial zones.

The Manchester Airport LCA comprises the runways, terminals and carparks of the airport, as well as the logistics maintenance and commercial zones associated with its operation. The landform is flat and within the airport operational area there are no trees, giving much of the landscape an open, expansive character. However, Runger Lane is tree-lined and there are woodland belts around the major road junctions close to the airport operational area. The architecture of the airport terminals, multi-storey car parks and commercial and industrial zone buildings is utilitarian. Many buildings are one storey sheds with large footprints, surrounded by car parks and paved, storage zones. Surface level airport parking, internal roads and hardstanding cover much of the LCA. Incremental and ongoing development has resulted in an area with poor legibility and no real focal points or landmarks. Major roads and pedestrian barriers reduce permeability. The airport is surrounded on all sides by busy roads including the M56, the M56 Airport Spur, the A555 Manchester Airport Relief Road, the A538 Wilmslow Road and Runger Lane. There is a railway station at the airport and a Metrolink tram stop. Tranquillity is low due to the activity and noise generated by road and air traffic. The area is brightly lit thorough the night and consequently, the night sky is not dark.



Key landscape characteristics

The predominance of buildings and transport modes associated with the working of Manchester Airport give the LCA a utilitarian, infrastructure-dominated character. The LCA has a weak sense of place due to the lack of distinctive features or landmarks.



Proposed Scheme
LCA boundary
Community Area Boundary
Proposed Scheme in tunnel

1 Manchester Airport
2 M56
3 M56 Airport Spur
4 A555 Manchester Airport Relief Road
5 A538 Wilmslow Road
6 Runger Lane
7 Manchester Airport Station

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Key landscape value attributes

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



Land cover, flora and fauna

The LCA is almost completely developed, with buildings, roads, car parks and areas of hardstanding for the storage of materials. Runger Lane is tree lined, but otherwise there is little vegetation, apart from amenity grassland due to the need to discourage birds in the area for operational safety reasons.



Perceptual and experiential

The airport and major roads nearby generate high levels of noise and activity for much of the day and night. Legibility for passengers arriving at the airport for the first time by car is weak, with a confusing array of signs and barriers to negotiate to find the correct car park. The LCA is open and there is little shelter for pedestrians from wind or rain. Apart from occasional planes visible in the operational area, the LCA lacks landmarks or local distinctiveness.

Key landscape characteristics susceptible to the Proposed Scheme



Overall landscape value

The lack of vegetation and dominance of utilitarian buildings, fencing, signage and paved surfaces gives the area a low scenic value. Aircraft noise and movement, airport road traffic and noise from the M56 detracts from tranquillity of the area. A lack of cultural or historic landscape features means that the LCA has a weak sense of place and lack of local distinctiveness. The value of this LCA is **low** given the above.

Overall landscape susceptibility

The LCA is dominated by buildings and transport infrastructure. It is brightly lit at night and tranquillity is low. The area lacks cultural, historic or aesthetic features of interest. The landscape has a **low** susceptibility to change resulting from the Proposed Scheme.

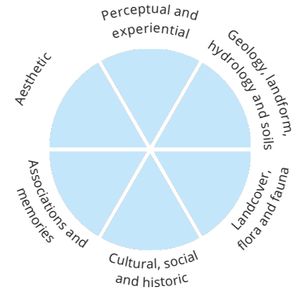
Future baseline

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

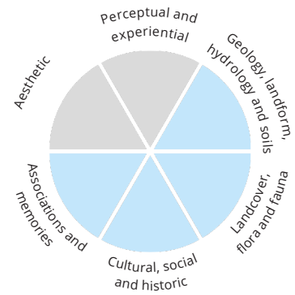
Overall landscape sensitivity

The lack of local distinctiveness, low tranquillity and utilitarian, infrastructure dominated character of the area results in the sensitivity of this LCA being **low**.

Value



Susceptibility



Value and susceptibility key

n/a Low Medium High

Magnitude of change and level of effect

Construction

There will be a slight change to the setting of the western boundary of the LCA due to the construction of Manchester Airport High Speed station cutting retaining wall, the A538 Hale Road overbridge (south), the A538 Hale Road overbridge (north), the eastern access road to the station, Manchester Airport High Speed station, Thorley Lane overbridge and Manchester tunnel south portal and auto-transformer station. Vegetation lining Runger Lane, the M56 and junctions 5 and 6 will largely screen this construction activity from the LCA. The magnitude of change will be **low.**

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

Operation year 1

There will be a slight change to the setting of the western boundary of the LCA due to the introduction of Manchester Airport High Speed station, associated car parks, the A538 Hale Road overbridge (south), A538 Hale Road overbridge (north), Thorley Lane overbridge, and Manchester tunnel south portal into the landscape west of the station. The new structures will be apparent above the intervening vegetation lining Runger Lane, the M56 and junctions 5 and 6. The new structures will be similar in scale and function to those already present in Manchester Airport LCA and therefore will not be uncharacteristic additions to the landscape. The trains will be in deep cutting and will not affect the existing tranquillity of the LCA, but increased road traffic to the station will increase the level of activity and noise in the area. Pedestrian connectivity in the area will be restored with the new overbridges and M56 Hasty Lane underpass extension. The magnitude of change will be **low.**

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

Operation year 15

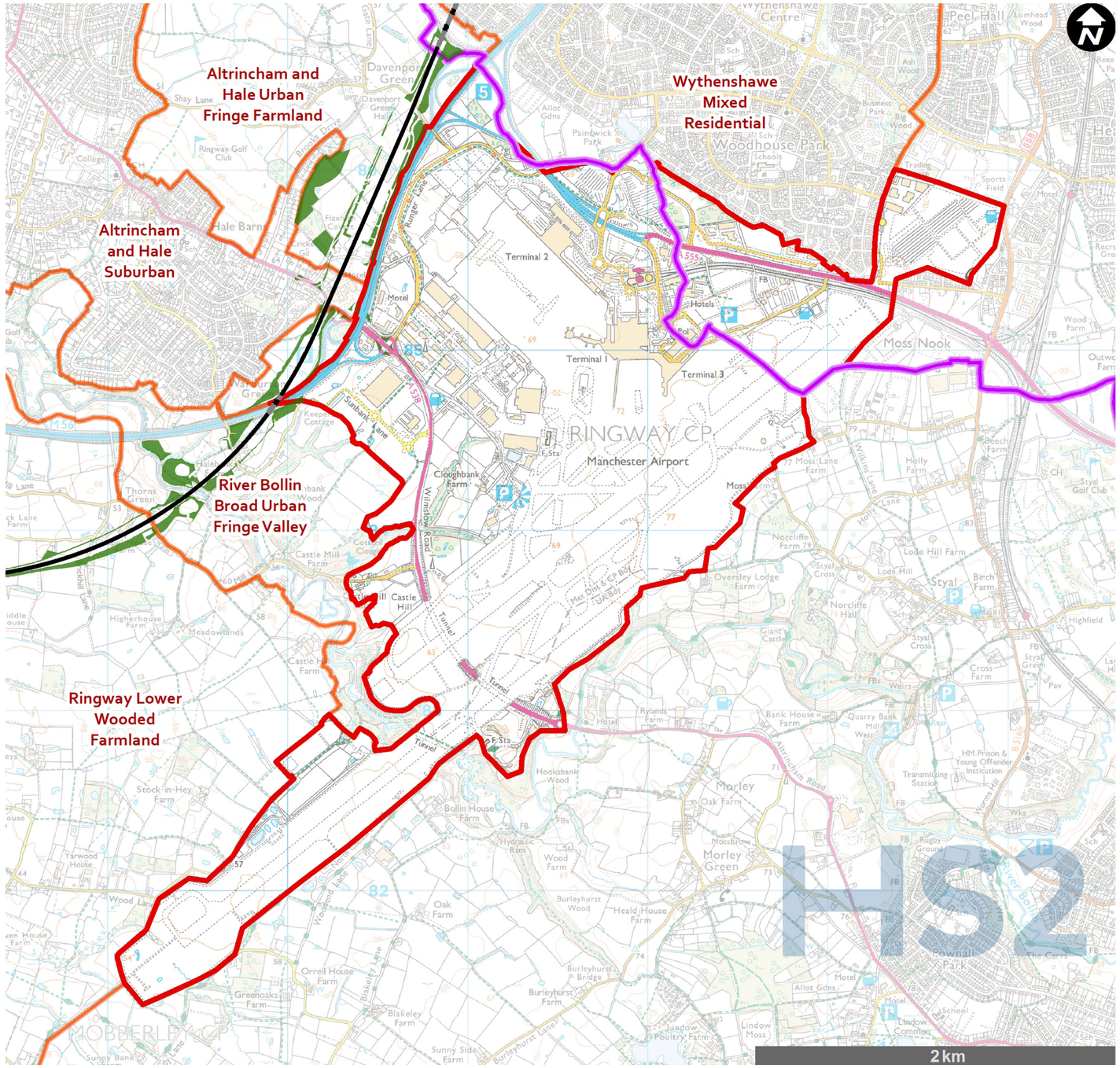
Mitigation planting will assist in the landscape integration of the lower parts of Manchester Airport High Speed station, the associated car parks and Manchester tunnel south portal. Planting on both sides of Thorley Lane overbridge will help integrate this bridge into the landscape. However, the A538 Hale Road overbridge (south) and the A538 Hale Road overbridge (north) will remain visible above intervening existing vegetation. The magnitude of change will remain **low.**

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

Operation year 30

Mitigation planting will continue to mature, further screening the structures of the station and associated infrastructure and integrating them into the landscape. The magnitude of change will reduce to **negligible.**

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



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Cumulative assessment (construction and operation)

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

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

No cumulative effects during construction and operation.

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Altrincham and Hale Suburban LCA

Landscape character baseline description

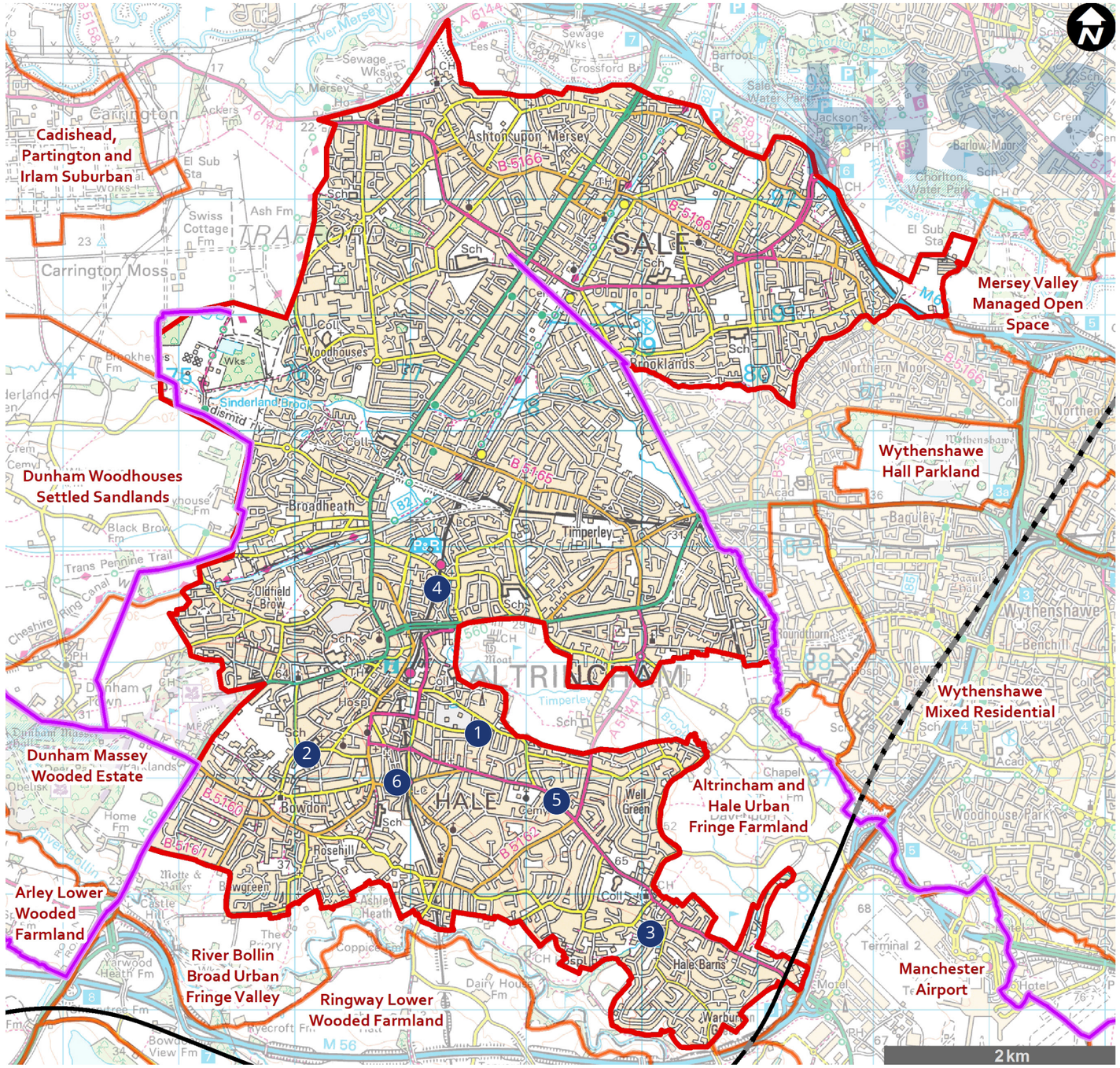
This LCA includes the settlements of Hale, Bowden and Hale Barns in Altrincham on the south-western edge of Greater Manchester.

The Altrincham and Hale Suburban LCA comprises a series of once-separate former villages that have, over the years, coalesced to form a continuous urban area. Altrincham has been a market town since 1290 comprising; Hale, Hale Barns, Timperley and Bowden which were originally rural villages. The settlements expanded substantially in the 19th century due to the arrival of several railway lines and this expansion has continued to the present day. Buildings mainly date from the Victorian and Edwardian period to the modern era. There are many buildings of historic and architectural interest including houses, churches and public buildings designed in the Arts and Crafts or Tudor Revival style, with half-timbered walls, bay and oriel windows, dressed stone detailing and polychromic brickwork. The LCA is dominated by housing with detached and semi-detached houses in substantial gardens. There are many playing fields in the area and the streets and gardens are tree-lined, giving the LCA a sheltered, verdant character. The movement and sound of traffic on the busy main roads, such as the A538 Hale Road, reduces tranquillity, but in residential side streets the landscape feels more tranquil. The area is relatively permeable as most streets are through roads. There are small village centres with shops restaurants and businesses in the LCA and stations in Hale and Altrincham. The streets are lit at night and consequently the night sky is not dark.



Key landscape characteristics

The predominance of housing (much dating from the 19th and early 20th century), large, well-planted gardens and tree-lined streets give the LCA a verdant, suburban character.



- Proposed Scheme
- LCA boundary
- Community Area Boundary
- Proposed Scheme in tunnel

1. Hale
2. Bowden
3. Hale Barns
4. Mid Cheshire Railway
5. A538 Hale Road
6. Hale Station

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Key landscape value attributes

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



Land cover, flora and fauna

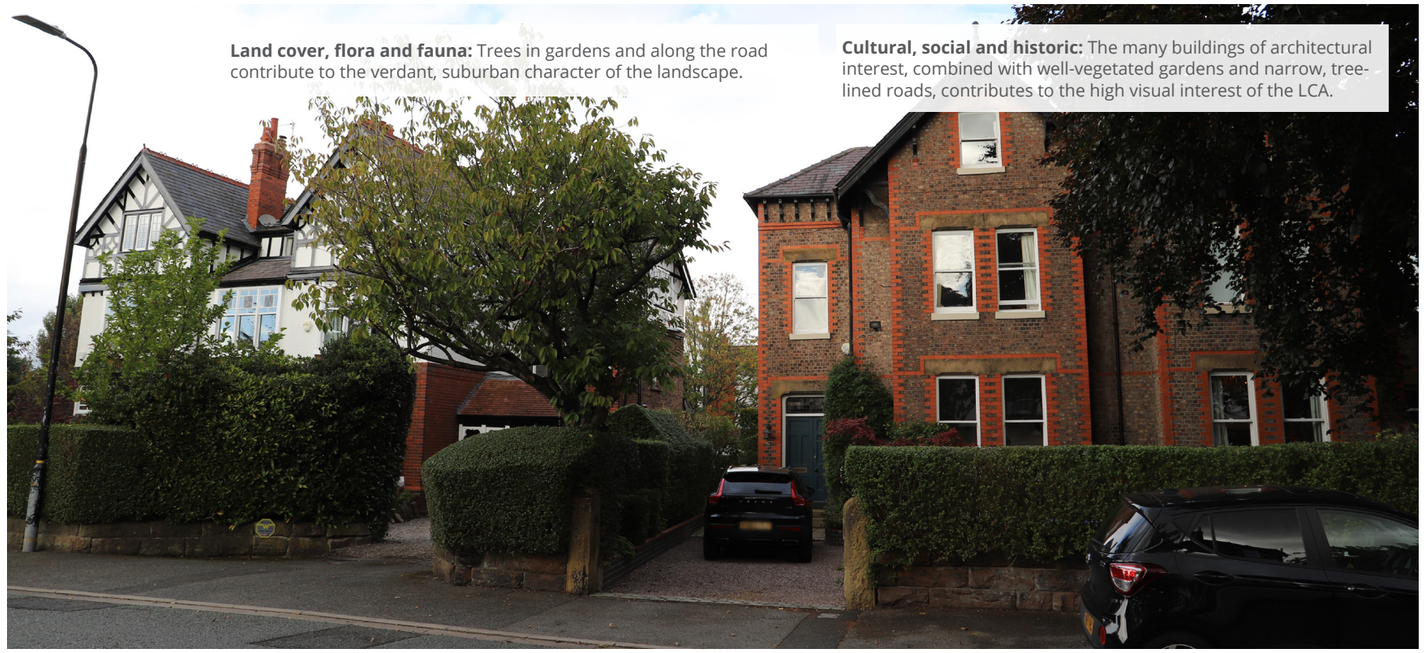
The LCA is predominantly occupied by housing, in a setting of open space, tree-lined streets and well-vegetated gardens. Busy traffic on the main roads is a detracting element.



Cultural, social and historic

The area has a rich cultural heritage, recognised by the South Hale, Ashley Heath and other conservation areas, with many buildings of historic interest from the 19th and early 20th centuries. Post-war housing is often utilitarian and lacks local distinctiveness, though there are new buildings (along Brooks Drive for example) of greater architectural interest.

Key landscape characteristics susceptible to the Proposed Scheme



Overall landscape value

The many buildings of historic and architectural interest and the verdant character of the area provide high cultural and scenic value. The LCA includes several conservation areas.

Busy through traffic, with queuing at peak periods, detracts from tranquillity of the area.

Unsympathetic post-war development diminishes the cultural value of the LCA. The value of this LCA is **medium** given the above.

Overall landscape susceptibility

The predominance of 19th and early 20th century housing, the large gardens, extensive open space and tree-lined streets impart a secluded, verdant character to the area. However, the transport infrastructure, including A538 Hale Road, the M56 and Manchester Airport reduce tranquillity in the eastern end of the LCA. The landscape has a **medium** susceptibility to change resulting from the Proposed Scheme.

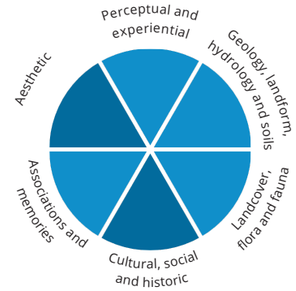
Future baseline

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

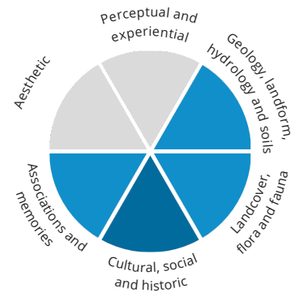
Overall landscape sensitivity

The housing, large gardens, suburban street pattern and street trees result in the sensitivity of this LCA being **medium**.

Value



Susceptibility



Value and susceptibility key



Magnitude of change and level of effect

Construction

The south-eastern corner of the LCA will be directly affected by the introduction of construction activity, plant and satellite compounds into a suburban area. There will be large-scale changes due to the construction of Manchester Airport High Speed station cutting retaining wall, the A538 Hale Road realignment, the A538 Hale Road overbridge (South) and the western access road to the station. The Manchester Airport Marriott Hotel and nine houses on Hasty Lane and the A538 Hale Road will be demolished, opening up the LCA to the construction activity on the A538 Hale Road realignment and the A538 Hale Road overbridge (south). The eastern part of the LCA will also be indirectly affected by construction of the Manchester Airport High Speed station cutting in the adjacent LCA. There will be changes to the local landform due to large-scale earthworks and the presence of temporary material stockpiles. Temporary closures and diversions of PRoW will reduce connectivity within the LCA. Tranquillity will be reduced by construction vehicle movements, construction activity and noise. Landscape effects will be limited to a small proportion of the LCA associated with the A538 realignment and the character of the majority of the LCA will be maintained due to the screening effect of intervening of buildings, street trees and garden vegetation. However, there will be an increase in traffic on the B5160 Park Road due to traffic measures associated with construction. The magnitude of change will be **low.**

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

Operation year 1

The loss of trees and garden vegetation along the A538 Hale Road and the demolition of nine houses on Hasty Lane and the A538 Hale Road will result in the loss of features that contribute to the existing eastern end of the A538 Hale Road and the north-western side of Hasty Lane. Trees in gardens and along the A537 Hale Road and Hasty Lane will be removed, locally reducing the verdant character of the LCA. The multi-lane roads and junctions introduced as part of the Proposed Scheme will be uncharacteristic of the existing two-way, tree-lined roads. Removal of intervening vegetation will effectively open up the LCA to the Proposed Scheme including Manchester Airport High Speed station, the A538 Hale Road overbridge (north) and Manchester Airport High Speed station cutting. The trains will be in deep cutting and will not affect the existing tranquillity of the LCA, but increased road traffic to the station will further erode tranquillity. Pedestrian connectivity in the area will be restored with the new overbridge and M56 Hasty Lane underpass extension. Effects will be limited to the eastern corner of the LCA by the existing buildings, street trees and garden vegetation and the character of the majority of the LCA will be unchanged. The magnitude of change will be **low**.

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

Operation year 15

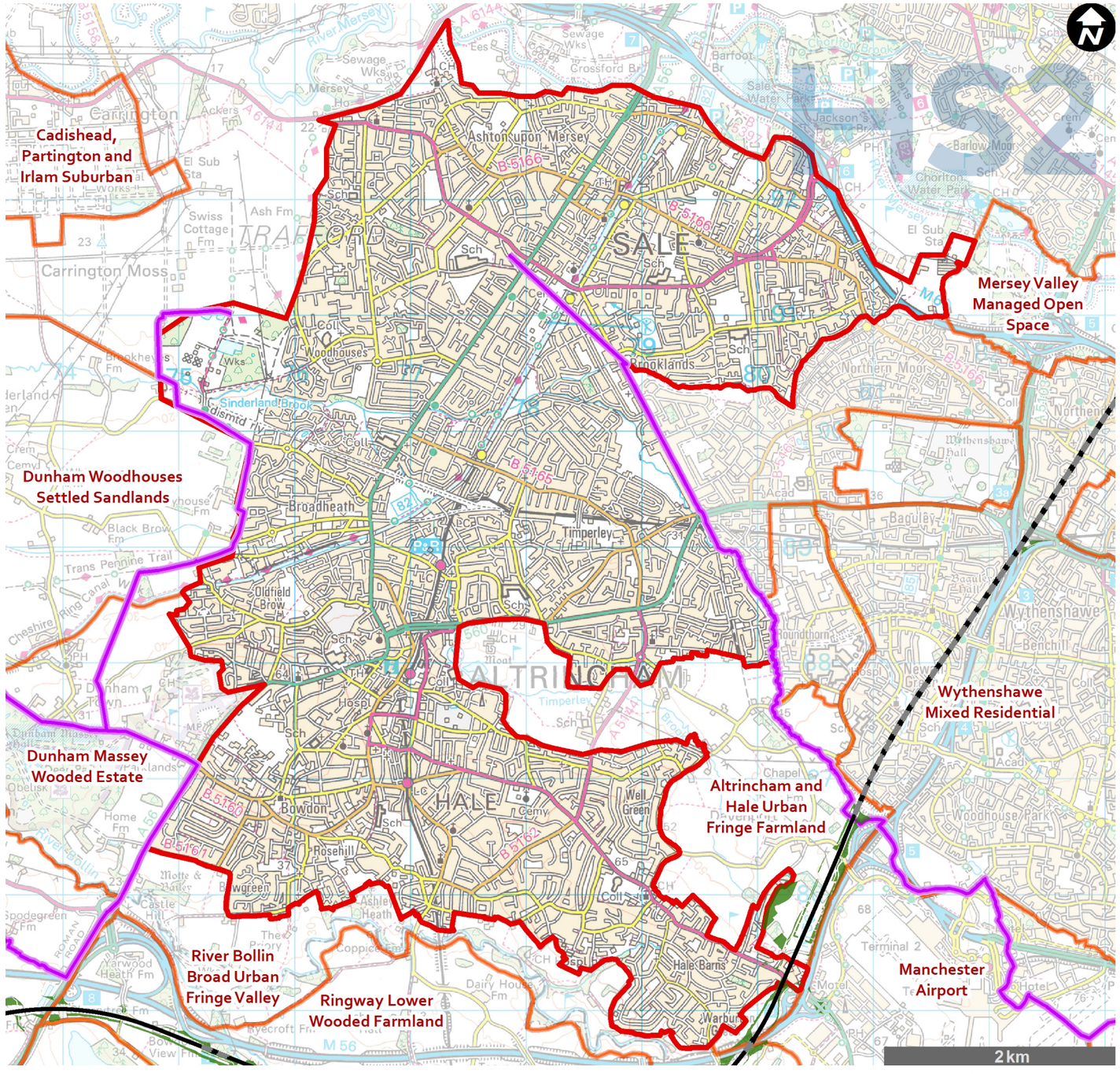
The eastern corner of the LCA will continue to be affected by the Proposed Scheme due to the large scale of the roads and other structures. Landscape mitigation planting, partly on landscape earthworks, will assist in the landscape integration of the Manchester Airport High Speed station cutting, reducing effects on this LCA. The magnitude of change will remain **low**.

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

Operation year 30

Mitigation planting will continue to mature, further integrating the structures of the Proposed Scheme into the landscape. The loss of garden and roadside vegetation from along the A538 Hale Road will continue to affect the character of the eastern end of the LCA. The magnitude of change will remain **low.**

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



Cumulative assessment (construction and operation)

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

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

No cumulative effects during construction and operation.

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Altrincham and Hale Urban Fringe Farmland LCA

Landscape character baseline description

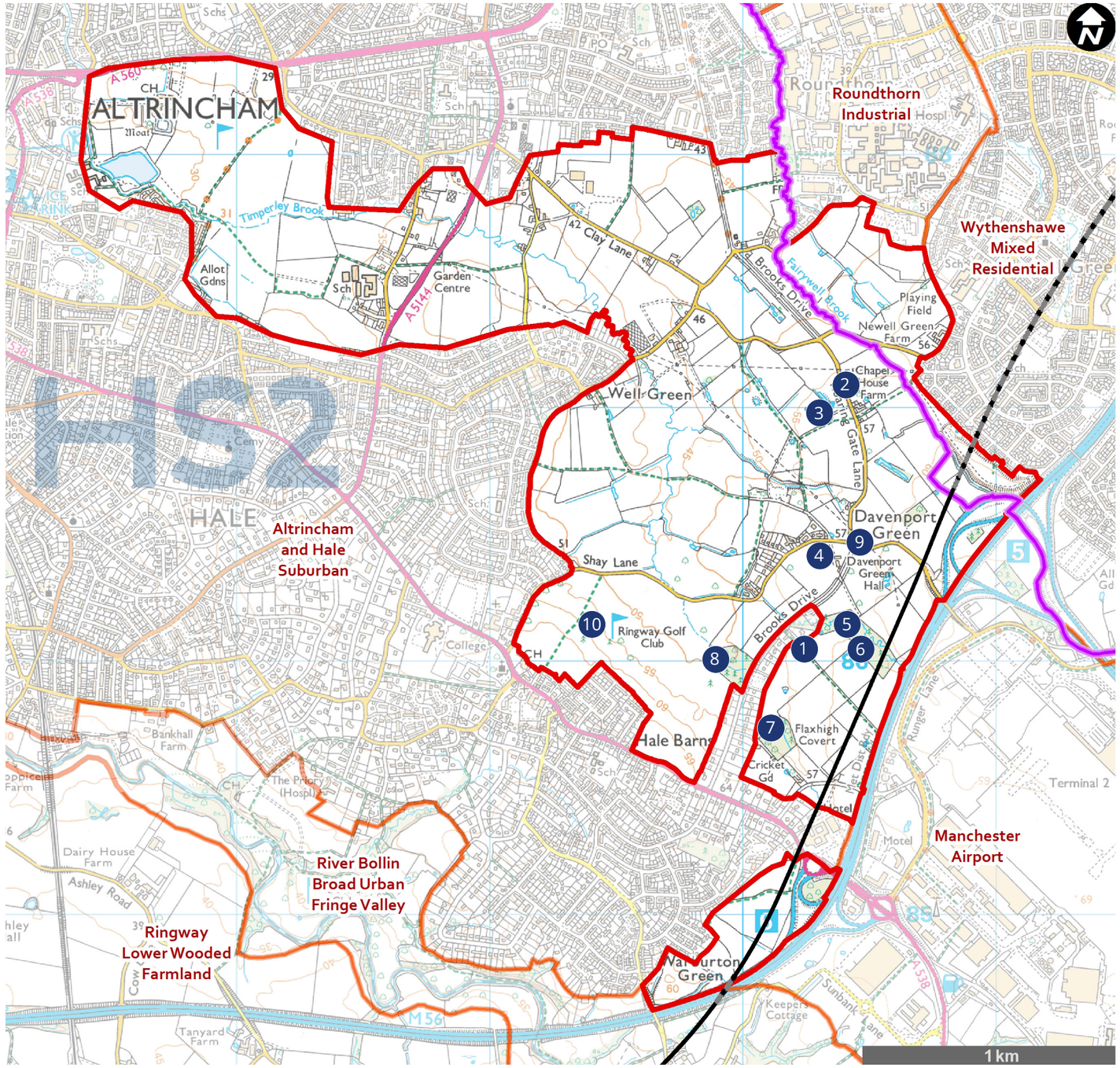
This LCA occupies an area of wooded farmland between Timperley, Hale, Wythenshawe and the M65.

The Altrincham and Hale Urban Fringe Farmland LCA is surrounded by urban areas that have experienced substantial change since the mid-20th century with the expansion of Greater Manchester and Manchester Airport. Urban development on its boundaries is apparent almost everywhere in the LCA but despite this, due to its predominantly agricultural land use, it retains a rural character. Arable and pasture fields are small to medium in size and surrounded by tree-lined hedgerows and woodland. The land is low-lying, with clay soils and a high water table which feeds the numerous streams and watercourses, including Timperley Brook and Fairywell Brook. The LCA is well-wooded including along the M56 corridor and around Davenport Green and this gives the area a secluded character. Davenport Green Wood is partly ancient woodland. The built form includes the settlement of Davenport Green and individual farmhouses and dwellings. The timber framed 17th century Davenport Green Hall, in wooded grounds, is Grade II listed. There is an extensive PRoW network north of Davenport Green. Other recreational land uses include a golf course and a cricket ground. The M56 and Manchester Airport are sources of noise and activity, reducing tranquillity throughout much of the LCA. The proximity of Greater Manchester and the airport means that the night sky is not dark.



Key landscape characteristics

The farmland, woodland and tree-lined streams give the LCA a secluded, rural feel. However, the rural-urban interface is evident across much of the area and the proximity of the M56 and Manchester Airport contributes to the area's urban fringe character.



