In Parliament – Session 2021 - 2022

HS2

High Speed Rail (Crewe – Manchester) Environmental Statement

Volume 5: Appendix LV-001-0MA07

Landscape and visual

MA07: Davenport Green to Ardwick

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 Davenport Green to Ardwick area (MA07) 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: Davenport Green to Ardwick (MA07). 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 Davenport Green to Ardwick area.

Table 1: Stakeholder engagement

Stakeholder	Comment	Response
Historic England North West	Viewpoint locations were issued followed by a site walkabout in March 2018. "The viewpoints appears [sic] to be as discussed on the site walkabout. It looks as if they have it pretty well covered."	No response required.
Manchester City Council	Site walkabout was carried out in March 2018 at the locations of all proposed vent shafts. Specific request to retain existing mature trees along Wilmslow Road adjacent to the Wilmslow Road ventilation and interventation shaft (vent shaft).	The entrances to the vent shafts have been located to allow the trees to remain. The CT06 drawings show a surrounding area of landscape mitigation which can accommodate the existing trees. This assessment therefore assumes that these trees are retained and are discussed within viewpoint 336-02- 009 and the North Didsbury and Withington Mixed Residential Landscape Character Assessment (LCA).
Greater Manchester Combined Authority	'The vista towards the city along Ashton Old Road – close to Pin Mill Brow. This is considered an important view. This will be affected by the crossing – we understand – of the Piccadilly viaduct across Ashton Old Road / Fairfield Street. This view needs to be defined and affects [sic] modelled.'	Three viewpoints have been included within the Environmental Statement to understand the vistas towards the city. A viewpoint at A665 Pin Mill Brow (341-03-005), and two along A635 Ashton Old Road (341-04-004 and 341-03-002). These are located within the MA08 area and reported in LV-001-0MA08 Manchester Piccadilly Station.
Natural England	'1. We advise that this final 2b Environmental Statement (ES) takes into account two recent landscape character and sensitivity assessments which have been produced: 1.1 The Greater Manchester Landscape Character and Sensitivity Assessment (2018). This identifies four distinct Landscape Character Types (LCT) that form part of the HS2 planned route and specifies guidance and opportunities to consider in each LCT. 1.2 Cheshire East's Landscape Character and Sensitivity Assessment (May 2018) that include LCTs such as the Salt Flashes, Cheshire Plain East and Woodland Estates and Meres.'	The Greater Manchester Character and Sensitivity Assessment 2018 is of relevance to Community Area MA07 Davenport Green to Ardwick. The LCTs and LCA have been reviewed as part of the baseline study and have informed the assessment. Those of relevance within Community Area MA08 Manchester Piccadilly Station, they are reported in document LV-001-0MA08 Manchester Piccadilly Station.

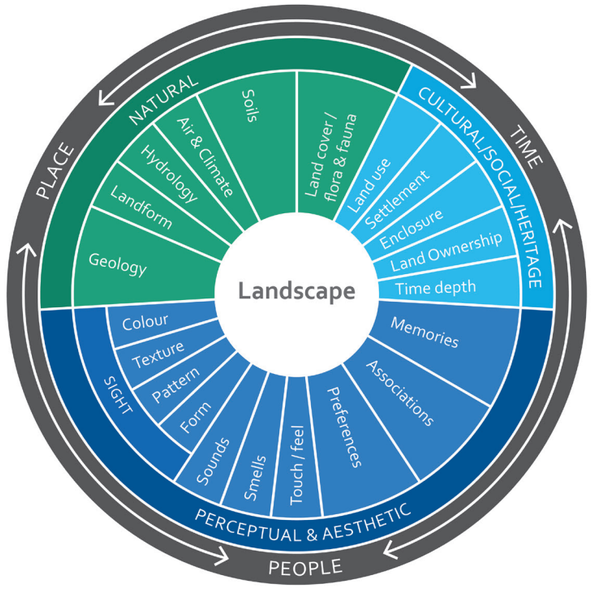
Part 2: Landscape Character Assessment

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 Davenport Green to Ardwick area. A summary of the landscape baseline and significant landscape effects is provided in the Volume 2, Community Area report: Davenport Green to Ardwick (MA07), Section 11. The Volume 5: Landscape and visual Map Book: Map Series LV-02, should also be read in conjunction with this section. Elements of landscape are shown in the diagram on the right.

2.1.2 This section is organised as follows:

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

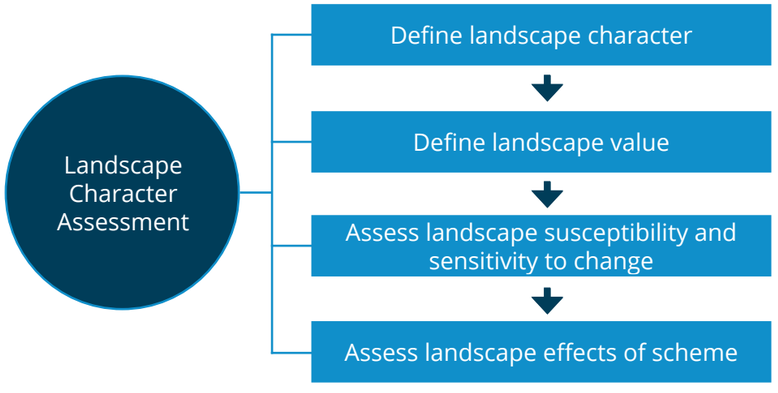
2.2.1 The LCA have been determined as part of an integrated approach to environmental characterisation in collaboration with other topics including heritage and ecology, with reference to a number of published studies at the national, county and district level. A wide variety of spatially referenced 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-MA07 (Volume 5: Landscape and visual Map Book). The district landscape character types (LCT) of relevance to the Davenport Green to Ardwick area are summarised below:

- River Mersey LCA within the broad urban fringe LCT; and
- River Medlock LCA within the incised urban fringe valleys LCT.

2.2.3 Landscape character areas within the Local Development Framework: Strategic Level City-Wide Urban Characterisation for Core Strategy of relevance to the Davenport Green to Ardwick area are summarised below:

- airport & green belt: The area is relatively flat but with a slight fall to the River Bollin in the south. It maintains a relatively open and green appearance in those areas not occupied by the Manchester International Airport;
- Wythenshawe environs: This area slopes gently down towards the Mersey Valley to the north. The over-riding current-day character of this areas derives from the 20th century suburban residential development with a car-dominated pattern of movement;
- Mersey Valley: A wide bottomed valley containing the meandering river with mainly gently sloping sides with some localized steeper banks and flood defense features. The area is largely occupied by managed spaces such as golf courses, sports pitches and water parks. The M60 follows the southern alley side with a number of major highway junctions;
- south area: The area is broadly bound by the valleys of the Rivers Medlock, Irwell and Mersey to the north, west and south respectively. The area is perceived as flat with a gentle upwards slope towards the east. The area has an over-riding suburban residential use dissected by principal routes;
- higher education precinct: A relatively level area sloping in the vicinity of the River Medlock focused around Oxford Road which is the city's major education and medical facilities in the form of large-scale institutional buildings ranging from the 1800s to present day;



Above: The landscape assessment process

- central area of change: The area gently undulates in response to the valleys of the River Irwell, Medlock and Irk. The Rochdale and Ashton Canals saw industrial expansion to the area. Subsequent redevelopment of the area took place in the 1960s and has an ongoing large-scale regeneration with a multitude of uses;
- Medlock Valley: the River Medlock meanders through the city creating wider, shallower river valley than the River Irk. The area principally covers the river valley from the eastern boundary of the city to the City Centre providing a sense of openness and associated green space in an otherwise urban dominated area; and
- city centre: Gentle topographical changes resulting from rivers Irwell, Medlock and Irk. Built form remains of both medieval and georgian Manchester with a predominance of development from the victorian period onwards. The diversity and intensity of use reflects the regional and city centre role of the area.

2.2.4 LCA identified and developed for this urban setting, comprise the following:

- Wythenshawe mixed residential: comprises the south Manchester suburbs of Northenden, Baguley, Sharston, Wythenshawe, Newall Green and Woodhouse Park and is characterised by extensive suburban form;
- Roundthorn industrial: based on the Roundthorn industrial estate the building scale is large throughout with Wythenshawe Hospital to the south;
- Sharston industrial: covering the Sharston industrial estate area which lies between residential areas, the LCA is dominated by large-scale buildings and is bound to the south by the M56.
- Wythenshawe Hall parkland: this broadly rectangular LCA, corresponding to Wythenshawe Park and historically associated with Wythenshawe Hall is a manged parkland;
- Mersey valley managed open space: in south Manchester, to the north of the M60 near Junction 5 and to the south-west of Didsbury. Here, intensively managed areas of green space with interconnected footpaths are located in the low-lying valley of the meandering River Mersey;
- North Didsbury and Withington mixed residential: comprises the south Manchester suburbs of Withington, Didsbury and West Didsbury. This predominantly residential area is covered by several conservation areas and includes green spaces;
- The Christie NHS Foundation Trust hospital grounds: in the south Manchester suburb of Withington incorporates the buildings and grounds of The Christie NHS Foundation Trust hospital;
- Fallowfield, Levenshulme and Rusholme mixed residential: The LCA is a largely residential area laid out on a regular street pattern to the south of Rusholme;
- Manchester University Campus: lies south of Manchester city centre between the areas of Rusholme and Fallowfield. The LCA is strongly influenced by its largely residential campus uses;
- West Gorton mixed industrial with residential: lies on the eastern fringe of central Manchester and comprises the residential and commercial areas of West Gorton, Belle Vue and Gorton. The LCA is heavily influenced by its infrastructure network of roads and railways; and
- Beswick and Bradford mixed residential: lies on the eastern fringe of Manchester city centre, south of the Etihad stadium. The LCA is predominantly residential and mainly comprised of post war and modern designs, with properties arranged on a loop and grid layout.

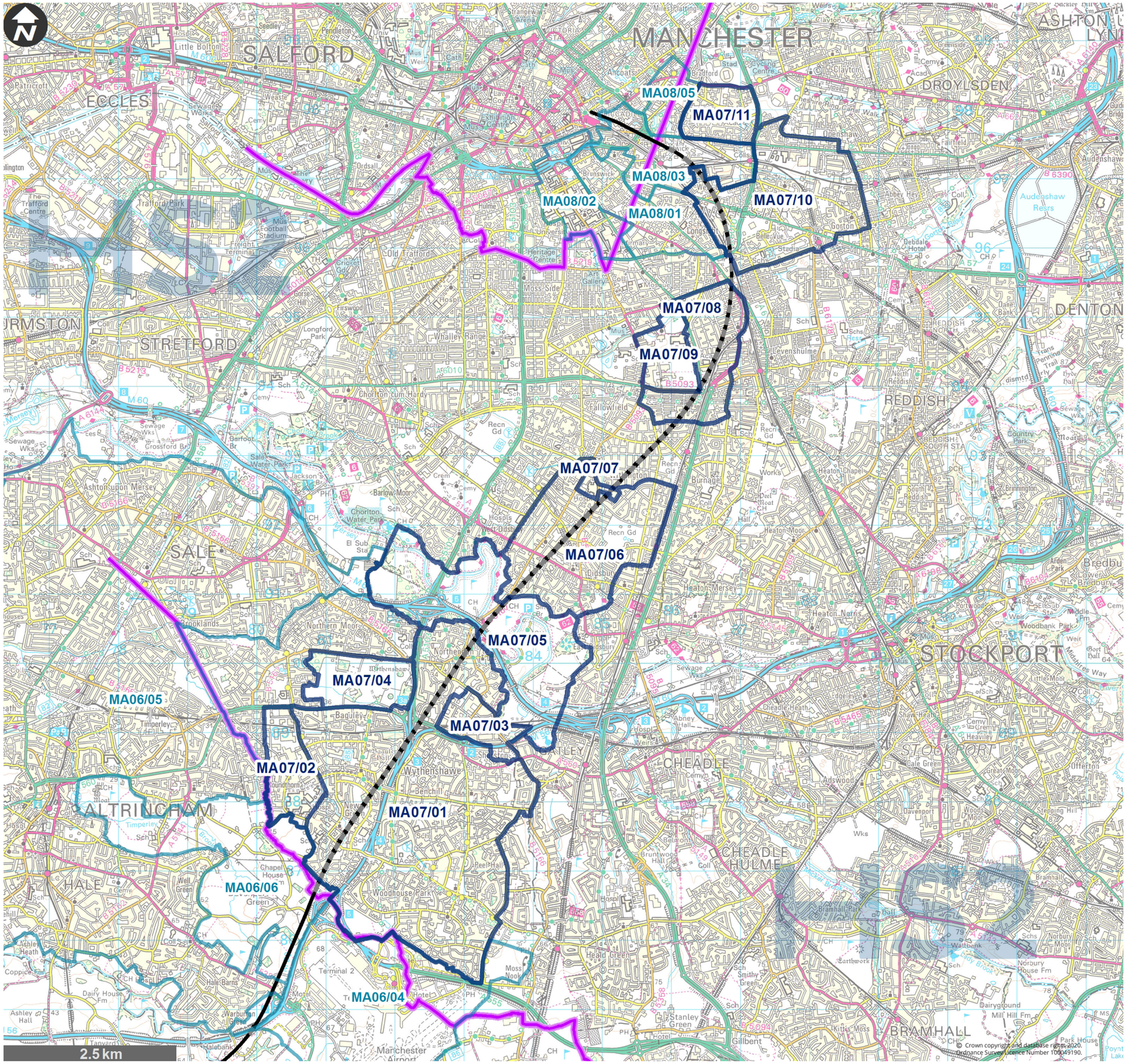
2.2.5 A number of LCA in this report overlap into other community areas. MA08 Manchester Picadilly Station area borders this community area to the north and MA06 Hulseheath to Manchester Airport area to the south.

2.2.6 Altrincham and Hale urban fringe farmland LCA is partly within MA07, with the majority in MA06. Similarly, Manchester Airport LCA is partly within this community area, with most in MA06. The effects on these LCA are therefore reported under MA06.

2.2.7 Education Campus and Hospitals, coarse grain LCA; Brunswick and Longsight, Mixed Residential LCA; Piccadilly, Ardwick, and West Gorton, Industrial and Infrastructure LCA; and Holt Town and East Brook, Medlock Valley open space LCA overlap between this community area and MA08. These LCA have more relevance to MA08 either because the majority of the LCA falls within that community area or, in terms of reporting effects, they will have a greater relationship with the proposed Manchester Piccadilly High Speed station than they will with elements of the Proposed Scheme within MA07. The effects on these LCA are therefore included in the respective MA08 report.