- Proposed Scheme
- LCA boundary
- Community Area Boundary
- Proposed Scheme in tunnel

1. Footpath Hale 16
2. Chapel House Farm
3. Roaring Gate Farm
4. Davenport Green Hall
5. Timperley Brook
6. Davenport Green Wood
7. Flaxhigh Covert
8. Humphreys Wood
9. Thorley Lane
10. Ringway Golf Club

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Key landscape value attributes

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



Land cover, flora and fauna

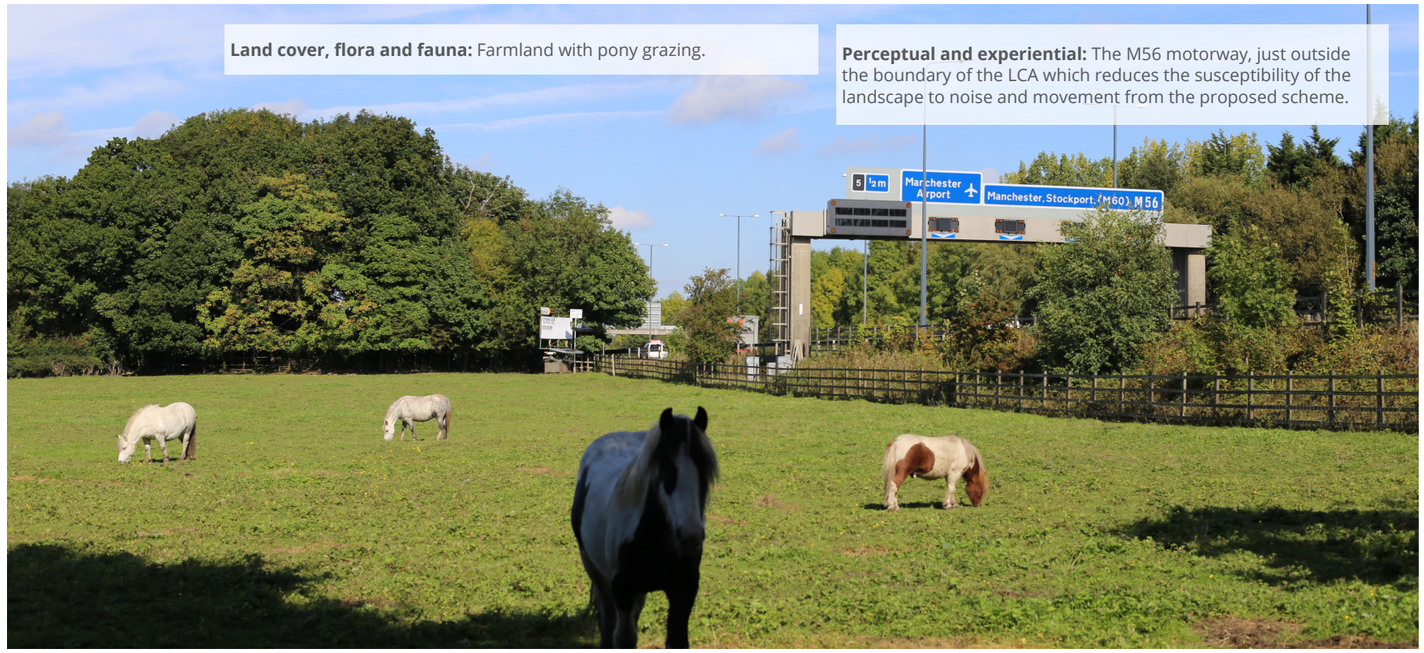
The land in the LCA is predominantly farmland which, with the extensive woodland including Davenport Green Wood, Humphreys Wood and Flaxhigh Covert, and the numerous watercourses forms a unified landscape with a range of habitats. In places, farmland has been abandoned and is naturally regenerating as scrub. The nearby urban development, motorway and airport are detracting elements.



Perceptual and experiential

The secluded feeling of the landscape is eroded around the boundaries of the LCA by the noise and activity generated by Manchester Airport, the M56 and traffic on the narrow lanes through the area.

Key landscape characteristics susceptible to the Proposed Scheme



Overall landscape value

The farmland, woodland and watercourses contribute to the rural and secluded character of parts of the LCA. The M56, surrounding development and nearby Manchester Airport detract from this character around the boundaries of the LCA where the character is more typical of the urban fringe.

Woodland (including Davenport Green ancient woodland) and watercourses are important habitats. Culverts, boundary fencing, lighting, busy roads and activity detract from habitat value around the edges of the LCA.

The footpath network north of Davenport Green, the cricket pitch and golf course provide recreational opportunities, although heavy traffic on the narrow country lanes discourages walking and cycling along these roads. The value of this LCA is **medium** given the above.

Overall landscape susceptibility

The farmland, woodland, watercourses and isolated buildings of historic interest impart a secluded, rural character to the area and provide a variety of wildlife habitats. The transport infrastructure and urban development beyond, but close to, the LCA reduce tranquillity in the area. The landscape has a **medium-high** susceptibility to change resulting from the Proposed Scheme.

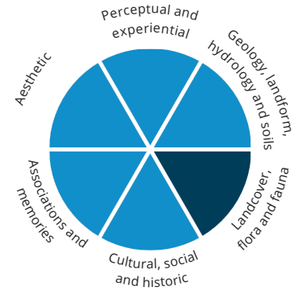
Future baseline

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

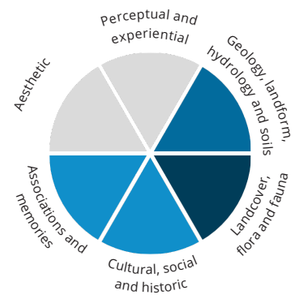
Overall landscape sensitivity

The farmland, woodland, watercourses and recreational facilities of the area and the detracting influence of nearby transport infrastructure result in the sensitivity of this LCA being **medium-high**.

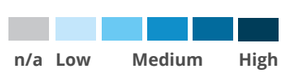
Value



Susceptibility



Value and susceptibility key



Magnitude of change and level of effect

Construction

The LCA will be directly affected by the introduction of construction activity, plant and satellite compounds into a partly rural, wooded landscape. There will be large-scale changes due to the construction of Manchester Airport High Speed station and cutting, Manchester tunnel south portal (in the adjoining Davenport Green to Ardwick area (MA07)), A538 Hale Road overbridge (north) and Thorley Lane overbridge. Hedgerows, mature trees and ancient woodland will be removed from the land required for construction of the Proposed Scheme. There will be changes to the local landform due to large-scale earthworks, the presence of temporary material stockpiles and the construction of Timperley Brook diversion. Temporary closures and diversions of PRoW will reduce connectivity within the area. Tranquillity in the eastern end of the LCA, already low due to the noise and activity generated by Manchester Airport and the M56, will be further reduced. The magnitude of change will be **high.**

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

Operation year 1

The loss of farmland, woodland (some ancient), trees and hedgerows during construction will result in the loss of features that contribute to the existing character of the rural landscape. The substantial station and car park buildings will be structures of a scale and function that are not currently found in the LCA, where buildings are mainly residential and two to three storeys high. The multi-lane access roads and wide junctions will be uncharacteristic of the existing narrow lanes. Manchester Airport High Speed station, car parks and cutting, Thorley Lane overbridge and A538 Hale Road overbridge (north) and the Manchester Tunnel South portal building and auto-transformer station will be new elements in the landscape that will substantially alter its character. The landscape around the station will become more open and less wooded. Tranquillity will also be affected, although traffic and aircraft noise is already apparent in most parts of the LCA. Pedestrian connectivity will be maintained with Thorley Lane overbridge, A538 Hale Road overbridge (north) and the M56 Hasty Lane underpass extension. The tree-lined hedgerows and woodlands of the LCA will limit effects to the eastern end of the area. The magnitude of change will be **medium.**

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

Operation year 15

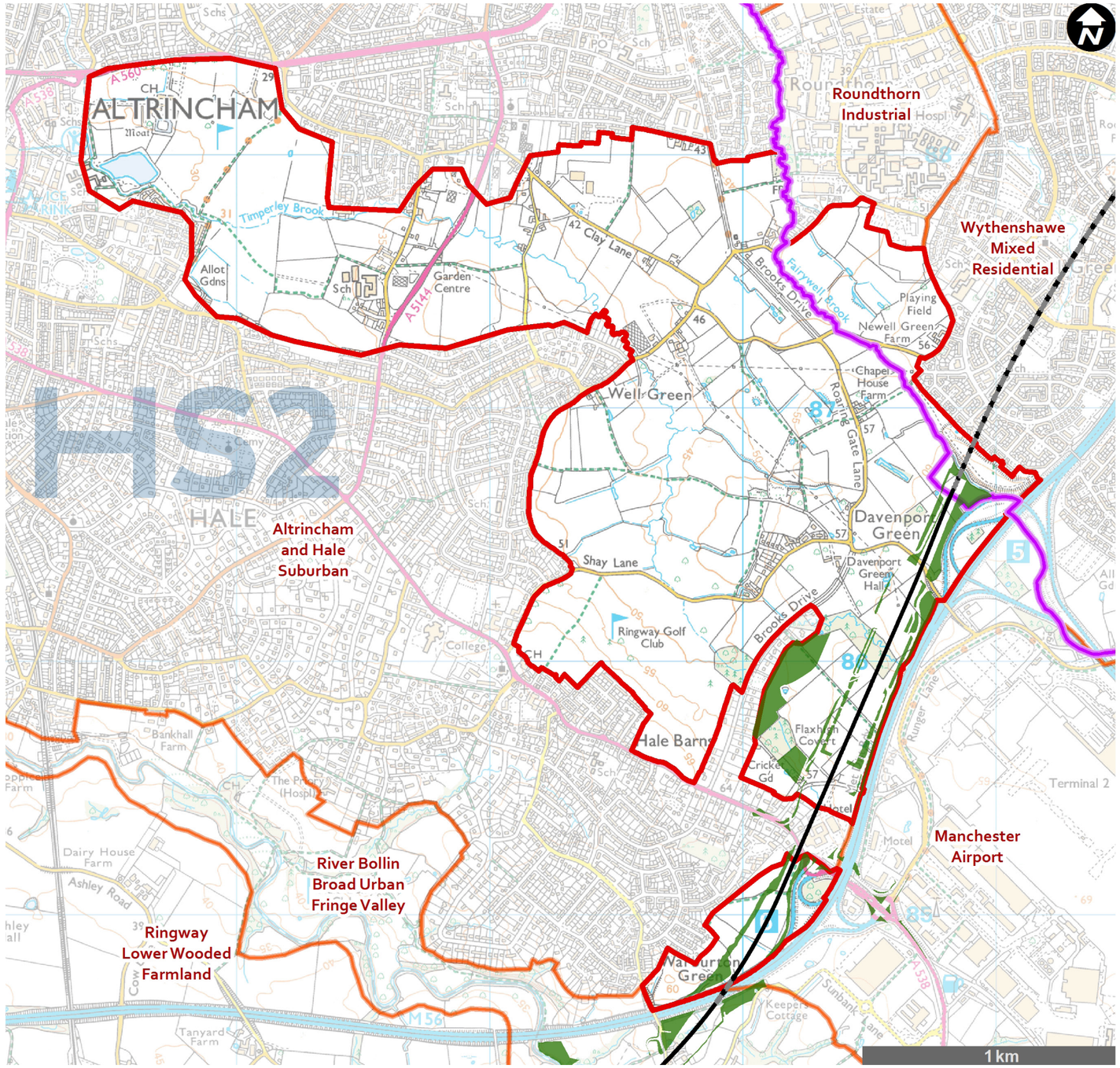
The landscape character will remain substantially changed due to loss of woodland and farmland. Mitigation planting will provide some landscape integration of the station, car parks, access roads, bridges and tunnel portal building but the large-scale of the new structures means that they will remain uncharacteristic elements in the landscape. The magnitude of change will remain **medium**.

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

Operation year 30

Mitigation planting will be sufficiently established to provide some landscape integration of the Proposed Scheme. However, the tops of the car park buildings, station and tunnel portal building will be too tall to be integrated into their landscape setting and will remain visible above the vegetation. The extensive areas of new woodland will partly restore the wooded character 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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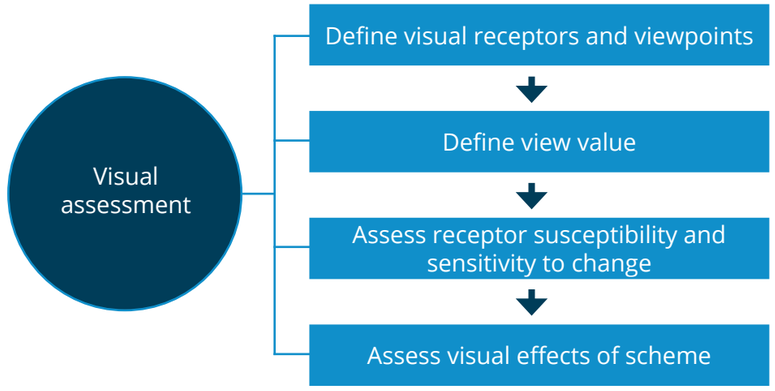
Part 3: Visual assessment

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: Hulseheath to Manchester Airport (MA06), Section 11.

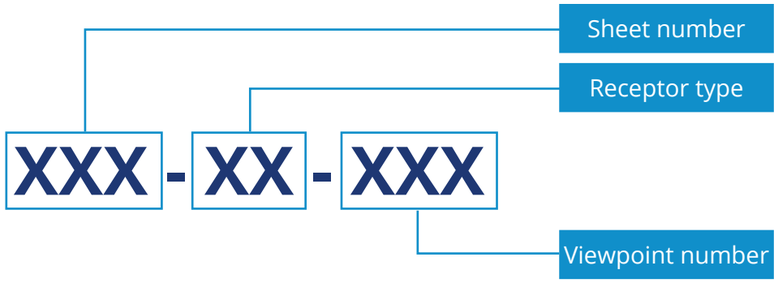
3.1.4 Photographs have been included to represent the view from visual receptors during winter and, where relevant, summer. For some visual receptors no appropriate or accessible location from which to capture representative photographs of the view was available, therefore no photograph has been included 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 travelling through an area on main roads have a low susceptibility to changes in their views, while those on scenic routes have a medium susceptibility. People travelling through urban areas in vehicles have a low susceptibility to changes in their views although in residential areas this increases to medium;

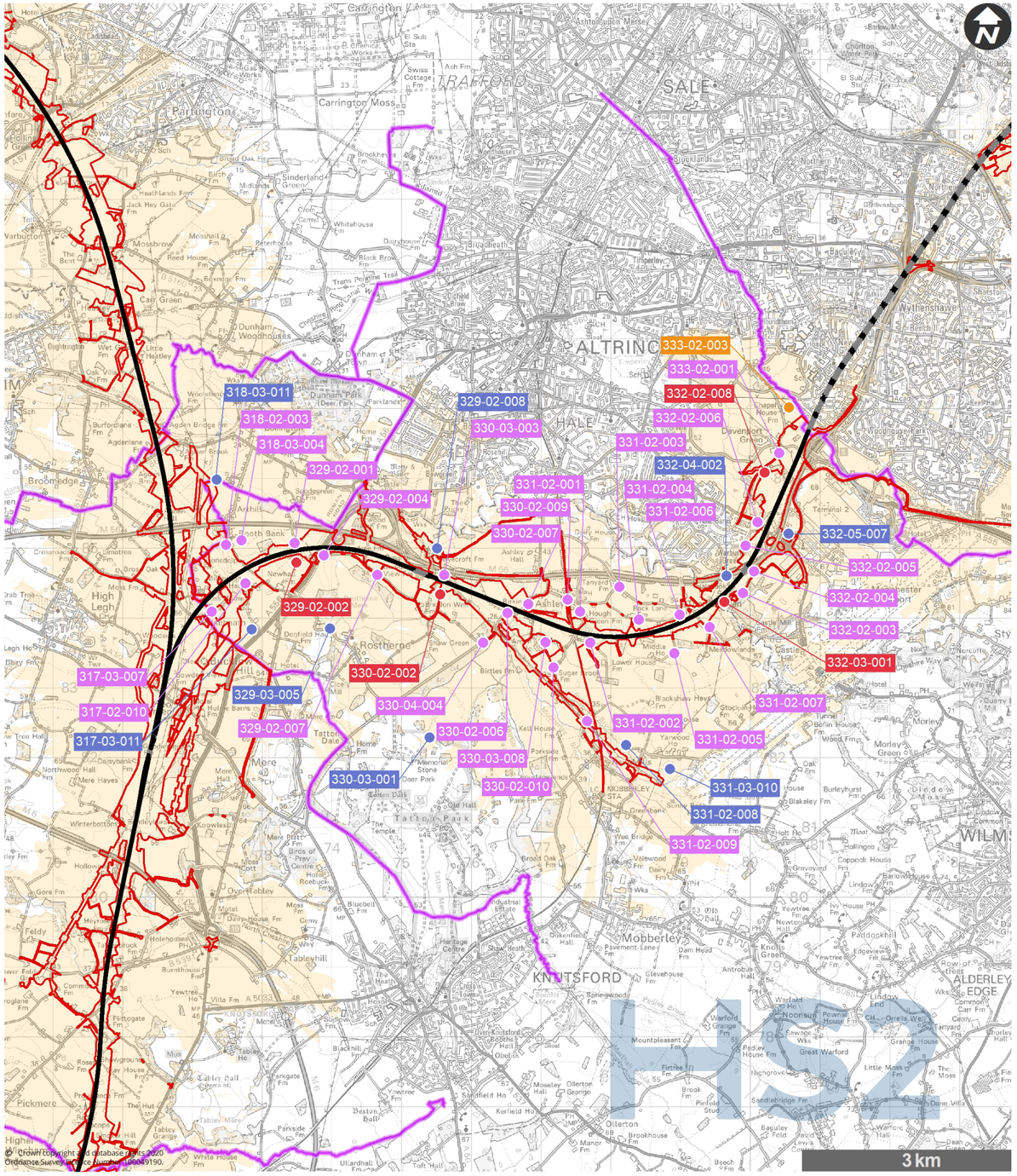
05. Hotels and healthcare institutions – people staying in hotels or healthcare institutions and schools have periods of time where their attention may be focused on the landscape, whilst at other times attention is more likely to be focused on other activities. Based on the level of interaction with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

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

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

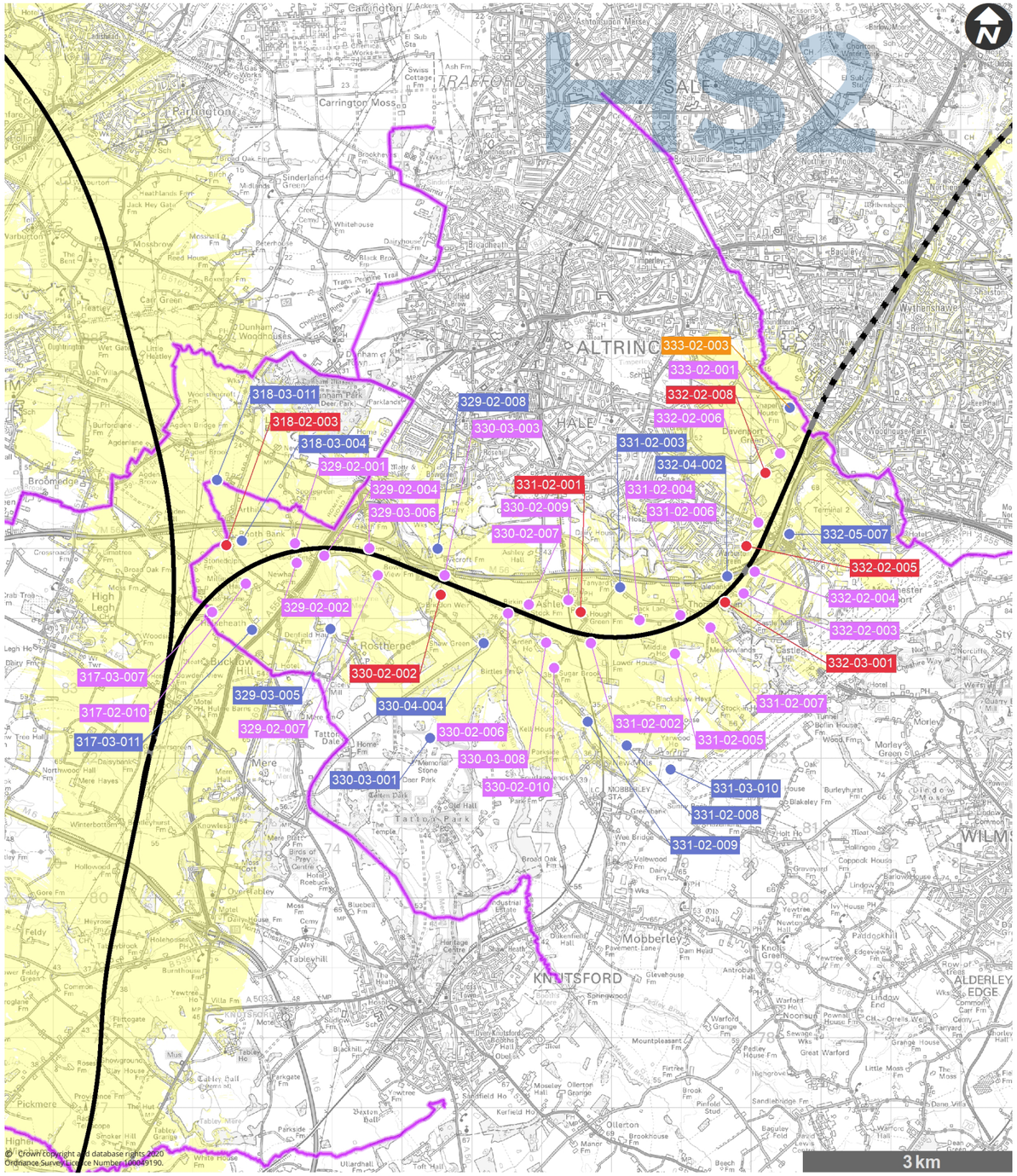
Overview of viewpoints and photomontages in the community area

Construction phase



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

Operation phase



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

Viewpoint 317-03-007: view north-west from Footpath Millington 2/1

This viewpoint is representative of views experienced by users of Footpath Millington 2/1.

Winter view (baseline)

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

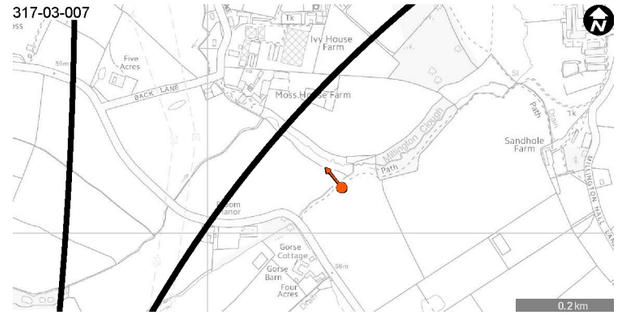


Summer view (baseline)

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



Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.	372373.6116, 384113.4031	
Value of the viewpoint:	This viewpoint has a **medium** value as the view contains typical features of the local landscape including Millington Clough and the wooded Agden Brook Valley. The view also includes filtered views of farmland.	**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 recreational receptors is focused on the landscape. They are therefore highly susceptible to visual change arising from the construction and operation of the Proposed Scheme.	**High**



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Viewpoint 317-03-007: view north-west from Footpath Millington 2/1

Visual baseline description

Winter	The view is over wooded farmland. The near distance comprises the edge of a belt of vegetation lining the steep-sided valley of Millington Clough and a pasture leading up the hill to the north-east. In the middle distance, on the opposite side of the valley, the farmland sloping up to the north-west can be seen, filtered through the intervening vegetation. In the far distance, the roofs of Moss House Farm are visible above the sloping land in the middle distance. Woodland lining Agden Brook valley to the north closes the view. There are no detracting elements in the view.
Summer	In summer, vegetation in leaf, in the near distance filters or screens most views beyond.
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	Removal of woodland along Millington Clough will open up views of the construction of Hulseheath South embankment and Peacock Lane viaduct (in the Pickmere to Agden and Hulseheath area (MA03)) and Hulseheath North embankment, Millington Clough underbridge and Millington Clough offline underbridge (in the Pickmere to Agden and Hulseheath area (MA03) and the Hulseheath to Manchester Airport area) from Footpath Millington 2/1 (temporarily diverted during construction). The large-scale components associated with construction including Chapel Lane satellite compound, machinery, earthworks and material stockpiles will be prominent in the view over the valley and the open farmland to the north and south. Construction traffic using Peacock Lane, Peacock Lane realignment and Ivy House Farm accommodation access diversion will introduce uncharacteristic traffic movements into views. 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**	Footpath users will experience substantial changes to near and middle-distance views as a result of the Proposed Scheme. The removal of woodland during construction along Millington Clough will open up clear views of Hulseheath South embankment, Hulseheath North embankment, Millington Clough underbridge, Millington Clough offline underbridge and Peacock Lane viaduct which will be large-scale linear structures, uncharacteristic of the existing small-scale landscape of Millington Clough. Hulseheath North embankment will screen Moss House Farm in the far distance. The presence of trains passing across the embankments will introduce uncharacteristic movement into the view. The mitigation woodland and hedgerow planting will not be sufficiently mature to contribute to any visual integration or enclosure. 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**	Growth of the woodland habitat creation between Footpath Millington 2/1 and the Proposed Scheme and landscape mitigation planting along Hulseheath South and North embankments will largely screen the embankments from this location. However, Peacock Lane viaduct, Millington Clough underbridge, Millington Clough offline underbridge and train movements will remain visible in filtered views. 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 further growth of woodland habitat creation and landscape mitigation planting will fully screen Hulseheath South and North embankments from this location. However, Peacock Lane viaduct, Millington Clough underbridge, Millington Clough offline underbridge and train movements will remain visible in filtered views. 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.	No cumulative effect

Viewpoint 317-02-010: view north-west from Millington Hall

This viewpoint is representative of views experienced by residents of Millington Hall and on Millington Hall Lane, and users of Footpath Millington 5/1.

Winter view (baseline)

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



Summer view (baseline)

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



Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.	372760.5648, 384499.0983	
Value of the viewpoint:	This viewpoint has a **medium** value as the view contains typical features of the local landscape including the pastures, trees, winding watercourse and woodland of Agden Brook Valley.	**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 317-02-010: view north-west from Millington Hall

Visual baseline description

Winter	Near-distance views are over farmland which slopes down to the enclosed valley of Agden Brook in the middle distance. A barn (part of the Millington Hall farm) and a hedgerow frame views along the valley. Footpaths Millington 3/1, 4/1 and 5/1 pass through the valley and woodland in the far distance screens distant views north and north-west. A distant overhead power line crosses the view, beyond the woodland. An arable field rises away from the viewpoint looking north-east towards the woodland block of Rushy-pits Covert in the distance. Other than the distant row of overhead power lines, views from this area are generally free from detracting elements.
Summer	In summer, trees in leaf have a slightly increased screening effect, but the view is very similar to the winter view.
Night-time	Local roads are unlit, with lighting limited to individual properties.

Future baseline description

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

Visual impact assessment

	Temporary effects during construction	Significance of effect
Construction	Residents at Millington Hall and on Millington Hall Lane and footpath users will have near and middle-distance views of the construction of Hulseheath North embankment, Agden Brook viaduct and Millington Lane realignment, overbridge and cutting. Laying a new high-pressure gas pipeline will result in the removal of woodland along Millington Clough, further opening up views of the construction works from Footpath Millington 5/1 and Millington Hall Lane. The large-scale components associated with construction including Agden Brook viaduct satellite compound, machinery, earthworks and temporary stockpiles will be prominent in the view over the valley and the open farmland to the north-east. The components will extend across most of the view from Millington Hall Lane and the PRoW but will be partially screened from Millington Hall by the intervening farm buildings. Construction traffic using Millington Lane will introduce additional traffic movements into views. The magnitude of change will be **high**.	**Major adverse (significant)**
Construction night-time	The additional night-time lighting required for Agden Brook viaduct satellite compound will create a localised area of brightness close to the viewpoint. It will be seen against the dark backdrop of Millington Clough, resulting in a noticeable change in the existing view. 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 view. The magnitude of change will be **high.**	**Major adverse (significant)**
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	Significance of effect
Year 1	**Winter**	Residents and footpath users will experience substantial changes to near and middle-distance views as a result of the Proposed Scheme. Hulseheath North embankment, Agden Brook viaduct, Millington Lane overbridge and wide Millington cutting will be large-scale linear structures, uncharacteristic of the existing small-scale landscape of Agden Brook valley. The embankment and viaduct will screen long views north and north-west. Footpaths Millington 3/1 and 4/1 will pass directly under the viaduct. The loss of woodland during construction will remove a key landscape feature which contributes to the secluded and wooded quality of the existing view. Train movements will be uncharacteristic within the view. Mitigation woodland and hedgerow planting will not be sufficiently mature to contribute to any visual integration or enclosure. 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**	Growth of landscape mitigation planting around Hulseheath North embankment will screen views to the embankment, but Agden Brook viaduct, overhead line equipment and train movements will remain prominent in views. The Proposed Scheme will remain a strong, linear feature in the landscape, blocking long views down Millington Clough. 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 further growth of the landscape mitigation planting will screen views to Hulseheath North embankment but Agden Brook viaduct, overhead line equipment and train movements will remain prominent in 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 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 317-03-011: view west from Footpath Millington 1/1 and Millington Hall Lane

This viewpoint is representative of views experienced by users of Footpath Millington 1/1 and residents of Millington Hall Lane.

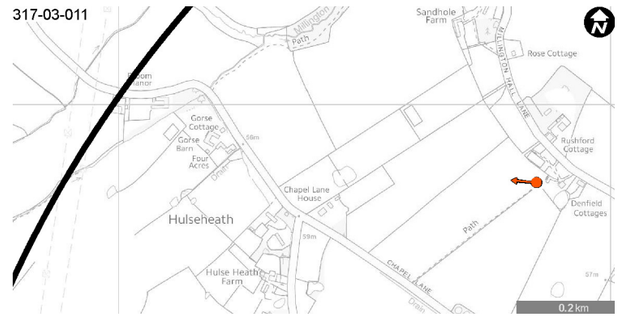
Winter view (baseline)

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.	372850.1068, 383840.951	
Value of the viewpoint:	This viewpoint has a **medium** value as the view contains typical features of the local landscape including the pastures and woodland of Agden Brook Valley.	**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 317-03-011: view west from Footpath Millington 1/1 and Millington Hall Lane

Visual baseline description

Winter	The view is from a wide track over open and relatively level farmland, bordered by series of hedgerows separating arable fields in the near and middle distance. Immediate views north-west and south-east are contained by vegetation growing on land associated with Denfield Cottage and Stables, either side of the track. Boundary vegetation associated with Chapel Lane House in the middle distance is notable in the view. In the far distance, a line of trees along Chapel Lane and woodland at Millington Clough screen views of the farmland beyond. There are no detracting elements in the view.
Summer	The summer view is similar to the winter view due to the openness of the existing view in the near distance. But hedgerows and trees are more prominent.
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		Footpath users will experience a change to near and middle-distance views as a result of the underground utilities works requiring excavation along the pipeline corridors and the associated removal of sections of hedgerows. In the far distance, the removal of hedgerows and trees along Chapel Lane and Millington Clough will be apparent. The construction works associated with the utilities will extend across view looking south-west from the PRoW but will be partially screened from properties in Millington Hall Lane by intervening vegetation growing in the grounds of the properties. Construction traffic will be visible along open sections of Chapel Lane. The Chapel Lane satellite compound and construction activity associated with the route of the Proposed Scheme will be screened by intervening vegetation. 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**	The existing landscape will be reinstated after construction, with hedgerow and trees planted along Chapel Lane, Millington Clough and land returned to farmland. The pipeline corridors will remain apparent where hedgerows and trees were removed during construction because the trees and hedgerow will not be established in year 1. They will not be as noticeable where they cross fields as the fields will be sown with a crop when restored to arable use. Elements associated with the Proposed Scheme will be screened by intervening vegetation. 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**	The replanted trees and hedgerow will be established, and the landscape largely restored to its former condition. The magnitude of change will reduce to **negligible.**	**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 continuing growth of the mitigation planting will have restored the landscape to its former condition. The magnitude of change will remain **negligible**.	**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 318-02-003: view south from Millington Lane

This viewpoint is representative of views experienced by residents on Millington Lane and users of Footpath Millington 4/1.