2.2.8 Descriptions of all the adapted LCA identified within the Davenport Green to Ardwick area for assessment are provided in the following sections. The LCA are shown in the Map Series LV-02. A summary description of the LCA most likely to be affected is included in the Volume 2, Community Area report: Davenport Green to Ardwick (MA07), Section 11.

Overview of landscape character areas within MA07



Landscape character areas assessed in this community area

- MA07/01 - Wythenshawe Mixed Residential
- MA07/02 - Roundthorn Industrial
- MA07/03 - Sharston Industrial
- MA07/04 - Wythenshawe Hall Parkland
- MA07/05 - Mersey Valley Managed Open Space
- MA07/06 - North Didsbury and Withington Mixed Residential
- MA07/07 - The Christie NHS Foundation Trust Hospital Grounds
- MA07/08 - Fallowfield, Levenshulme and Rusholme Mixed Residential
- MA07/09 - Manchester University Campus
- MA07/10 - West Gorton Mixed Industrial with Residential
- MA07/11 - Beswick and Bradford Mixed Residential

Landscape character areas assessed in neighbouring community areas

- MA06/04 - Manchester Airport
- MA06/05 - Altrincham and Hale Suburban
- MA06/06 - Altrincham and Hale Urban Fringe Farmland
- MA08/01 - Brunswick and Longsight Mixed Residential
- MA08/02 - Education Campus and Hospitals Coarse Grain
- MA08/03 - Piccadilly, Ardwick and West Gorton Industrial and Infrastructure
- MA08/05 - Holt Town, East Brook and Medlock Valley Open Space

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

Wythenshawe Mixed Residential LCA

Landscape character baseline description

This LCA comprises the south Manchester suburbs of Northenden, Baguley, Sharston, Wythenshawe, Newall Green and Woodhouse Park. The northern portion of this largely residential area is included in the Northenden Conservation Area.

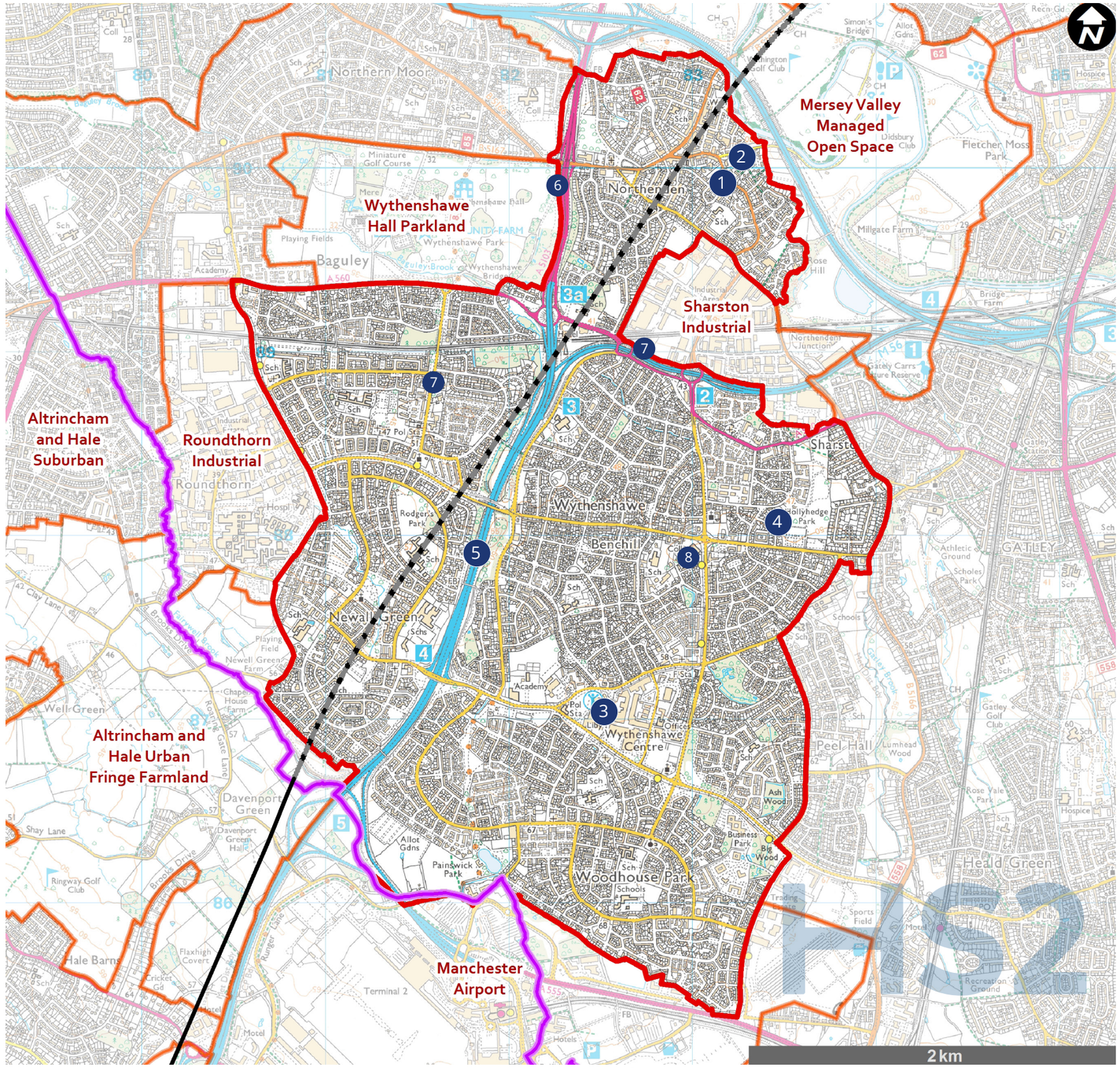
The LCA is characterised by an extensive suburban form, comprising estates of two-storey semi-detached, detached and terraced properties that are typical of the area, although there are some taller buildings in the form of blocks of flats that punctuate the skyline. There is a coherence of built character in that most buildings are of red brick construction, although other finishes exist, including white render, buff brick, slate, stone, glass and timber. There are two notable historic listed buildings in this LCA, the Grade II* 15th century Church of St Wilfrid and the nearby Grade II listed 18th century The Old Rectory. Streets are typically arranged in a loop pattern with gardens backing on to each other. The LCA features frequent garden trees and some woodland blocks within the residential areas.

Non-residential land uses that form local areas of activity and focus include local parades of shops, (often with flats above); schools; places of worship; hotels (such as the prominent Airport Hotel adjacent to the A5103 Princess Parkway); indoor recreational and leisure facilities (such as the Wythenshawe Forum and Benchill Community Centre); and public open space (at Hollyhedge, Rodger, and Baguley parks). The LCA is readily accessible via the extensive transport network including the M56, A5103 Princess Parkway and A560 Altrincham Road; the Metrolink via the Manchester Airport Line; and the Skelton junction to Edgeley junction No. 1 branch line. The extensive and busy transport network imparts a distinctly urban feel which is softened by vegetation along the railway transport corridors.



Key landscape characteristics

Overall, the LCA has a leafy suburban character with a variety of two storey residential red brick housing types forming extensive estate which creates a sense of coherence alongside community facilities. The LCA is readily accessible by private vehicle, on foot or by public transport including tram and rail. In places, the busy transport routes dominate, and detract from the other characteristics of the LCA.



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

1. Grade II* 15th century Church of St Wilfrid
2. Grade II The Old Rectory
3. Wythenshawe Forum
4. Hollyhedge Park
5. M56
6. A5103 Princess Parkway
7. A560 Altrincham Road
8. Metrolink

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Key landscape value attributes

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



Aesthetic

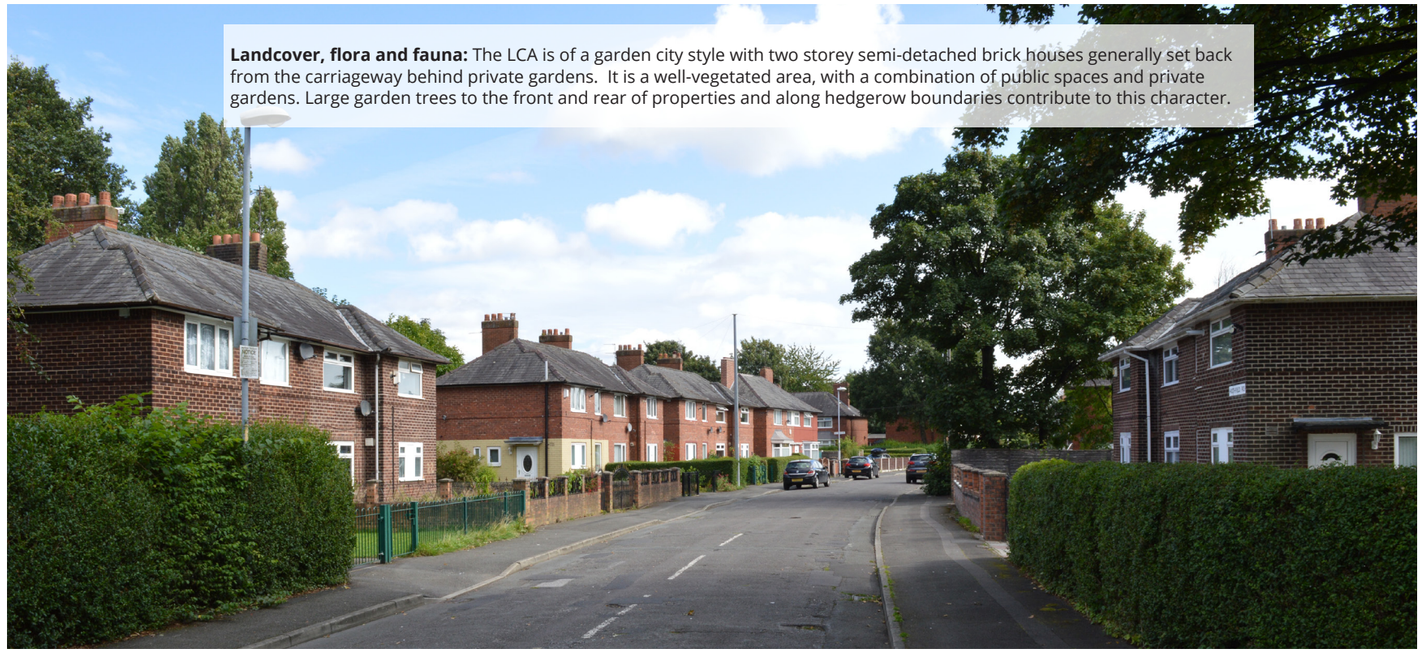
This is a predominantly residential LCA with buildings of consistent architectural style set out in neighbourhoods, each typically including local shopping facilities, schools and places of worship. The LCA has a leafy suburban character with attributes of the garden city style including wide grassed verges, generously proportioned gardens and a range of recreational facilities, the latter including public parks with mature vegetation.



Cultural, social and historic

This formerly rural township and parish within Cheshire was acquired by Manchester City Council in the 1930s and redeveloped following garden city design principles with the involvement of the renowned architect and town planner Patrick Abercrombie. The area incorporates a scattering of historical buildings, some of which are listed.

Key landscape characteristics susceptible to the Proposed Scheme



Overall landscape value

This is a suburban landscape with remnants of its historic past scattered throughout. The northern portion is in the Northenden Conservation Area and contains two notable listed buildings, the Grade II* Church of St. Wilfrid and the nearby Grade II The Old Rectory.

Large-scale detracting infrastructure is present including the M56, A5103 Princess Parkway and A560 Altrincham Road. Other linear infrastructure includes the Metrolink light rail via the Manchester Airport Line and the branch train line from Skelton junction to Edgeley junction No. 1. The value of this LCA is therefore **medium.**

Overall landscape susceptibility

Overall the LCA is a leafy area, with garden trees, woodland blocks and vegetated railway embankments contributing to this character. However, the LCA is influenced by the extensive transport infrastructure network. The susceptibility of this LCA is therefore **medium.**

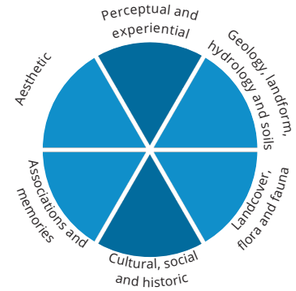
Future baseline

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

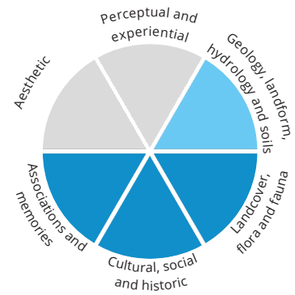
Overall landscape sensitivity

The LCA has several designated heritage assets and townscape features which combine with its leafy suburban character to contribute to its scenic qualities. There are also several detracting infrastructure elements within this LCA including the extensive road network, Metrolink and the railway. The sensitivity of this LCA is therefore **medium.**

Value



Susceptibility



Value and susceptibility key

n/a Low Medium High

Magnitude of change and level of effect

Construction

A small proportion of this LCA will be directly affected by construction activity associated with the construction of Altrincham Road vent shaft headhouse and underground utilities. Construction activity for the Altrincham Road vent shaft headhouse will be limited to a localised area near the M56 Junction 5. Near Junction 4 a section of existing vegetation will also be removed adjacent the the M56 to allow for modifications to existing utilities. Construction activities will include site clearance, presence of the Altrincham Road vent shaft satellite compound and tall construction plant movement and a construction traffic route along the A560 Altrincham Road. Combined, these will slightly increase the disturbance experienced in a localised area of the LCA, already influenced by the heavily trafficked roads. The magnitude of change will be **low.**

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

Operation year 1

There will be changes in character due to the increased sense of enclosure, however the Altrincham Road vent shaft headhouse will be a feature in the context of existing infrastructure including the M56 (including Junction 5), rail and tram lines, and the presence of large-scale commercial properties. Works associated with the utilities south-west of Junction 4 of the M56 will leave a small linear pocket of open land in what was previously tree lined. The Altrincham Road vent shaft headhouse will replace a small section of an area of open grass and result in a permanent change to the landscape pattern in a limited and small proportion of the character area. Immature landscape mitigation planting will not integrate the newly constructed Altrincham Road vent shaft headhouse with the existing landscape by year 1. The magnitude of change will be **low.**