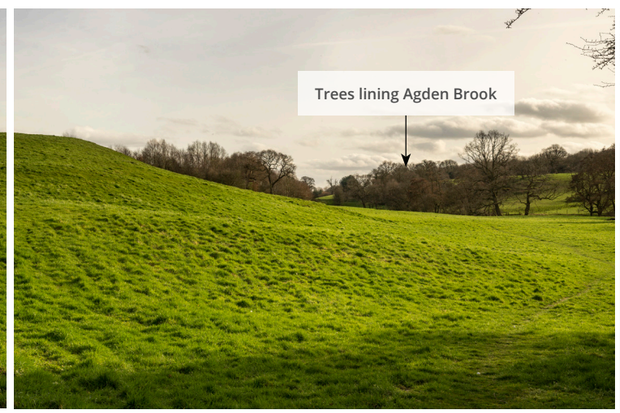
Winter view (baseline)

Date taken: 03/11/2019 Time taken: 15:16



E


SE



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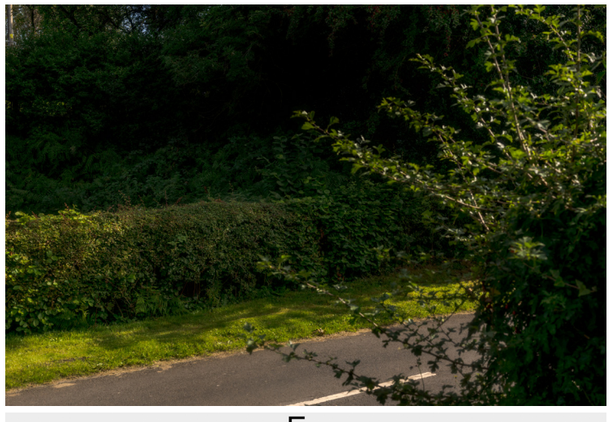
SW

Summer view (baseline)

Date taken: 19/09/2019 Time taken: 12:11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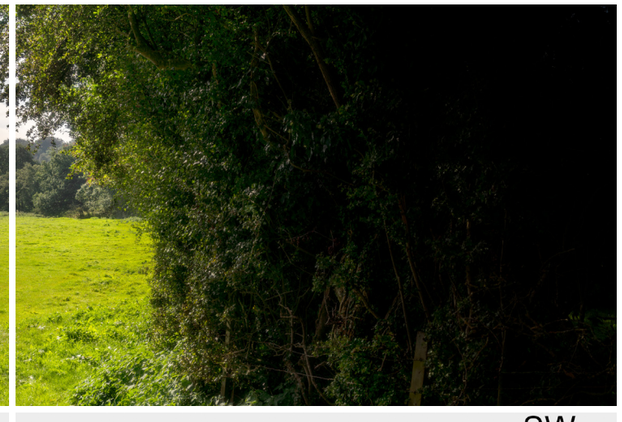
SE


S


SW

Camera:	Sony a7RII, FFS, Zeiss Loxia 50mm f/2.0 lens	
Approximate GPS co-ordinates ref.	372482.681, 385051.309	
Elevation:	36.908m Above Ordnance Datum (AOD)	
Value of the viewpoint:	This viewpoint has a **medium** value as the view contains typical features of the local landscape including the secluded, wooded valley of Agden Brook.	**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 318-02-003: view south from Millington Lane

Visual baseline description

Winter	The view, framed by hedgerows, is of the secluded valley of Agden Brook. Millington Lane is on the left of the picture. Trees mark the winding course of the brook in the middle distance and filter longer, distant views towards pasture fields and woodland on the western side of the valley. Views out of the valley to the east and west are contained by woodland and the rising landform.
Summer	In summer, trees in leaf further screen views of the fields on the western side of the valley.
Night-time	Local roads are unlit with lighting limited to individual properties.

Future baseline description

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

Visual impact assessment

	Temporary effects during construction	Significance of effect
Construction	Residents and footpath users will experience substantial changes to views due to the construction of Hulseheath North embankment, Agden Brook viaduct and Millington Lane realignment, overbridge and cutting. Woodland will be removed during the laying of a new high-pressure gas main through Millington Clough, opening up views of construction to the south-west. Views from Millington Lane will be partially screened by the raised landform of the western side of the valley and by vegetation lining the lane. Views from the PRoW will be partially screened by vegetation lining Agden Brook but will become more open nearer the construction site boundary. The large-scale components associated with construction including machinery, earthworks and temporary stockpiles will be prominent in the view over the valley and farmland. Construction vehicles using Millington Lane will introduce additional movement into views. The magnitude of change will be **high.**	**Major adverse (significant)**
Construction night-time	The additional night-time lighting required for Agden Brook viaduct satellite compound will create a localised area of lighting in the far distance of the view, filtered or partly screened from residential properties on Millington Lane by intervening vegetation. Where apparent, the lit compound will be seen in the context of the dark valley of Millington Clough. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider view. The magnitude of 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**	Hulseheath North embankment, Agden Brook viaduct, Millington overbridge and Millington cutting will be large-scale linear structures uncharacteristic of the existing small-scale landscape of Agden Brook valley. They will be visible in clear views from the PRoW but partially screened by the raised landform on the western side of the valley and intervening vegetation from Millington Lane. Train movements across the viaduct will be uncharacteristic within the view and will be seen against the skyline. The loss of woodland during construction will remove key features which currently contribute to the secluded quality of the existing view. Landscape mitigation planting will not be sufficiently mature to contribute to any visual integration or screening. 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**	Growth of the landscape mitigation planting will largely screen Hulseheath North embankment, Millington overbridge and Millington cutting, but Agden Brook viaduct, overhead line equipment and train movements will remain prominent in narrow views from the PRoW. The Proposed Scheme will remain a strong, linear feature in the landscape. 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 further growth of the landscape mitigation planting will partly restore the wooded character of the view, but Agden Brook viaduct, train movements and overhead line equipment on the viaduct will remain clearly visible from the PRoW. 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 318-02-003: view south from Millington Lane

This viewpoint is representative of views experienced by residents on Millington Lane and recreational users of Footpath Millington 4/1.

Current baseline - winter view

Date taken: 03/11/2019 Time taken: 15:19



Winter verifiable photomontage - operation year 1

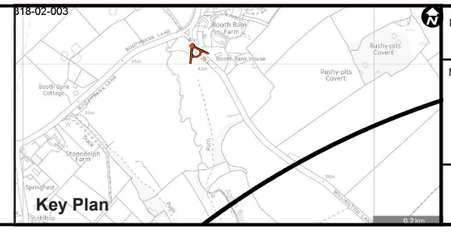


Camera:	Sony a7RII, FFS, Zeiss Loxia 50mm f/2.0 lens		
Approximate GPS co-ordinates ref.	372482.681, 385051.309	**Direction of View:**	150.222°
Elevation:	36.908m AOD	**Height of Camera:**	1.661m

The viewpoint has been taken approximately 440m away from the Proposed Scheme. Viewpoint location shown on Map LV-01-757. For full details of the visual assessment at viewpoint 318-02-003 refer to Volume 5: Appendix LV-001-0MA06, 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-01-757

Map Name: Verifiable Photomontage Operation Year 1 (2038) - Winter Viewpoint 318-**02**-003

Community Area : MA06

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Date: Jan 2021

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Viewpoint 318-03-004: view south-east from Footpath Millington 11/1

This viewpoint is representative of views experienced by users of Footpath Millington 11/1 and visitors to Booth Bank Farm.

Winter view (baseline)

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

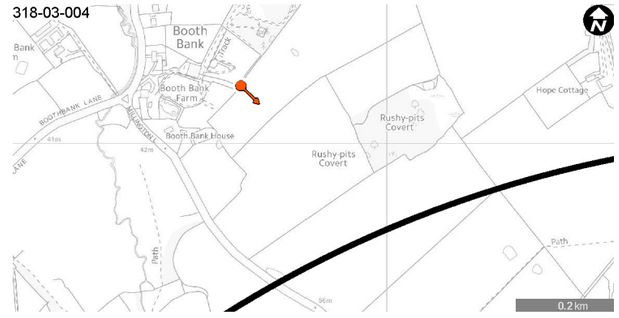


Summer view (baseline)

Date taken: 30/08/2019 (stitched panorama)



Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.	372703.8229, 385116.8534	
Value of the viewpoint:	This viewpoint has a **medium** value as the view contains typical features of the local landscape including open, arable farmland with occasional woodland blocks. There are no detracting elements 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.** The attention of recreational users is focused on the landscape. They are therefore highly susceptible to visual change arising from the construction and operation of the Proposed Scheme.	**High**



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Viewpoint 318-03-004: view south-east from Footpath Millington 11/1

Visual baseline description

Winter	The expansive view is over undulating arable farmland. In the middle distance there is a wide, gently sloping field, with a low hedge forming its southern boundary. In the far distance, the land continues to rise to the south. Rushy-pits Covert and the tops of trees in Millington Lane break the skyline. Trees and woodland bordering the M56 partially screen Bowden, which is just visible in the far distance. Views from Footpath Millington 11/1 vary between open views to views screened by Rushy-pits Covert. There are no detracting elements in the view.
Summer	In summer, woodland and hedgerows in leaf have a greater presence in the landscape but no more screening effect than the winter view.
Night-time	The night-time baseline is not described 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 farm will experience a noticeable change to views due to the construction of Millington Lane realignment and overbridge, Millington Lane telecommunications site and Millington cutting. Views of construction from Footpath Millington 11/1 will be partially screened by the rise in the landform between the viewpoint and the construction site and by Rushy-pits Covert. Trees will be removed along Millington Lane to construct Millington Lane realignment and overbridge and the use of Millington Lane as a construction traffic route will introduce uncharacteristic levels of traffic movement into the view. Cranes and taller construction machinery will be apparent on the skyline. Views of construction from the farmhouse of Booth Bank Farm will be screened by intervening vegetation and the rising landform, but there could be views from the eastern boundary of the farmland. 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**	Millington cutting will be screened from view by the rise in the landform between the viewpoint and the cutting. Millington Lane telecommunications site will be largely screened by Rushy-pits Covert, though it will be visible from parts of the PRoW and the eastern boundary of Booth Bank Farm. Millington Lane overbridge will be just visible above the skyline. The loss of mature trees during the construction of Millington Lane realignment and overbridge will remove a characteristic feature of the view. The mature trees removed along Millington Lane during construction will be replaced along the newly aligned road but will not be sufficiently mature to reinstate this characteristic feature of the view. 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**	Growth of the landscape mitigation planting will screen Millington Lane telecommunications site and the overbridge. The hedgerow planting along the top of the cutting will appear to merge with other hedgerows in the view. The replacement tree planting along Millington Lane will contribute to the restoration of the roadside trees but will not be mature. 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 further growth of the landscape mitigation planting will restore the tree line along Millington Lane and screen the overbridge. The magnitude of change will reduce to **negligible.**	**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 318-03-011: view south-west from Footpath Little Bollington 10/1

This viewpoint is representative of views experienced by footpath users and residents on Reddy Lane and Arthill Lane, Little Bollington.

Winter view (baseline)

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

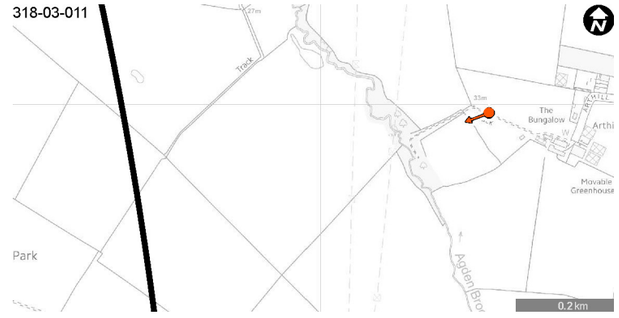


Summer view (baseline)

Date taken: 24/09/2020 (stitched panorama)



Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.	372343.0318, 385982.099	
Value of the viewpoint:	This viewpoint has a **medium** value as the view contains typical features of the local landscape including the open farmland of the River Bollin Valley. A power line crosses 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**. 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 318-03-011: view south-west from Footpath Little Bollington 10/1

Visual baseline description

Winter	There are wide views from Footpath Little Bollington 10/1 over fields separated by narrow grass tracks in the near distance. To the north, west and south existing hedgerows border the adjacent fields. A woodland belt lining Agden Brook in the middle distance partially screens long views south-west, but to the west farmland is visible between gaps in the trees. The landform rises gently to the west forming the horizon in the far distance of the view. In the distance, pylons and overhead power lines cross the landscape.
Summer	In the summer view, existing vegetation screens more of the farmland in the far distance of the view.
Night-time	The night-time baseline is not described for this viewpoint, as night-time effects are considered only for occupiers of residential properties, residents staying in hotels and healthcare institutions.

Future baseline description

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

Visual impact assessment

	Temporary effects during construction	Significance of effect
Construction	Users of Footpath Little Bollington 10/1 will experience a change to near and middle-distance views from short stretches of the footpath as a result of utility diversion works associated with the construction of the Proposed Scheme. The presence of existing hedgerows will partially filter some of the construction activity associated with the diversion of a new gas pipeline through the landscape west and north of the footpath. The works will require excavation along the pipeline corridor and the removal of hedgerows and trees where the pipeline crosses field boundaries and Agden Brook. The construction plant, earthworks and temporary material stockpiles will be out of character with existing views over the rural landscape, affecting views over the short to medium term. Residents in properties on Reddy Lane and Arthill Lane will have filtered, distant views of construction activity and machinery. The magnitude of change will be a **low**.	**Minor adverse (non-significant)**
Construction night-time	The night-time view in operation 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 cumulative effects.	**No cumulative effect**

		Permanent effects during operation	Significance of effect
Year 1	**Winter**	The landscape will be reinstated to its former condition after construction, with hedgerows replaced along field boundaries and the land returned to agriculture. The pipeline corridor will remain apparent from short stretches of the footpath because the hedgerows will not be established in year 1. 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**	The reinstated hedgerows will be fully established, and the landscape will have been restored to its former condition. 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**
Year 30	**Summer**	The landscape will have been restored to its former condition. 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 329-02-001: view south-east from Footpath Millington 7/2

This viewpoint is representative of views experienced by residents of Hope Cottage and users of Footpath Millington 7/2 and 7/4.

Winter view (baseline)

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

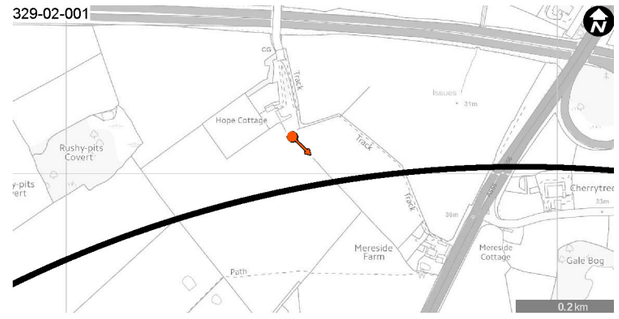


Summer view (baseline)

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



Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.	373461.1461, 385075.0772	
Value of the viewpoint:	This viewpoint has a **medium** value as the view contains typical features of the local landscape including open farmland, parkland and transport infrastructure.	**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 329-02-001: view south-east from Footpath Millington 7/2

Visual baseline description

Winter	There are expansive views over gently sloping, farmland. The land rises to the south-west, partially hiding the boundary hedge of the pasture in the middle distance. In the far distance, the tree-lined and wooded outskirts of Altrincham can be seen on higher ground, along with views of the A556 Chester Road, the M56 and the slip roads of Junction 8 which are filtered through roadside vegetation. Cherry Tree Farm is largely hidden behind a tree belt, but Mereside Farm is clearly visible due to lack of intervening vegetation. Views from Hope Cottage are filtered by intervening garden vegetation.
Summer	In summer, vegetation in leaf largely screens distant views of the A556 Chester Road and Cherry Tree Farm and the outskirts of Altrincham.
Night-time	The area is rural and relatively dark at night, with little street lighting visible. The urban edge of Altrincham and the lights around Junction 8 of the M56 are visible in the far distance in views east.

Future baseline description

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

Visual impact assessment

	Temporary effects during construction	Significance of effect
Construction	Residents at Hope Farm and footpath users will experience substantial changes to near and middle-distance views due to the construction of Millington cutting, Millington North cutting, Manchester to Liverpool junction and Footpath Millington 7/4 diversion and accommodation overbridge. Views from Hope Cottage will be filtered by garden vegetation, but views from the Footpath will be clear. The large-scale components associated with construction including the A556 Chester Road satellite compound, machinery, earthworks and temporary stockpiles will be prominent in the view over the open farmland. The magnitude of change will be **high.**	**Major adverse (significant)**
Construction night-time	At night, the lighting associated with the A556 Chester Road satellite compound will introduce a brightly-lit area into the relatively dark middle distance, resulting in a noticeable change in the night-time characteristics of the existing view. However, the lit area will be seen in the context of lighting at Junction 8 of the M56. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider view. The magnitude of change will be **medium.**	**Moderate adverse (significant)**
Construction cumulative assessment	There are no developments which will result in operational cumulative effects.	**No cumulative effect**

		Permanent effects during operation	Significance of effect
Year 1	**Winter**	Millington cutting and Millington North cutting will combine to form a large-scale linear feature, out of character with existing views over the farmed landscape. Footpath Millington 7/4 accommodation overbridge will be slightly raised as it crosses Millington cutting and Millington North cutting and consequently will be a new feature in the view. It will not be uncharacteristic of the landscape setting as there are bridges accommodating farm access over the M56 nearby. Landscape mitigation planting will not be sufficiently mature to contribute to any visual integration or screening at this stage. 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 landscape mitigation planting along the northern side of the cuttings and around the approaches to Footpath Millington 7/4 accommodation overbridge will screen the new structures of the Proposed Scheme. However, the planting will reduce the openness of the existing 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**	Existing views over the open landscape will become wooded in character with the increasing maturity of the landscape 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**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 329-02-002: view north from Footpath Millington 6/2

This viewpoint is representative of views experienced by users of Footpath Millington 6/1, 6/2 and 8/1, and residents of Newhall Cottages and Mereside Farm.

Winter view (baseline)

Date taken: 26/02/2019 Time taken: 16:43









Summer view (baseline)

Date taken: 15/08/2018 Time taken: 10:51

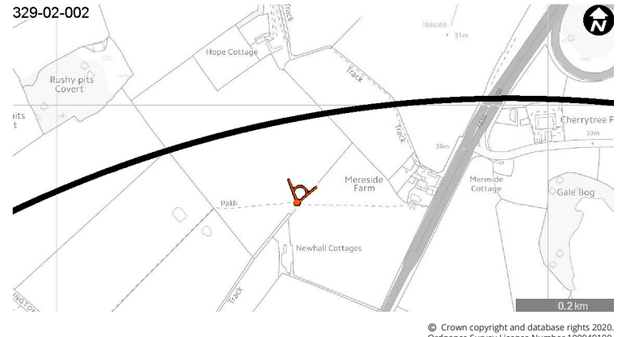








Camera:	Sony a7RII, Zeiss Loxia 50mm f/2.0 lens	
Approximate GPS co-ordinates ref.	373490.066, 384800.888	
Elevation:	42.266m AOD	
Value of the viewpoint:	This viewpoint has a **medium** value as the view contains typical features of the local landscape including open farmland, low hedgerows and woodland 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 329-02-002: view north from Footpath Millington 6/2

Visual baseline description

Winter	The expansive and open view is over farmland with large fields bordered by low hedgerows to the east and west in the near and middle distance. In the far distance, the land rises to Rushy-pits Covert on the skyline in the north-west. Hope Cottage is visible, though partially screened by garden vegetation, in the north and the wooded Dunham Park and the tree-lined streets of Bowdon can be seen on higher ground in the north and north-east. Vehicles on the M56 can be discerned in the distance. Views from Newhall Cottages and Mereside Farm north are screened or filtered by the rolling landform and intervening vegetation.
Summer	In summer, vegetation in leaf further screens views of Hope Cottage but the openness of the landscape means that the summer view is similar to the winter view.
Night-time	In the near and middle distance, the farmland is unlit, but the lit urban edge of Bowdon and the lights around Junction 8 of the M56 can be seen in the far 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		Footpath users and residents and will experience changes to views due to the construction of Millington cutting, Millington North cutting, Manchester to Liverpool junction, Millington Footpath 7/4 diversion and accommodation overbridge and the A556 Chester Road overbridge. Views of construction activity from the footpath will be clear, but views from Newhall Cottages and Mereside Farm will be filtered by garden vegetation and partly screened by the rolling landform. There will be more distant views of construction over open farmland from Newhall Farm and other residential properties at the southern end of Millington Lane. The large-scale components associated with construction including the A556 Chester Road satellite compound, machinery, earthworks and temporary stockpiles will be prominent in views over open farmland. The magnitude of change will be **high**.	**Major adverse (significant)**
Construction night-time		The lighting required for the A556 Chester Road satellite compound will create an area of brightness in the far distance. There will be a slight change in the existing view from Newhall Cottages, as the lit area will be apparent in views filtered or partly screened by intervening vegetation and the rolling landform. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider view. The magnitude of 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**	Millington cutting and Millington North cutting will form a large-scale linear feature, out of character with views over the existing farmed landscape. There will be clear views of the cuttings from the PRoW, but views from Newhall Cottages will be filtered by garden vegetation and partly screened by the rolling landform in the intervening landscape. Millington cutting will be screened from Mereside Farm by an intervening landscape earthwork. The A556 Chester Road overbridge will be slightly raised above its existing level but will be inconspicuous in the view. Millington Footpath 7/4 accommodation overbridge will also be raised as it crosses Millington cutting and Millington North cutting and will be a new feature in the view. However, it will not be uncharacteristic of the landscape setting as there are bridges accommodating farm access over the M56 nearby. Train movements and overhead line equipment will be screened by the cutting slopes. The cuttings will not be apparent in views from Newhall Farm and residential properties at the southern end of Millington Lane. The new overbridges will be visible from these locations but they will be inconspicuous in the distant view. The landscape mitigation planting will not be sufficiently mature to contribute to any visual integration or screening at this stage. 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**	Growth of the hedge along the top of Millington cutting will screen much of Millington cutting and Millington North cutting. The approaches to Millington footpath 7/4 accommodation overbridge will be screened by landscape 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 further growth of the landscape mitigation planting will screen Millington and Millington North cuttings. 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 329-02-002: view north from Footpath Millington 6/2

This viewpoint is representative of views experienced by users of Footpath Millington 6/1 and 6/2 and residents of Newhall Cottages and Mereside Farm.

Current baseline - winter view

Date taken: 26/02/2019 Time taken: 16:43



Winter verifiable photomontage - construction

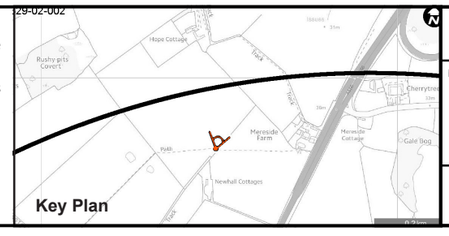


Camera:	Sony a7RII, FFS, Zeiss Loxia 50mm f/2.0 lens		
Approximate GPS co-ordinates ref.	373490.066, 384800.888	**Direction of View:**	14.253°
Elevation:	42.266m AOD	**Height of Camera:**	1.612m

The viewpoint has been taken approximately 169m away from the Proposed Scheme. Viewpoint location shown on Map LV-01-758. For full details of the visual assessment at viewpoint 329-02-002 refer to Volume 5: Appendix LV-001-0MA06, Part 3.

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

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



Map Number: LV-01-758

Map Name: Verifiable Photomontage Peak Construction Phase - Winter Viewpoint 329-**02**-002

Community Area : MA06

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Date: Jan 2021

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Viewpoint 329-02-004: view west from Cherry Tree Lane

This viewpoint is representative of views experienced by residents of Mereside Cottage, users of Cherry Tree Lane and workers at Cherry Tree Farm.

Winter view (baseline)

Date taken: 29/03/2018 (stitched panorama)

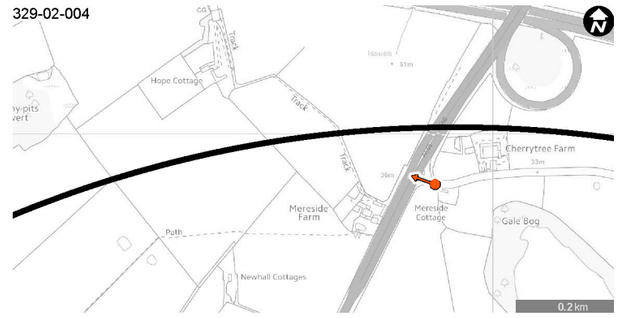


Summer view (baseline)

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



Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.	373890.87, 384891.8396	
Value of the viewpoint:	This viewpoint has a **medium** value as the view contains typical features of the local landscape including the rural Cherry Tree Lane, woodland and the A556 Chester Road dual carriageway.	**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. Road users and workers have lower susceptibility as their attention is less focused on the landscape.	**High**



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Viewpoint 329-02-004: view west from Cherry Tree Lane

Visual baseline description

Winter	In the near distance, Cherry Tree Lane and a small copse of trees filter views north towards the M56. Fencing and barriers along the A556 Chester Road (dual carriageway) in the middle distance screens lower elevation views to the west. The tops of cars on the A556 Chester Road are visible above the barrier. Chevron signs guide motorists south onto the old Chester Road, which runs parallel to the dual carriageway. In the far distance, the upper floors of Mereside Farm, the top of Rushy-pits Covert and trees growing on farmland west of the A556 Chester Road can be seen above the road barriers.
Summer	In summer, vegetation in leaf screens views of Mereside Cottage and much of the view beyond the A556 Chester Road.
Night-time	The A556 Chester Road crosses the viewpoint. The road is not lit, but the lights of vehicles on the road are apparent at night. There is sky glow due to streetlighting in Greater Manchester and around Junction 7 of the M56.

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, road users and people at work will experience substantial changes to near views due to the construction of Rostherne cutting and the A556 Chester Road overbridge. The demolition of Cherry Tree Farm business units and removal of vegetation along Cherry Tree Lane and the A556 Chester Road, will open up views of the construction works taking place to the north and west. The large-scale components associated with construction including machinery, earthworks and temporary stockpiles will be prominent in the view. Construction traffic using Cherry Tree Lane will introduce increased traffic movement into views. The magnitude of change will be **high.**	**Major adverse (significant)**
Construction night-time	At night, the lighting associated with the A556 Chester Road satellite compound will be visible but it will be seen in the context of the moving lights of vehicles on the A556 Chester Road in the near distance and lighting of the urban edge of Greater Manchester in the far distance. There will be little change in the character of the existing view at night-time. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider view. The magnitude of 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**	Rostherne cutting will be a large-scale linear feature introduced across near-distance views looking north from Mereside Cottage, Cherry Tree Farm and Cherry Tree Lane. The loss of vegetation during construction, will open up new views of the A556, currently screened, and A556 Chester Road overbridge. These new structures will be out of character with existing views north over a narrow, tree and hedgerow-lined country lane, but less so in views to the west which already include the A556. The loss of business units to the north of Cherry Tree Farm, will open up views of the Proposed Scheme to the north. A landscape earthwork along the top of the cutting will provide partial screening but landscape mitigation planting will not be sufficiently mature to provide any visual integration or screening. 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**	Growth of the landscape mitigation planting north of Mereside Cottage and of woodland habitat creation along the northern side of Rostherne cutting will screen the cutting and the A556 Chester Road overbridge from Mereside Cottage and Cherry Tree Lane. The cutting will remain visible in filtered views from Cherry Tree Farm. 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 existing views north over a tree and hedgerow-lined, narrow country lane will be restored. The cutting will remain visible from the Cherry Tree Farm in filtered views. 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 329-03-005: view north-east from Footpath Rostherne 2/1

This viewpoint is representative of views experienced by footpath users, visitors to the Rostherne Mere Nature Reserve and users of Rostherne Lane.

Winter view (baseline)

Date taken: 21/11/2019 (stitched panorama)

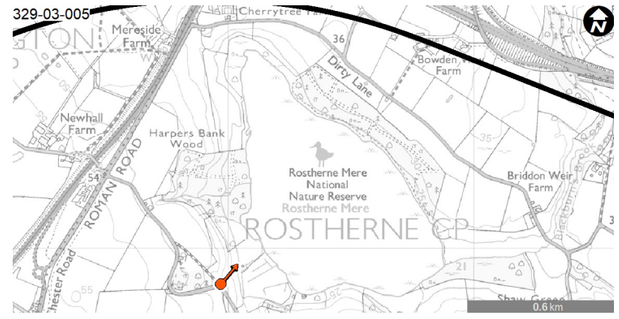


Summer view (baseline)

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



Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.	373971.1796, 383854.7883	
Value of the viewpoint:	This viewpoint has a **medium-high** value as the view contains typical features of the local landscape including Rostherne Mere, surrounded by woodland, and farmland.	**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 recreational receptors is focused on the landscape. They are therefore highly susceptible to visual change arising from the construction and operation of the Proposed Scheme. Road users have lower susceptibility as their attention is less focused on the landscape.	**High**



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Viewpoint 329-03-005: view north-east from Footpath Rostherne 2/1

Visual baseline description

Winter	The view over Rostherne Mere is framed and filtered by mature trees and vegetation. In the middle distance, the pasture slopes down to the mere, which sits in a bowl-shaped depression (25m below the viewpoint) and is surrounded by woodland and pasture. In the far distance, woodland growing along the north bank of the mere forms the skyline with a small gap to the east, where fields are visible on higher land. There are no detracting elements in the view.
Summer	During summer, mature trees and woodland screen a greater proportion of the view than they do in the winter, but the mere and gap in the woodland to the east remain clearly visible.
Night-time	The night-time baseline is not described for this viewpoint, as night-time effects are considered only for occupiers of residential properties, residents staying in hotels and healthcare institutions.

Future baseline description

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

Visual impact assessment

	Temporary effects during construction	Significance of effect
Construction	Users of Footpath Rostherne 2/1 and road users will experience slight changes to far-distant views as a result of the construction of Rostherne East box structure, Blackburn's Brook North viaduct and Birkin Brook embankment. The machinery, earthworks, temporary stockpiles and Blackburn's Brook satellite compound will be visible looking east, framed through the gap in the woodland surrounding Rostherne Mere. A small proportion of the view will be affected. 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**	Users of Footpath Rostherne 2/1 and road users will experience slight changes to a small proportion of far-distant views as a result of the Proposed Scheme. Rostherne East box structure, Blackburn's Brook North viaduct and train movements will be visible in views looking east where there is a gap in the woodland surrounding Rostherne Mere. A landscape earthwork along the southern side of the Proposed Scheme and Rostherne cutting will partially screen the new structures, but mitigation planting will not be sufficiently mature to provide any visual integration or screening. 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**	Due to the growth of mitigation planting along the southern side of the route of the Proposed Scheme, Rostherne East box structure and Blackburn's Brook North viaduct will be largely screened from view. Train movements will be apparent, but across a small proportion of the view due. 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 further growth of the mitigation planting along the southern side of Rostherne cutting will result in the screening of Rostherne East box structure, Blackburn's Brook North viaduct and train movements. The magnitude of change will reduce to **negligible.**	**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 329-03-006: view west from Footpath Rostherne 13/1

This viewpoint is representative of views experienced by users of Footpath Rostherne 13/1 and users of Yarwoodheath Lane.

Winter view (baseline)

Date taken: 21/11/2019 (stitched panorama)

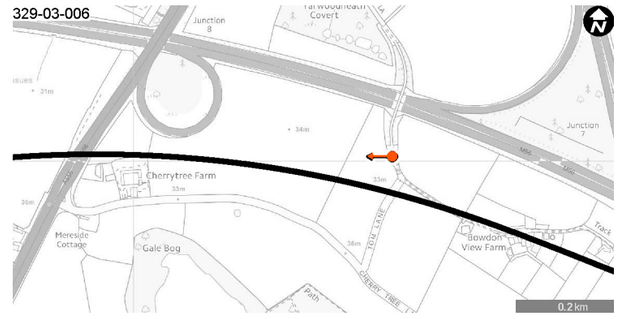


Summer view (baseline)

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



Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.	374523.6835, 385048.0616	
Value of the viewpoint:	This viewpoint has a **medium** value as the view contains typical features of the local landscape including farmland, hedgerows and woodland.	**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 recreational receptors is focused on the landscape. They are therefore highly susceptible to visual change arising from the construction and operation of the Proposed Scheme.	**High**



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Viewpoint 329-03-006: view west from Footpath Rostherne 13/1

Visual baseline description

Winter	There is an expansive view over open farmland in the near distance bordered by low hedgerow and fence lines. Trees bordering the approach to the Yarwood Heath Lane bridge over the M56 (and Footpath Rostherne 13/1) screen long views to the north. In the far distance, the A556 Chester Road is discernible, above intervening hedgerows and a block of woodland at Junction 8 on the M56 is a notable feature of the view; gantries on the M56 are visible in the north-west. Woodland around Rostherne Mere forms the background to the view to the south forming a low continuous wooded feature.
Summer	In summer, woodland and hedgerows in the middle and far distance of the view are in leaf and screen views of the A556 Chester Road and more of the view north-west, though gantries on the M56 are still visible.
Night-time	The night-time baseline is not described for this viewpoint, as night-time effects are considered only for occupiers of residential properties, residents staying in hotels and healthcare institutions.