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

Operation year 15

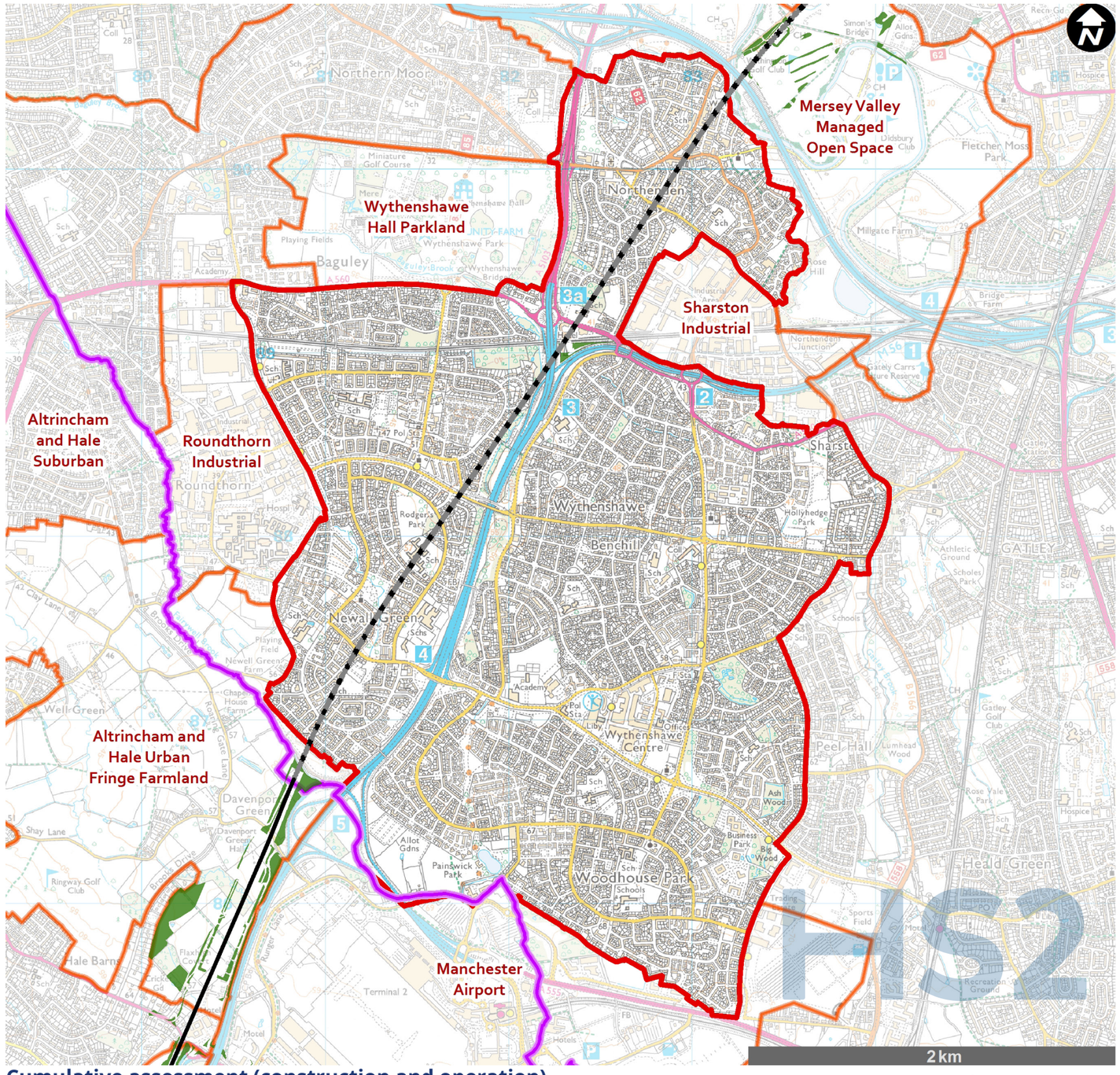
Landscape mitigation planting will be sufficiently established to provide some additional integration of the Altrincham Road vent shaft headhouse and increase the levels of screening, landscape integration and connectivity of green infrastructure. Overall, the replacement planting associated with the utilities works and Altrincham Road vent shaft headhouse will be integrated and compatible with the existing character. The magnitude of change will reduce to **negligible.**

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

Operation year 30

Maturing landscape mitigation planting surrounding the Altrincham Road vent shaft headhouse and utilities works will provide further screening and increased levels of landscape integration. There will be limited change to landscape character. Overall, the Proposed Scheme will be integrated and compatible with the existing character. The magnitude of change will remain **negligible**.

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



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Cumulative assessment (construction and operation)

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

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

No cumulative effect during construction and operation.

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Roundthorn Industrial LCA

Landscape character baseline description

This LCA is based on the Roundthorn industrial estate which is surrounded by the south Manchester residential areas of Newall Green, Baguley and Timperley. The LCA is primarily commercial in its purpose with some institutional uses and consists of large-scale industrial buildings, warehouses and office blocks.

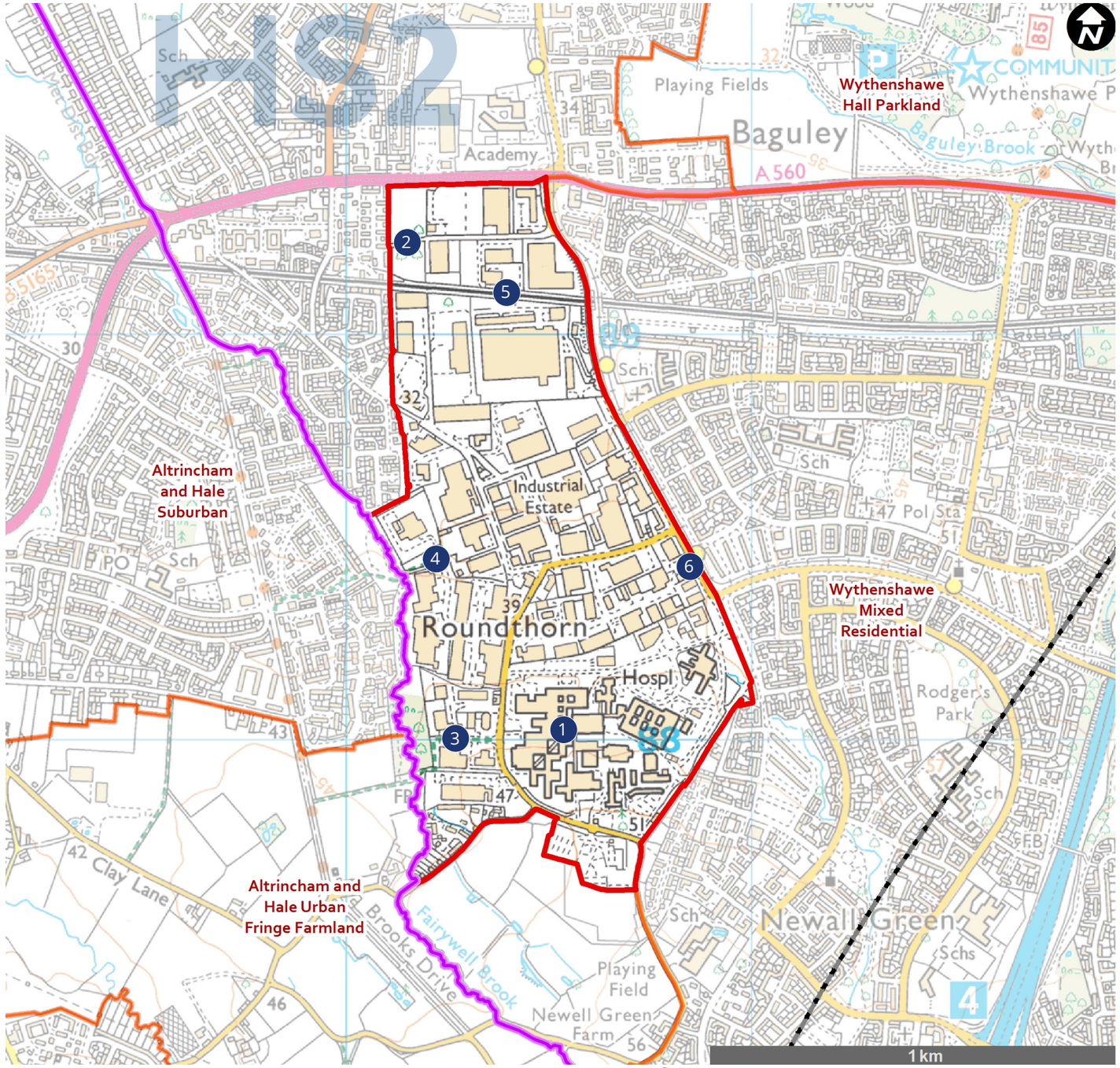
The buildings of the industrial estate vary in form and height from one to four-storey, whilst materials and the outlines of roofs vary in finish and outline, creating a varied appearance. The variety of roofs, including flat, pitched and arched, creates an interesting and diverse skyline and local street scene, alongside the building materials, which include red brick, white render, white cladding, metal and glass. Wythenshawe Hospital is a distinctive and extensive one to six-storey white rendered and red asphalt flat-roofed building to the south of the LCA. Other features include a small development of two-storey detached properties on Dobbinetts Lane and, to the north, Wythenshawe Town Football Club and a large supermarket.

The LCA is connected to adjacent areas by two Public Right of Way (PRoW): Footpath 245 (FFP 245) and Footpath 246 (FFP 246). The Mid-Cheshire Line runs east to west from Skelton junction to Edgeley junction No. 1 through the northern portion of the LCA with the Manchester Airport Metrolink tram line running north to south adjacent to the character area's eastern boundary. There is a lack of discernible woodland, with most vegetation within this LCA comprised of screen planting associated with; roads, industrial unit boundaries, car parks and site entrances.



Key landscape characteristics

Overall the LCA has a character strongly shaped by its built form, comprising large industrial and retail units and the presence of Wythenshawe Hospital complex. The LCA is also characterised by local roads and other transport corridors, including trams and a branch railway line.



Key landscape value attributes

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



Aesthetic

This LCA is characterised by large-scale commercial buildings, warehouses, office blocks and small areas of housing. Building types and materials vary considerably so there is little cohesion of architectural style, with transport infrastructure of roads prevalent and rail and tram lines also present.



Cultural, social and historic

The most notable feature within the area is Wythenshawe Hospital complex which is located on the site of a former treatment centre for tuberculosis. It is now a teaching hospital associated with the University of Manchester and a leading centre of clinical research and medical excellence.

Key landscape characteristics susceptible to the Proposed Scheme



Overall landscape value

This LCA is an area of large commercial buildings including warehouses and office blocks as well as the Wythenshawe Hospital complex. The variable architectural typologies present means the built form lacks a sense of cohesion. The LCA is influenced by the extensive local road network together with a tram line and rail line which limit its sense of tranquillity.

Vegetation within this LCA is largely limited to screen planting along roads surrounding the large warehouses, car parks, along main roads and at gateways. The value of this LCA is therefore **low.**

Overall landscape susceptibility

This LCA, dominated by commercial and institutional land uses, is characterised by large buildings set within a network of roads, together with a rail line and a tramway. This is associated with bustling activity during working hours which, except for emergency facilities at Wythenshawe Hospital, becomes quieter in the evening. The susceptibility of this LCA is therefore **low.**

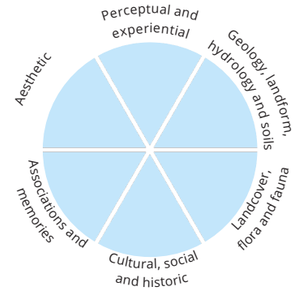
Future baseline

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

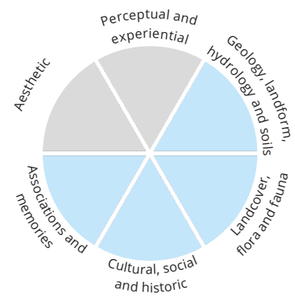
Overall landscape sensitivity

This LCA is an area of large commercial and medical buildings. The variation in built form means the LCA lacks architectural cohesion. The LCA is predominantly hard surfaces and hardstanding with very limited pockets of vegetation or recreational facilities. There is a reduced sense of tranquillity by virtue of the dominance of infrastructure and human activity. The sensitivity of this LCA is therefore **low.**

Value



Susceptibility



Value and susceptibility key

n/a Low Medium High

Magnitude of change and level of effect

Construction

This LCA will be indirectly affected by the construction activity associated with the construction of the Manchester tunnel south portal in a neighbouring LCA. The influence of construction activities will be limited to the south-eastern portion of this LCA. Construction activities will be barely perceptible and will have limited influence. The magnitude of change will be **negligible.**

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

Operation year 1

Immature landscape mitigation planting will not assist with the integration of the Manchester tunnel south portal by year 1. There will be limited changes to the character of this LCA to the south-east. The Proposed Scheme will be compatible with the character of this LCA. The magnitude of change will be **negligible.**

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

Operation year 15

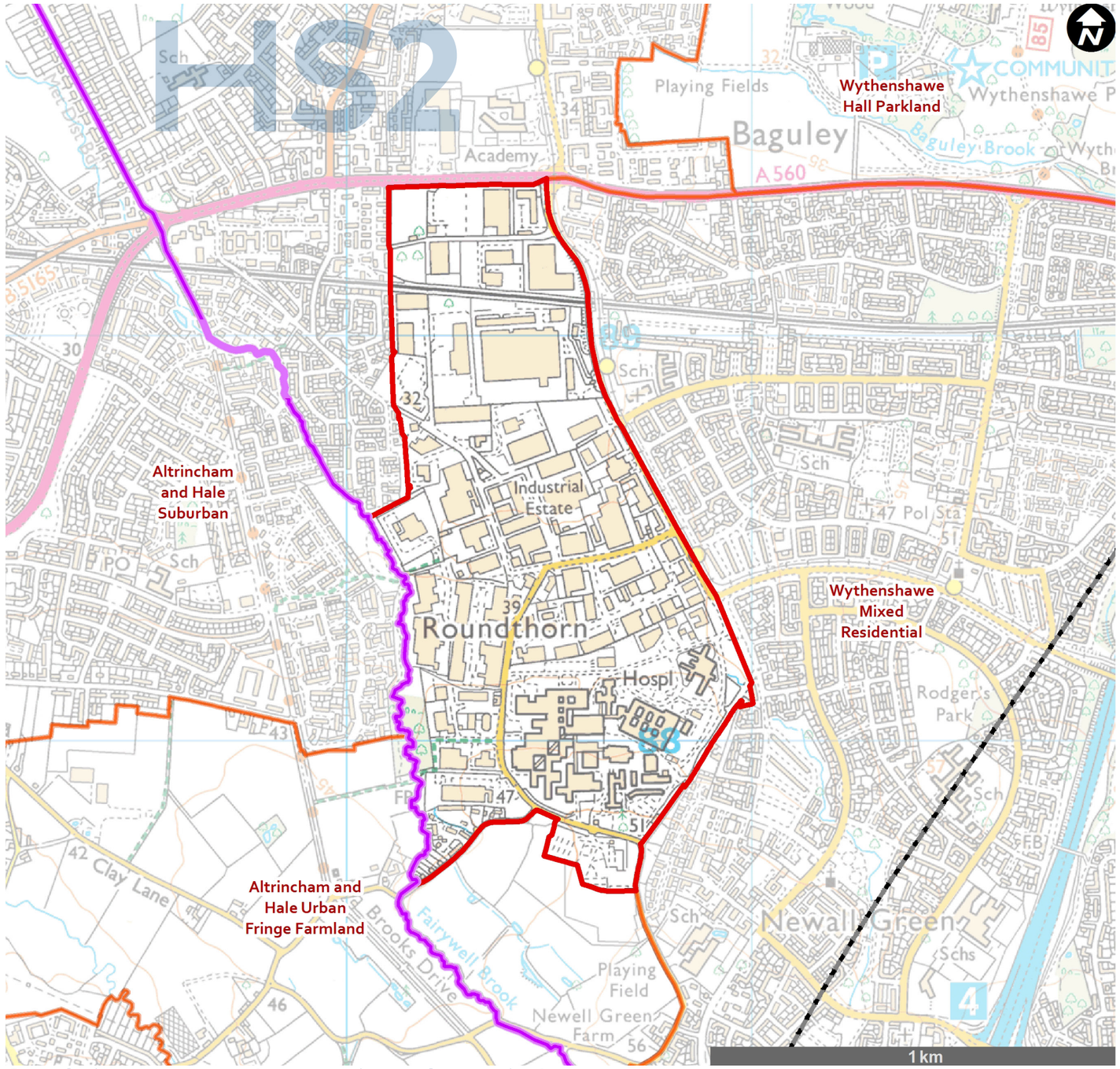
Landscape mitigation planting will be sufficiently established to provide some screening and assist with the integration of Manchester south tunnel portal. The landscape character will experience a barely perceptible alteration due to the introduction of the new infrastructure elements. The Manchester south tunnel portal will be compatible with the character of this LCA. The magnitude of change will remain **negligible.**

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

Operation year 30

Maturing landscape mitigation planting will assist with the integration of Manchester south tunnel portal. The landscape character will experience a barely perceptible alteration due to the introduction of the new elements. The Manchester south tunnel portal will be compatible with the character of this LCA. The magnitude of change will remain **negligible.**

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



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Cumulative assessment (construction and operation)

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

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

No cumulative effect during construction and operation.

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Sharston Industrial LCA

Landscape character baseline description

This LCA, covering the Sharston industrial estate, lies between the residential areas of Northenden to the north, and Wythenshawe to the south. The M56 largely defines the southern edge of the LCA and a branch railway line runs east-west through its centre.

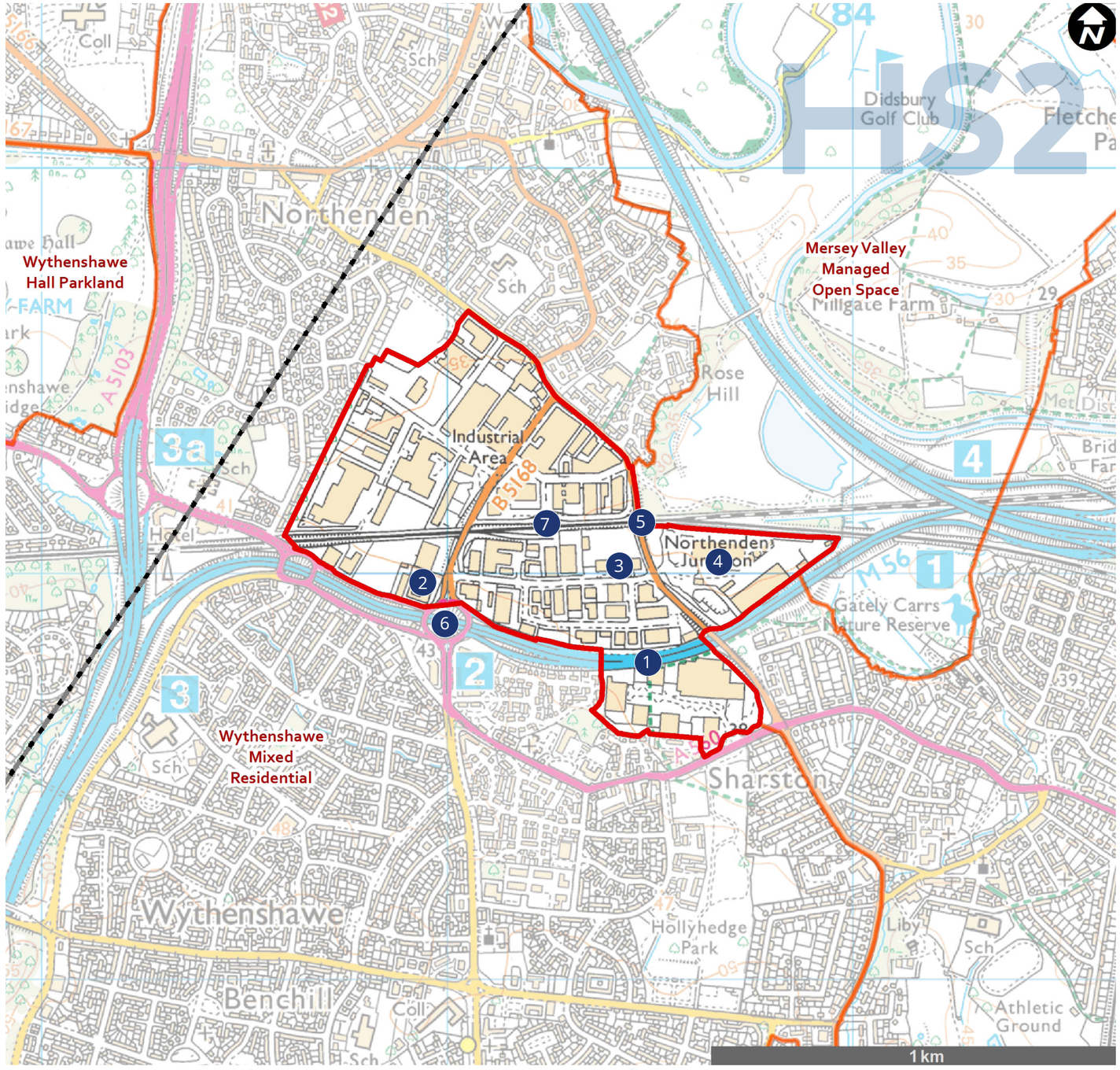
The LCA is dominated by large buildings of varied style and materials, including; warehouses, a postal sorting office, supermarket, airport parking, a bus depot and recycling centre, within which building styles and materials are variable. The scale of the LCA differs between the north-west and south-east with the changes marked by the key transport routes. To the north-west the large-scale units include warehouses and silos. To the south-east the scale of the red brick or clad buildings is smaller and the overall density is higher. Aside from the industrial use, there is little to tie the individual units together in terms of character. As a result, the LCA has a disjointed feel, lacking cohesion and uniformity, whilst the large-scale of many of the buildings dominates the local streetscape.

The urban landscape is heavily influenced by transport infrastructure including several B roads and the M56, and numerous access roads leading to car parking. During the working week, the local roads are frequently lined with parked cars, narrowing the side roads. Additionally, the Mid-Cheshire Line branch railway discretely runs east to west through the centre of the LCA from Skelton junction to Edgeley junction No.1. Northenden junction signal box is a notable historic and tall railway feature within the area. Most of the vegetation within this LCA is planting along road and rail corridors which also provides screening and buffering for the adjacent residential areas or forms semi ornamental, managed planting and grassed areas to the boundaries or frontages of the buildings.



Key landscape characteristics

Overall the LCA has an extensive industrial character associated with it, with clusters of other types of commercial activity. The road network includes numerous local roads, frequently being accessed by heavy goods vehicles and regularly used bus routes. M56 Junction 2 (Sharston Interchange) is the main vehicular entrance to the area and forms a significant local detractor.



- Proposed Scheme
- LCA boundary
- Proposed Scheme in tunnel

1. M56
2. Postal sorting office
3. Bus depot
4. Recycling centre
5. Northenden junction
6. Sharston interchange
7. Mid-Cheshire Line branch railway line

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Key landscape value attributes

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



Aesthetic

This is an area of large depots, warehouses and office blocks, with little sense of unity in appearance between these buildings. The LCA is heavily influenced by its network of road and rail, which are visual detractors. Overall this area lacks cohesion and has few attributes of aesthetic value.



Cultural, social and historic

The former Northenden railway station closed in 1964 with the section of line in Northenden still in use for passenger services running between Chester and Manchester and for many commercial services. The locally prominent Northenden Junction signal box is a historic railway feature within the area. The area is important for employment.

Key landscape characteristics susceptible to the Proposed Scheme



Landcover, flora and fauna: Principally an industrial area and comprises several large-scale commercial buildings, warehouses and office blocks.

Geology, landform, hydrology and soils: The landform is predominantly flat with manmade embankments to support the road network and bridges crossing the railway infrastructure.

Overall landscape value

This is a primarily industrial and commercial area of large warehouses and office blocks. Buildings vary in height from one to four-storeys with a variety of architectural styles. Between the buildings are large areas of hard surfacing, some of which are utilised for airport parking. The heavily trafficked road network of the LCA further diminishes any sense of tranquillity in this area.

Vegetation within this LCA is largely screen planting to existing development and is more extensive along road and rail embankments providing a buffer and screen from adjoining residential areas. The value of this LCA is therefore **low.**

Overall landscape susceptibility

The commercial and industrial nature of this LCA is characterised by an extensive infrastructure network and large buildings. Buildings are arranged in a grid pattern with wide roads and large areas of car parking. Internally, areas are demarcated by metal boundary fencing. The susceptibility of this LCA is therefore **low.**

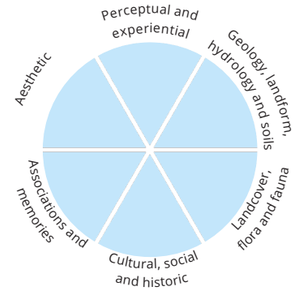
Future baseline

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

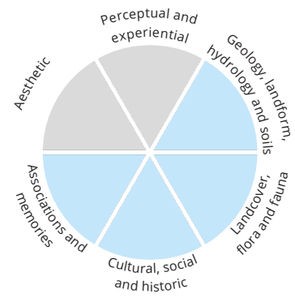
Overall landscape sensitivity

This urban commercial and industrial LCA incorporates large areas of hardstanding including wide roads and car parking. Its buildings are of limited architectural cohesion. The LCA has been subject to the introduction of large and varied buildings for several decades. The sensitivity of this LCA is therefore **low.**

Value



Susceptibility



Value and susceptibility key

n/a Low Medium High

Magnitude of change and level of effect

Construction

This LCA will be indirectly affected by the construction activity associated with the construction of Altrincham Road vent shaft headhouse to the south-west of this LCA. Construction traffic and activities will be noticeable along the M56 to the south-west of this LCA. Increased construction traffic could disrupt traffic in localised areas along these routes and tall construction plant will be a discernible skyline feature above intervening railway vegetation. The magnitude of change will be **low.**

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

Operation year 1

Where discernible, the Altrincham Road vent shaft headhouse will be seen alongside existing infrastructure elements including the railway line and the M56 and therefore consistent with the character of this LCA. With the introduction of a new skyline feature to the south-west, there will be little change to the perception of the character of this LCA as inter-visibility is limited. Immature landscape mitigation planting will not assist with the integration of the Altrincham Road vent shaft headhouse by year 1. The magnitude of change will be **negligible.**

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

Operation year 15

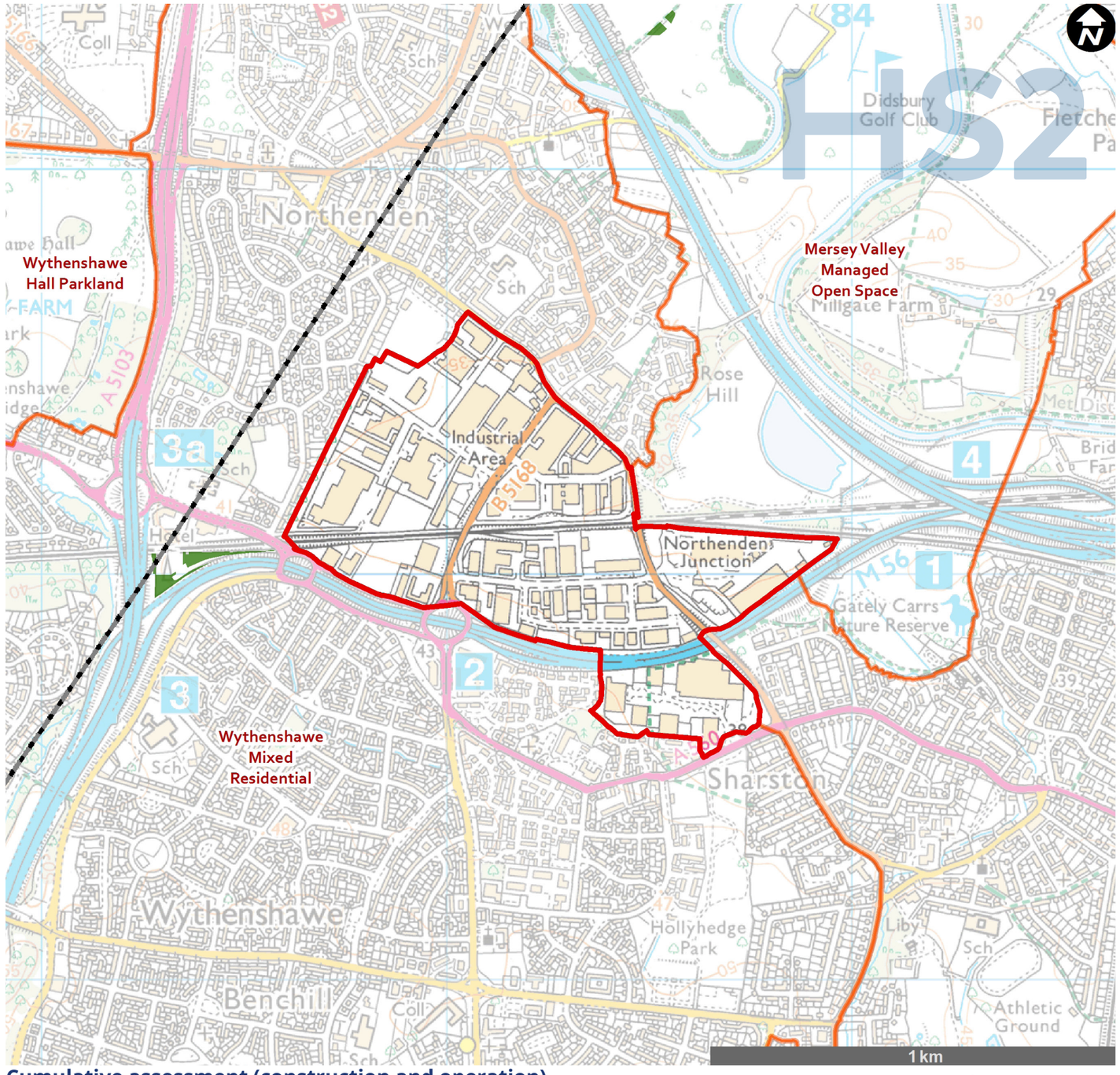
The LCA will experience a barely perceptible alteration due to the introduction of the Proposed Scheme south-west of the M56. The Altrincham Road vent shaft headhouse will be compatible with the character of this LCA. Landscape mitigation planting will be sufficiently established to assist with the integration of Altrincham Road vent shaft headhouse. The magnitude of change will remain **negligible**.