Future baseline description

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

Visual impact assessment

	Temporary effects during construction	Significance of effect
Construction	The viewpoint is within the area required for construction and consequently the footpath will be closed during the construction period.	Not assessed
Construction night-time	Night-time effects have only been considered for occupants of residential properties and residents staying in hotels and healthcare institutions.	Not assessed
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	No cumulative effect

		Permanent effects during operation	Significance of effect
Year 1	**Winter**	Rostherne North cutting, Rostherne West embankment and Tom Lane telecommunications site will be new, large-scale structures in near views from a short stretch of Footpaths Rostherne 13/1 and 4/1. Footpath users on and approaching the Yarwood Heath Farm accommodation access overbridge will see the cutting, embankment, train movements and overhead line equipment in near and uninterrupted views. The new structures will be out of character with existing views south over farmland and the wooded Rostherne Mere in the far distance of the view, but less out of place in views west and north-west, which already include the A556 Chester Road and the M56 gantries. Loss of vegetation during construction will increase the visibility of the M56. Immature mitigation planting will not provide any visual integration or screening. 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**	Growth of the landscape mitigation planting and woodland habitat creation along the top of the cutting and embankment will narrow and filter views of the cutting, embankment, Tom Lane telecommunications site, train movements and overhead line equipment from the approaches to the overbridge. It will also restore the screening of the M56 in views north. The cutting, train movements and overhead lines will remain clearly visible from the overbridge where there will be no intervening vegetation. 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 continuing growth of the landscape mitigation planting will further screen the Proposed Scheme from all but a short section of the footpath. The magnitude of change will remain **low.**	**Minor adverse (non-signficant)**
	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 329-02-007: view north from Cherry Tree Lane

This viewpoint is representative of views experienced by residents at Covert Cottage, users of the diverted Footpath Rostherne 4/1 and users of Cherry Tree Lane.

Winter view (baseline)

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



Summer view (baseline)

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



Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.	374640.168, 384631.286	
Value of the viewpoint:	This viewpoint has a **medium** value as the view contains typical features of the local landscape including open farmland, farm buildings and overhead power line.	**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. Road users have a lower susceptibility, as their attention is less focused on the landscape.	**High**



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Viewpoint 329-02-007: view north from Cherry Tree Lane

Visual baseline description

Winter	The expansive view is over open farmland. A hedgerow bordering the field and Cherry Tree Lane screens views north-west. In the middle distance, the land gently slopes down towards the wooded valley of Blackburn's Brook in the east. In the far distance, the buildings of Bowden view Farm can be seen against the backdrop of woodland lining the M56 and the slip roads of Junctions 7 and 8. A power line north of the M56 can be seen in the distance. Planes landing at and taking off from Manchester Airport are frequently visible in the sky to the east.
Summer	In summer, the trees and hedgerows in leaf have a slightly increased screening effect, however a lack of substantial vegetation in the near distance results in a view very similar to wintertime.
Night-time	The area is rural and relatively dark at night. Cherry Tree Lane is not lit. There is skyglow from street lighting in Greater Manchester and around Junction 7 of the M56.

Future baseline description

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

Visual impact assessment

	Temporary effects during construction	**Significance of effect**
Construction	Residents at Covert Cottage, users of the diverted Footpath Rostherne 4/1 and users of Cherry Tree Lane will experience substantial changes to near and middle-distance views due to the demolition of Bowden View Farm and the construction of Yarwood Heath farm accommodation access overbridge, Rostherne cutting, Rostherne West embankment, Tom Lane telecommunications site and Rostherne East box structure. The large-scale components associated with construction, including Rostherne cutting satellite compound, Blackburn's Brook satellite compound, machinery, earthworks and material stockpiles, will be prominent in the view over the open farmland to the north-east. The components will extend across most of the view from Cherry Tree Lane and the diverted Footpath Rostherne 4/1 but will be partially screened from Covert Cottage by intervening vegetation. Construction traffic using Cherry Tree Lane will introduce uncharacteristic traffic movement into views. The magnitude of change will be **high.**	**Major adverse (significant)**
Construction night-time	The additional night-time lighting required for Rostherne cutting satellite compound and the Blackburn's Brook viaduct satellite compound will add to the existing sky glow caused by traffic on the M56 and from light sources on the urban edge of Greater Manchester. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider view. There will be a noticeable change in the character of the existing view at night-time. 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**	Residents at Covert Cottage and users of the diverted Footpath Rostherne 4/1 and Cherry Tree Lane will experience noticeable changes to middle-distance views as a result of the Proposed Scheme. The Yarwood Heath Farm accommodation access overbridge will be a new structure in the view but will not be uncharacteristic, as there is an existing farm access bridge over the M56 nearby. Rostherne West embankment and Rostherne East box structure, pumping station, Tom Lane telecommunications site and overhead line equipment will be new structures, uncharacteristic of existing views over farmland. Landscape earthworks along the southern side of Rostherne cutting will partially screen Rostherne West embankment and Rostherne East box structure but the landscape mitigation planting will not be sufficiently mature to provide to any visual integration or screening. 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**	Growth of the landscape mitigation planting, partly on landscape earthworks, will screen the Tom Lane auto-transformer station and the overhead line equipment and train movements in cutting. Landscape mitigation planting and woodland habitat creation on landscape earthworks in the middle distance will partially screen Rostherne East box structure in more distant views to the east. 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 further growth of the landscape mitigation planting will foreshorten the view with mature woodland and screen the majority of the Proposed Scheme, with only the upper parts of Rostherne East box structure still visible. The landscape and ecological mitigation planting will appear to merge with the existing vegetation in the far distance of the view. 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 329-02-008: view south-west from Rycroft Farm and Footpath Ashley 1/2

This viewpoint is representative of views experienced by residents of Ryecroft Farm and users of Footpath Ashley 1/2.

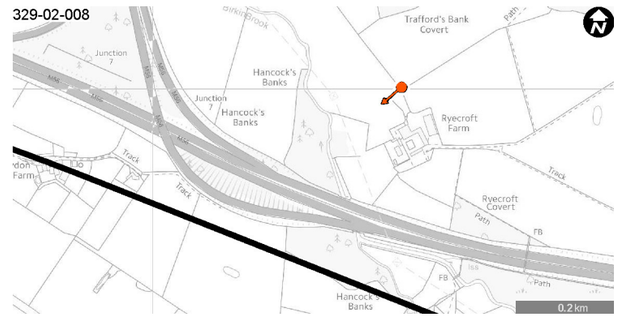
Winter view (baseline)

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.	375506.397, 385002.673	
Value of the viewpoint:	This viewpoint has a **medium** value as the view contains typical features of the local landscape including open farmland, hedgerows, power lines and the Pennines 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**. 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 329-02-008: view south-west from Rycroft Farm and Footpath Ashley 1/2

Visual baseline description

Winter	Views from the farm over open farmland to the south-west are framed or partially screened by intervening garden and woodland belts. Traffic movements are visible, although partially screened by cutting, whilst the top of gantries on the M56 are visible from the footpath in front of the wooded backdrop of Hancock's Bank on the southern side of the motorway that limits views south of the M56. A power line and pylons cross the view. There are long views over open farmland, divided by low hedgerows, towards the Pennines in the east.
Summer	In summer, vegetation in leaf provides further screening of the view south-west, reinforcing the screening capacity of woodland forming Hancock's Bank to the south of the M56.
Night-time	The night-time visual baseline was not assessed as there is no requirement for continuous construction or 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	Residents at Ryecroft Farm and footpath users will experience noticeable changes to near and middle-distance views as a result of the utilities works associated with the construction of the Proposed Scheme. They will have clear views of the works to the existing overhead power line in the middle distance to the south. The works to the power line will be noticeable in views across the shorter term. Construction works associated with the formation of Rostherne East box structure will be screened by existing planting along the M56, although cranes may occasionally be visible above the intermediate tree line. The magnitude of change will be **low.**	**Minor adverse (non-significant)**
Construction night-time	The night-time view in operation 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**	The appearance and location of the power line and pylons in the middle distance will be restored to their existing condition. There would be no awareness of the Proposed Scheme beyond the M56 corridor. 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**	There will be no material change to the composition of the view. 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**	There will be no material change to the composition of the view. 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 330-03-001: view north-east from Tatton Park

This viewpoint is representative of views experienced by visitors to Tatton Park.

Winter view (baseline)

Date taken: 21/11/2019 (stitched panorama)

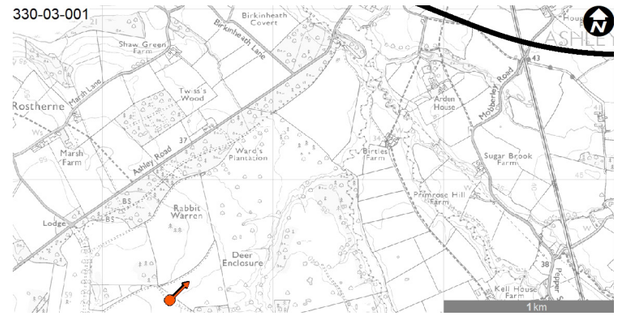


Summer view (baseline)

Date taken: 10/09/2018 (stitched panorama)



Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.	375342.754, 382390.8212	
Value of the viewpoint:	This viewpoint has a **high** value as the view contains picturesque features of the local landscape including the woodland and pastures of Tatton Park, a Grade II* registered park and garden.	**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 recreational receptors is very much focused on the landscape. They are therefore highly susceptible to visual change arising from the construction and operation of the Proposed Scheme.	**High**



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Viewpoint 330-03-001: view north-east from Tatton Park

Visual baseline description

Winter	The expansive framed view over the deer park of the Tatton Estate extends beyond the undulating grazing land in the near distance to the upland areas of the Peak District, visible in the far distance, to the east. Woodland blocks frame long-distance views toward the north and east, while vegetation lining the park boundary prevents long views out of the park to the west. The distant tops of trees in Hale can be seen on high land in the far distance of the view looking north-east, along with planes approaching and departing from Manchester Airport.
Summer	In summer, the trees and hedgerows in leaf have a slightly increased screening effect which enhances the framed views, but the view is very similar to wintertime.
Night-time	The night-time baseline is not described for this viewpoint, as night-time effects are considered only for occupiers of residential properties, residents staying in hotels and healthcare institutions.

Future baseline description

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

Visual impact assessment

	Temporary effects during construction	Significance of effect
Construction	Visitors to Tatton Park will experience slight changes to views. The construction works on the Ashley IMB-R and Ashley embankment will be largely screened by intervening vegetation. Tall construction machinery, such as cranes, and the realignment of an overhead power line may be visible beyond the trees on the skyline, but they will be less apparent in the view due to their distance from the viewpoint. 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**	Visitors to Tatton Park are unlikely to experience any change to views because the Ashley IMB-R, and Ashley embankment will be screened by the existing landform and intervening vegetation. The magnitude of change will be **negligible.**	**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**	The Ashley IMB-R and Ashley embankment will be screened by the existing landform intervening vegetation. The magnitude of change will remain **negligible.**	**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 Ashley IMB-R and Ashley embankment will be screened by intervening vegetation. The magnitude of change will remain **negligible.**	**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 330-02-002: view north from Footpath Rostherne 5/1

This viewpoint is representative of views experienced by residents of Birkin House, Birkinheath Cottage and Briddon Weir Farm and users of Footpath Rostherne 5/1.

Winter view (baseline)

Date taken: 27/02/2019 Time taken: 15:58



N



NE



E



Summer view (baseline)

Date taken: 19/09/2019 Time taken: 11:38



N



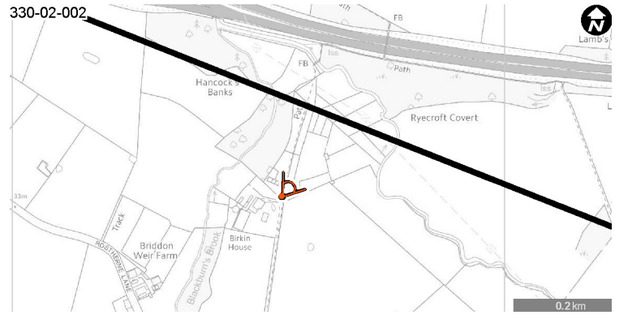
NE



E



Camera:	Sony a7RII, Zeiss Loxia 50mm f/2.0 lens	
Approximate GPS co-ordinates ref.	375548.17, 384344.134	
Elevation:	31.233m AOD	
Value of the viewpoint:	This viewpoint has a **medium** value as the view contains typical features of the local landscape including paddocks, woodland and 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 330-02-002: view north from Footpath Rostherne 5/1

Visual baseline description

Winter	The view is over a series of small defined paddocks, separated by timber post and rail fencing with field barns, access tracks and gates. Footpath Rostherne 5/1 passes along the grass path between the paddocks towards the woodland lining the northern and southern boundaries of the M56 in the far distance. This woodland includes Hancock's Bank and Ryecroft Covert, which screen the motorway from this location. A power line is present in the middle distance of the view and is a prominent visual detractor.
Summer	In summer, the trees and hedgerows in leaf have a greater presence in the view but no additional screening effect. Consequently, the summer view is very similar to the winter view.
Night-time	The area is rural and relatively dark at night. Local roads are unlit. There is skyglow associated with the Greater Manchester conurbation to the north.

Future baseline description

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

Visual impact assessment

	Temporary effects during construction	Significance of effect
Construction	Residents and footpath users will experience substantial changes to near and middle-distance views as a result of the Proposed Scheme. Residents at Birkin House and Birkinheath Cottage and users of Footpath Rostherne 5/1 (diverted during construction) will have clear views of the construction of Blackburn's Brook North viaduct, Birkin Brook embankment, Manchester to Liverpool junction provision and Ashley IMB-R. They will also see the diversion of an overhead power line. Residents at Briddon Weir Farm will have oblique, distant views of the construction of the route of the Proposed Scheme, Rostherne cutting and Rostherne East box structure. The large-scale components associated with construction including the Blackburn's Brook satellite compound and Birkin Brook satellite compound, machinery, earthworks and temporary stockpiles will be prominent in views over farmland. The components will extend across most of the view from the footpath but will be partially screened from Birkin House by intervening vegetation and from Briddon Weir House by the intervening farm buildings. The magnitude of change will be **high.**	**Major adverse (significant)**
Construction night-time	At night, the lighting associated with Blackburn's Brook viaduct satellite compound and Birkin Brook viaduct satellite compound will be visible in the middle distance through existing vegetation in a predominantly rural and unlit area. There will be a noticeable change in the character of the existing view at night-time. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider view. The magnitude of 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**	Footpath users will experience substantial changes to near views and residents will experience noticeable changes to middle-distance and distant views as a result of the Proposed Scheme. Removal of woodland and intervening vegetation during construction will open up views from Footpath Rostherne 5/1 and Birkin House and Birkinheath Cottage towards Rostherne East box structure and embankment, Blackburn's Brook North viaduct, Birkin Brook embankment and Ashley IMB-R which will be conspicuous in the middle distance. Residents at Briddon Weir Farm will have oblique, distant views of Rostherne West embankment and Rostherne East box structure, partially screened by intervening vegetation. The large-scale new structures, along with train movements on embankment and viaduct, will be uncharacteristic of existing views over farmland. The landscape earthworks along the southern side of Rostherne cutting and Rostherne East box structure will provide immediate screening of the lower parts of both. However, landscape mitigation planting and woodland habitat creation will not be sufficiently mature to contribute to any visual integration or screening. 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**	Growth of the landscape mitigation planting on landscape earthworks and woodland habitat creation will further screen the lower levels of Rostherne West embankment, Rostherne East box structure, Blackburn's Brook North viaduct, Birkin Brook embankment and Ashley IMB-R. However, the large-scale of the structures means that they will remain visible above the vegetation, along with the train movements and overhead line equipment. 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 further growth of the landscape mitigation planting and woodland habitat creation will screen the Proposed Scheme, with only the upper parts of Rostherne East box structure and train movements, Birkin Brook embankment and Ashley IMB-R still visible. The planting will appear to merge with the existing vegetation in the far distance of the view. 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 330-02-002: view north from Footpath Rostherne 5/1

This viewpoint is representative of views experienced by residents of Birkin House, Birkinheath Cottage and Briddon Weir Farm and users of Footpath Rostherne 5/1.

Current baseline - Winter view

Date taken: 27/02/2019 Time taken: 15:58









N NE E

Winter verifiable photomontage - Construction









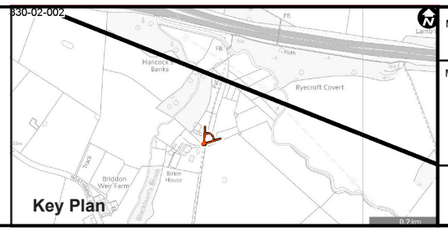
N NE E

Camera:	Sony a7RII, FFS, Zeiss Loxia 50mm f/2.0 lens		
Approximate GPS co-ordinates ref.	375548.17, 384344.134	**Direction of View:**	36.962°
Elevation:	31.233m AOD	**Height of Camera:**	1.634m

The viewpoint has been taken approximately 191m away from the Proposed Scheme. Viewpoint location shown on Map LV-01-759. For full details of the visual assessment at viewpoint 330-02-002 refer to Volume 5: Appendix LV-01-0MA06, Part 3.

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

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



Map Number
LV-01-759

Map Name
Verifiable Photomontage
Peak Construction Phase - Winter
Viewpoint 330-**02**-002

Community Area :
MA06

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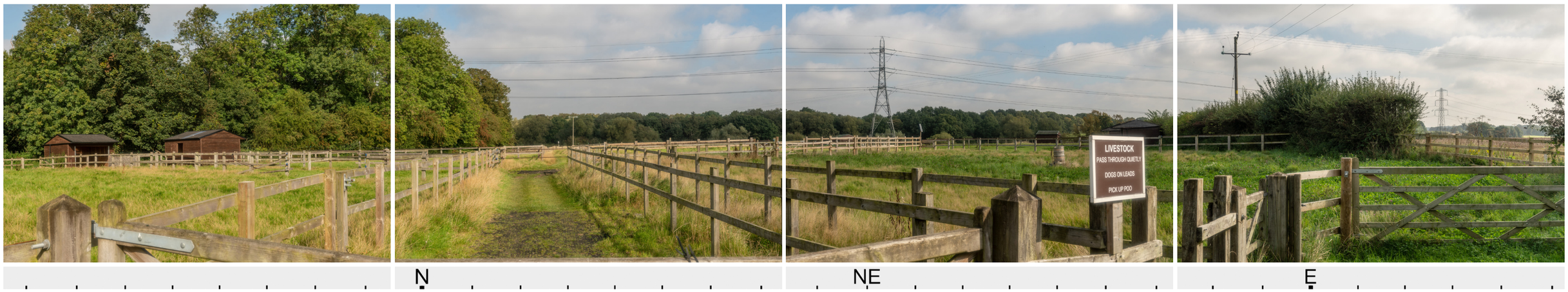
Date:Jan 2021

Viewpoint 330-02-002: view north from Footpath Rostherne 5/1

This viewpoint is representative of views experienced by residents of Birkin House, Birkinheath Cottage and Briddon Weir Farm and users of Footpath Rostherne 5/1.

Current baseline - Summer view

Date taken: 19/09/2019 Time taken: 11:38



Summer verifiable photomontage - Year 15

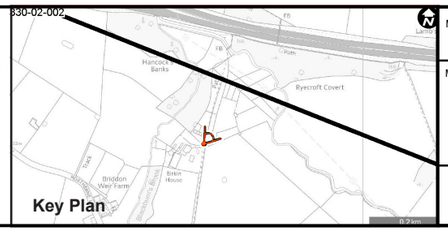


Camera:	Sony a7RII, FFS, Zeiss Loxia 50mm f/2.0 lens		
Approximate GPS co-ordinates ref.	375548.17, 384344.134	**Direction of View:**	36.962°
Elevation:	31.233m AOD	**Height of Camera:**	1.634m

The viewpoint has been taken approximately 191m away from the Proposed Scheme. Viewpoint location shown on Map LV-01-760. For full details of the visual assessment at viewpoint 320-02-002 refer to Volume 5: Appendix LV-001-0MA06, Part 3.

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

Each individual image represents a 39.6° horizontal field of view with planar projection. At this scale the images do not lend themselves to direct comparison out in the field. Therefore, for viewing in the field, it is recommended that each image from the panoramic photomontage is printed individually, onto an A3 landscape sheet (image size 390mm x 260mm) to be viewed at a comfortable arms length. For further details on the selection of photomontage locations, verifiable methodology and presentation refer to the Landscape and visual assessment Technical Note - Approach to verifiable photomontages (SMR Volume 5: Appendix CT-001-002).



Map Number
LV-01-760

Map Name
Verifiable Photomontage
Operation Year 15 (2053) - Summer
Viewpoint 330-**02**-002

Community Area :
MA06

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Date: Jan 2021

Viewpoint 330-03-003: view south-west from Footpath Rostherne 5/1

This viewpoint is representative of views experienced by users of Footpath Rostherne 5/1 (temporarily diverted during construction), Ashley 2/3 and Ashley 3/1.

Winter view (baseline)

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

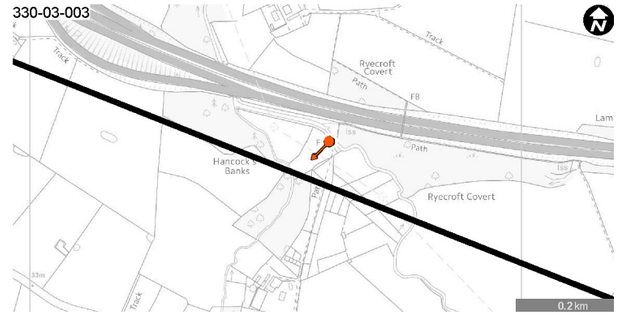


Summer view (baseline)

Date taken: 29/08/2021 (stitched panorama)



Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.	375638.6263, 384622.8765	
Value of the viewpoint:	This viewpoint has a **medium** value as the view contains typical features of the local landscape including paddocks, an undulating landform, woodland and 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 recreational receptors is focused on the landscape. They are therefore highly susceptible to visual change arising from the construction and operation of the Proposed Scheme.	**High**



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Viewpoint 330-03-003: view south-west from Footpath Rostherne 5/1

Visual baseline description

Winter	Footpath Rostherne 5/1 passes a series of small paddocks in the near distance which is bordered by an electric fence. Scrub vegetation on the edge of Ryecroft Covert screens views to the east. In the middle distance, the undulating landform rises from the Birkin Brook valley. The footpath continues past paddocks, reaching a steel gate next to closeboard fencing which screens the view further south. A power line is a prominent feature in the near distance, punctuating the skyline. In the far distance, woodland on Hancock's Banks and along Blackburn's Brook filters views of the M56 and associated gantries, which are discernible through the tree cover.
Summer	In summer the trees and hedgerows in leaf have a greater screening effect but overall, the summer view is similar to the winter view.
Night-time	The night-time baseline is not described for this viewpoint, as night-time effects are considered only for occupiers of residential properties, residents staying in hotels and healthcare institutions.

Future baseline description

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

Visual impact assessment

	Temporary effects during construction	Significance of effect
Construction	Users of Footpath Rostherne 5/1 (temporarily diverted during construction), Ashley 2/3 and Ashley 3/1 will experience substantial changes to near and middle-distance views due to the construction of Rostherne East box structure, Blackburn's Brook North viaduct, Birkin Brook embankment and Ashley IMB-R and the diversion of an overhead power line. The large-scale components associated with construction including Blackburn's Brook and Birkin Brook satellite compounds, machinery, earthworks and temporary stockpiles will be prominent in views over farmland. The magnitude of change will be **high**.	**Major adverse (significant)**
Construction night-time	Night-time effects have only been considered for occupants of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Construction cumulative assessment	There are no developments which will result in operational cumulative effects.	**No cumulative effect**

		Permanent effects during operation	Significance of effect
Year 1	**Winter**	Footpath users will experience substantial changes to near and middle-distance views as a result of the Proposed Scheme. Removal of woodland and intervening vegetation during construction will open up views from the footpath towards Rostherne East box structure, Blackburn's Brook North viaduct, Birkin Brook embankment and Ashley IMB-R. These will be large-scale new structures, which along with train movements on embankment and viaduct, will be uncharacteristic of existing views over wooded farmland. An overhead power line will have been diverted closer to the viewpoint. The landscape mitigation planting and woodland habitat creation will not be sufficiently mature to provide any visual integration or screening. 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**	The growth of the mitigation planting and woodland habitat creation will filter views of the lower levels of Rostherne East box structure, Blackburn's Brook North viaduct, Birkin Brook embankment and Ashley IMB-R from much of the PRoW. However, the large-scale of the structures means that they will remain visible above the vegetation, along with moving trains and overhead line equipment. Footpath users will have clear, near-distance views of the underside of the viaduct as they pass under the structure. The magnitude of change will reduce to **medium.**	**Moderate adverse (significant)**
	Night-time	Night-time effects have only been considered for occupants of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Year 30	**Summer**	The further growth of the mitigation planting and woodland habitat creation will screen the Proposed Scheme within the majority of views from the footpath. However, the height of the structures means they will remain visible in places above the line of vegetation. The new planting will appear to merge with the existing vegetation in the far distance, restoring the wooded character of the view. The magnitude of change will reduce to **low.**	**Minor adverse (non-significant)**
	Night-time	Night-time effects have only been considered for occupants of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 330-04-004: view north-east from Ashley Road

This viewpoint is representative of views experienced by road users on Ashley Road.

Winter view (baseline)

Date taken: 29/03/2018 (stitched panorama)

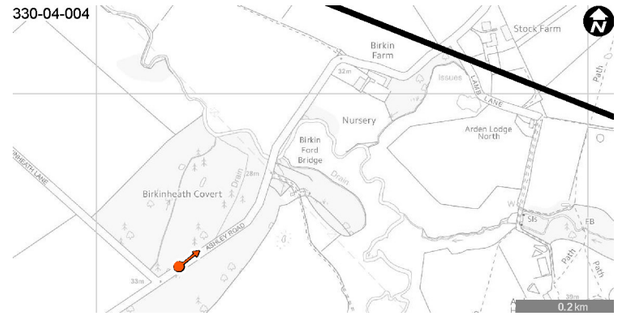


Summer view (baseline)

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



Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.	376168.005, 383647.6288	
Value of the viewpoint:	This viewpoint has a **medium** value as the view contains typical features of the local landscape including a rural road, the boundary of the Tatton Estate and Birkinheath Covert.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The susceptibility of these receptors is **medium**. The attention of people travelling along rural roads is only partly focused on their surroundings.	**Medium**



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Viewpoint 330-04-004: view north-east from Ashley Road

Visual baseline description

Winter	The view is of a country road lined by woodland on both sides. The timber fence and hedge of the boundary of Tatton Park is on the eastern side of the road and a narrow footway runs along the western side. Birkinheath Covert and deciduous woodland, with an understory of evergreen and deciduous shrubs, in Tatton Park screen long views east and west. Ashley Road curves towards the east in the distance, crossing Birkin Brook, which is set in a narrow valley. The view beyond and to the north is closed by a combination of undulating landform, trees and woodland.
Summer	In summer, the trees and hedgerows in leaf have a greater presence in the view but overall, the summer view is similar to the winter view.
Night-time	The night-time baseline is not described for this viewpoint, as night-time effects are considered only for occupiers of residential properties, residents staying in hotels and healthcare institutions.

Future baseline description

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

Visual impact assessment

	Temporary effects during construction	Significance of effect
Construction	Ashley Road will be a construction traffic route, introducing additional traffic movements into the existing view of a country road. Ashley Road will be a construction traffic route, introducing additional traffic movements into the existing view of a country road. An existing power line will be diverted, resulting in a loss of vegetation from the northern end of Birkinheath Covert, opening up views north from the road. 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**	Existing intervening woodland will screen the Proposed Scheme from this viewpoint. The magnitude of change will be **negligible.**	**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**	Existing intervening woodland will screen the Proposed Scheme from this viewpoint. The magnitude of change will remain **negligible.**	**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**	Existing intervening woodland will screen the Proposed Scheme from this viewpoint. The magnitude of change will remain **negligible.**	**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 330-02-006: view north from Ashley Road at Birkin Farm

This viewpoint is representative of views experienced by residents at Birkin Farm and users of Footpath Ashley 3/1.

Winter view (baseline)

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

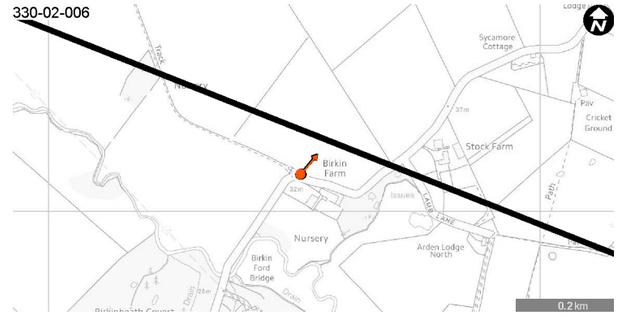


Summer view (baseline)

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



Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.	376504.3766, 384058.1646	
Value of the viewpoint:	This viewpoint has a **medium** value as the view contains typical features of the local landscape including farmland, woodland and hedgerows.	**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 330-02-006: view north from Ashley Road at Birkin Farm

Visual baseline description

Winter	The expansive view is over open farmland, with a gently sloping arable field in the middle distance. Ashley Road and the buildings and garden of Birkin Farm can be seen to the east. There are views across open farmland to the far distance, which is formed by trees on field boundaries and woodland along Ashley Road and the M56 to the north. Pylons are visible to the west of the viewpoint. Views north from Birkin Farm are partially filtered by garden vegetation. Existing hedgerows tend to be managed to a low height and are sparse in places.
Summer	In summer, the trees and hedgerows in leaf screen Birkin Farm, but the majority of the summer view is similar to the winter view.
Night-time	The area is rural and relatively dark at night, with outdoor lighting limited to farmyards and isolated properties in the landscape. The sky is affected by skyglow from streetlighting in the nearby urban areas and at major road junctions.

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 PRoW users will experience substantial changes to near and middle-distance views as a result of the Proposed Scheme. Users of Footpath Ashley 3/1, permanently diverted during construction, and residents at Birkin Farm will have clear views of the construction of Birkin Brook embankment, Ashley IMB-R and Ashley Road diversion. The construction of Ashley embankment will be partly screened by a woodland block adjacent to Birkin Farm which includes a high proportion of evergreen trees. The diversion of an overhead power line closer to Birkin Farm will also be visible. The large-scale components associated with construction, including Ashley IMB-R satellite compound, machinery, earthworks and temporary stockpiles, will be prominent in views north over open farmland. The components will extend across the majority of the view. Ashley Road will be a construction traffic route, introducing additional traffic movements into the existing view of a country road. The magnitude of change will therefore be **high.**	**Major adverse (significant)**
Construction night-time	At night, the lighting associated with Ashley IMB-R satellite compound will be visible within a predominantly unlit landscape. There will be a noticeable change in the character of the existing view at night-time. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider view. The magnitude of 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**	Residents and footpath users will experience substantial changes to near and middle-distance views as a result of the Proposed Scheme. Residents at Birkin Farm and users of the diverted Footpath Ashley 3/1 will have clear views of Birkin Brook embankment, Ashley IMB-R, Ashley Road diversion and the start of Ashley embankment. The Proposed Scheme will be at or just above ground level as it passes Birkin Farm and moving trains and overhead line equipment will be highly visible and out of character with the existing views over farmland. An overhead power line south of Birkin Farm will be diverted closer to the viewpoint. The landscape mitigation planting or woodland habitat creation will not be sufficiently mature to contribute to any visual integration or screening. The magnitude of change will therefore be **high**.	**Major adverse (significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 15	**Summer**	The growth of the landscape mitigation planting and woodland habitat creation will largely screen Birkin Brook embankment, Ashley IMB-R, Ashley Road diversion and part of Ashley embankment but will change existing views over open farmland to close views of woodland. Train movements and overhead line equipment will remain visible above the trees. 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 growth of the landscape mitigation planting and woodland habitat creation will largely screen the Proposed Scheme and limit existing views over the open landscape. The magnitude of change will therefore 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 construction cumulative effects.	**No cumulative effect**

Viewpoint 330-02-007: view south-east from Ashley Road at Stock Farm

This viewpoint is representative of views experienced by residents and guests at Stock Farm, residents at Sycamore Cottage, users of Footpath Ashley 6/5 and players and spectators at Ashley Cricket Club.

Winter view (baseline)

Date taken: 16/11/2020 (stitched panorama)

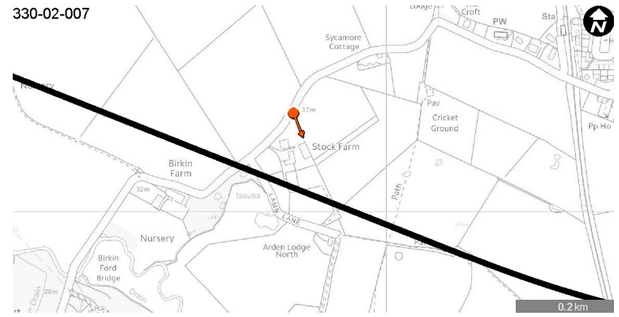


Summer view (baseline)

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



Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.	376816.903, 384218.6059	
Value of the viewpoint:	This viewpoint has a **medium** value as the view contains typical features of the local landscape including arable farmland, trees and hedgerows.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The susceptibility of residents and footpath users is **high** as they 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. Guests at events venues and players and spectators at sports grounds, have a lower susceptibility as their attention is less focused on the landscape.	**High**



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Viewpoint 330-02-007: view south-east from Ashley Road at Stock Farm

Visual baseline description

Winter	In the near distance, there is a low boundary hedgerow bordering Ashley Road. The view is framed by a mature oak tree to the north and a hedgerow along the boundary of Stock Farm to the south. In the middle distance are arable fields, divided by low hedgerows, with hedgerow oaks. There are expansive views across open farmland towards the wooded backdrop of the view where the land rises gently to the south-east. Dwellings on Ashley Road and Ashley Cricket Club Pavilion are visible to the east and north-east. Views from properties are partially filtered by intervening vegetation in gardens and along field boundaries. Views for users of the PRoW are similarly open over farmland towards the wooded backdrop with intervening hedgerows, where present, partially filtering views.
Summer	In summer, the trees and hedgerows in leaf have a greater presence in the view but overall, the summer view is similar to the winter view.
Night-time	The area is rural and relatively dark at night, with outdoor lighting limited to farmyards and isolated properties in the landscape.

Future baseline description

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

Visual impact assessment

	Temporary effects during construction	Significance of effect
Construction	Residents at Stock Farm and Sycamore Cottage, guests at Stock Farm events, users of Footpath Ashley 6/5 and players and spectators at Ashley Cricket Club will experience substantial changes to near and middle-distance views as a result of the Proposed Scheme. Residents and guests at Stock Farm will have clear views of the construction of Birkin Brook embankment, Ashley embankment, Ashley IMB-R, and the diversion of overhead power lines. Views of construction from the cricket club and Sycamore Cottage will be more distant and filtered through intervening vegetation. The large-scale components associated with construction, including Ashley IMB-R satellite compound, Ashley railhead, machinery, earthworks and temporary stockpiles, will be prominent in views east, south-east and south over open farmland. The components will extend across the majority of the view from Stock Farm. Ashley Road will be a construction traffic route, introducing additional traffic movements into the existing view of a country road. The magnitude of change will therefore be **high.**	**Major adverse (significant)**
Construction night-time	At night, the lighting associated with Ashley IMB-R satellite compound and Ashley railhead will be visible in the near distance in a predominantly rural and unlit area. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider view. The magnitude of change will be **high.**	**Major adverse (significant)**
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	Significance of effect
Year 1	**Winter**	Residents at Stock Farm and Sycamore Cottage, guests at Stock Farm events, users of Footpath Ashley 6/5 and players and spectators at Ashley Cricket Club will experience substantial changes to near and middle-distance views as a result of the Proposed Scheme. Ashley IMB-R and Ashley embankment will form a large-scale linear feature, highly visible and uncharacteristic of views over the existing farmed landscape. The embankments and Ashley IMB-R will be partially screened by landscape earthworks, but train movements and overhead line equipment will be visible and uncharacteristic within views. The landscape mitigation planting will not be sufficiently mature to contribute to any visual integration or screening. The magnitude of change will therefore 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**	Growth of landscape mitigation planting on landscape earthworks, will screen Birkin Brook embankment, Ashley IMB-R and Ashley embankment, but will change existing views over open farmland to near-distance views of woodland. Train movements and overhead line equipment will remain clearly visible above the vegetation. The magnitude of change will therefore 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 continued growth of the landscape mitigation planting will screen largely screen the Proposed Scheme and limit existing views over the open landscape. The magnitude of change will therefore 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 330-03-008: view north-east from Footpath Ashley 6/3 at Arden House

This viewpoint is representative of views experienced by users of Footpaths Ashley 6/3, 6/4, 7/1 and 8/1 and residents of Arden House.

Winter view (baseline)

It has not been possible to capture winter photography.

Summer view (baseline)

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



Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.	377005.462, 383666.9401	
Value of the viewpoint:	This viewpoint has a **medium** value as the view contains typical features of the local landscape including farmland and woodland associated with the nearby watercourse.	**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 330-03-008: view north-east from Footpath Ashley 6/3 at Arden House

Visual baseline description

Winter	The near distance comprises the edge of a belt of vegetation lining a small watercourse that feeds into Birkin Brook. Fields bounded by post and rail fencing slope gently down to the north. In the middle distance, on the opposite side of the small valley, the farmland slopes up to the north-east. Views are filtered through the intervening vegetation. In the far distance, there are filtered views of farmland, with mature hedgerows and intermittent trees. A power line crosses the skyline.
Summer	In summer, vegetation in leaf filters views of the field in the middle distance, with just a narrow gap in the canopy formed by the cleared vegetation along the electricity pylon route.
Night-time	The area is rural and relatively dark at night, with outdoor lighting limited to farmyards and isolated properties in the landscape. There is sky glow from street lighting in Greater Manchester.

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 residents will experience noticeable changes to views as a result of the Proposed Scheme. Footpaths Ashley 6/4 and 8/1 will be closed during construction, but Footpaths Arden 6/3 and 7/1 will pass close to the edge of Ashley railhead for two short sections and views from these locations will be near distance and uninterrupted. Removal of woodland vegetation on Mobberley Road will open up middle-distance views from Footpath Arden 6/3 and distant views from Arden House of the construction of Mobberley Road offline overbridge and Mobberley Road realignment. Views of the construction of Ashley embankment, Mid-Cheshire (Railway) and Mobberley Road viaduct, diverted Ashley Road and the construction and functioning of Ashley railhead will be filtered through intervening woodland from Arden House. There will be clear views of the diversion of a power line from Footpath Ashley 7/1 and Arden House. The large-scale components associated with construction, including Mobberley Road south satellite compound, Birkinheath Covert satellite compound, machinery, earthworks and material stockpiles, will be uncharacteristic of existing views north and east over the farmed landscape. Mobberley Road and Ashley Road will be construction traffic routes, introducing additional traffic movement into views. The magnitude of change will therefore be **medium.**	**Moderate adverse (significant)**
Construction night-time	At night, the lighting associated with Ashley railhead and Mobberley Road south satellite compound will be visible in filtered views east against a backdrop of a predominantly rural and unlit area. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider view. 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**	Footpath users will experience noticeable changes to views as a result of the Proposed Scheme. Views from the diverted Footpaths Ashley 6/4, 7/1 and 8/1 of Ashley embankment, train movements, overhead line equipment, Ashley Road auto-transformer station, Ashley Road diversion, Mid-Cheshire (Railway) and Mobberley Road viaduct will be near and uninterrupted from the stretches of the PRoW adjacent to the Proposed Scheme. Mobberley Road offline overbridge and Mobberley Road realignment will be large-scale structures, out of character with existing middle and far-distance views to the east over farmland from Arden House and Footpath Ashley 6/3. Trains on Ashley embankment, Mid-Cheshire (Railway) and Mobberley Road viaduct and vehicles on Mobberley Road offline overbridge will introduce uncharacteristic movement into views. The landscape mitigation planting or woodland habitat creation will not be sufficiently mature to contribute to any visual integration or screening. The magnitude of change will therefore 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**	Growth of the woodland habitat creation and landscape mitigation planting will screen the lower levels of Ashley embankment and Ashley Road auto-transformer station, but Mid-Cheshire (Railway) and Mobberley Road viaduct, train movements and overhead line equipment will remain visible from Footpaths Ashley 6/4, 7/1 and 8/1 where they pass close by. Mobberley Road offline overbridge will remain visible from Arden House and Footpath Arden 6/3 in middle-distance and distant views. The magnitude of change will therefore 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 further growth of the woodland habitat creation and landscape mitigation planting will screen or interrupt views of the Proposed Scheme from diverted Footpaths Ashley 6/3, 7/1 and 8/1. Mid-Cheshire (Railway) and Mobberley Road viaduct, Mobberley Road offline overbridge, train movements and overhead line equipment will remain visible from the stretches of the footpaths where they pass close by. The magnitude of change will therefore 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 330-02-009: view south from Ashley Road bridge over the Mid-Cheshire Line

This viewpoint is representative of views experienced by residents and road users on Ashley Road and residents on the southern edge of Ashley.

Winter view (baseline)

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

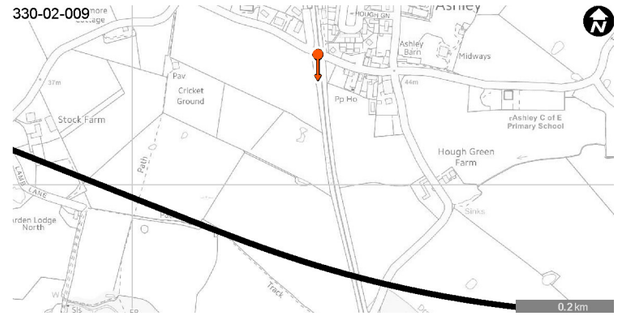


Summer view (baseline)

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



Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.	377377.9929, 384264.4997	
Value of the viewpoint:	This viewpoint has a **medium** value as the view contains typical features of the local landscape including farmland divided by hedgerows, trees, woodland and the Mid-Cheshire Line.	**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. Road users have a lower susceptibility to change as their attention is less focused on the landscape.	**High**



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Viewpoint 330-02-009: view south from Ashley Road bridge over the Mid-Cheshire Line

Visual baseline description

Winter	There are expansive views over the landscape from the bridge over the Mid-Cheshire Line in Ashley. The Mid-Cheshire Line is a prominent feature in the view from this location. In the middle distance there are elevated views over mainly flat, arable farmland separated by low hedgerows with hedgerow trees. Ashley Cricket Club pavilion and Stock Farm can be seen, partially screened by intervening vegetation, in views to the south west. There are long views across the open farmland, which rises gently to the south, to the woodland in the far distance. Pylons are discernible crossing the skyline in the distance.
Summer	In summer, the trees and hedgerows in leaf have a greater presence in the view, but overall, the summer view is similar to the winter view.
Night-time	The area is rural and relatively dark at night, with outdoor lighting limited to farmyards and isolated properties in the landscape.

Future baseline description

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

Visual impact assessment

		Temporary effects during construction	**Significance of effect**
Construction		Residents and road users along the southern edge of the settlement of Ashley will experience substantial changes to middle and far-distance views as a result of the Proposed Scheme. There will be clear views of the construction of Ashley embankment, Mid-Cheshire Line and Mobberley Road viaduct and Mobberley Road offline overbridge and realignment. The large-scale components associated with construction including Mobberley Road north satellite compound, machinery, earthworks and temporary stockpiles will be highly visible and out of character with existing views over farmland. The components will extend across the majority of the view. Ashley Road will be a construction traffic route, introducing uncharacteristic traffic movements into existing views along a country road. The magnitude of change will therefore be **high.**	**Major adverse (significant)**
Construction night-time		At night, the lighting on Mobberley Road north satellite compound and Ashley railhead will be visible in the middle distance within a largely rural and unlit area. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider view. 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**	Residents of Ashley and road users will experience noticeable changes to the middle and distant views as a result of the Proposed Scheme. It will form a high, linear feature which, along with the trains and overhead line equipment, will be visible across the majority of the view and be higher than the existing, distant skyline. Much of Ashley embankment will be screened from view by landscape earthworks, but the Mid-Cheshire (Railway) and Mobberley Road viaduct will be clearly visible. Mobberley Road offline overbridge will be apparent in the far distance. Mid-Cheshire Line is visible in existing views, but it fits discreetly into the landscape, whereas the Proposed Scheme on embankment and viaduct will have a far greater presence and will foreshorten views to the south. The landscape mitigation planting will not be sufficiently mature to contribute to any visual integration or screening. 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**	Growth of landscape mitigation planting, partly on landscape earthworks, will largely screen Ashley embankment but the Mid-Cheshire (Railway) and Mobberley Road viaduct, train movements and overhead line equipment will remain visible. 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**
Year 30	**Summer**	The further growth of the landscape mitigation planting will largely screen the Proposed Scheme, apart from Mid-Cheshire (Railway) and Mobberley Road viaduct, which will remain visible in the middle distance. The existing long and open views over the farmed landscape will be shortened by the wooded embankment of the Proposed Scheme crossing the view. 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 330-02-010: view east from Arden Lodge on Mobberley Road

This viewpoint is representative of views experienced by residents of Arden Lodge and Sugar Brook Farm, users of Footpath Arden 6/5 and road users on Mobberley Road.

Winter view (baseline)

Date taken: 19/11/2019 (stitched panorama)



Summer view (baseline)

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



Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.	377165.165, 383266.3296	
Value of the viewpoint:	This viewpoint has a **medium** value as the view contains typical features of the local landscape including a country road, farmland, hedgerows and mature trees.	**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 330-02-010: view east from Arden Lodge on Mobberley Road

Visual baseline description

Winter	Mobberley Road and a low boundary hedgerow cross the near distance. The entrance to Arden Lodge and Footpath Ashley 6/5 are to the north. Views are over a largely flat area, arable fields with well managed hedgerows and hedgerow trees. Pylons occupy the middle distance to the south-east and south, along with a more prominent overhead line in views to the west. Trees lining Mobberley Road partially screen views north. Sugar Brook Farm can be seen to the south. There are long views east, across open farmland, to mature trees lining the Mid-Cheshire Line in the far distance.
Summer	In summer, vegetation in leaf filters lower level views of the field in the middle distance.
Night-time	The area is rural and relatively dark at night, with outdoor lighting limited to farmyards and isolated properties in the landscape. There is sky glow from street lighting in Greater Manchester.

Future baseline description

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

Visual impact assessment

	Temporary effects during construction	**Significance of effect**
Construction	Residents at Arden Lodge and Sugar Brook Farm and users of Footpath Ashley 6/5 and Mobberley Road will experience substantial changes to near and middle-distance views as a result of construction of the Proposed Scheme. Residents, recreational users and road users will have near-distance views of Mobberley Road south satellite compound and the construction and functioning of Ashley railhead. They will also see the construction of Mobberley Road offline overbridge in the far distance. The large-scale components associated with construction including the machinery, earthworks and temporary stockpiles will be prominent in views east over open farmland. The components will extend across the majority of the view. The magnitude of change will therefore be **high.**	**Major adverse (significant)**
Construction night-time	At night, the lighting associated with Mobberley Road south satellite compound and Ashley railhead will create a brightly lit area close to residential receptors. It will be seen in the context of a predominantly rural and unlit area. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider view. The magnitude of change will be **high.**	**Major adverse (significant)**
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	**Significance of effect**
Year 1	**Winter**	Residents at Arden Lodge and Sugar Brook Farm and users of PRoW Arden 6/5 and Mobberley Road will experience noticeable changes to views as a result of the Proposed Scheme. The removal of trees and hedgerows from farmland for Ashley railhead will change the pattern of the landscape in views east. Mobberley Road offline overbridge will be a large-scale, elevated feature in the far distance which is out of character with existing views over the flat, farmed landscape. Traffic movement on the overbridge will introduce uncharacteristic elevated movement into views. The landscape mitigation planting on the overbridge embankments will not be sufficiently mature to contribute to any visual integration or screening. The magnitude of change will therefore be **medium.**	**Moderate adverse (significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 15	**Summer**	The pattern of the landscape in views east will be restored as the land will be returned to farmland, with the hedges, trees and woodland removed during construction replanted. Growth of the landscape mitigation planting on Mobberley Road offline overbridge embankments will screen much of the traffic on the overbridge, though the bridge itself will remain a large-scale feature visible in the far distance. The magnitude of change will therefore 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 further growth of the landscape mitigation planting and woodland habitat creation will restore much of the wooded rural character of the landscape in views north and east. Mobberley Road offline overbridge will remain visible in the far distance. The magnitude of change will remain **low.**	**Minor adverse (non-signficant)**
	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 331-02-001: view south from Mobberley Road, Ashley

This viewpoint is representative of views experienced by residents on the southern edge of Ashley, users of Footpath Ashley 20/1 and residents and road users on Mobberley Road.

Winter view (baseline)

Date taken: 21/03/2018 Time taken: 14:53









Summer view (baseline)

Date taken: 08/08/2018 Time taken: 9:15

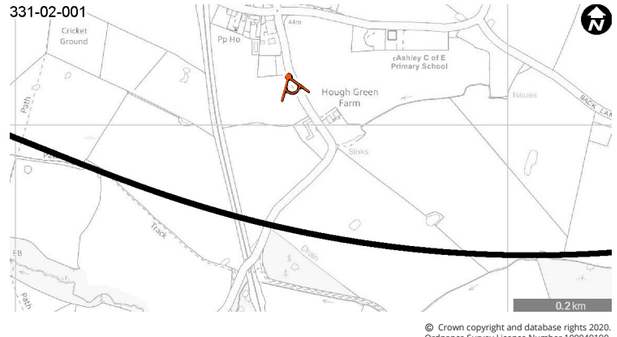








Camera:	Sony a7RII, Zeiss Loxia 50mm f/2.0 lens	
Approximate GPS co-ordinates ref.	377556.059, 384096.917	
Elevation:	41.944m AOD	
Value of the viewpoint:	This viewpoint has a **medium** value as the view contains typical features of the local landscape including a rural road, paddocks, arable farmland, hedgerows and woodland belts.	**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. Road users have a lower susceptibility to change as their attention is less focused on the landscape.	**High**



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Viewpoint 331-02-001: view south from Mobberley Road, Ashley

Visual baseline description

Winter	Mobberley Road, lined by hedgerows on both sides, occupies the near distance. In the middle distance, flat farmland, divided by low hedgerows with mature trees allows expansive views across the landscape to the woodland in the far distance. Hough Green Farm and Swallow Barns screen views south along Mobberley Road. The Mid-Cheshire Line crosses the view in the south-west, but it is only evident when trains are passing. Mobberley Road bridge, which crosses the railway, is largely screened by intervening vegetation.
Summer	In summer, the trees and hedgerows in leaf have a greater presence in the view, but overall, the summer view is similar to the winter view.
Night-time	The area is rural and relatively dark at night, with outdoor lighting limited to farmyards and isolated properties in the landscape.

Future baseline description

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

Visual impact assessment

	Temporary effects during construction	Significance of effect
Construction	Residents at Hough Green Farm and Swallow Barns, footpath users and road users will experience substantial changes to near and middle-distance views as a result of construction of the Proposed Scheme. There will be clear views of the construction of Ashley embankment, Mid-Cheshire (Railway) and Mobberley Road viaduct, Mobberley Road realignment, Mobberley Road offline overbridge and Thorns Green embankment. The large-scale components associated with construction including Mobberley Road north satellite compound, machinery, earthworks and temporary stockpiles will be prominent in views south and south-east over open farmland. The components will extend across the majority of the view. Mobberley Road will be a construction traffic route, introducing additional traffic movements into the existing view of a country road. The magnitude of change will therefore be **high.**	**Major adverse (significant)**
Construction night-time	At night, there will be near-distance views of Mobberley Road north satellite compound and Ashley railhead seen in the context of a largely rural and unlit area. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider view. The magnitude of change will be **medium.**	**Moderate adverse (significant)**
Construction cumulative assessment	There are no developments which will result in cumulative effects.	**No cumulative effect**

		Permanent effects during operation	Significance of effect
Year 1	**Winter**	Residents, footpath users and road users will experience substantial changes to near and middle-distance views as a result of the Proposed Scheme. Ashley embankment, Mid-Cheshire (Railway) and Mobberley Road viaduct and Thorns Green embankment will form a high, large-scale linear feature, highly visible and out of character with existing views over the farmed landscape. Views to the south will be foreshortened by the embankments and viaduct, although Ashley and Thorns Green embankments will be partially screened by intervening landscape earthworks from Mobberley Road. Mobberley Road offline overbridge will be visible in the far distance. Overhead line equipment and moving trains will be seen across the skyline and will be more prominent in the view than the partially screened diesel trains on the Mid-Cheshire Line. The mitigation planting will not be sufficiently mature to contribute to any visual integration or screening. The magnitude of change will therefore 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**	Growth of the landscape mitigation planting, partly on landscape earthworks, will screen the lower levels of Ashley and Thorns Green embankments, but Mid-Cheshire (Railway) and Mobberley Road viaduct, train movements and overhead line equipment will remain visible above the vegetation. The magnitude of change will therefore 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 further growth of the landscape mitigation planting will screen the Proposed Scheme where it is on embankment but Mid-Cheshire (Railway) viaduct and the moving trains and overhead line equipment on the viaduct, will remain visible. The existing expansive and open views of farmland will remain foreshortened by the Proposed Scheme, much of which will form the background of the view. The magnitude of change will therefore 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 cumulative effects.	**No cumulative effect**

Viewpoint 331-02-001: view south from Mobberley Road, Ashley

This viewpoint is representative of views experienced by residents on the southern edge of Ashley, users of Footpath Ashley 20/1 and residents and road users on Mobberley Road.

Current baseline - winter view

Date taken: 21/03/2018. Time taken: 14:53



Winter verifiable photomontage - operation year 1

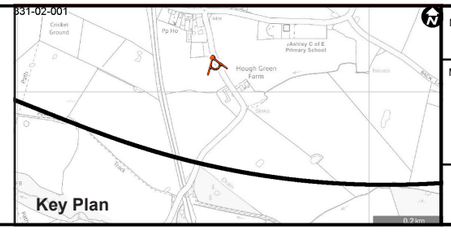


Camera:	Sony a7RII, FFS, Zeiss Loxia 50mm f/2.0 lens		
Approximate GPS co-ordinates ref.	377556.059, 384096.917	**Direction of View:**	160.22°
Elevation:	41.944m AOD	**Height of Camera:**	1.724m

The viewpoint has been taken approximately 301m away from the Proposed Scheme. Viewpoint location shown on Map LV-01-761. For full details of the visual assessment at viewpoint 331-02-001 refer to Volume 5: Appendix LV-001-0MA06, 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-01-761

Map Name
Verifiable Photomontage
Operation Year 1 (2038) - Winter
Viewpoint 331-**02**-001

Community Area :
MA06

HS2

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Date: Jan 2021

Viewpoint 331-02-001: view south from Mobberley Road, Ashley

This viewpoint is representative of views experienced by residents on the southern edge of Ashley, users of Footpath Ashley 20/1 and residents and road users on Mobberley Road.

Current baseline - summer view

Date taken: 08/08/2018 Time taken: 9:15



Summer verifiable photomontage - operation year 15

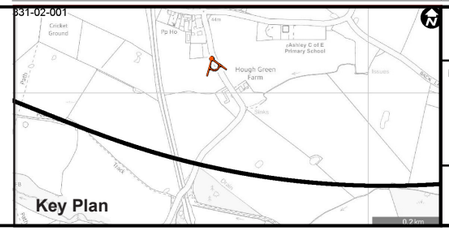


Camera:	Sony a7RII, FFS, Zeiss Loxia 50mm f/2.0 lens		
Approximate GPS co-ordinates ref.	377556.059, 384096.917	**Direction of View:**	160.22°
Elevation:	41.944m AOD	**Height of Camera:**	1.724m

The viewpoint has been taken approximately 301m away from the Proposed Scheme. Viewpoint location shown on Map LV-01-762. For full details of the visual assessment at viewpoint 331-02-001 refer to Volume 5: Appendix LV-001-0MA06, 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-01-762

Map Name
Verifiable Photomontage
Operation Year 15 (2053) - Summer
Viewpoint 331-**02**-001

Community Area :
MA06

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Date: Jan 2021

Viewpoint 331-02-002: view north from track to Lower House Farm

This viewpoint is representative of views experienced by residents of Lower House Farm.

Winter view (baseline)

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



Summer view (baseline)

Date taken: 24/09/2018 (stitched panorama)



Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.	377709.6205, 383643.0446	
Value of the viewpoint:	This viewpoint has a **medium** value as the view contains typical features of the local landscape including farmland, woodland and hedgerows.	**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 331-02-002: view north from track to Lower House Farm

Visual baseline description

Winter	The expansive view over flat, open farmland is framed by mature trees. The track to Lower House Farm curves away to the east. Ecclesfield Wood is visible to the east and properties and trees and hedgerows line field boundaries in views north. Ashley can be discerned above intervening vegetation in the north-west. Hedgerow trees partially filter views over pasture and arable farmland looking north from Lower House Farm.
Summer	The lack of vegetation in the near and middle distance means that the summer view is similar to the winter view.
Night-time	The area is rural and relatively dark at night, with outdoor lighting limited to farmyards and isolated properties in the landscape. There is skyglow from street lighting in the urban areas to the north.

Future baseline description

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

Visual impact assessment

	Temporary effects during construction	Significance of effect
Construction	Residents at Lower House Farm will experience a substantial alteration to views as a result of the Proposed Scheme. They will have filtered views of the construction of Mid-Cheshire (Railway) and Mobberley Road viaduct, Mobberley Road offline overbridge and Thorns Green embankment and the construction and functioning of Ashley railhead. The large-scale components associated with construction including machinery, earthworks and temporary stockpiles will be prominent in views north and west over open farmland. The components will extend across the majority of the view. The magnitude of change will therefore be **high.**	**Major adverse (significant)**
Construction night-time	At night, the lighting for Mobberley Road north satellite compound and Ashley railhead will be visible in the middle distance within a largely rural and unlit area. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider view. The magnitude of change will be **medium.**	**Moderate adverse (significant)**
Construction cumulative assessment	There are no developments which will result in cumulative effects.	**No cumulative effect**

		Permanent effects during operation	Significance of effect
Year 1	**Winter**	Residents will experience a substantial alteration to views as a result of the Proposed Scheme. Mobberley Road offline overbridge, Thorns Green embankment and overhead line equipment will form a large-scale linear feature which will be visible across the majority of the view. Mid-Cheshire (Railway) and Mobberley Road viaduct will be partly screened by the overbridge. Train movements on the embankment and traffic movements on the overbridge will be visible above the existing skyline. The mitigation planting will not be sufficiently mature to contribute to any visual integration or screening. The magnitude of change will therefore be **high.**	**Major adverse (significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 15	**Summer**	Landscape mitigation and hedgerow planting will screen the embankments of Mobberley Road offline overbridge, and Thorns Green embankment. Trains and overhead line equipment on the embankment and traffic movements on the overbridge will still be visible above the vegetation. Ashley will be screened from long views by the overbridge. The magnitude of change will therefore reduce to **medium.**	**Moderate adverse (significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 30	**Summer**	The further growth of landscape mitigation and hedgerow planting will screen Mobberley Road offline overbridge, and Thorns Green embankment. However, trains and overhead line equipment on the embankment and traffic on the overbridge will remain visible above the vegetation. The magnitude of change will therefore 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 cumulative effects.	**No cumulative effect**

Viewpoint 331-02-003: view south from Tanyard Lane

This viewpoint is representative of views experienced by residents of Tanyard Lane.

Winter view (baseline)

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

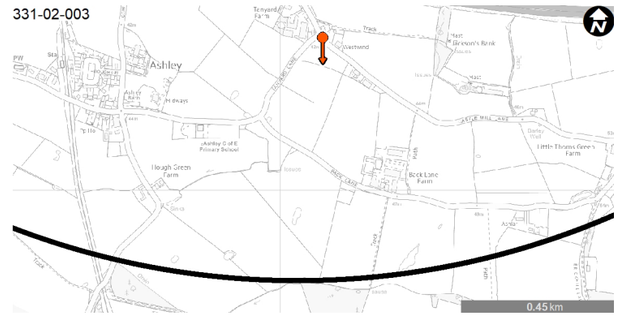


Summer view (baseline)

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



Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.	378123.1689, 384447.6411	
Value of the viewpoint:	This viewpoint has a **medium** value as the view contains typical features of the local landscape including a country lane, cottages, trees and farmland.	**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 331-02-003: view south from Tanyard Lane

Visual baseline description

Winter	The junction of Tanyard Lane and Castle Mill Lane is in the near distance, with the nearby Lane End Cottages and associated garden vegetation screening views to the west. Level pasture surrounded by metal parkland fencing and hedgerows occupies the middle distance and a tree-lined hedgerow screens the farmland beyond. The narrow, rural roads of Castle Mill Lane and Tanyard Lane stretch away to the east and south-west respectively. Ecclesfield Wood and Back Lane Farm are visible in the far distance. Residential properties east of the viewpoint have more open aspects to the south than properties to the west, where garden vegetation and outbuildings filter or screen views in the near distance.
Summer	Trees and hedgerows in leaf screen views to the far distance, though glimpsed views are possible.
Night-time	Night-time visual baseline was not assessed as there is no requirement for continuous construction or 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	Residents will experience a noticeable alteration to views as a result of the Proposed Scheme. The use of Tanyard Lane, Castle Mill Lane and Back Lane as construction traffic routes will introduce additional traffic movement into views. The majority of the construction works however, will be screened by intervening vegetation. Taller construction machinery used for the construction of the Thorns Green embankment and Back Lane farm accommodation overbridge will be visible in the far distance. The magnitude of change will therefore be **medium.**	**Moderate adverse (significant)**
Construction night-time	The night-time view in construction is 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**	Residents around the junction of Tanyard Lane and Castle Mill Lane will experience a slight alteration to views as a result of the Proposed Scheme. Thorns Green embankment, trains and overhead line equipment will largely be screened from view by landscape earthworks and intervening existing vegetation. Back Lane farm accommodation overbridge will be visible as a raised element in the far distance. The magnitude of change will therefore 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 landscape mitigation planting on landscape earthworks will screen the new structures of the Proposed Scheme from Tanyard Lane apart from the Back Lane Farm accommodation overbridge, which will remain visible in the far distance. The magnitude of change will therefore reduce to **negligible.**	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 30	**Summer**	The continued growth of landscape mitigation planting will further screen the Proposed Scheme. The planting will appear to merge with the existing woodland in the far distance, integrating the Back Lane Farm accommodation overbridge into the view. The magnitude of change will therefore remain **negligible.**	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in cumulative effects.	**No cumulative effect**

Viewpoint 331-02-004: view south from Back Lane

This viewpoint is representative of views experienced by residents of Back Lane Farm and Ashlar on Back Lane and road users.