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

Operation year 30

The LCA will continue to experience a barely perceptible alteration to its character due to the introduction of the Proposed Scheme south-west of the M56. The Altrincham Road vent shaft headhouse will be compatible with the character of this LCA. Maturing landscape mitigation planting will provide additional integration of the Altrincham Road vent shaft headhouse. The magnitude of change will remain **negligible.**

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



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Cumulative assessment (construction and operation)

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

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

No cumulative effect during construction and operation.

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Wythenshawe Hall Parkland LCA

Landscape character baseline description

This broadly rectangular LCA, corresponding to Wythenshawe Park and historically associated with Wythenshawe Hall and the Tatton family lies south of central Manchester at the junction of the M60 and M56 near to the residential areas of Northern Moor and Baguley.

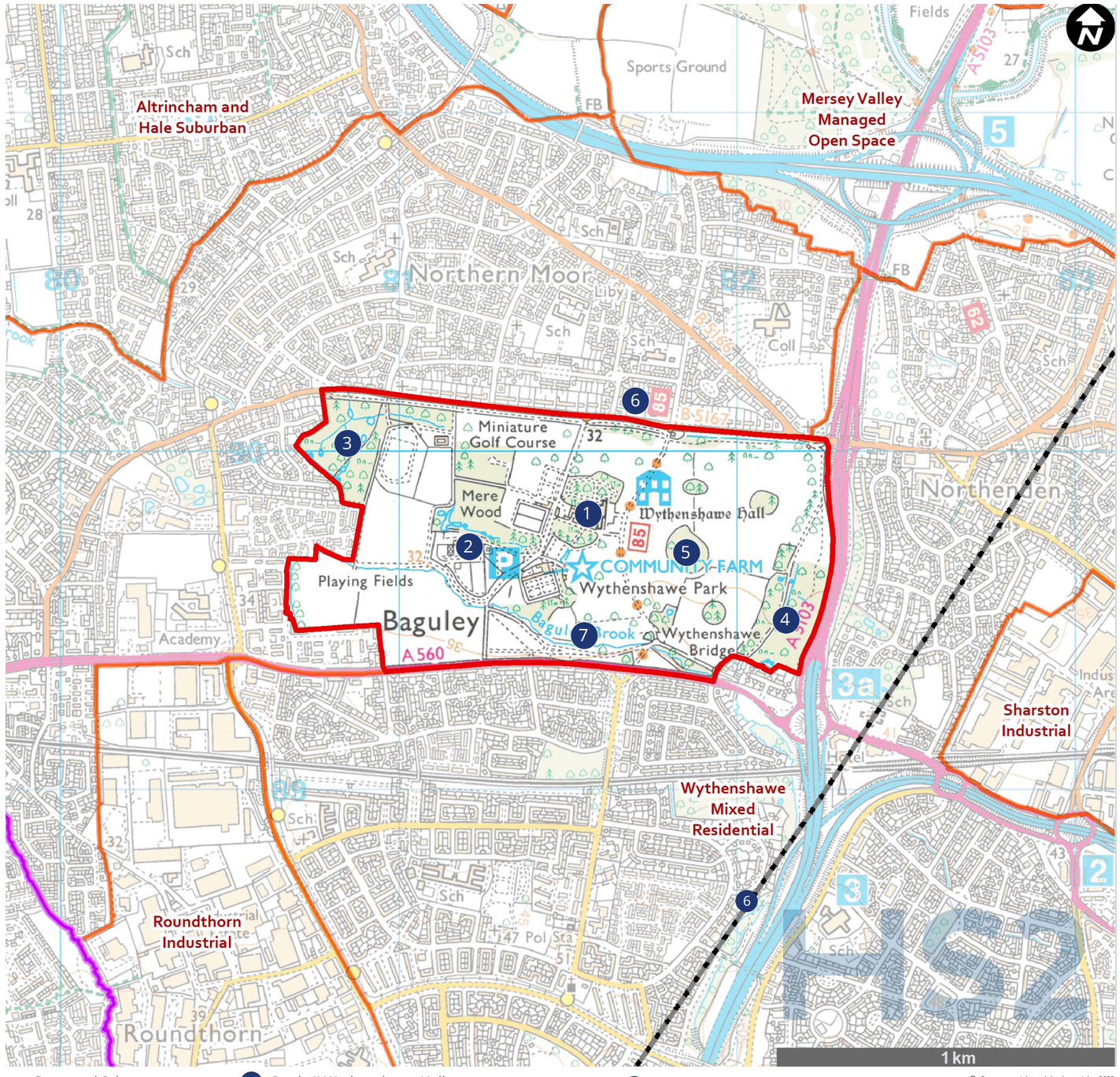
This is a managed parkland on largely level and low-lying land centred around Wythenshawe Hall, incorporating meadows, woodlands, playing fields, a running track, tennis courts, riding stables, horticultural centre (including glass houses), a community farm and a currently disused miniature golf course. It contains three prominent Grade II listed buildings/structures: North Lodge, a statue of Oliver Cromwell and Wythenshawe Hall. Wythenshawe Hall, which formerly served as an art gallery and museum. Many of these features appear in isolation from each other bounded by areas of dense planting.

The LCA incorporates several woodlands including: to the north-west, the native species Nan Nook Wood; to the east, Gib Lane Wood; and, more centrally, The Big Round, which has mature oak and scots pine with a dense understorey. These dense areas of vegetation provide enclosure and separation from the surrounding urban development, providing a sense of tranquillity in an otherwise urban area. The LCA is bounded by road infrastructure on three sides and crossed by the National Cycle Route 85. The park incorporates a network of footpaths and most other parts are accessible by foot and is very well used. The expansive open areas are heavily used for informal recreational uses such as dog walking, picnics and gatherings, as well as the formal recreational uses listed above. The parkland incorporates localised ditches and a small watercourse, the Baguley Brook.



Key landscape characteristics

Overall the LCA has an open parkland character centred around Wythenshawe Hall. It is managed as a recreational green space with additional community uses. Dense blocks of woodland screen the park from the surrounding areas of housing and neighbouring motorway, helping to make it a distinctively tranquil place in contrast to the adjoining streets.



- Proposed Scheme
- LCA boundary
- Proposed Scheme in tunnel

1. Grade II Wythenshawe Hall
2. Horticulture centre
3. Nan Nook Wood
4. Gib Lane Wood
5. The Big Round
6. National Cyle Route 85
7. Baguley Brook

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Key landscape value attributes

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



Aesthetic

This parkland incorporates meadows and mature woodlands as well as many more formal recreational facilities. This large, well-used park with a belt of dense woodland mature boundary woodland, screens and contrasts with the built-up areas that surround it. Additionally, this LCA contains three Grade II listed buildings including Wythenshawe Hall, a timber-framed historic house at the centre of its estate parkland.



Cultural, social and historic

The hall and parkland were gifted to the people of Manchester by Lord and Lady Simon to be kept forever as an open space, primarily for those living on the then newly built Wythenshawe housing estate. The park continues to have a locally important social and cultural value as both an informal recreational space as well as hosting regular local events, a bee club, café, horticultural therapy project and a community farm.

Key landscape characteristics susceptible to the Proposed Scheme



Overall landscape value

The presence of historic features in their designed parkland setting contributes to a high landscape value. These are well-maintained components that make a strong contribution to landscape character. The area provides a range of opportunities for informal and formal recreational activities appealing to various local interests including running and cycle groups, tennis groups, athletics clubs, community farming and growing as well as riding stables. The park has a very broad range of users on a daily basis including dog and leisure walkers, and commuters on foot and cycle. It is also the venue for community events such as an annual firework show and local charitable activities. Together, these offer a broad scale of opportunities to the local communities which contribute to its high use.

The parkland incorporates a variety of habitats including meadows, mature woodland or trees and a brook with few detracting elements. Much of the parkland is bound by dense screen planting ensuring the character experienced within the park has minimal influence from the surrounding urban areas. The value of this LCA is therefore **high.**

Overall landscape susceptibility

The parkland has mature vegetation, historic buildings, large areas of open space and limited urban influence creates a rare parkland character and changes to the vegetation pattern and layout will reduce this. The susceptibility of this LCA is therefore **medium-high**.

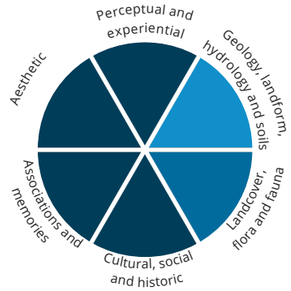
Future baseline

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

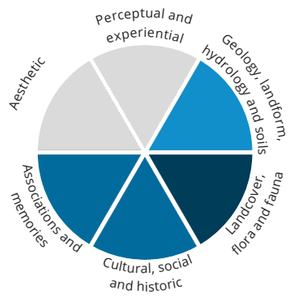
Overall landscape sensitivity

The historic buildings and their close relationship with the surrounding parkland, that supports a range of habitat types in conjunction with the extensive opportunities for recreation suggests a high landscape value. Combined these components provide a rare type of landscape in an otherwise built up area. The sensitivity of this LCA is therefore **medium-high.**

Value



Susceptibility



Value and susceptibility key

n/a Low Medium High

Magnitude of change and level of effect

Construction

This LCA will be indirectly affected by the nearby construction activity associated with the construction of Altrincham Road vent shaft headhouse. Construction traffic travelling along the A5103 Princess Parkway will be noticeable to the east of this LCA. Increased traffic associated with construction will decrease the sense of tranquillity in localised areas along the eastern edge of this LCA. Tall construction plant will be a discernible skyline feature experienced in the distant views towards the south-east, appearing above existing mature trees to the park's boundary. The magnitude of change will be **low**.

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

Operation year 1

There will be limited changes to the character of this LCA due to the introduction of a barely discernible new skyline feature to the east. Immature landscape mitigation planting will not assist with the integration of the Altrincham Road vent shaft headhouse by year 1. The magnitude of change will be **negligible.**

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

Operation year 15

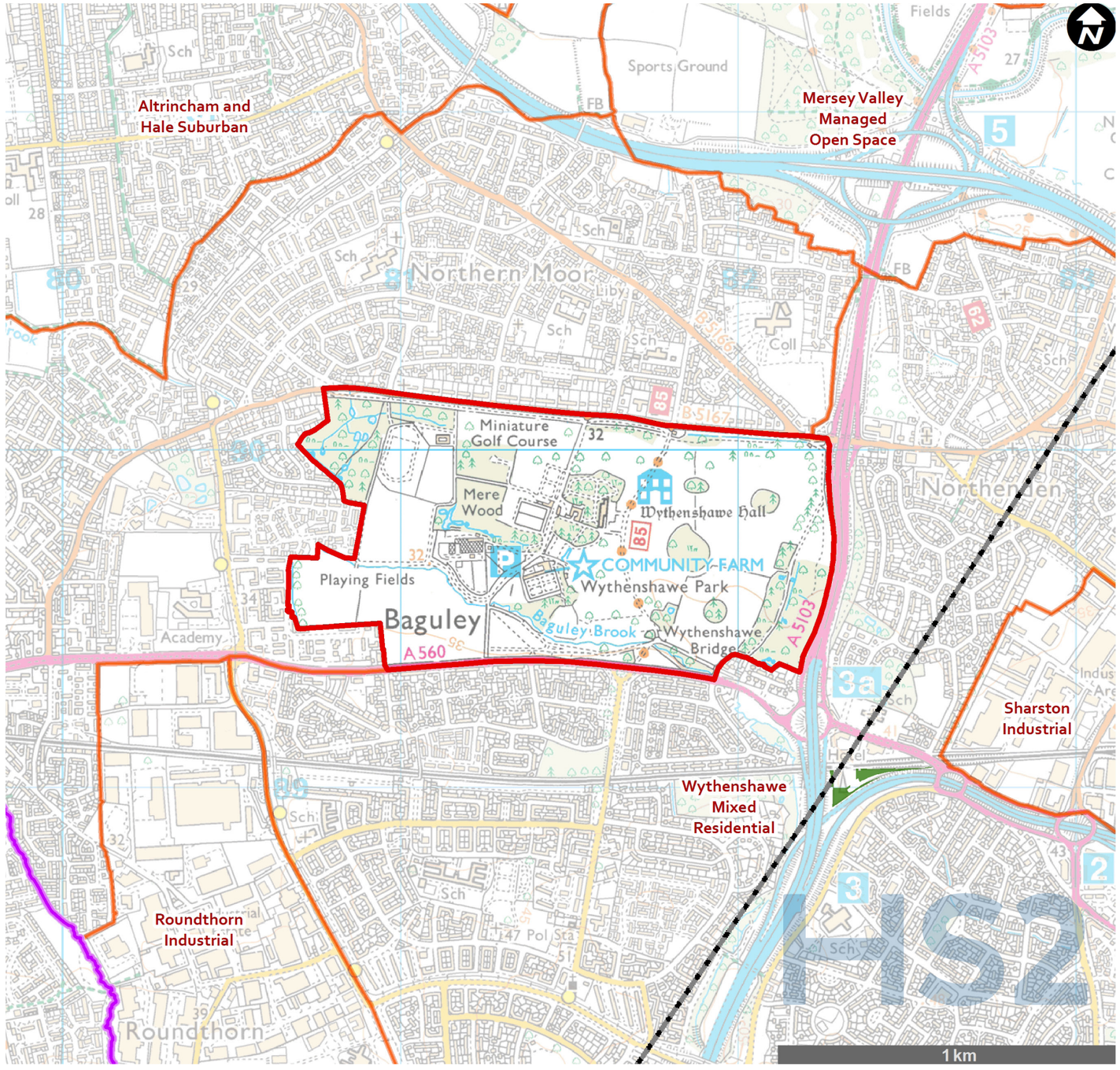
There will be a slight alteration to the character of this LCA due to the barely perceptible infrastructure elements comprising the Altrincham Road vent shaft headhouse. Landscape mitigation planting will be sufficiently established to provide screening and integration of the Altrincham Road vent shaft headhouse. The magnitude of change will remain **negligible.**

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

Operation year 30

There will be a slight alteration to the character of this LCA due to the barely perceptible infrastructure elements. Maturing landscape mitigation planting will provide additional screening of the Altrincham Road vent shaft headhouse. The magnitude of change will remain **negligible.**

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



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Cumulative assessment (construction and operation)

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

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

No cumulative effect during construction and operation.