Winter view (baseline)

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

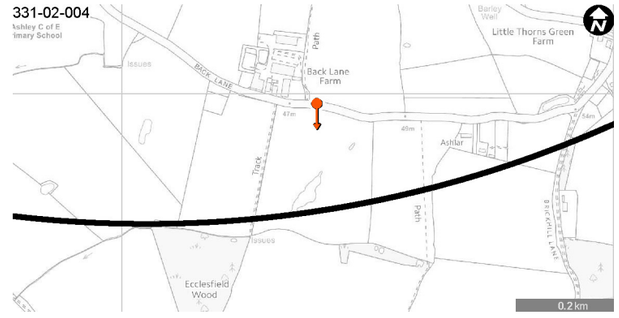


Summer view (baseline)

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



Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.	378397.9147, 383972.9031	
Value of the viewpoint:	This viewpoint has a **medium** value as the view contains typical features of the local landscape including farmland, woodland belts, hedgerows and a country lane.	**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. Road users have a lower susceptibility to change as their attention is less focused on the landscape.	**High**



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Viewpoint 331-02-004: view south from Back Lane

Visual baseline description

Winter	The near distance comprises the narrow, hedgerow lined Back Lane. Farmland, gently sloping down to the west occupies the middle distance. A power line and telegraph poles run along the lane. Ecclesfield Wood, Brickhill Wood and other smaller woodland belts form the backdrop to the view. Limited garden vegetation allows relatively open views south from Back Lane Farm. Ashlar has more established vegetation along the property boundary.
Summer	In summer, the vegetation has a greater presence in the landscape than in winter, but overall, the summer view is similar to the winter view.
Night-time	Night-time visual baseline was not assessed as there is no requirement for continuous construction or 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		Residents at Back Lane Farm and Ashlar on Back Lane will experience a substantial alteration to views as a result of the Proposed Scheme. The removal of vegetation from the garden of Ashlar, will open up clear views of the works from the house. The construction of Thorns Green embankment, Thorns Green cutting and Back Lane Farm accommodation overbridge and access diversion will be visible in the near and middle- distance of the view. The large-scale components associated with construction including machinery, earthworks and temporary stockpiles will be visible across the majority of the view. The use of Back Lane as a construction traffic route will introduce additional traffic movement into views. The magnitude of change will be **high.**	**Major adverse (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**	Residents at Lower House Farm will experience a substantial alteration to views as a result of the Proposed Scheme. Views of the Thorns Green embankment, trains and overhead line equipment will be partially screened from Back Lane Farm by landscape earthworks. However, the Back Lane Farm accommodation overbridge and access diversion will be clearly visible from properties on Back Lane. Trees removed in construction from the back garden of Ashlar will open up clear views of a landscape earthwork between the property and the Proposed Scheme. The landscape earthwork will screen views of the Thorns Green cutting from Ashlar but overhead line equipment and trains will remain visible. The Proposed Scheme will be a new large-scale, linear feature, out of character with existing open views of the rural landscape. Landscape mitigation planting will not be sufficiently mature to contribute to any visual integration or screening. The magnitude of change will therefore be **high**.	**Major adverse (significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	Not assessed
Year 15	**Summer**	Landscape mitigation planting on landscape earthworks will screen views of the embankment and cutting from Back Lane. However, the movement of trains and overhead line equipment will remain visible above the vegetation. The landscape mitigation planting close to the southern boundary of Ashlar will add to the screening effect of retained existing planting in the garden. The embankments of the Back Lane Farm accommodation overbridge will be vegetated, integrating the structure into the wooded backdrop 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 is no requirement for continuous operational lighting in this location.	Not assessed
Year 30	**Summer**	The Proposed Scheme will remain a linear structure in the landscape, but the movement of trains and overhead line equipment will be largely screened by maturing landscape mitigation planting on landscape earthworks along the northern side of the Thorns Green embankment and cutting. 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 331-02-005: view north-west from Brickhill Lane

This viewpoint is representative of views experienced by residents of Middle Cottage.

Winter view (baseline)

Date taken: 19/11/2019 (stitched panorama)



Summer view (baseline)

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



Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.	378904.7305, 383497.3433	
Value of the viewpoint:	This viewpoint has a **medium** value as the view contains typical components of the local landscape including open farmland, hedgerow and woodland. There are no detracting elements 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.	**High**



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Viewpoint 331-02-005: view north-west from Brickhill Lane

Visual baseline description

Winter	The view is over open, flat farmland, framed by trees and hedgerow. Middle Cottage is partially visible in long views looking west, against a backdrop of woodland, including Ecclesfield Wood. Individual mature hedgerow trees are visible across the skyline in views north-west and Brickhill Wood and vegetation lining Brickhill Lane form a dense screen to the north. There are no detracting elements in the view. Established vegetation on the property boundary filters views to the north and west.
Summer	Trees and woodland in leaf have a greater presence in the view but overall due to the lack of vegetation on the middle distance, the summer view is similar to the winter view.
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	Residents at Middle Cottage will experience a noticeable change to views as a result of the Proposed Scheme. There will be filtered and partially screened views of the taller parts of the construction of Back Lane Farm accommodation overbridge and Thorns Green cutting. The large-scale machinery and structures associated with construction will be visible in views west and north-west over open farmland. The components will be visible over part of the view. The magnitude of change will therefore be **medium.**	**Moderate adverse (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**	Residents at Middle Cottage will experience a noticeable change to views as a result of the Proposed Scheme. Back Lane Farm accommodation overbridge will be visible in narrow views, between Ecclesfield Wood and the tree belt east of the bridge. Thorns Green cutting will be screened by intervening vegetation but the movement of trains and overhead line equipment will be visible above the line of the cutting where the cutting is relatively shallow. The loss of trees during construction will change the skyline in the north. The magnitude of change will therefore 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 woodland habitat creation along the southern side of the route of the Proposed Scheme and landscape mitigation planting on the embankments to Back Lane Farm accommodation overbridge will largely screen the Proposed Scheme and bridge from this location. The movement of trains and overhead line equipment may be visible in a narrow portion of the view. The magnitude of change will therefore reduce to l**ow.**	**Minor adverse (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 30	**Summer**	The further maturing of woodland habitat creation along the southern side of the route of the Proposed Scheme and landscape mitigation planting will screen the bridge, movement of trains and overhead line equipment from this location. The magnitude of change will therefore reduce to **negligible.**	**Negligible (non-signficant)**
	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 331-02-006: view south-east from Back Lane in Thorns Green

This viewpoint is representative of views experienced by residents of Thorns Green.

Winter view (baseline)

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

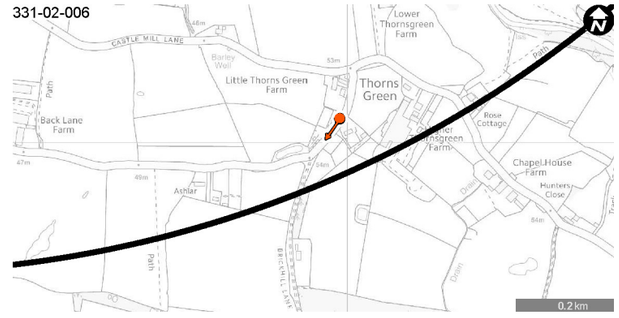


Summer view (baseline)

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



Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.	378970.0806, 384038.8708	
Value of the viewpoint:	This viewpoint has a **medium** value as the view contains typical features of the local landscape including trees, woodland, farmland and a country lane.	**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 331-02-006: view south-east from Back Lane in Thorns Green

Visual baseline description

Winter	The near distance comprises the narrow, hedgerow lined Back Lane. Windy Howe is visible in the east and a farm gate closes the farm track leading to fields and paddocks beyond. Hedges with mature trees screen middle-distance and distant views over the farmland to the west and east. A line of telegraph poles runs parallel to the lane. The junction of Brickhill Lane and Back Hill Lane is visible in the distance and Brickhill Wood can be seen in the far distance. Intervening vegetation and outbuildings largely screen and filter views south-east from residential properties.
Summer	In summer, the vegetation has a greater presence in the landscape than in winter, but overall, the summer view is similar to the winter view.
Night-time	The area is rural and largely unlit at night, with lighting limited to farmyards and isolated properties in the landscape.

Future baseline description

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

Visual impact assessment

	Temporary effects during construction	**Significance of effect**
Construction	Residents at Thorns Green will experience a substantial alteration to views as a result of the Proposed Scheme. The property demolition at Higher Thorns Green Farm and removal of hedgerows and trees in proximity to properties will allow open views of the construction of Thorns Green cutting and Castle Mill Lane realignment and overbridge which will be clearly visible. The large-scale structures associated with construction including machinery, earthworks and temporary stockpiles will be visible across the majority of the near and middle distance. The use of Back Lane as a construction traffic route will introduce additional traffic movement into views. The magnitude of change will therefore be **high**.	**Major adverse (significant)**
Construction night-time	At night, the lighting for Castle Mill Lane satellite compound will be visible in the middle distance within a largely rural and unlit area. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider view. 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**	Views of Thorns Green cutting will be partially screened by landscape earthworks, but Castle Mill Lane realignment, overbridge and telecommunications site will be clearly visible. The movement of trains and overhead line equipment will not be visible, however, because they will be in deep cutting. The opening up of views, due to the removal of vegetation and the property demolition at Higher Thorns Green Farm during construction, and the presence of the overbridge and cutting will be out of character with existing views over the rural landscape. Landscape mitigation planting will not be sufficiently mature to contribute to any visual integration or screening. The magnitude of change will therefore be **high.**	**Major adverse (significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 15	**Summer**	Landscape mitigation planting on landscape earthworks will screen views of Thorns Green cutting from Thorns Green, but it will also partially screen existing middle and far distant views over the landscape. The realigned Castle Mill Lane and Castle Mill Lane overbridge will be largely screened by hedgerows along both sides of Castle Mill Lane and landscape mitigation planting will largely screen the telecommunications site. The magnitude of change will therefore reduce to **medium.**	**Moderate adverse (significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 30	**Summer**	The maturing landscape mitigation planting will further integrate the structures into the landscape. However, mitigation planting will continue to foreshorten middle and far distant views over the landscape. The magnitude of change will therefore 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 331-02-007: view north from Castle Mill Lane

This viewpoint is representative of views experienced by residents on Castle Mill Lane and Footpaths Ashley 15/1 and 11/1.

Winter view (baseline)

Date taken: 16/11/20 (stitched panorama)

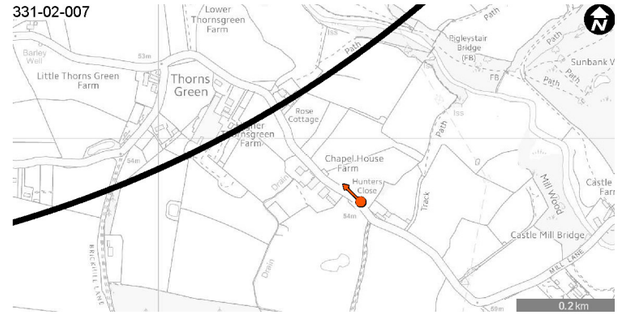


Summer view (baseline)

Date taken: 24/09/20 (stitched panorama)



Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.	379412.3076, 383870.8151	
Value of the viewpoint:	This viewpoint has a **medium** value as the view contains typical features of the local landscape including the country lane, farm buildings and farmland.	**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 331-02-007: view north from Castle Mill Lane

Visual baseline description

Winter	The near distance comprises the narrow, hedgerow lined Castle Mill Lane and the barns and farmhouse of Chapel House Farm. Paddocks, separated by post and wire fencing, occupy the middle distance. Cottages on Castle Mill Lane are visible in filtered, distant views looking north. Woodland along the River Bollin valley forms the backdrop to views to the east. Chapel House Farm screens distant views to the west from this location. Vegetation associated with Chapel House Farm filters views to the north and west.
Summer	In summer, the vegetation has a greater presence in the landscape than in winter, but overall, the summer view is similar to the winter view.
Night-time	The area is rural and relatively dark at night, with outdoor lighting limited to farmyards and isolated properties in the landscape.

Future baseline description

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

Visual impact assessment

	Temporary effects during construction	Significance of effect
Construction	Residents at Chapel House Farm will experience a substantial alteration to views as a result of the Proposed Scheme. Residents at Hunters Close and users on the PRoW will experience a noticeable alteration to views. The demolition of Higher Thorns Green Farm and cottages on Castle Mill Lane and the construction of Thorns Green cutting, Castle Mill Lane realignment, Castle Mill Lane overbridge, Castle Mill Lane telecommunications site and Brickhill Lane diversion will be clearly visible in the near and middle distance. The removal of boundary vegetation close to Chapel House Farm will open up views to the north and west. The large-scale structures associated with construction including Castle Mill Lane satellite compound, machinery, earthworks and temporary stockpiles will be visible across the majority of the view. The use of Castle Mill Lane and Brickhill Lane as a construction traffic route will introduce additional traffic movement into views. The magnitude of change will therefore be **high.**	**Major adverse (significant)**
Construction night-time	At night, the lighting for Castle Mill Lane satellite compound will be visible in near-distance views from Chapel House Farm and in partially filtered views from Hunters Close in the middle distance. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider view. The magnitude of change will be **high.**	**Major adverse (significant)**
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	Significance of effect
Year 1	**Winter**	Residents at Chapel House Farm will experience a substantial alteration to views as a result of the Proposed Scheme. Residents at Hunters Close and users on the PRoW will experience a noticeable alteration to views. Residents at Chapel House Farm will have near-distance views of Castle Mill Lane telecommunications site, Thorns Green cutting, Castle Mill Lane realignment, Castle Mill Lane overbridge and Brickhill Lane diversion. There will be a new staggered road junction on Castle Mill Lane just north of the farmhouse. However, train movements and overhead line equipment will be not be visible because they will be in deep cutting. Residents of Hunters Close and users of Footpaths Ashley 11/1 and 15/1 will have views, filtered through intervening vegetation, of the new structures. Views will become more open due to removal of vegetation during construction and the presence of the overbridge and cutting will be uncharacteristic of existing views over the rural landscape. Landscape mitigation planting will not be sufficiently mature to contribute to any visual integration or screening. The magnitude of change will therefore 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 woodland habitat creation and landscape mitigation planting will screen views of Brickhill Lane diversion, Thorns Green cutting and Castle Mill Lane overbridge. Castle Mill Lane telecommunications site will remain visible above intervening vegetation in the middle distance and the realigned Castle Mill Lane and staggered junction will be visible in the near distance. The magnitude of change will therefore reduce to **medium.**	**Moderate adverse (significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 30	**Summer**	The maturing woodland habitat creation and landscape mitigation planting will screen the telecommunications site but will foreshorten existing long views over the open landscape. The magnitude of change will therefore 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 331-02-008: view south-west from Footpath Mobberley 69/2

This viewpoint is representative of views experienced by residents of properties in New Mills and north of Wood Lane and users of Footpath Mobberley 69/2.

Winter view (baseline)

Date taken: 16/11/20 (stitched panorama)

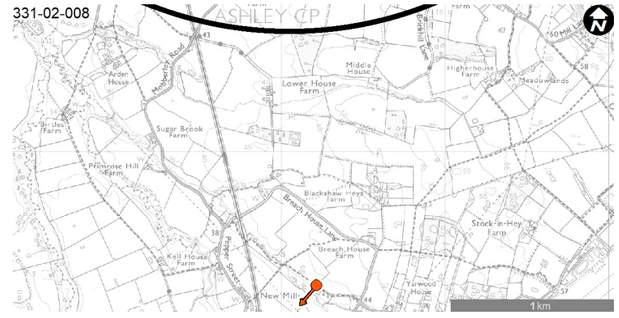


Summer view (baseline)

Date taken: 24/09/20 (stitched panorama)



Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.	378215.3603, 382184.773	
Value of the viewpoint:	This viewpoint has a **medium** value as the view contains typical features of the local landscape including farmland and barns in the shallow valley of Sugar Brook.	**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 331-02-008: view south-west from Footpath Mobberley 69/2

Visual baseline description

Winter	The view is over farmland comprising pasture, hedgerows and woodland. The tree-lined Sugar Brook crosses the middle distance in a shallow valley, screening the farmland beyond. An agricultural building screens the view south. In the far distance, farmland, pylons and an overhead power line are partially screened by trees lining Sugar Brook. Vegetation in gardens and along field boundaries and Sugar Brook screens views from New Mills, Wood Lane and Footpath Mobberley 69/2.
Summer	The line of trees in leaf along Sugar Brook screen much of the overhead power line from view.
Night-time	The night-time visual baseline was not assessed as there is no requirement for continuous construction or 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	Residents will experience a slight change to middle-distance views as a result of the works to the existing overhead power line. The lower parts of the works will be partially screened from New Mills by vegetation growing in gardens and along field boundaries. Views from residential properties north of Wood Lane and footpath users will also be partially screened by existing intervening vegetation, however the upper parts of the works will be visible. The utilities works associated with the power line will be apparent across the shorter term. 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 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**	The appearance and location of the overhead power line and pylons will be restored to their existing condition. 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**	There will be no change to the view. 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**	There will be no change to the view. 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**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 331-02-009: view north-west from Breach House Lane

This viewpoint is representative of views experienced by residents on Mobberley Road near the junction with Breach House Lane and on Breach House Lane.

Winter view (baseline)

Date taken: 16/11/20 (stitched)

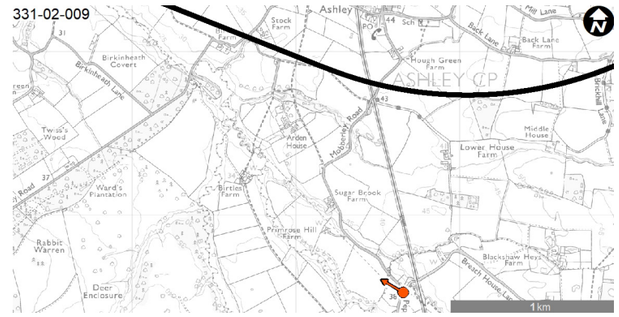


Summer view (baseline)

Date taken: 28/05/21 (stitched)



Camera:	Canon EOS 6D, 24mm lens (w), Nikon D3200, 18mm lens (s)	
Approximate GPS co-ordinates ref.	377649.661, 382544.766	
Value of the viewpoint:	This viewpoint has a **medium** value as the view contains typical features of the local landscape including farmland, trees and a country lane.	**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 331-02-009: view north-west from Breach House Lane

Visual baseline description

Winter	The view north-west from the narrow rural road is over open farmland, with low hedgerows and mature trees in the near distance, framing longer views. An overhead power line crosses Mobberley Road and pylons are prominent in the view looking north-west and south-east. Views north are screened by a residential property and intervening vegetation. Arable fields and pasture, divided by low hedgerows and mature hedgerow trees, occupy the middle distance. Primrose Hill Farm is visible in the distance, with woodland on rising land in the far distance.
Summer	In summer, vegetation in leaf provides more dense screening to long views.
Night-time	The area is rural and dark at night, with outdoor lighting limited to farmyards and isolated properties in the landscape.

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 Mobberley Road near the junction with Breach House Lane will experience noticeable changes to near and middle-distance views as a result of the Proposed Scheme. They will have clear views of the works to the existing overhead power line in the near and middle distance. Residents on Breach House Lane will have glimpsed views of the works above intervening vegetation. The construction and functioning of Ashley railhead from Mobberley Road and Breach House Lane will be screened in summer by existing intervening vegetation along Sugar Brook and Mobberley Road but may be visible in filtered views in winter. The works to the overhead power line will be prominent in views for a short period. The magnitude of change will be **medium.**	**Moderate adverse (significant)**
Construction night-time	At night, the lighting associated with the functioning of Ashley railhead will introduce lighting into in a predominantly rural and unlit area. Views of the lit area will be filtered by intervening vegetation. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the view. 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 appearance and location of the power line and pylons in the near and middle distance will be restored to their existing condition. 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**	There will be no change to the view. 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**	There will be no change to the view. The magnitude of change will remain **negligible.**	**Negilgible (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 331-03-010: view south-west from Footpath Mobberley 75/1

This viewpoint is representative of views experienced by users of Footpath Mobberley 75/1 and residents of Wood Lane.

Winter view (baseline)

Date taken: 16/03/21 (stitched panorama)

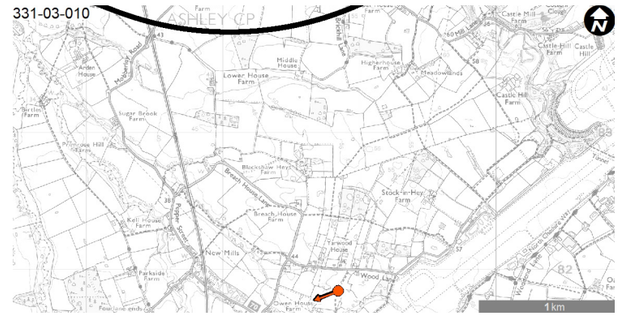


Summer view (baseline)

Date taken: 24/09/20 (stitched panorama)



Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.	378843.4604 381841.8876	
Value of the viewpoint:	This viewpoint has a **medium** value as the view contains typical features of the local landscape including trees, hedgerows and pasture.	**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 331-03-010: view south-west from Footpath Mobberley 75/1

Visual baseline description

Winter	The view south-west from the narrow rural road is over farmland, with woodland belts limiting long views. Pasture with woodland and a tree-lined hedgerow are visible in the middle distance. An overhead power line and pylons cross the wooded backdrop of the view.
Summer	In summer, vegetation in leaf provides more dense screening to long-distance views.
Night-time	The night-time visual baseline was not assessed as there is no requirement for continuous construction or 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	Footpath users and residents on Wood Lane will experience slight changes to near and middle-distance views as a result of the Proposed Scheme. Footpath users will have clear views of the works to one pylon due to the removal of existing vegetation, but most views from the footpath and the Wood Lane properties will be of the upper parts of the works to the overhead power line and pylons above existing intervening vegetation. The works to the power line will be visible for a short period. 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 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**	The appearance and location of the power line and pylons in the near and middle distance will be restored to their existing condition. 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**	There will be no change to the view. 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**	There will be no change to the view. 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 332-03-001: view north-west from Footpath Ringway 13, near Pigleystair Bridge

This viewpoint is representative of views experienced by users of Footpaths Ringway 12, 13 and 14 and Footpaths Ashley 10/1 and 11/1.

Winter view (baseline)

Date taken: 27/02/2019 Time taken: 10:57









Summer view (baseline)

Date taken: 16/08/2018 Time taken: 15:11

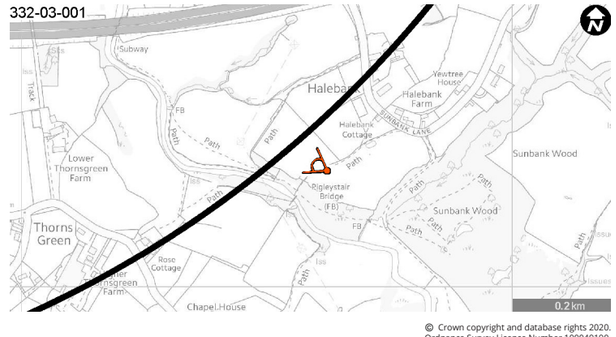








Camera:	Sony a7RII, Zeiss Loxia 50mm f/2.0 lens	
Approximate GPS co-ordinates ref.	379623.658, 384235.244	
Elevation:	46.821m AOD	
Value of the viewpoint:	This viewpoint has a **medium** value as the view contains typical features of the local landscape including woodland, pasture and scrub.	**Sensitivity 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 the construction and operation of the Proposed Scheme.	**High**



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Viewpoint 332-03-001: view north-west from Footpath Ringway 13, near Pigleystair Bridge

Visual baseline description

Winter	The view is over rough pasture with naturalized scrub vegetation. Woodland lining the River Bollin screens views west, but the south-western side of the river valley is discernible through the trees. Woodland belts along small watercourses form the backdrop to the view and screen the M56 to the north-west. Telegraph poles and a power line are visible across the view. The presence of woodland and scrub and incised valley landform associated with the River Bollin contain views for the majority of the PRoW.
Summer	In summer, the trees in leaf further screen the River Bollin valley.
Night-time	The night-time baseline is not described for this viewpoint, as night-time effects are considered only for occupiers of residential properties, residents staying in hotels and healthcare institutions.

Future baseline description

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

Visual impact assessment

		Temporary effects during construction	Significance of effect
Construction		PRoW users will experience a substantial alteration to views as a result of the Proposed Scheme. There will be near views of the construction of River Bollin South embankment, River Bollin East viaduct and River Bollin North embankment. Removal of vegetation during construction will open up wide views of the construction works. The large-scale components associated with construction, including River Bollin East viaduct satellite compound, machinery, earthworks and temporary stockpiles will be visible across the majority of views in the near and middle distance. The magnitude of change will therefore 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

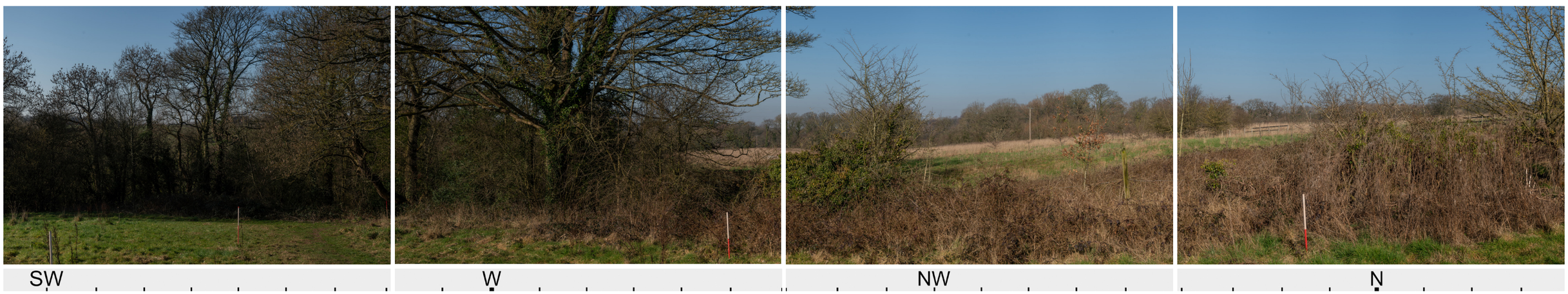
		Permanent effects during operation	Significance of effect
Year 1	**Winter**	PRoW users along the footpath will experience a substantial alteration to views as a result of the Proposed Scheme. The removal of vegetation during construction will open up clear views of River Bollin South embankment, River Bollin East viaduct and River Bollin North embankment which will form a high and wide linear element across the narrow, enclosed Bollin Valley. Trains and overhead line equipment will be visible across the top of the embankments and viaduct. These structures will be partially screened from more distant stretches of Footpath Ashley 10/1, Footpath Ashley 11/1 and Footpath Ringway 14 by intervening woodland. Ringway cutting will be clearly visible from the Footpath Ringway 12 realignment and partially screened from Footpath Ringway 11 and Footpath Ringway 13 by landscape earthworks. The large-scale new structures and train movements will be uncharacteristic new elements introduced into existing views of Sunbank Wood and the River Bollin from the PRoW and Pigleystair footbridge. Landscape mitigation planting will not be sufficiently mature to contribute to any visual integration or screening. The magnitude of change will therefore 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**	Woodland habitat creation and landscape mitigation planting will filter and partially screen views from most of the PRoW network except from Footpath Ashley 10/1 and Footpath Ringway 14, which pass under River Bollin East viaduct, from the realigned Footpath Ringway 12 which overlooks Ringway cutting, and from Footpath Ringway 13, which crosses the Pigleystair bridge. The viaduct, embankments, passing trains and overhead line equipment will remain prominent in these views. The planting will not be sufficiently matured to restore the wooded character of views from Sunbank Wood. The magnitude of change will therefore 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 mitigation planting will restore the wooded character of many views and reduce the openness of the view from Footpath Ringway 13. The viaduct, cutting, moving trains and overhead line equipment will remain prominent in views from a short stretch of Footpaths Ashley 10/1 and Ringway 14 where they pass under River Bollin East viaduct and from the realigned Footpath Ringway 12 where it passes Ringway cutting. The magnitude of change will therefore 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 332-03-001: view north-west from Footpath Ringway 13, near Pigleystair Bridge

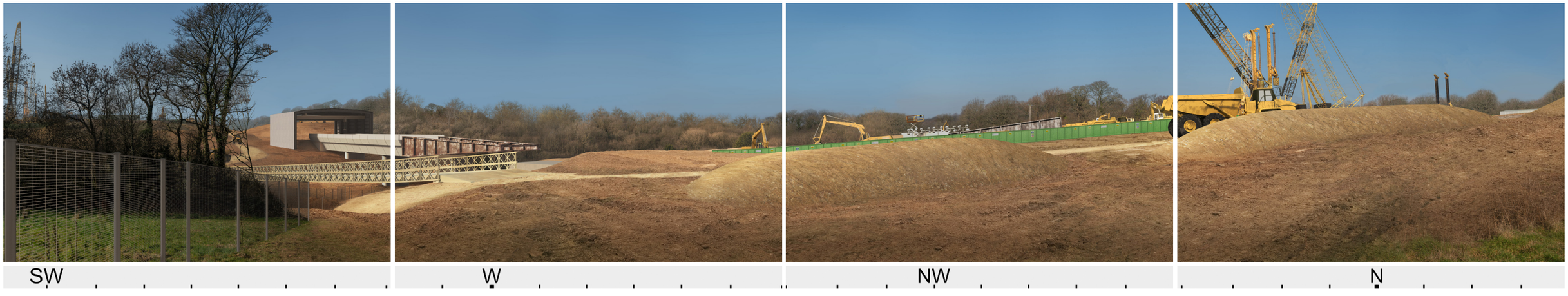
This viewpoint is representative of views experienced by users of Footpaths Ringway 12, 13 and 14 and Ashley 10/1 and 11/1.

Current baseline - winter view

Date taken: 27/02/2019 Time taken: 10:57



Winter verifiable photomontage - construction

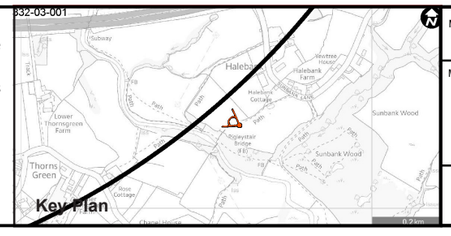


Camera:	Sony a7RII, FFS, Zeiss Loxia 50mm f/2.0 lens		
Approximate GPS co-ordinates ref.	379623.658, 384235.244	**Direction of View:**	300.48°
Elevation:	46.821m AOD	**Height of Camera:**	1.714m

The viewpoint has been taken approximately 86m away from the Proposed Scheme. Viewpoint location shown on Map LV-01-763. For full details of the visual assessment at viewpoint 332-03-001 refer to Volume 5: Appendix LV-001-0MA06, Part 3.

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

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



Map Number
LV-01-763

Map Name
Verifiable Photomontage
Peak Construction Phase - Winter
Viewpoint 332-**03**-001

Community Area :
MA06

HS2

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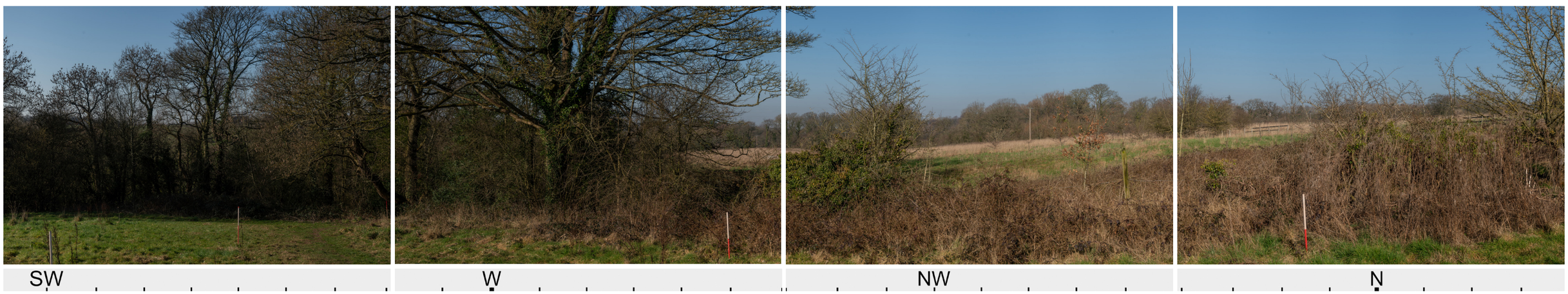
Date: Jan 2021

Viewpoint 332-03-001: view north-west from Footpath Ringway 13, near Pigleystair Bridge

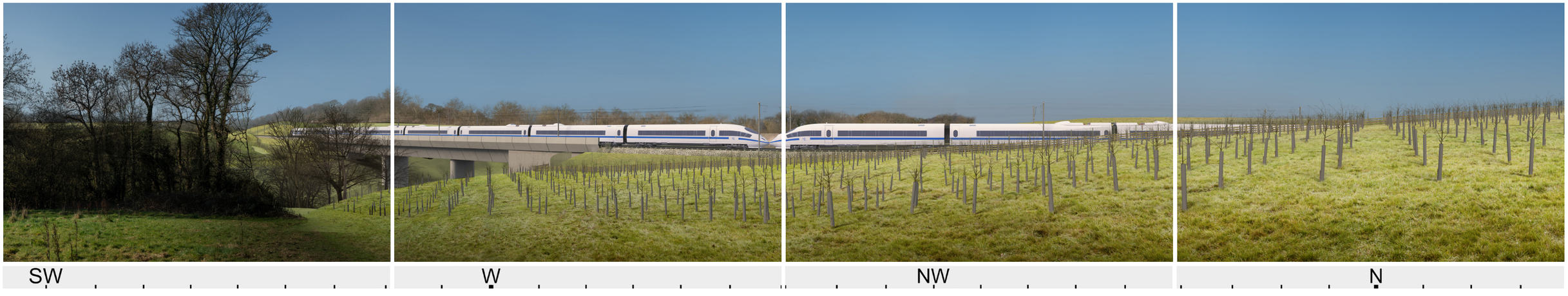
This viewpoint is representative of views experienced by users of Footpaths Ringway 12, 13 and 14 and Ashley 10/1 and 11/1.

Current baseline - winter view

Date taken: 27/02/2019 Time taken: 10:57



Winter verifiable photomontage - operation year 1

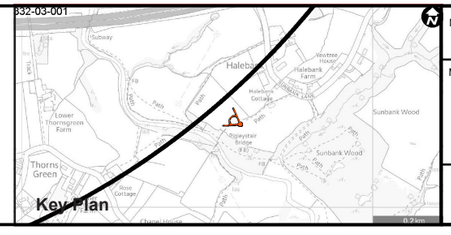


Camera:	Sony a7RII, FFS, Zeiss Loxia 50mm f/2.0 lens		
Approximate GPS co-ordinates ref.	379623.658, 384235.244	**Direction of View:**	300.48°
Elevation:	46.821m AOD	**Height of Camera:**	1.714m

The viewpoint has been taken approximately 86m away from the Proposed Scheme. Viewpoint location shown on Map LV-01-764. For full details of the visual assessment at viewpoint 332-03-001 refer to Volume 5: Appendix LV-001-0MA06, 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-01-764

Map Name
Verifiable Photomontage
Operation Year 1 (2038) - Winter
Viewpoint 332-**03**-001

Community Area :
MA06

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Viewpoint 332-03-001: view north-west from Footpath Ringway 13, near Pigleystair Bridge

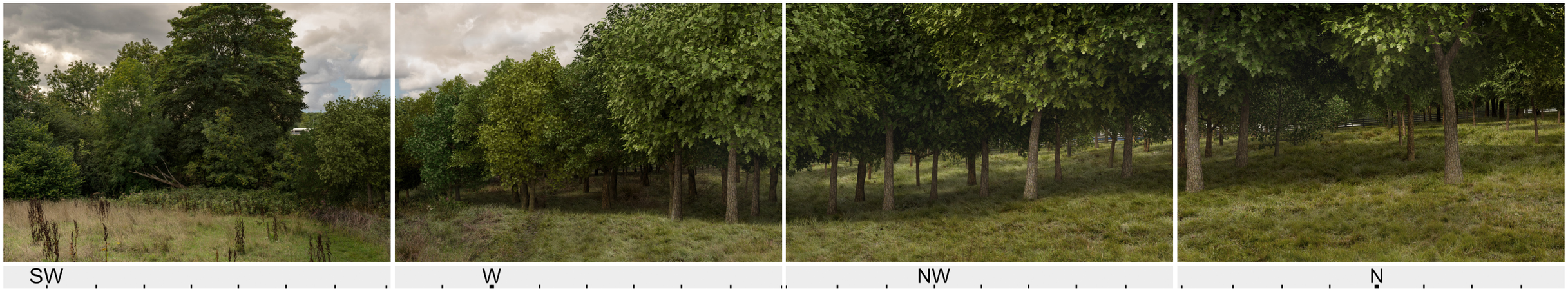
This viewpoint is representative of views experienced by users of Footpaths Ringway 12, 13 and 14 and Ashley 10/1 and 11/1.

Current baseline - summer view

Date taken: 16/08/2018 Time taken: 15:11



Summer verifiable photomontage - operation year 15

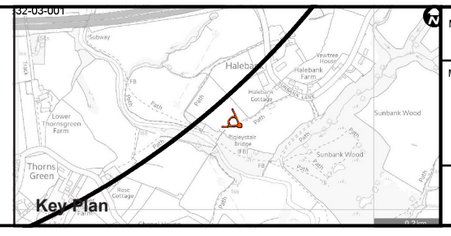


Camera:	Sony a7RII, FFS, Zeiss Loxia 50mm f/2.0 lens		
Approximate GPS co-ordinates ref.	379623.658, 384235.244	**Direction of View:**	300.48°
Elevation:	46.821m AOD	**Height of Camera:**	1.714m

The viewpoint has been taken approximately 86m away from the Proposed Scheme. Viewpoint location shown on Map LV-01-765. For full details of the visual assessment at viewpoint 332-03-001 refer to Volume 5: Appendix LV-001-0MA06, 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-01-765

Map Name: Verifiable Photomontage Operation Year 15 (2053) - Summer Viewpoint 332-**03**-001

Community Area : MA06

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Date: Jan 2021

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Viewpoint 332-04-002: view north-east from Sunbank Lane bridge over the M56

This viewpoint is representative of views experienced by road users on Sunbank Lane bridge and the M56.

Winter view (baseline)

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

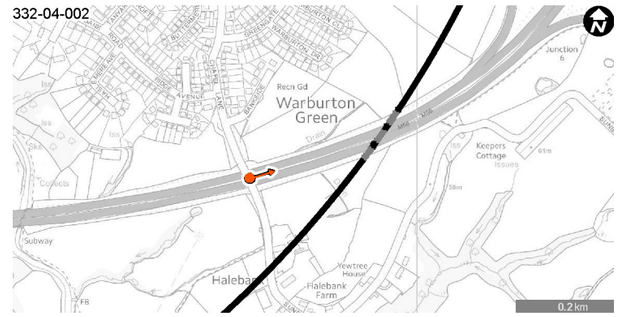


Summer view (baseline)

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



Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.	379655.731, 384620.7665	
Value of the viewpoint:	This viewpoint has a **low** value as the view contains typical features of the local landscape including the tree-lined M56 and Sunbank Lane bridge.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The susceptibility of these receptors is **medium.** The attention of people travelling through urban areas is only partly focused on their surroundings. They therefore have a medium susceptibility to visual change arising from the construction and operation of the Proposed Scheme. People travelling on main roads have a lower susceptibility to change as their attention is less focused on the landscape.	**Low**



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Viewpoint 332-04-002: view north-east from Sunbank Lane bridge over the M56

Visual baseline description

Winter	The view is over the M56 from the Sunbank Lane bridge. The tree-lined motorway (in cutting) and moving traffic dominate views north-east, which stretch away towards Junction 6 and Manchester Airport. Neither is visible from this location but planes leaving and approaching the airport can be seen in the sky above throughout the day. A narrow woodland belt runs along the upper level and top of the motorway cutting slope. The M56 passes through agricultural land and fields are visible through the intervening vegetation to the east, with Sunbank Wood in the far distance.
Summer	In summer, the trees in leaf screen most views from the bridge of the wider landscape east and west of the motorway. Sunbank Wood remains visible in the far distance.
Night-time	The night-time baseline is not described for this viewpoint, as night-time effects are considered only for occupiers of residential properties, residents staying in hotels and healthcare institutions.

Future baseline description

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

Visual impact assessment

	Temporary effects during construction	**Significance of effect**
Construction	Road users will experience a substantial alteration to views as a result of the Proposed Scheme. There will be near-distance views of construction of River Bollin East viaduct, River Bollin North embankment, Ringway cutting, Sunbank Lane overbridge, M56 East tunnel and Manchester Airport High Speed station cutting. Removal of vegetation along the motorway will open up wide views to the construction works. The large-scale components associated with construction, including River Bollin East viaduct and Sunbank Lane satellite compounds, machinery, earthworks and temporary stockpiles, will be visible across the majority of the views in the near and middle distance. The magnitude of change will therefore be **high**.	**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**	Road users will experience a noticeable alteration to views as a result of the Proposed Scheme. There will be uninterrupted views of Ringway cutting. The loss of roadside and field boundary vegetation during construction, will open up the view east to open countryside and Sunbank Wood in the far distance. The cutting will not be wholly out of character with the existing view as it will be seen in the context of the M56 corridor, which is also in cutting. Landscape mitigation planting will not be sufficiently mature to contribute to any visual integration or screening. The magnitude of change will therefore be **medium**.	**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**	Maturing mitigation planting will largely screen Ringway cutting, movement of trains and overhead line equipment, but as the viewpoint is elevated, the western side of the cutting will remain visible. The magnitude of change will therefore reduce to **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 largely screen Ringway cutting and restore the view over the motorway to its former appearance. The magnitude of change will therefore 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**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 332-02-003: view west by Yew Tree House on Sunbank Lane

This viewpoint is representative of views experienced by residents and road users on Sunbank Lane.

Winter view (baseline)

Date taken: 16/11/2020 (stitched panorama)

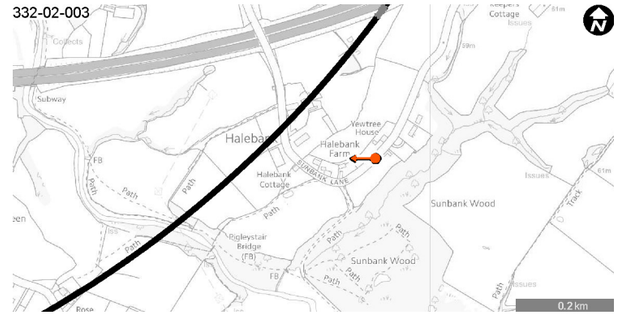


Summer view (baseline)

Date taken: 24/09/2020 (stitched panorama)



Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.	379894.8171, 384374.0333	
Value of the viewpoint:	This viewpoint has a **medium** value as the view contains typical features of the local landscape including a paddock, hedgerows and a tree-lined rural lane.	**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. Road users have a lower susceptibility to change, as their attention is less focused on the landscape.	**High**



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Viewpoint 332-02-003: view west by Yew Tree House on Sunbank Lane

Visual baseline description

Winter	The tree and hedge lined Sunbank Lane is visible in the near distance of the view. A view through a gap in the hedge reveals a small pasture field surrounded by hedgerows in the middle distance. A power line crosses the western boundary of the field. Evergreen and deciduous trees growing in gardens and along Sunbank Lane form the backdrop of the view. A property, 56 Sunbank Lane, is visible through the trees. Existing hedgerows along field boundaries filter views from properties to the north and west.
Summer	In summer, the trees in leaf screen the property on Sunbank Lane and have more presence in the view than in winter but overall, the summer view is similar to the winter view.
Night-time	Near-distance views are relatively dark at night. There is skyglow from lighting along the M56 and the urban areas to the west.

Future baseline description

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

Visual impact assessment

	Temporary effects during construction	**Significance of effect**
Construction	Residents and road users will experience a substantial alteration to views as a result of the Proposed Scheme. There will be near views of the construction of Ringway cutting, Sunbank Lane overbridge and Sunbank Lane realignment. Removal of vegetation during construction, together with demolition of properties will open up wide views of the construction works and the emerging structures. The large-scale components associated with construction including Sunbank Lane satellite compound, machinery, earthworks and temporary stockpiles will be visible across the majority of views in the near and middle distance. Utilities works and the use of Sunbank Lane as a construction traffic route will introduce additional activity and traffic movements into views. The magnitude of change will therefore be **high.**	**Major adverse (significant)**
Construction night-time	For residents in this location, the lighting for Sunbank Lane satellite compound will be visible in clear near-distance views. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider view. The magnitude of change will be **high.**	**Major adverse (significant)**
Construction cumulative assessment	There are no developments which will result in cumulative effects.	**No cumulative effect**

		Permanent effects during operation	**Significance of effect**
Year 1	**Winter**	Residents and road users will experience a substantial alteration to views as a result of the Proposed Scheme. The removal of all vegetation between Sunbank Lane and Ringway cutting during construction, will open up views north to the cutting, Sunbank Lane overbridge, Sunbank Lane realignment and the M56 in the far distance. The cutting will be partially screened by landscape earthworks. The cutting and overbridge will, due to their large scale, be out of character with existing views over a narrow, tree-lined lane and wooded farmland. The formerly tree-lined view along Sunbank Lane will become more open due to loss of trees during construction. The movement of trains and overhead line equipment will be in deep cutting and will not be visible from the lane. Landscape mitigation planting will not be sufficiently mature to contribute to any visual integration or screening. The magnitude of change will therefore 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 landscape mitigation planting on landscape earthworks and hedgerow planting along the realigned Sunbank Lane will partially filter of screen Ringway cutting, Sunbank Lane realignment, Sunbank Lane overbridge and M56 from views. The magnitude of change will therefore 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**	Maturing landscape mitigation planting will restore the tree and hedge-lined character of the view and will largely Ringway cutting, Sunbank Lane realignment and Sunbank Lane overbridge. The magnitude of change will therefore 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 332-02-004: view west from Sunbank Lane by Keepers Cottage

This viewpoint is representative of views experienced by residents and road users on Sunbank Lane and users of Footpath Ringway 10 and 11.

Winter view (baseline)

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

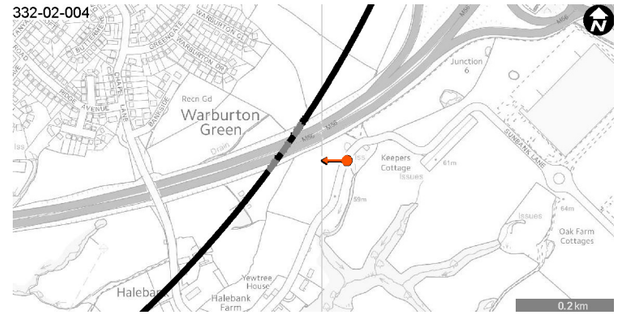


Summer view (baseline)

Date taken: 24/09/2020 (stitched panorama)



Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.	380051.375, 384670.9572	
Value of the viewpoint:	This viewpoint has a **medium** value as the view contains typical features of the local landscape including farmland and a tree-lined rural lane.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The susceptibility of these receptors is **high**. Residents and recreational users 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. Road users have a lower susceptibility to change as their attention is less focused on the landscape.	**High**



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Viewpoint 332-02-004: view west from Sunbank Lane by Keepers Cottage

Visual baseline description

Winter	In the near distance, Sunbank Lane is visible, bordered by hedgerow with mature trees. In the middle distance, the tree-lined narrow rural lane curves towards the east. Grazing land can be glimpsed to the west, over the intervening hedgerow. Views of the farm and houses at the southern end of Sunbank Lane are partly filtered by trees. Trees along the M56 to the west largely screen the motorway in cutting, though streetlights are discernible through gaps in the vegetation. Sunbank Wood forms the backdrop in views to the south. Views from Keepers Cottage are largely contained by vegetation along the property boundary.
Summer	In summer, the trees in leaf enclose the lane, with glimpsed views into the field to the west. The M56 is fully screened.
Night-time	Near-distance views are relatively dark at night. The darkness of the night sky is reduced by skyglow from lighting along the M56 and the urban areas to the west.

Future baseline description

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

Visual impact assessment

	Temporary effects during construction	Significance of effect
Construction	Residents and road and PRoW users will experience a substantial alteration to views as a result of the Proposed Scheme. There will be clear and some filtered near-distance views of the construction of Sunbank Lane overbridge, Sunbank Lane realignment, M56 box structure, Ringway cutting and Manchester Airport High Speed station cutting. Footpath Ringway 10 will be temporarily diverted. Removal of established existing vegetation will open up views of construction activity and the emerging structures. The large-scale components associated with construction, including Sunbank Lane satellite compound (immediately adjacent to the viewpoint), machinery, earthworks and temporary stockpiles, will be visible in the near distance of the view. Utilities work and the use of Sunbank Lane as a construction traffic route will introduce additional activity and traffic movements into views also. The magnitude of change will therefore be **high**.	**Major adverse (significant)**
Construction night-time	At night, the lighting for Sunbank Lane satellite compound will be visible in near-distance views. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider view. The magnitude of change will be **high.**	**Major adverse (significant)**
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	Significance of effect
Year 1	**Winter**	Residents and road and PRoW users will experience a substantial alteration to views as a result of the Proposed Scheme. The removal of vegetation between Sunbank Lane, the M56 and Ringway cutting during construction, will open up views west and south-west to the motorway and cutting in the middle distance and to Sunbank Lane overbridge and Sunbank Lane realignment in the far distance. The cutting will be partially screened by landscape earthworks. The cutting and overbridge will, due to their large scale, be out of character with existing views over a narrow, tree-lined lane and wooded farmland. The movement of trains and overhead line equipment will be in deep cutting and will not be visible from the lane. The formerly tree-lined view along Sunbank Lane will become more open due to loss of trees during construction. Landscape mitigation planting will not be sufficiently mature to contribute to any visual integration or screening. The magnitude of change will therefore 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 landscape mitigation planting on landscape earthworks and hedgerow planting along the realigned Sunbank Lane will screen Ringway cutting, Sunbank Lane realignment and Sunbank Lane overbridge from views. The magnitude of change will therefore 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**	Maturing landscape mitigation planting will be starting to restore the woodland character of the view and will fully screen the wide Ringway cutting, M56 and Sunbank Lane overbridge and realignment. The magnitude of change will therefore 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 332-02-005: view east from Burnside, Warburton Green

This viewpoint is representative of views experienced by residents on the southern edge of Warburton Green and users of Footpaths Hale 12 and 13 and Footpath Ringway 9.

Winter view (baseline)

Date taken: 14/03/2019 Time taken: 12:03



E



SE


S



SW

Summer view (baseline)

Date taken: 19/09/2019 Time taken: 10:40


E


SE


S


SW

Camera:	Sony a7RII, Zeiss Loxia 50mm f/2.0 lens	
Approximate GPS co-ordinates ref.	379927.029, 385042.479	
Elevation:	63.506m AOD	
Value of the viewpoint:	This viewpoint has a **medium** value as the view contains typical features of the local landscape including farmland and the M56 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 332-02-005: view east from Burnside, Warburton Green

Visual baseline description

Winter	The open view is over a flat field with tussocky grass. A tree belt to the south partially screens residential properties on Warburton Close. The vegetation along the property boundaries varies but provides some filtering of views south-east. Trees bordering the south-eastern boundary of the field and the M56 screen views of the motorway, which is in cutting at this point, but moving vehicles on the slip road which is rising to leave the motorway at Junction 6 and street lighting along the motorway can be discerned in the far distance. A large distribution warehouse and a mobile phone mast are apparent through and above the trees in the east. Trees and woodland around the A538 Wilmslow Road/Hale Road junction and in gardens of properties on A538 Hale Road filter views of the properties, road and the hotel north of Hale Road.
Summer	In summer, the trees in leaf further screen the warehouse, properties, hotel and traffic on the M56 but overall, the summer view is similar to the winter view.
Night-time	Near-distance views are unlit, but the darkness of the night sky is reduced by skyglow from lighting along the M56 and around Junction 6.

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 PRoW users will experience a substantial alteration to views as a result of the Proposed Scheme. There will be near-distance views of the demolition of houses on Hale Road and the construction of the M56 East tunnel, Manchester Airport High Speed station cutting and A538 Hale Road realignment and overbridge. The large-scale components associated with construction, including the M56 East satellite compound, machinery, earthworks and temporary stockpiles, will be visible in the near and middle distance. The magnitude of change will therefore be **high.**	**Major adverse (significant)**
Construction night-time	For residents in this location, lighting for M56 East satellite compound will create a brightly lit area, visible in near-distance views. These views are currently unlit, but the darkness of the night sky is reduced by skyglow caused by lighting along the M56 and the urban areas nearby The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider view. The magnitude of change will be **high.**	**Major adverse (significant)**
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	Significance of effect
Year 1	**Winter**	Residents and footpath users will experience a substantial alteration to views as a result of the Proposed Scheme. Views of the Manchester Airport High Speed station cutting will be partly screened by a landscape earthwork, extending the length of the cutting. However, some views to the cutting will be possible. The loss of vegetation in construction will open up longer views towards Junction 6 of the M56, the A538 Hale Road realignment and overbridge, the raised A538 Hale Road overbridge (north) and the car parks at the southern end of Manchester Airport High Speed station. The cutting, overbridge and car parks will be uncharacteristic new elements in existing views of fields and woodland. Woodland habitat creation and landscape mitigation planting will not be sufficiently mature to contribute to any visual integration or screening. The magnitude of change will therefore 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 in association with landscape earthworks, will largely screen Manchester Airport High Speed station cutting and the A538 Hale Road realignment. Traffic using the raised A538 Hale Road overbridge (north) and car parks at the southern end of Manchester Airport High Speed station will be visible above the intervening mitigation planting. 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 form a new woodland belt which will be closer to receptors than the existing boundary vegetation and will foreshorten existing views. The A538 Hale Road overbridge (north) and car parks at the southern end of Manchester Airport High Speed station will no longer be visible. 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 332-02-005: view east from Burnside, Warburton Green

This viewpoint is representative of views experienced by residents on the southern edge of Warburton Green and users of Footpaths Hale 12 and 13 and Footpath Ringway 9.

Current baseline - winter view

Date taken: 14/03/2019 Time taken: 12:03



Winter verifiable photomontage - operation year 1



Camera:	Sony a7RII, FFS, Zeiss Loxia 50mm f/2.0 lens		
Approximate GPS co-ordinates ref.	379927.029, 385042.479	**Direction of View:**	168.58°
Elevation:	63.506m AOD	**Height of Camera:**	1.610m

The viewpoint has been taken approximately 179m away from the Proposed Scheme. Viewpoint location shown on Map LV-01-766. For full details of the visual assessment at viewpoint 332-02-005 refer to Volume 5: Appendix LV-001-0MA06, 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-01-766

Map Name
Verifiable Photomontage
Operation Year 1 (2038) - Winter
Viewpoint 332-**02**-005

Community Area :
MA06

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Date: Jan 2021

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Viewpoint 332-02-006: view east from the A538 Hale Road

This viewpoint is representative of views experienced by residents and road users of the A538 Hale Road.

Winter view (baseline)

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

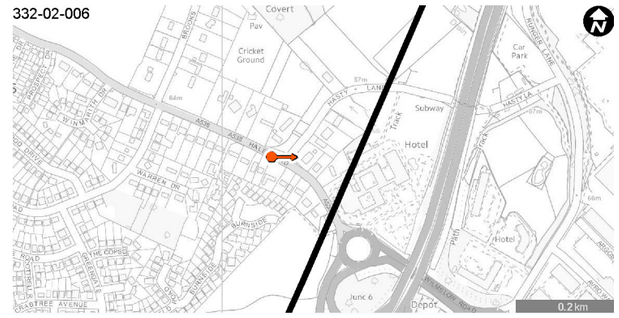


Summer view (baseline)

Date taken: 24/09/2020 (stitched panorama)



Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.	380100.7635, 385376.917	
Value of the viewpoint:	This viewpoint has a **medium** value as the view contains typical features of the local landscape including a tree-lined, suburban road and housing.	**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. Road users have a lower susceptibility to change as their attention is less focused on the landscape.	**High**



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Viewpoint 332-02-006: view east from the A538 Hale Road

Visual baseline description

Winter	The view is of a tree-lined suburban road, bordered by the hedges, fences, walls and railings of the residential properties along the road. These are generally set back from the road and many are screened from view by garden vegetation. The junction of the A538 Hale Road and Hasty Lane is visible in the middle distance of the view along with a large house, typical in scale of the houses along the road. Hale Road curves to the south-east and mature trees fill much of the skyline and screen more distant views to the south.
Summer	In summer, the trees in leaf have a slightly greater screening effect, but the high proportion of evergreen vegetation in the view means the summer view is similar to the winter view.
Night-time	Hale Lane is brightly lit by street lighting and there is light spill from buildings.

Future baseline description

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

Visual impact assessment

	Temporary effects during construction	**Significance of effect**
Construction	Residents and road users will experience a substantial alteration to views as a result of the Proposed Scheme. There will be clear and filtered views of the demolition of buildings along Hale Road and the construction of the A538 Hale Road service roads (South and North), A538 Hale Road realignment, Manchester Airport High Speed station cutting, A538 Hale Road/station access gyratory and A538 Hale Road overbridges (South and North). Removal of road-side and garden vegetation will open up views of construction and the emerging structures. The large-scale components associated with construction, including the M56 East and Manchester Airport High Speed station south satellite compounds, machinery and earthworks, will be visible in the near and middle distance. The magnitude of change will therefore be **high.**	**Major adverse (significant)**
Construction night-time	The M56 East and Manchester Airport High Speed station south satellite compounds will add to existing high light levels in the urban environment at night. The demolition of buildings and removal of vegetation during construction will open up views of the lighting at Junction 6 of the M56 in the far distance. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider view. 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**	Residents and road users will experience a substantial alteration to views as a result of the Proposed Scheme. There will be uninterrupted, near-distance views of the A538 Hale Road service roads (North and South) and A538 Hale Road realignment due to the loss of garden and roadside vegetation during construction. The service roads, constructed in the gardens of properties along the road, will bring traffic closer to residents at the southern end of the A538 Hale Road. Demolition of houses on Hasty Lane and A538 Hale Road will allow open views of the A538 Hale Road overbridge (south), the A538 Hale Road/station access gyratory, the A538 Hale Road overbridge (north) and the car parks at the southern end of Manchester Airport High Speed station. The multi-lane A538 Hale Road realignment will be wider than the existing two-way A538 Hale Road and will require barriers, increased signage and a signalised crossing that will be out of character within views of the existing tree-lined suburban road. The multi-story car parks will be similarly uncharacteristic within views of the domestic-scale architecture of the existing buildings on the A538 Hale Road. Landscape mitigation planting will not be sufficiently mature to contribute to any visual integration or screening. The magnitude of change will therefore 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**	Hedgerows planted along the A538 Hale Road service roads (north and south) and A538 Hale Road realignment will largely screen the service roads but will not restore the screening effect of the trees and mature garden vegetation removed from residential gardens during construction. Traffic using the roads will be clearly visible from the properties. The magnitude of change will therefore 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**	Effects in Year 30 will remain similar to those in Year 15 owing to the requirement to regularly maintain hedgerows to retain their structure. The magnitude of change will therefore 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 332-05-007: view west from Runger Lane

This viewpoint is representative of views experienced by guests at the Holiday Inn Express Manchester Airport and the Premier Inn Manchester Airport, residents in Hasty Lane and at Keepers Cottage (Thorley Lane) and users of the National Cycle Network Route 85 and Manchester Airport Orbital Cycleway (along Runger Lane).

Winter view (baseline)

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

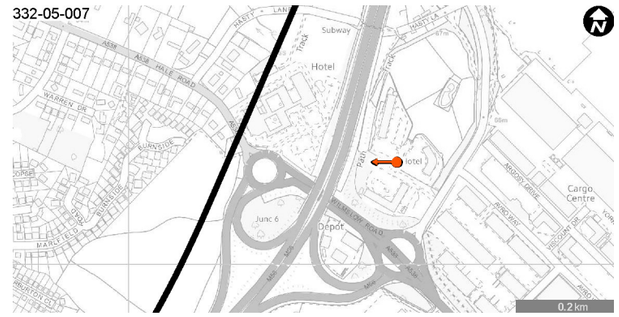


Summer view (baseline)

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



Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.	380545.4643, 385208.1577	
Value of the viewpoint:	This viewpoint has a **low** value as the view contains typical features of the local landscape including hotels, car parks, industrial and commercial land uses and woodland belts bordering the M56 and Runger Lane.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The susceptibility of these receptors is **medium.** The attention of hotel guests and people cycling through urban areas is likely to be focused to a degree on their surroundings. They therefore have a medium susceptibility to visual change arising from the construction and operation of the Proposed Scheme. The attention of residential receptors is focused on the landscape to a greater extent than hotel guests and people cycling through urban areas and their susceptibility is higher.	**Low**



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Viewpoint 332-05-007: view west from Runger Lane

Visual baseline description

Winter	The view, from the car parks of the Holiday Inn Express Manchester Airport and the Premier Inn Manchester Airport includes the car parks and associated lighting, signage and planting in the near distance. The Premier Inn Manchester Airport occupies two buildings and the building to the north-west is partially screened by a group of birch trees in the near distance of the view. The hotels, up to seven storeys high, dominate the view. A deep belt of woodland screens the M56 which passes to the west of the viewpoint.
Summer	In summer, the trees in leaf partially screen the north-western building of the Premier Inn Manchester Airport.
Night-time	The area is brightly lit at night with streetlighting in the hotel car parks, on Hasty Lane, Runger Lane, the M56 and at Manchester Airport.

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	Hotel guests will experience a noticeable alteration to the view as a result of the Proposed Scheme. Guests on upper floors will have filtered views, over the M56 and intervening vegetation, of the demolition of Manchester Airport Marriott hotel and the construction of Manchester Airport High Speed station, cutting, car parks, eastern access road and the A538 Hale Road overbridge (south and north). The large-scale components associated with construction, including Manchester Airport High Speed station main compound, machinery, earthworks and temporary stockpiles, will be visible in the far distance. Views of construction activity and the construction traffic using Runger Lane and Thorley Lane will be screened by intervening vegetation from residential properties on Hasty Lane and from Keepers Cottage. Construction traffic on Runger Lane will be visible from National Cycle Network Route 85 and Manchester Airport Orbital Cycleway, but it will be seen in the context of the existing well-used road. The magnitude of change will be **medium.**	**Minor adverse (non-significant)**
Construction night-time	The lighting for Manchester Airport High Speed station main compound and north satellite compound will introduce additional lighting into the view but this will be seen in the context of existing lighting in the hotel car parks and along the M56. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider view. The magnitude of change will be **low.**	**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**	Hotel guests will experience a noticeable alteration to the view as a result of the Proposed Scheme. The A538 Hale Road overbridge (south), A538 Hale Road overbridge (north) and Manchester Airport High Speed station cutting will replace views of the Marriott Manchester Airport hotel and landscaped grounds in filtered views from upper floor hotel windows. The vacant plots between the overbridges and the cutting will be left cleared for future development and surrounded by hoardings. Manchester Airport High Speed station and car parks will be visible above intervening vegetation from Hasty Lane and in oblique views from the hotel. The new buildings will be of a similar scale to many of the buildings in the area around Manchester Airport and will be seen in the context of the M56 corridor. Landscape mitigation planting will not be sufficiently mature to contribute to any visual integration or screening. Views of the Proposed Scheme from residential properties on Hasty Lane and from Keepers Cottage and views from National Cycle Network Route 85 and Manchester Airport Orbital Cycleway will be screened by intervening existing vegetation. The magnitude of change will therefore be **medium.**	**Minor adverse (non-significant)**
	Night-time	Lighting along the access road to Manchester Airport High Speed station and within the station and car parks will extend the existing streetlighting of the urban area into unlit farmland. The lighting in the station and its surroundings will be seen in the context of these brightly-lit areas in the near and middle distance and therefore the change in the view will be slight. The additional lighting will not be apparent in views from residential properties on Hasty Lane and from Keepers Cottage due to the screening effect of intervening vegetation. The magnitude of change will be **low.**	**Negligible (non-significant)**
Year 15	**Summer**	Landscape mitigation planting will not be sufficiently tall to screen views from upper floor windows of the hotels. The magnitude of change will remain **medium.**	**Minor adverse (non-significant)**
	Night-time	Landscape mitigation planting will not be sufficiently mature to screen views of the lighting along the access road, in the station or in the car parks. The magnitude of change will remain **low.**	**Negligible (non-significant)**
Year 30	**Summer**	The further growth of landscape mitigation planting will screen much of the Proposed Scheme, but the tops of the station and car parks will remain visible in the far distance from upper floors of the hotels. The magnitude of change will reduce to **negligible.**	**Negligible (non-significant)**
	Night-time	The further growth of landscape mitigation planting will partly filter views of the station access road but the light emitted from the tops of the station and car parks will remain visible. The magnitude of change will reduce to **negligible.**	**Negligible (non-significant)**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 332-02-008: view south-east from Brooks Drive

This viewpoint is representative of views experienced by residents of Brooks Drive.