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Mersey Valley Managed Open Space LCA

Landscape character baseline description

This LCA is in south Manchester, to the north of the M60 near Junction 5 and to the south-west of Didsbury, West Didsbury and Barlow Moor. Here, intensively managed areas of greenspace with interconnected footpaths, are located in the low-lying valley of the meandering River Mersey.

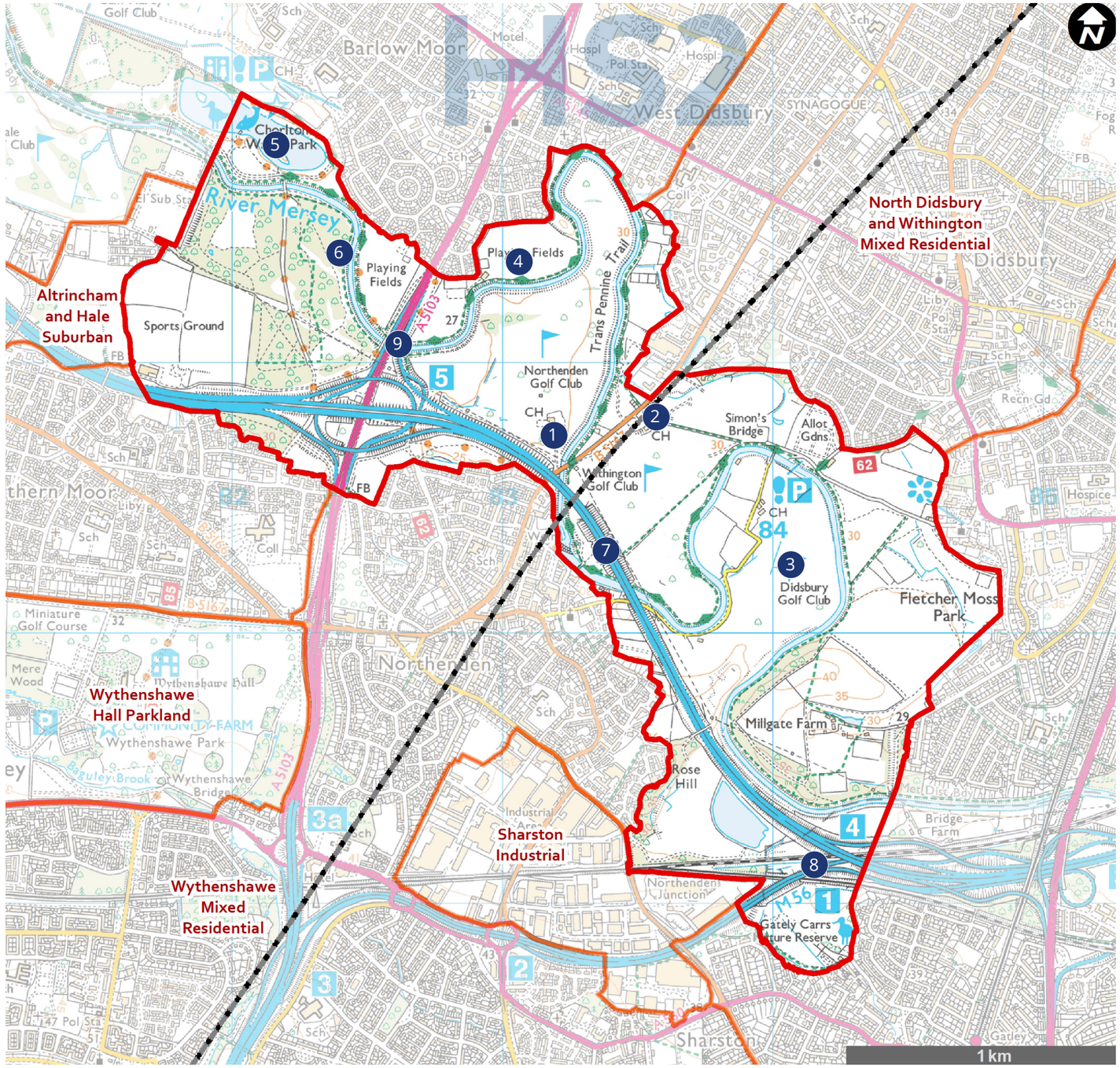
The Mersey Valley Managed Open Space LCA occupies the length of the Mersey Valley between Northenden to the south, and West Didsbury to the north. The LCA includes the flat valley bottom and its gently sloping sides. The predominant land use is recreation including the highly manicured landscapes of Northenden, Withington and Didsbury golf clubs and, together with a series of formal playing fields, these contrast with the surrounding built form and road infrastructure. There is an extensive network of well-used PRoW including the Trans Pennine Trail which follows the river. The River Mersey contributes to the scenic value of the LCA, although it is physically and visually separated from its floodplain by artificial flood banks on either side.

Interwoven through and between the large open spaces of the LCA is a network of woodland belts and boundary vegetation. This, in combination with the flat terrain, provides a sense of enclosure and screening and provides a buffer to the built form of the suburban areas to the north. The vegetation continues along both the M60 to the south and the B5167 Palatine Road which crosses the LCA north-south. Although traffic can be heard within the LCA, overall, the LCA has a feeling of relative tranquillity which is of value to its many recreational users. Vegetation and footpaths are generally well-maintained. The LCA is influenced by the presence of the elevated structures of the A5103 Princess Parkway/Princess Road and M60. Although the LCA is not built-up, typical urban artificial lighting is present in surrounding LCA.



Key landscape characteristics

In comparison to the surrounding urban landscape, this LCA is not built-up and therefore has an open character. Most of the area is intensively managed recreational land alongside the meandering River Mersey intersected by the large-scale road infrastructure of the M60 and the A5103 which sit to the south broadly running parallel with the southern boundary. The LCA is well served by several recreational routes including the Trans Pennine Trail National Cycle Route 62.



- Proposed Scheme
- LCA boundary
- Proposed Scheme in tunnel

1. Northenden Golf Club golf course
2. Withington Golf Club golf course
3. Didsbury Golf Club golf course
4. Merseybank playing fields
5. Chorlton Water Park
6. River Mersey
7. M60
8. M56
9. A5103 Princess Parkway

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Key landscape value attributes

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



Aesthetic

The natural landform is overlain by a series of large open spaces that have been developed in the valley and within the context of the meandering River Mersey. These spaces include formal and informal recreational opportunities for users to enjoy the extensive network of green infrastructure that contrasts with the built-up character of adjacent residential areas.



Cultural, social and historic

The Mersey Valley remained largely unaffected by the early urban industrialisation of Manchester. Protected by its Green Belt status, the area retains an overall sense of openness, a link to its rural past. The extensive PRoW network and national routes connect this LCA with the wider landscape, whilst more formal recreational opportunities exist in the form of three local golf courses.

Key landscape characteristics susceptible to the Proposed Scheme



Overall landscape value

This LCA is composed of a series of large open spaces that have developed around the meandering course of the River Mersey. Fletcher Moss Park and Chorlton Water Park are formal open spaces, which together with the three golf courses form the majority of the land use within this LCA. A range of playing fields and informal open spaces are also present. Interwoven through and between these spaces is a network of woodland belts, boundary vegetation with Kenworthy Wood to the west. The LCA is readily accessible and crossed by several PRoW including nationally recognised routes such as the Trans Pennine Trail and National Cycle Route 62. Simon's Bridge allows pedestrian movement across the River Mersey between Northenden and Didsbury. The LCA is influenced by the presence of the elevated structures of the A5103 Princess Parkway and the M60 which cause severance. These major highways also reduce tranquillity locally. Overall, the value of this LCA is **medium-high**.

Overall landscape susceptibility

In contrast with the adjoining built up residential areas, and away from the major highways the open undeveloped nature of the Mersey valley is enjoyed by its many recreational users. Therefore, the landscape has a **medium-high** susceptibility to change resulting from the nearby Proposed Scheme.

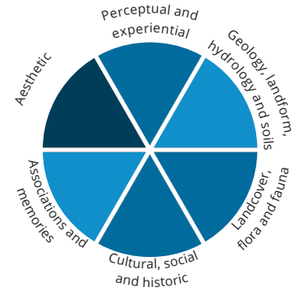
Future baseline

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

Overall landscape sensitivity

The majority of the LCA is occupied by a series of public open spaces, recreational spaces and associated PRoW, along the meandering Mersey Valley. Large-scale roads reduce tranquillity in localised areas. Overall, the valued and susceptible attributes of the landscape lead to a **medium-high** sensitivity to change resulting from Proposed Scheme.

Value



Susceptibility



Value and susceptibility key



Magnitude of change and level of effect

Construction

This LCA will be directly affected by the construction activity associated with the construction of Palatine Road vent shaft headhouse and Palatine Road vent shaft auto-transformer station. Construction activity will be limited to a localised but central part of the LCA off the B5167 Palatine Road within the grounds of Withington golf course. The removal of the established tree belt along the B5167 Palatine Road and the presence of hoardings around the Palatine Road vent shaft satellite compound will accentuate the prominence of the construction activity. The demolition of the Withington golf course clubhouse, removal of vegetation, creation of the floodplain storage area and activities in and around the Palatine Road vent shaft satellite compound including movement of traffic and tall construction plant, will create a localised reduction to tranquillity. The magnitude of change will be **medium**.

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

Operation year 1

Palatine Road vent shaft headhouse and Palatine Road vent shaft auto-transformer station will be uncharacteristic new features in the landscape. These new structures will replace the existing clubhouse of Withington golf club and the associated car park. This change, together with the loss of an adjoining block of established vegetation along B5167 Palatine Road, which will be removed during construction, will result in a noticable change to the immediate landscape. Landscape mitigation planting will be immature and not established enough to provide any integration of the Palatine Road vent shaft headhouse and Palatine Road vent shaft auto-transformer station. The magnitude of change will be **medium**.

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

Operation year 15

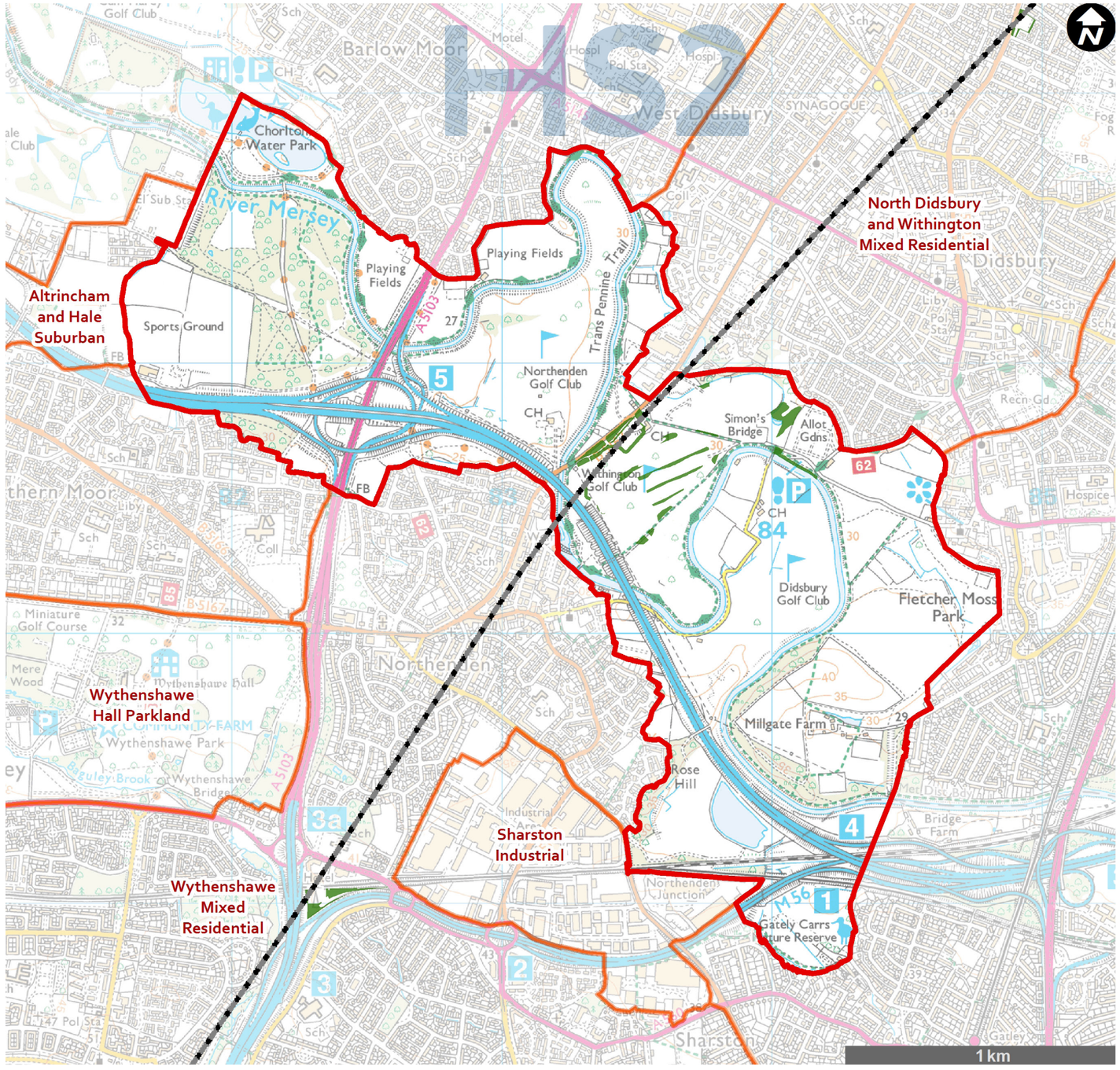
Landscape mitigation planting will be sufficiently established to provide some screening of the Palatine Road vent shaft and Palatine Road vent shaft auto-transformer station. The reinstatement of areas of established vegetation along B5167 Palatine Road, removed during construction, will increase the levels of landscape integration and connected woodland belts. However, the LCA will still be slightly altered due to the introduction of large built elements that are locally uncharacteristic, albeit in a small proportion of the LCA. The magnitude of change will reduce to **low**.

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

Operation year 30

Landscape mitigation planting surrounding the Palatine Road vent shaft headhouse and Palatine Road vent shaft auto-transformer station will be sufficiently established to provide further screening and increased levels of landscape integration of the Proposed Scheme. However, landscape character will still appear slightly altered by the large built elements at a localised level. 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 construction cumulative effects.

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

No cumulative effect during construction and operation.

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North Didsbury and Withington Mixed Residential LCA

Landscape character baseline description

This LCA comprises the south Manchester suburbs of Withington, Didsbury and West Didsbury. This urban landscape is covered by five conservation areas and includes the green spaces of Fog Lane Park, Northern Lawn Tennis Club and Didsbury Park.

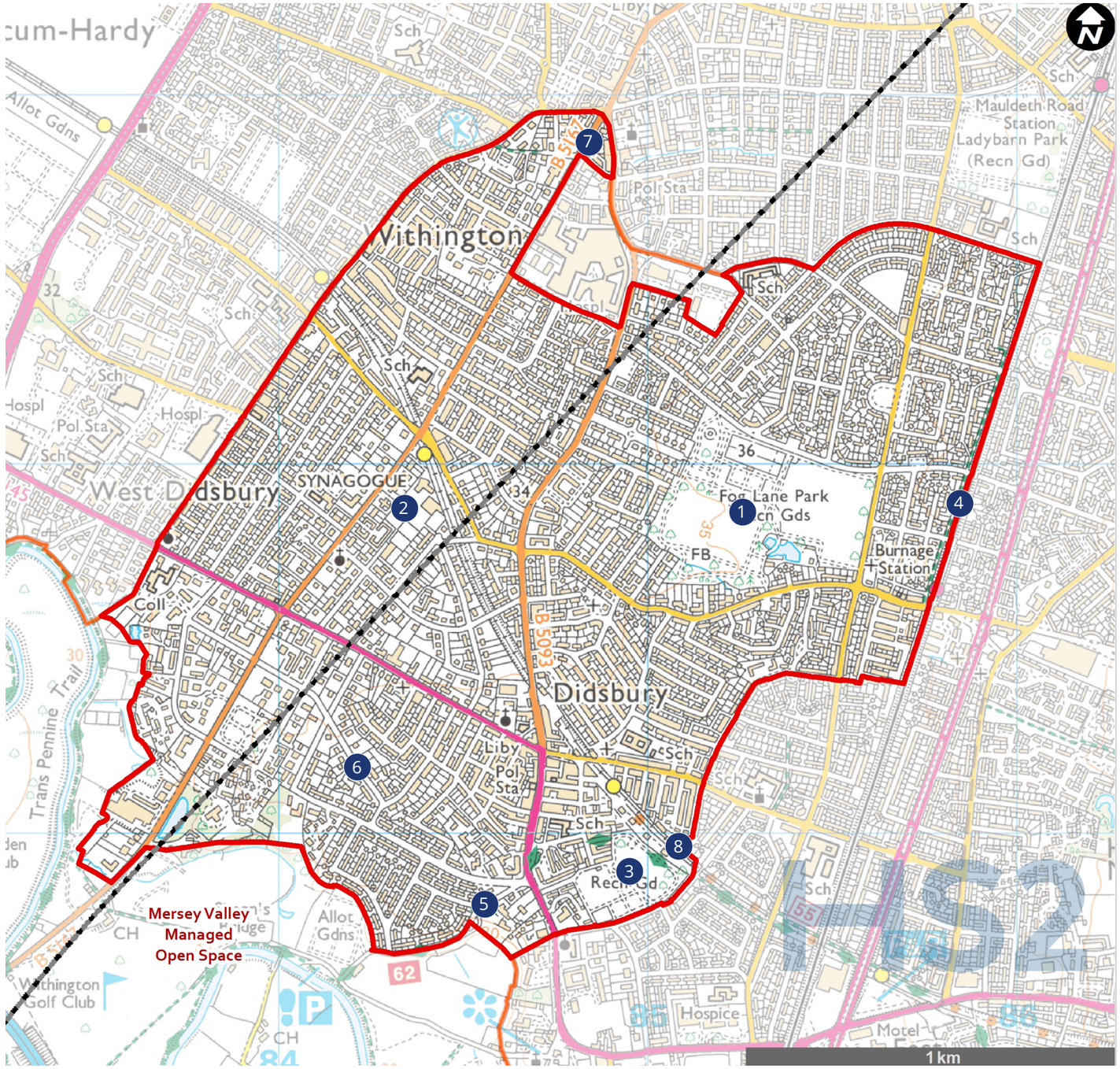
Whilst primarily a residential area, the primary streets of Burton Road, B5093 Wilmslow Road and to a lesser degree Barlow Moor Road are lined with local shopping facilities as well as restaurants and bars. Architectural styles vary but include three-storey semi-detached victorian properties such as on B5093 Wilmslow Road, edwardian houses at Sandileigh Avenue, and the classical or gothic inspired features of some of the public houses. Locally typical building materials are red brick for walls and blue or green slate for roofs. Gardens are generally large and bound by brick walls or privet hedges giving a consistency to the streetscape.

Overall, this relatively flat, suburban LCA incorporates many trees, in avenues, gardens and parkland, as well as vegetation along the railway embankments. Transport infrastructure includes an extensive local road network as well as the Styal railway and Metrolink tramway. The rail and tram routes dissect the mainly 19th century suburban street pattern. The area contains several recreational routes including National Cycle Route 55 and the Trans Pennine Trail. As a result, the consistency of the built form and the network of local roads, which are frequently tree lined, gives the LCA a sense of unity.



Key landscape characteristics

Overall the LCA is a well-established Manchester suburb which is reflected in the high number of cafés, restaurants and bars, the propensity for large-scale housing types with red brick or render building materials, and the frequency of mature garden and street trees. The LCA is readily accessible by vehicle or on foot with several modes of public transport including Metrolink and rail.



- Proposed Scheme
- LCA boundary
- Proposed Scheme in tunnel

1. Fog Lane Park
2. Northern Lawn Tennis Club
3. Didsbury Park
4. Styal Railway
5. Trans Pennine Trail
6. Barlow Moor Road
7. B5093 Wilmslow Road
8. National Cycle Route 55

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Key landscape value attributes

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



Aesthetic

The presence of five conservation areas reflects the quality of this primarily residential LCA. Architectural styles vary and include victorian, edwardian and post-war properties, with classical and gothic styles exhibited by some of the public houses. The LCA includes well established avenues of trees which are a key feature of the area. Garden and parkland planting, as well as vegetated railway embankments are also present.



Cultural, social and historic

This LCA includes three local shopping areas, as well as religious buildings, pubs, restaurants, cafes and schools, creating a vibrant community with opportunities for social interaction. The LCA is readily accessible by foot and by bicycle via two national trails: National Cycle Route 55 and the Trans Pennine Trail.

Key landscape characteristics susceptible to the Proposed Scheme



Overall landscape value

Principally residential, much of the LCA has conservation area status. Architectural styles vary and include properties ranging from the victorian era to post-war developments and classical and gothic style public houses. The LCA is readily accessible on foot by local roads and two national recreational routes. Planting within the LCA includes avenues of trees, garden and parkland greenery and vegetated railway embankments.

Transport infrastructure present within this LCA includes, to the east, the Styal railway running north to south on embankment and, through the centre, the East Didsbury Metrolink tram line running north-west to south-east. Street lighting is generally of a modern steel and concrete design of a variety of column heights. The value of this LCA is therefore **medium**.

Overall landscape susceptibility

In addition to the leafy avenues, there are several conservation areas and designated national trails within this LCA. Many of these are readily accessible by foot, bicycle road, rail and tram. Some of this transport infrastructure has introduced large-scale detracting infrastructure elements. The susceptibility of this LCA is therefore **medium**.

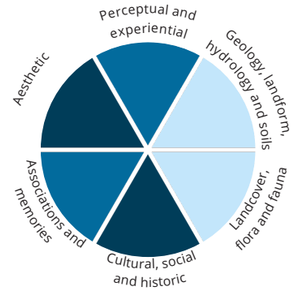
Future baseline

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

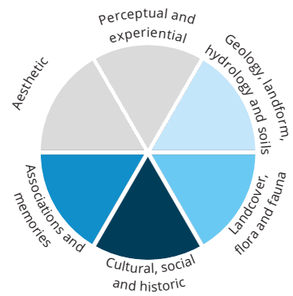
Overall landscape sensitivity

This LCA is a predominantly residential area, its quality recognised by five conservation area designations but also incorporating several detracting transport infrastructure routes. The sensitivity of this LCA is therefore **medium**.

Value



Susceptibility



Value and susceptibility key

n/a Low Medium High

Magnitude of change and level of effect

Construction

This LCA will be directly affected by construction activity associated with the construction of Wilmslow Road vent shaft and headhouse. However, the influence of construction activity will be limited to a localised area off the B5093 Wilmslow Road which is currently used as Christie Hospital Car Park D. The presence of the Wilmslow Road vent shaft satellite compound and construction activity including construction plant, movement of tall construction plant and construction traffic will reduce tranquillity locally. The satellite construction compound and associated activity will introduce new, uncharacteristic prominent elements into the LCA but given the urban context and proximity to the B5093 Wilmslow Road, these will be largely characteristic of its setting. The magnitude of change will be **medium**.

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

Operation year 1

At a local level, building pattern will be noticeably changed due to the introduction of built elements replacing an area of open hardstanding and terraced properties but across a small proportion of the LCA as a whole. In the context of the scale and layout of nearby residential properties along the B5093 Wilmslow Road, Parkville Road, Lynway Drive and Ferndene Road, the presence of the Wilmslow Road vent shaft headhouse and ancillary elements will alter the existing building pattern along the B5093 Wilmslow Road. The Wilmslow Road vent shaft headhouse will be comparable in overall scale to adjacent buildings but will be a new infrastructure element within a residential setting. However, this will be a localised change within the LCA affecting only the immediate context. Immature landscape mitigation planting will not integrate the newly constructed the Wilmslow Road vent shaft headhouse with the existing landscape by year 1. The magnitude of change will be **low**.

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

Operation year 15

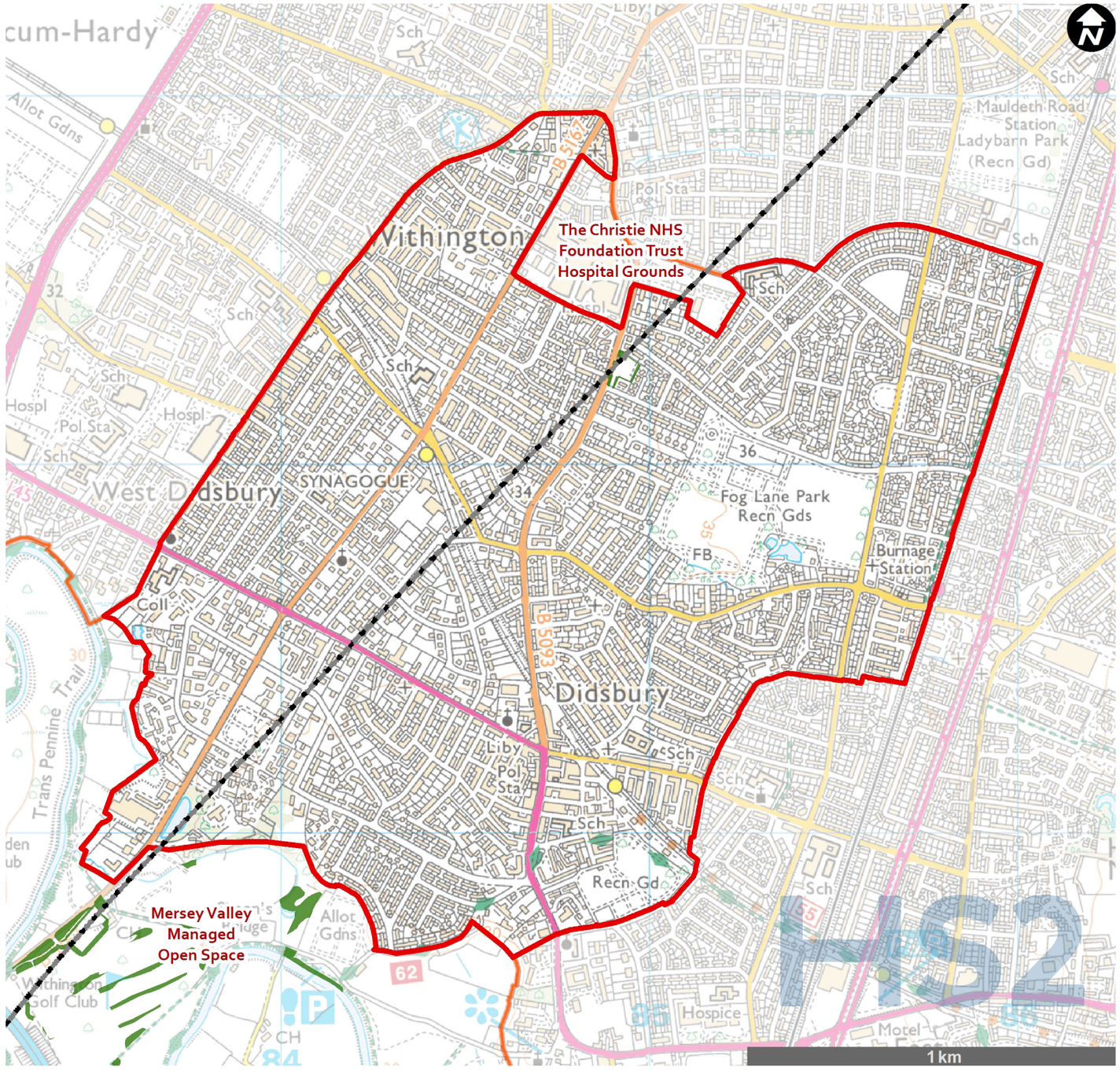
The situation will remain as for year 1. Landscape mitigation planting will be further established to provide some screening to Wilmslow Road vent shaft headhouse and increase the levels of landscape integration and connectivity of green infrastructure along the B5093 Wilmslow Road. The magnitude of change will reduce to **negligible**.

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

Operation year 30

The situation will remain as for year 1. Landscape mitigation planting will be sufficiently established to provide some screening to Wilmslow Road vent shaft headhouse and increase the levels of landscape integration and connectivity of green infrastructure along the B5093 Wilmslow Road. The magnitude of change will remain **negligible.**

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



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Cumulative assessment (construction and operation)

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

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

No cumulative effect during construction and operation.