Winter view (baseline)

Date taken: 21/03/2018 Time taken: 11:52









Summer view (baseline)

Date taken: 08/08/2018 Time taken: 14:53

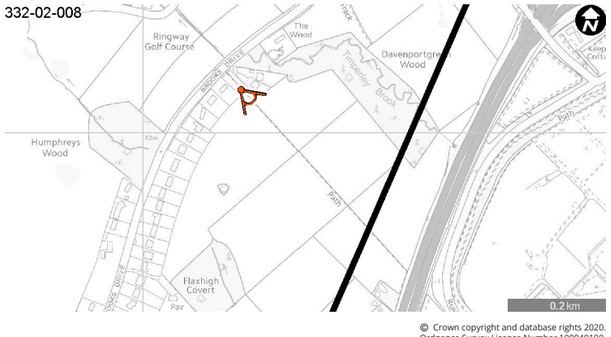








Camera:	Sony a7RII, Zeiss Loxia 50mm f/2.0 lens	
Approximate GPS co-ordinates ref.	380208.399, 386072.227	
Elevation:	55.265m AOD	
Value of the viewpoint:	This viewpoint has a **medium** value as the view contains typical features of the local landscape including pasture, hedgerows, woodland, a gantry on the M56 and airport hotels.	**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 332-02-008: view south-east from Brooks Drive

Visual baseline description

Winter	There are wide views over a pasture in the near distance, framed by a hedgerow running parallel to Footpath Hale 16 and vegetation growing in the back gardens of properties on Brooks Drive to the south. The middle distance is occupied by open farmland which slopes gently down towards the valley of Timperley Brook. Flaxhigh Covert screens long views towards the A538 Hale Road. The roof of a property in Hasty Lane can be also discerned adjacent to Flaxhigh Covert in views south. Davenport Green Wood is visible above the intervening hedgerow in the near distance, and screens views north towards Thorley Lane. The M56 is screened by intervening vegetation but the lights and overhead gantries of the motorway are visible in gaps between the trees. On the skyline, hotels and buildings in the Manchester Airport logistics zone can be seen. Property boundaries along Brooks Drive have variable tree cover, filtering views to the south and east.
Summer	In summer, the trees and hedgerows in leaf have a greater presence in the view, but overall, the summer view is similar to the winter view.
Night-time	The near and middle distance are relatively dark, but lighting on the M56 and in the Manchester Airport area is intermittently visible in the far distance where there are gaps in the tree cover.

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 Brooks Drive will experience substantial changes to views as a result of the Proposed Scheme. Manchester Airport High Speed station north satellite compound will occupy the middle distance of the view and the eastern end of Davenport Green Wood will be felled, opening up distant views towards the M56 and Manchester Airport. An area of woodland habitat creation will be planted between Davenport Green Wood and Flaxhigh Covert. This area will be planted early in the construction period and will act as a buffer zone between Brooks Drive and the construction works on the station, car parks, access road and the diversion of Timperley Brook. It will gradually become more established as construction continues. Residents will have views over this intervening planting zone of the construction of Manchester Airport High Speed station and the car parks and western access road. Most will be filtered or screened by garden vegetation, but from some properties, where the existing view is more open, there will be clear views of the Proposed Scheme in construction. The large-scale components associated with construction, including machinery, earthworks and temporary stockpiles, will be extend across the majority of the view from Brooks Drive. Footpath Hale 16 will be permanently closed during construction. The magnitude of change will be **high.**	**Major adverse (significant)**
Construction night-time	Manchester Airport High Speed station north satellite compound will introduce a lit area into the middle distance of the view and add to existing light levels in the urban environment at night. The removal of vegetation during construction will open up distant views of the lighting on the M56 and at Manchester Airport. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider view. The magnitude of 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**	Residents on Brooks Drive will experience substantial changes to views as a result of the Proposed Scheme. Manchester Airport High Speed station car parks and access road (west), cars and buses at the transport interchange and Manchester Airport High Speed station will be visible in the distance in views from dwellings on Brooks Drive beyond the intervening woodland habitat creation. Most views will be filtered or screened by garden vegetation but from some properties, where the existing view is more open, there will be clear views of the Proposed Scheme. The car parks and station will be large-scale new structures, highly visible across much of the view and out of character with existing views over pasture and woodland. Immature woodland habitat creation will provide an element of visual integration for the lower sections of the Proposed Scheme only. The magnitude of change will be **high.**	**Major adverse (significant)**
	Night-time	Lighting along the elevated Manchester Airport High Speed station access road (west), on the western forecourt and within the station building and car parks will introduce a wide area of illumination across a currently relatively dark middle distance. The lighting required for Manchester Airport High Speed station, multi-storey car parks and cars and buses on the western access road will be clearly visible from dwellings on Brooks Drive. The loss of woodland during construction and the lighting required for operation of the Proposed Scheme will extend the existing lit areas of the M56 and Manchester Airport towards the viewpoint. The lights and their support systems will be designed to reduce the visual impact of the lighting installation. The magnitude of change will be **medium**.	**Moderate adverse (significant)**
Year 15	**Summer**	Maturing woodland habitat creation will be close to receptors and will therefore be an effective screen between Brooks Drive and the Proposed Scheme. Views from some properties where existing views are open will change from views of farmland to woodland. The magnitude of change will reduce to **medium.**	**Moderate adverse (significant)**
	Night-time	Maturing woodland habitat creation will partially screen the lighting along the elevated access road to the Manchester Airport High Speed station and on the station forecourt, but the lighting within the elevated station and car parks will remain visible across the currently relatively dark middle distance. The magnitude of change will remain **medium**.	**Moderate adverse (significant)**
Year 30	**Summer**	The further growth of the woodland habitat creation will largely screen views to the Proposed Scheme. The magnitude of change will reduce to **low.**	**Minor adverse (non-significant)**
	Night-time	The continued growth of woodland habitat creation will largely screen lighting along the elevated access road and station forecourt and in Manchester Airport High Speed station and car parks. In winter the lit area will be glimpsed through the trees in filtered views. The magnitude of change will reduce to **low**.	**Minor adverse (non-significant)**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 332-02-008: view south-east from Brooks Drive

This viewpoint is representative of views experienced by residents of Brooks Drive.

Current baseline - winter view

Date taken: 21/03/2018 Time taken: 11:52







Winter verifiable photomontage - construction







Camera:	Sony a7RII, FFS, Zeiss Loxia 50mm f/2.0 lens		
Approximate GPS co-ordinates ref.	380208.399, 386072.227	**Direction of View:**	228.1°
Elevation:	55.265m AOD	**Height of Camera:**	1.648m

The viewpoint has been taken approximately 351m away from the Proposed Scheme. Viewpoint location shown on Map LV-01-767. For full details of the visual assessment at viewpoint 332-02-008 refer to Volume 5: Appendix LV-001-0MA06, Part 3.

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

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



Map Number: LV-001-767

Map Name: Verifiable Photomontage Peak Construction Phase - Winter Viewpoint 332-**02**-008

Community Area : MA06

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Date: Oct 2021

Viewpoint 332-02-008: View south-east from Brooks Drive

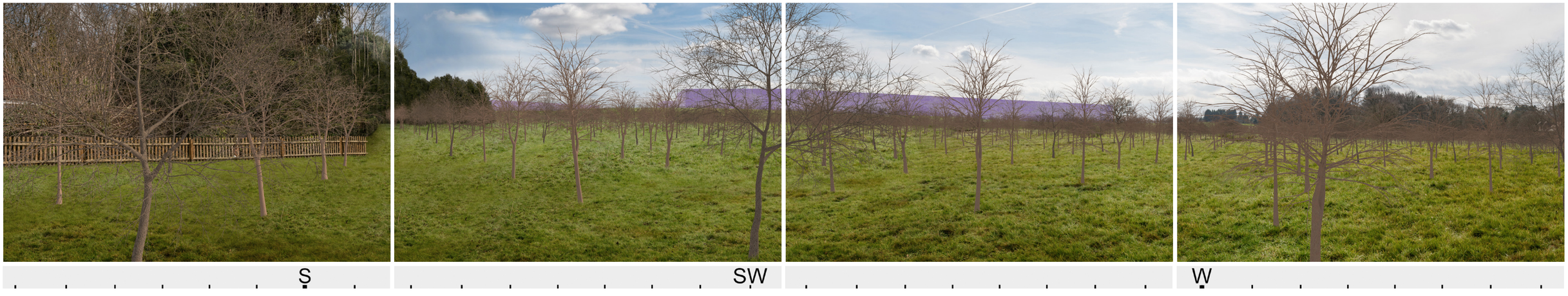
This viewpoint is representative of views experienced by residents of Brooks Drive.

Current baseline - winter view

Date taken: 21/03/2018 Time taken: 11:52



Winter verifiable photomontage - operation year 1



Camera:	Sony a7RII, FFS, Zeiss Loxia 50mm f/2.0 lens		
Approximate GPS co-ordinates ref.	380208.399, 386072.227	**Direction of View:**	228.1°
Elevation:	55.265m AOD	**Height of Camera:**	1.648m

The viewpoint has been taken approximately 351m away from the Proposed Scheme. Viewpoint location shown on Map LV-01-768. For full details of the visual assessment at viewpoint 332-02-008 refer to Volume 5: Appendix LV-001-0MA06, 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-01-768

Map Name
Verifiable Photomontage
Operation Year 1 (2038) - Winter
Viewpoint 332-**02**-008

Community Area :
MA06

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Date: Oct 2021

Viewpoint 333-02-001: view east from Davenport Green Hall on Brooks Drive

This viewpoint is representative of views experienced by residents of Davenportgreen Farmhouse on Roaring Gate Lane and guests at Davenport Green Hall.

Winter view (baseline)

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



Summer view (baseline)

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



Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.	380413.0353, 386368.6889	
Value of the viewpoint:	This viewpoint has a **medium** value as the view contains typical features of the local landscape including farmland, woodland and mature trees in the fields.	**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 residents and recreational receptors is focused on the landscape. They are therefore highly susceptible to visual change arising from the construction and operation of the Proposed Scheme.	**High**



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Viewpoint 333-02-001: view east from Davenport Green Hall on Brooks Drive

Visual baseline description

Winter	A gappy, tree-line hedge bordering Brooks Drive partially screens views of open farmland to the east. A gently sloping landscape of pasture with individual trees, probably on the line of former hedgerows, occupies the middle distance. Davenport Green Wood screens views south. Planting along the M56 and Runger Lane provide a wooded backdrop to the view. Pylons are visible to the east in the far distance. Manchester Airport is not visible from this location. The overgrown hedgerow along Roaring Gate Lane filters views from Davenportgreen Farmhouse on Roaring Gate Lane.
Summer	In summer, the trees and hedgerows in leaf along Brooks Drive filter views east.
Night-time	The near and middle distance are relatively dark, but lighting on the M56 and in the Manchester Airport area is intermittently visible in the far distance where there are gaps in the tree cover.

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 will take place close to the boundary of the property Davenportgreen Farmhouse and Davenport Green Hall. Existing intervening woodland in the grounds of Davenportgreen Farmhouse and Davenport Green Hall will filter views of the construction of Manchester Airport High Speed station, Manchester Tunnel South portal and auto-transformer station and Thorley Lane overbridge from this viewpoint. The large-scale components associated with construction, including the Manchester Airport High Speed station South portal main compound, machinery, earthworks and temporary stockpiles, will extend across filtered views from the two properties. The magnitude of change will therefore be **high.**	**Major adverse (significant)**
Construction night-time	Manchester Airport High Speed station north satellite compound will introduce a lit area into the middle distance of the view and add to existing light levels in the urban environment at night. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider view. The magnitude of change will **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**	Residents on Roaring Gate Lane and at Davenport Green Hall will see noticeable changes to views as a result of the Proposed Scheme. The loss of trees and woodland removed during construction will make existing views over wooded farmland more open. Manchester Airport High Speed station central concourse building, a section of viaduct to enable the future provision of Metrolink, Manchester Tunnel South portal building and auto-transformer station and Thorley Lane overbridge will be visible in distant views, partially screened by intervening garden vegetation. The large-scale new structures will be out of character with existing views over the landscape. Woodland habitat creation and landscape mitigation planting will not be sufficiently mature to contribute to any visual integration or screening. The magnitude of change will therefore be **medium**.	**Moderate adverse (significant)**
	Night-time	Lighting along the elevated Manchester Airport High Speed station access road (west) and in the station building will introduce an illuminated area into a currently relatively dark and unlit view. The loss of woodland during construction and the lighting required for operation of the Proposed Scheme will extend the existing lighting associated with the M56 and Manchester Airport towards the viewpoint. The lights and their support systems will be designed to reduce the visual impact of the lighting installation. The magnitude of change will be **medium**.	**Moderate adverse (significant)**
Year 15	**Summer**	Maturing mitigation planting along with existing intervening vegetation will filter views of the Proposed Scheme from this viewpoint. The magnitude of change will reduce to **low.**	**Minor adverse (non-significant)**
	Night-time	Maturing mitigation planting along with existing intervening vegetation will filter views of the lighting along the elevated Manchester Airport High Speed station access road (West) and in the station building. The magnitude of change will reduce to **low**.	**Minor adverse (non-significant)**
Year 30	**Summer**	The further maturing of mitigation planting, along with existing intervening woodland will filter and screen views of the Proposed Scheme. The magnitude of change will remain **low.**	**Minor adverse (non-significant)**
	Night-time	The continued growth of mitigation planting and intervening vegetation will largely screen the lighting along the elevated access road and in the station building. 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 333-02-003: view south-east from Footpath Hale 26

This viewpoint is representative of views experienced by residents of Roaring Gate Lane and users of Footpath Hale 26.

Winter view (baseline)

Date taken: 25/11/2019 Time taken: 15:09



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SE



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Summer view (baseline)

Date taken: 19/09/2019 Time taken: 14:51


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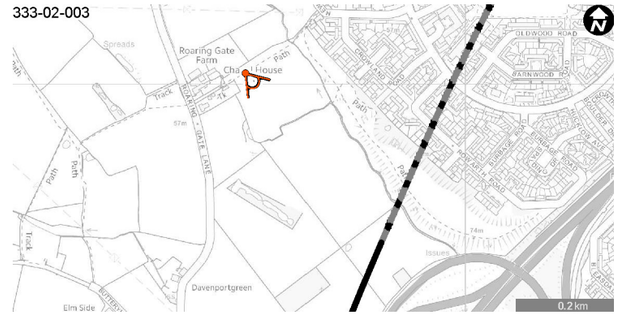
SE


S

Camera:	Sony a7RII, FFS, Zeiss Loxia 50mm f/2.0 lens	
Approximate GPS co-ordinates ref.	380553.401, 387021.324	
Elevation:	56.093m AOD	
Value of the viewpoint:	This viewpoint has a **medium** value as the view contains typical features of the local landscape including rough pasture, woodland and naturally regenerating scrub.	**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 333-02-003: view south-east from Footpath Hale 26

Visual baseline description

Winter	The view is over a rough pasture, with bramble and areas of scrub. The grassed Footpath Hale 26 can be discerned as a green path to the north-east of the view. The close-board boundary fence of Tileyard Cottage is visible to the west. Longer views to the south and east over the pasture are framed by individual trees and tree belts. Woodland screens the M56 and urban edge of Wythenshawe nearby. Views south and east are largely filtered by vegetation within the property boundaries on Roaring Gate Lane or intervening buildings.
Summer	In summer, the trees and hedgerows in leaf have a greater presence in the view, but overall, the summer view is similar to the winter view.
Night-time	Roaring Gate Lane is unlit and the farmland surrounding the viewpoint is relatively dark but the darkness of the night sky is reduced by skyglow from lighting along the M56 and in the urban area to the east and north.

Future baseline description

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

Visual impact assessment

	Temporary effects during construction	Significance of effect
Construction	Residents at Tileyard Cottage and users of Footpath Hale 26 will experience slight changes to views as a result of the construction of the Proposed Scheme. Residents and footpath users will have filtered views of Manchester Tunnel South portal main compound. Receptors will also see taller machinery such as cranes used on the construction of Manchester Airport High Speed station and cutting, Manchester Tunnel South portal and auto-transformer feeder station and Thorley Lane overbridge, above existing intervening screening vegetation. The magnitude of change will be **low**.	**Minor adverse (non-significant)**
Construction night-time	Manchester Tunnel South portal main compound will introduce a lit area into the middle distance of filtered views but this will be seen in the context of existing lit areas in the far distance to the east and north. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider view. The 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**	Residents at Tileyard Cottage and PRoW users on Footpath Hale 26 will experience slight changes to far-distance views as a result of the Proposed Scheme. The Manchester tunnel South portal and auto-transformer feeder station will be visible in the far distance but views will be partially filtered through intervening vegetation. The landscape mitigation planting and woodland habitat creation will not be sufficiently mature to contribute to any visual integration or screening. 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**	Growth of the landscape mitigation planting will further screen views of Manchester tunnel South portal and auto-transformer feeder station from Tileyard Cottage and Footpath Hale 26. The restoration of hedgerows and hedgerow trees removed during construction will restore the view to its former condition. The magnitude of change will therefore 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 further growth of the landscape mitigation planting will screen the Proposed Scheme. The magnitude of change will therefore 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 333-02-003: view south-east from Footpath Hale 26

This viewpoint is representative of views experienced by residents of Roaring Gate Lane and users of Footpath Hale 26.

Current baseline - winter view

Date taken: 25/11/2019 Time taken: 15:09



Winter verifiable photomontage - construction

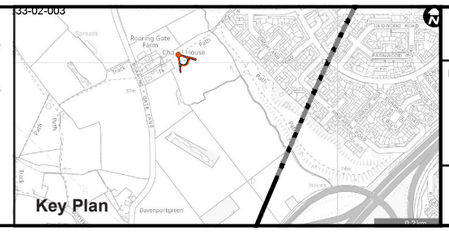


Camera:	Sony a7RII, FFS, Zeiss Loxia 50mm f/2.0 lens		
Approximate GPS co-ordinates ref.	380553.401, 387021.324	**Direction of View:**	138.996°
Elevation:	56.093m AOD	**Height of Camera:**	1.609m

The viewpoint has been taken approximately 391, away from the Proposed Scheme. Viewpoint location shown on Map LV-01-769. For full details of the visual assessment at viewpoint 333-02-003 refer to Volume 5: Appendix LV-001-0MA06, Part 3.

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

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



Map Number
LV-01-769

Map Name
Verifiable Photomontage
Peak Construction Phase - Winter
Viewpoint 333-**02**-003

Community Area :
MA06

HS2

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Date: Jan 2021

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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
317-**03**-011	Minor adverse	Not assessed	No cumulative effect	The utilities works, visible from the footpath, will introduce a change in the view over the rural landscape over the shorter term. Works associated with the construction of the Proposed Scheme will be in the background of the view, largely filtered by intervening vegetation.
318-**03**-011	Minor adverse	Not assessed	No cumulative effect	The construction plant, earthworks and temporary material stockpiles associated with the utilities works, will be out of character with existing views over the rural landscape over the shorter term.
329-**03**-005	Minor adverse	Not assessed	No cumulative effect	Due to the distance from the Proposed Scheme and the presence of intervening vegetation, the construction of the Proposed Scheme will only be visible across a small proportion of the view.
329-**02**-008	Minor adverse	Not assessed	No cumulative effect	The utilities works will introduce a change in the view in the shorter term. Views of the works associated with the construction of the Proposed Scheme will be in the background of the view, largely filtered by intervening vegetation.
330-**03**-001	Minor adverse	Not assessed	No cumulative effect	Footpath users will have distant views of tall machinery and works to a power line which will be largely filtered by intervening vegetation.
331-**02**-008	Minor adverse	Not assessed	No cumulative effect	Residents and footpath users will have filtered or partially screened views of utilities works over the shorter term.
331-**03**-010	Minor adverse	Not assessed	No cumulative effect	Residents and footpath users will have clear views of the works to one pylon and filtered or partially screened views of the works on the power line, resulting in a change to a small proportion of the view over the shorter term.
332-**04**-002	Minor adverse	Not assessed	No cumulative effect	Road users, of low sensitivity, will have clear views of construction activity viewed in the context of the Sunbank Lane overbridge and motorway.
332-**05**-007	Minor adverse	Negligible	No cumulative effect	Hotel guests will have filtered views, over the M56, of the demolition of buildings and the construction of Manchester Airport High Speed station in the far distance.
333-**02**-003	Minor adverse	Minor adverse	No cumulative effect	Residents and footpath users will have filtered views of the Manchester Tunnel South portal main compound and tall machinery above existing, intervening screening 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		
317-**03**-011	Minor adverse	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect	Existing landscape features will be reinstated following utilities works during construction and land will be returned to agricultural use.
318-**03**-004	Minor adverse	Not assessed	Minor adverse	Not assessed	Negligible	Not assessed	No cumulative effect	Millington cutting, telecommunications site and overbridge will be largely screened by intervening landform and vegetation.
318-**03**-011	Minor adverse	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect	Existing landscape features will be reinstated following utilities works during construction and land returned to agricultural use.
329-**03**-005	Minor adverse	Not assessed	Minor adverse	Not assessed	Negligible	Not assessed	No cumulative effect	Distant views of the Proposed Scheme will be partially screened by landscape earthworks and intervening vegetation.
329-**02**-008	Negligible	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect	Views of the power line and pylons will be restored to their former appearance.
330-**03**-001	Negligible	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect	Views towards the Proposed Scheme will be screened by intervening landform and vegetation.
330-**04**-004	Negligible	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect	Existing intervening woodland will screen views of the Proposed Scheme.
331-**02**-003	Minor adverse	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect	The Proposed Scheme will be largely screened by intervening existing vegetation, landscape earthworks and planting.
331-**02**-008	Negligible	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect	Views of the power line and pylons will be restored to their former appearance.
331-**02**-009	Negligible	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect	Views of the power line and pylons will be restored to their former appearance.
331-**03**-010	Negligible	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect	Views of the power line and pylons will be restored to their former appearance.
332-**04**-002	Minor adverse	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect	Road users, of low sensitivity to change, will have clear views of the Ringway cutting and countryside due to loss of vegetation during construction.
332-**05**-007	Minor adverse	Negligible	Minor adverse	Negligible	Negligible	Negligible	No cumulative effect	Hotel guests, of low sensitivity to change, will have partially filtered views of the Proposed Scheme over the intervening M56 from upper floors windows.
333-**02**-003	Minor adverse	Not assessed	Minor adverse	Not assessed	Negligible	Not assessed	No cumulative effect	There will be filtered views of the Manchester tunnel south portal and auto-transformer feeder station in the far distance.

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 Hulseheath to Manchester 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: Hulseheath to Manchester Area (MA06), Section 11.

Table 4: Landscape assessment matrix summarising the assessment of significance for all of the LCA identified in the MA06 Hulseheath to Manchester area

Landscape Character Assessment	Construction	Construction cumulative	Operation year 1 (2038)	Operation year 15 (2053)	Operation year 30 (2068)	Operation cumulative
Tatton and Rostherne Wooded Estates and Meres	Minor adverse	No cumulative effect	Minor adverse	Minor adverse	Negligible	No cumulative effect
Ringway Lower Wooded Farmland	Major adverse	No cumulative effect	Major adverse	Major adverse	Moderate adverse	No cumulative effect
River Bollin Broad Urban Fringe Valley	Minor adverse	No cumulative effect	Minor adverse	Minor adverse	Minor adverse	No cumulative effect
Manchester Airport	Negligible	No cumulative effect	Negligible	Negligible	Negligible	No cumulative effect
Altrincham and Hale Suburban	Minor adverse	No cumulative effect	Minor adverse	Minor adverse	Minor adverse	No cumulative effect
Altrincham and Hale Urban Fringe Farmland	Major adverse	No cumulative effect	Moderate adverse	Moderate adverse	Moderate adverse	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 MA06 Hulseheath to Manchester 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: Hulseheath to Manchester Area (MA06), 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 near distance 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 MA06 Hulseheath to Manchester 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	
317-**03**-007	View north-west from Footpath Millington 2/1	Major adverse	Not assessed	No cumulative effect	Major adverse	Not assessed	Moderate adverse	Not assessed	Moderate adverse	Not assessed	No cumulative effect
317-**02**-010	View north-west from Millington Hall	Major adverse	Major adverse	No cumulative effect	Major adverse	Not assessed	Major adverse	Not assessed	Moderate adverse	Not assessed	No cumulative effect
317-**03**-011	View west from Footpath Millington 1/1 and Millington Hall Lane	Minor adverse	Not assessed	No cumulative effect	Minor adverse	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect
318-**02**-003	View south from Millington Lane	Major adverse	Moderate adverse	No cumulative effect	Major adverse	Not assessed	Moderate adverse	Not assessed	Moderate adverse	Not assessed	No cumulative effect
318-**03**-004	View south-east from Footpath Millington 11/1	Moderate adverse	Not assessed	No cumulative effect	Minor adverse	Not assessed	Minor adverse	Not assessed	Negligible	Not assessed	No cumulative effect
318-**03**-011	View south-west from Footpath Little Bolllington 10/1	Minor adverse	Not assessed	No cumulative effect	Minor adverse	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect
329-**02**-001	View south-east from Footpath Millington 7/2	Major adverse	Moderate adverse	No cumulative effect	Major adverse	Not assessed	Moderate adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect
329-**02**-002	View north from Footpath Millington 6/2	Major adverse	Minor adverse	No cumulative effect	Moderate adverse	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect
329-**02**-004	View west from Cherry Tree Lane	Major adverse	Minor adverse	No cumulative effect	Moderate adverse	Not assessed	Minor adverse	Not assessed	Negligible	Not assessed	No cumulative effect
329-**03**-005	View north-east from Footpath Rostherne 2/1	Minor adverse	Not assessed	No cumulative effect	Minor adverse	Not assessed	Minor adverse	Not assessed	Negligible	Not assessed	No cumulative effect
329-**03**-006	View west from Footpath Rostherne 13/1	Not assessed	Not assessed	No cumulative effect	Moderate adverse	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect
329-**02**-007	View north from Cherry Tree Lane	Major adverse	Moderate adverse	No cumulative effect	Moderate adverse	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect
329-**02**-008	View south-west from Rycroft Farm and Footpath Ashley 1/2	Minor adverse	Not assessed	No cumulative effect	Negligible	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect
330-**03**-001	View north-east from Tatton Park	Minor adverse	Not assessed	No cumulative effect	Negligible	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect
330-**02**-002	View north from Footpath Rostherne 5/1	Major adverse	Moderate adverse	No cumulative effect	Major adverse	Not assessed	Moderate adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect
330-**03**-003	View south-west from Footpath Rostherne 5/1	Major adverse	Not assessed	No cumulative effect	Major adverse	Not assessed	Moderate adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect
330-**04**-004	View north-east from Ashley Road	Moderate adverse	Not assessed	No cumulative effect	Negligible	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect
330-**02**-006	View north from Ashley Road at Birkin Farm	Major adverse	Moderate adverse	No cumulative effect	Major adverse	Not assessed	Moderate adverse	Not assessed	Moderate adverse	Not assessed	No cumulative effect
330-**02**-007	View south-east from Ashley Road at Stock Farm	Major adverse	Major adverse	No cumulative effect	Major adverse	Not assessed	Major adverse	Not assessed	Moderate adverse	Not assessed	No cumulative effect
330-**03**-008	View north-east from Footpath Ashley 6/3 at Arden House	Moderate adverse	Moderate adverse	No cumulative effect	Moderate adverse	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect

Viewpoints		Construction			Operation year 1 (2038)		Operation year 15 (2053)		Operation year 30 (2068)		Operation cumulative
		Winter	Night-time	Cumulative	Winter	Night-time	Summer	Night-time	Summer	Night-time	
330-**02**-009	View south from Ashley Road bridge over the Mid-Cheshire Line	Major adverse	Moderate adverse	No cumulative effect	Moderate adverse	Not assessed	Moderate adverse	Not assessed	Moderate adverse	Not assessed	No cumulative effect
330-**02**-010	View east from Arden Lodge on Mobberley Road	Major adverse	Major adverse	No cumulative effect	Moderate adverse	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect
331-**02**-001	View south from Mobberley Road, Ashley	Major adverse	Moderate adverse	No cumulative effect	Major adverse	Not assessed	Major adverse	Not assessed	Moderate adverse	Not assessed	No cumulative effect
331-**02**-002	View north from track to Lower House Farm	Major adverse	Moderate adverse	No cumulative effect	Major adverse	Not assessed	Moderate adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect
331-**02**-003	View south from Tanyard Lane	Moderate adverse	Not assessed	No cumulative effect	Minor adverse	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect
331-**02**-004	View south from Back Lane	Major adverse	Not assessed	No cumulative effect	Major adverse	Not assessed	Moderate adverse	Not assessed	Moderate adverse	Not assessed	No cumulative effect
331-**02**-005	View north-west from Brickhill Lane	Moderate adverse	Not assessed	No cumulative effect	Moderate adverse	Not assessed	Minor adverse	Not assessed	Negligible	Not assessed	No cumulative effect
331-**02**-006	View south-east from Back Lane in Thorns Green	Major adverse	Moderate adverse	No cumulative effect	Major adverse	Not assessed	Moderate adverse	Not assessed	Moderate adverse	Not assessed	No cumulative effect
331-**02**-007	View north from Castle Mill Lane	Major adverse	Major adverse	No cumulative effect	Major adverse	Not assessed	Moderate adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect
331-**02**-008	View south-west from Footpath Mobberley 69/2	Minor adverse	Not assessed	No cumulative effect	Negligible	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect
331-**02**-009	View north-west from Breach House Lane	Moderate adverse	Minor adverse	No cumulative effect	Negligible	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect
331-**03**-010	View south-west from Footpath Mobberley 75/1	Minor adverse	Not assessed	No cumulative effect	Negligible	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect
332-**03**-001	View north-west from Footpath Ringway 13, near Pigleystair Bridge	Major adverse	Not assessed	No cumulative effect	Major adverse	Not assessed	Moderate adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect
332-**04**-002	View north-east from Sunbank Lane bridge over the M56	Minor adverse	Not assessed	No cumulative effect	Minor adverse	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect
332-**02**-003	View west by Yew Tree House on Sunbank Lane	Major adverse	Major adverse	No cumulative effect	Major adverse	Not assessed	Moderate adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect
332-**02**-004	View west from Sunbank Lane by Keepers Cottage	Major adverse	Major adverse	No cumulative effect	Major adverse	Not assessed	Moderate adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect
332-**02**-005	View east from Burnside, Warburton Green	Major adverse	Major adverse	No cumulative effect	Major adverse	Not assessed	Moderate adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect
332-**02**-006	View east from the A538 Hale Road	Major adverse	Moderate adverse	No cumulative effect	Major adverse	Not assessed	Major adverse	Not assessed	Major adverse	Not assessed	No cumulative effect
332-**05**-007	View west from Runger Lane	Minor adverse	Negligible	No cumulative effect	Minor adverse	Negligible	Minor adverse	Negligible	Negligible	Negligible	No cumulative effect
332-**02**-008	View south-east from Brooks Drive	Major adverse	Moderate adverse	No cumulative effect	Major adverse	Moderate adverse	Moderate adverse	Moderate adverse	Minor adverse	Minor adverse	No cumulative effect
333-**02**-001	View east from Davenport Green Hall on Brooks Drive	Major adverse	Moderate adverse	No cumulative effect	Moderate adverse	Moderate adverse	Minor adverse	Minor adverse	Minor adverse	Minor adverse	No cumulative effect
333-**02**-003	View south-east from Footpath Hale 26	Minor adverse	Minor adverse	No cumulative effect	Minor adverse	Not assessed	Minor adverse	Not assessed	Negligible	Not assessed	No cumulative effect