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The Christie NHS Foundation Trust Hospital Grounds LCA

Landscape character baseline description

This LCA is in the south Manchester suburb of Withington and incorporates the buildings and grounds of The Christie National Health Service (NHS) Foundation Trust hospital.

The small LCA is heavily influenced by the large-scale care facilities within the Christie NHS Foundation Trust hospital, Oak Road Treatment Centre, Manchester Cancer Research Centre and Wolfson Molecular Imaging Centre. The buildings estate of the hospital has evolved over an extended period resulting in a broad palette of finishes including red brick, and cladding of metal, glass and in different colours (white, grey and copper). Buildings within this character area vary in height from two to five-storeys and in roof style (both flat and pitched). Significant vegetation in the core of the LCA is scarce, although some mature trees are present to the north and east of the LCA, associated with car parks.

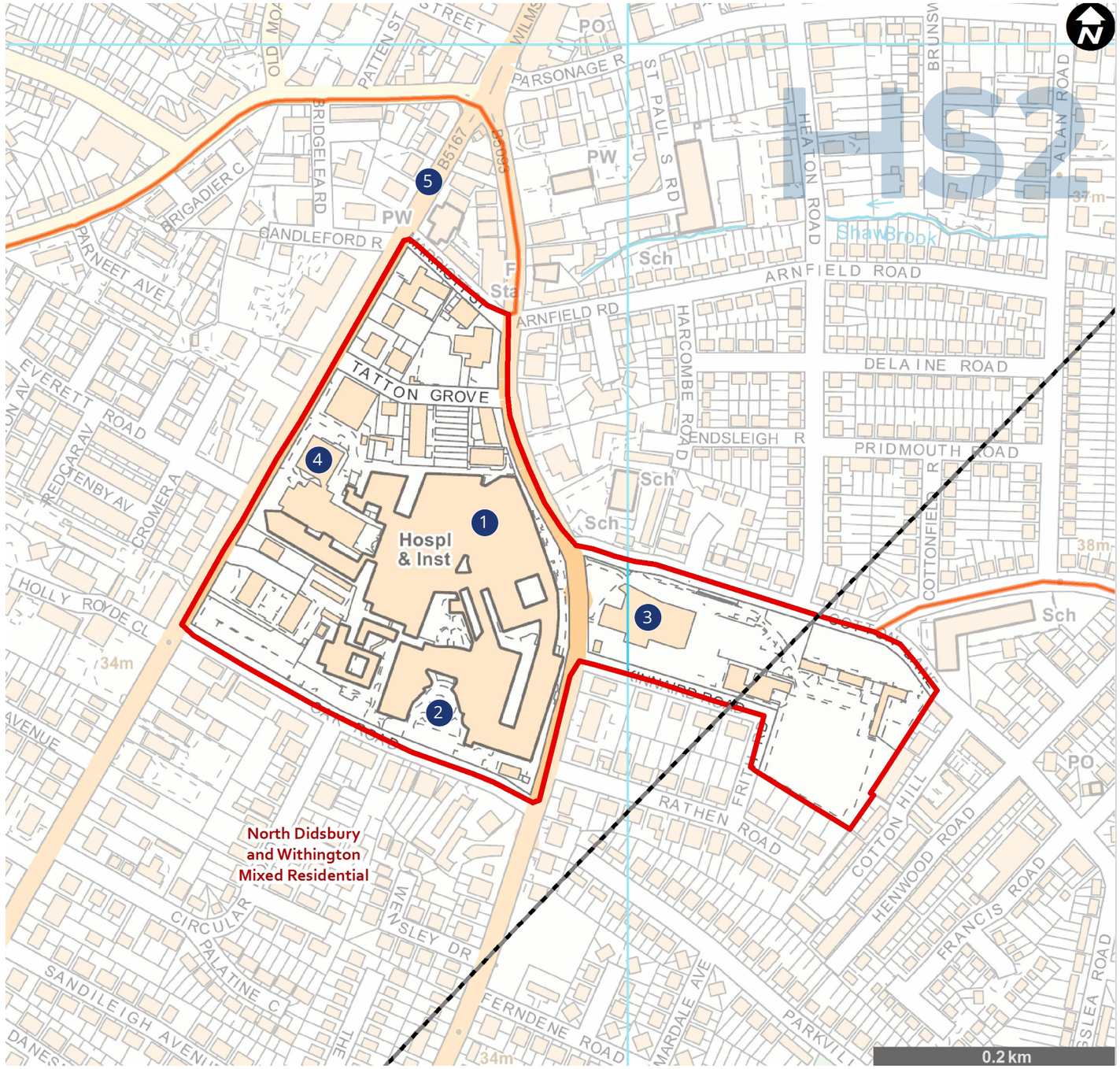
In the west of the character area there are a small number of residential properties and accommodation blocks off the B5167 Palatine Road. The properties are of a small-scale and vary in height from two to three-storeys, with both flat and pitched roofs. Mature trees are more numerous to the east and north of the character area where low density residential buildings predominate. The northern section of this LCA falls within the Withington Conservation Area. To the east the newly built Manchester Cancer Research Centre includes a large area of public realm off the B5093 Wilmslow Road including a car park edged by trees. As a result, the LCA is dominated by the varied built form, height and materials of the hospital complex.

The area is predominantly urban in character and local road traffic including vehicles using B5167 Palatine Road contributes to low levels of tranquillity.



Key landscape characteristics

Overall the LCA has a character dominated by the hospital complex and its associated care facilities. The varying building heights and materials have led to a modern, diverse and interesting street scene and skyline.



Proposed Scheme

LCA boundary

Proposed Scheme in tunnel

1. The Christie NHS Foundation Trust Hospital
2. Oak Road Treatment Centre
3. Manchester Cancer Research Centre
4. Wolfson Molecular Imaging Centre
5. B5167 Palatine Road

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Key landscape value attributes

Key landscape value attributes of the Christie NHS Foundation Trust Hospital Grounds LCA are set out below, interpreting landscape baseline information on the previous page and drawing on findings from field surveys.



Aesthetic

The LCA has been heavily influenced by the medical estate uses. Buildings within this LCA have been introduced and adapted over recent years as the hospital has developed. As a result, building types and materials vary. Mature trees complement and contrast with the built form.



Cultural, social and historic

The northern portion of this LCA is within the Withington Conservation Area. The Christie NHS Foundation Trust hospital was established in 1892 and is now the largest cancer treatment centre in Europe.

Key landscape characteristics susceptible to the Proposed Scheme



Overall landscape value

The LCA has been heavily influenced by the medical estate function of the site. Buildings within this LCA have been introduced and adapted over many years since the hospital's foundation in 1892. As a result, building types and finishes vary to include red brick, and cladding with metal, glass and a variety of coloured panels including white, grey and copper. Although making for an interesting street scene, the varied materials palette creates an overall sense of architectural discordance.

The northern section of this LCA is primarily a leafy residential area. However, the urban context and presence of road traffic contribute to low levels of tranquillity. Features within the conservation area that contribute to the value of the LCA include the Victorian terrace of Tatton View on Tatton Grove and the earliest surviving building within the conservation area; the Red Lion Inn. The value of this LCA is therefore **medium** given the above.

Overall landscape susceptibility

The flat land of the LCA accommodates a complex of large, partly interconnected, hospital buildings of a variety of architectural styles. Mature vegetation is present on the boundary of the hospital estate with further vegetation within this LCA more noticeable in the residential areas. The juxtaposition between older and newer buildings contributes to a differing streetscape and skyline. The susceptibility of this LCA is therefore **low**.

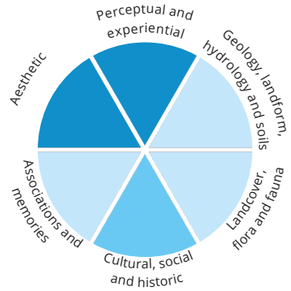
Future baseline

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

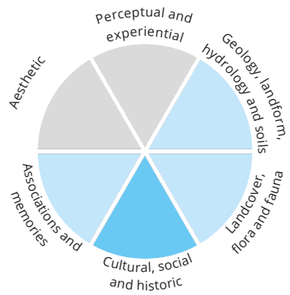
Overall landscape sensitivity

The varied building heights and material palette combined with the limited influence of a small section of Withington Conservation Area results in the overall sensitivity being **medium-low**.

Value



Susceptibility



Value and susceptibility key

n/a Low Medium High

Magnitude of change and level of effect

Construction

This LCA will be indirectly affected by the construction activity associated with the construction of Wilmslow Road vent shaft headhouse taking place in a neighbouring LCA. No construction works will take place directly within this LCA but construction traffic will use the B5093 Wilmslow Road to the east and construction activities associated with the Proposed Scheme will be present to the south-east of the LCA. The presence of construction traffic and the tall construction plant used for the construction of the vent shaft, visible from within this LCA, will contribute to an overall reduction in tranquillity. However, given the urban context, the magnitude of change will be **low**.

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

Operation year 1

Immature landscape mitigation planting will not assist with the integration of the Wilmslow Road vent shaft headhouse by year 1. There will be barely perceptible changes to the setting and key characteristics of this LCA as a result of the introduction of new infrastructure elements to the south-east of the LCA. The magnitude of change will be **negligible**.

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

Operation year 15

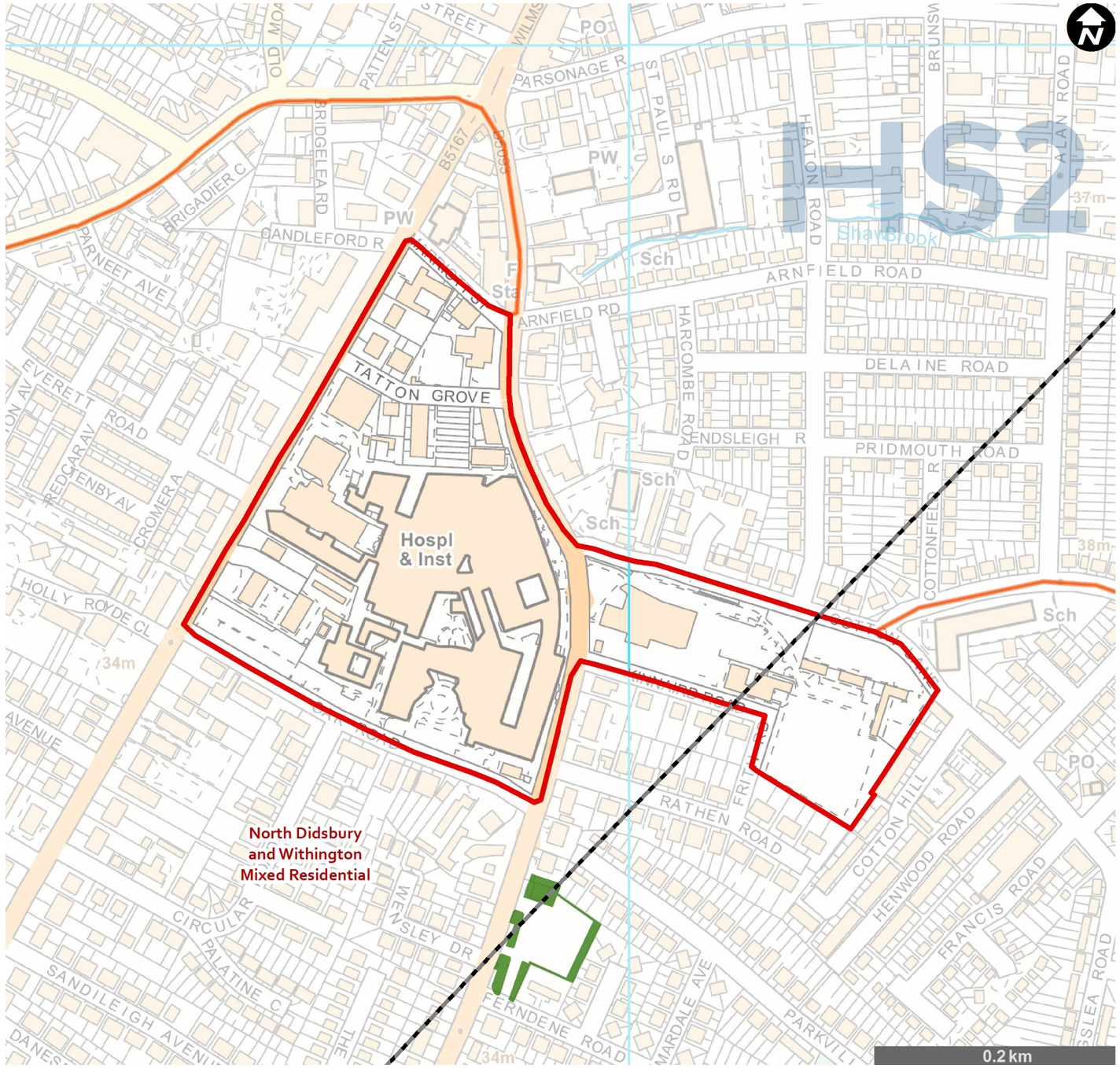
Landscape mitigation planting will be sufficiently established to provide some integration and screening of the Wilmslow Road vent shaft headhouse. There will be barely perceptible alterations to the setting and key characteristics of the LCA due to the introduction of the new infrastructure elements off the B5093 Wilmslow Road. The magnitude of change will remain **negligible**.

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

Operation year 30

Landscape mitigation planting will have further established to provide increased integration of the Wilmslow Road vent shaft headhouse. There will be barely perceptible alterations to the setting and key characteristics of the LCA due to the introduction of the new infrastructure elements off the B5093 Wilmslow Road. The magnitude of change will remain **negligible**.

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



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Cumulative assessment (construction and operation)

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

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

No cumulative effect during construction and operation.

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Fallowfield, Levenshulme and Rusholme Mixed Residential LCA

Landscape character baseline description

This LCA lies south of Rusholme on relatively flat land and consists of the residential area extending from A34 Birchfields Road at the west, then south towards Kingswood Road. To the east, the LCA is bordered by A5079 Slade Lane and the Crewe to Manchester railway line, and to the north by A6010 Dickenson Road.

The LCA is a largely residential area laid out on a regular street pattern. Buildings types are varied and include two-storey red brick terraces, and semi-detached and detached properties. In the Tabernacle neighbourhood and in the south of the LCA there streets are arranged in a clearly discernible grid pattern. In these areas the streets are narrow and there is a strong sense of enclosure. This is further emphasised by the lack of street greenery and the small or absent front gardens. Where the housing type is larger, the street scene becomes more varied with wider roads, intermittent planting and larger front gardens.

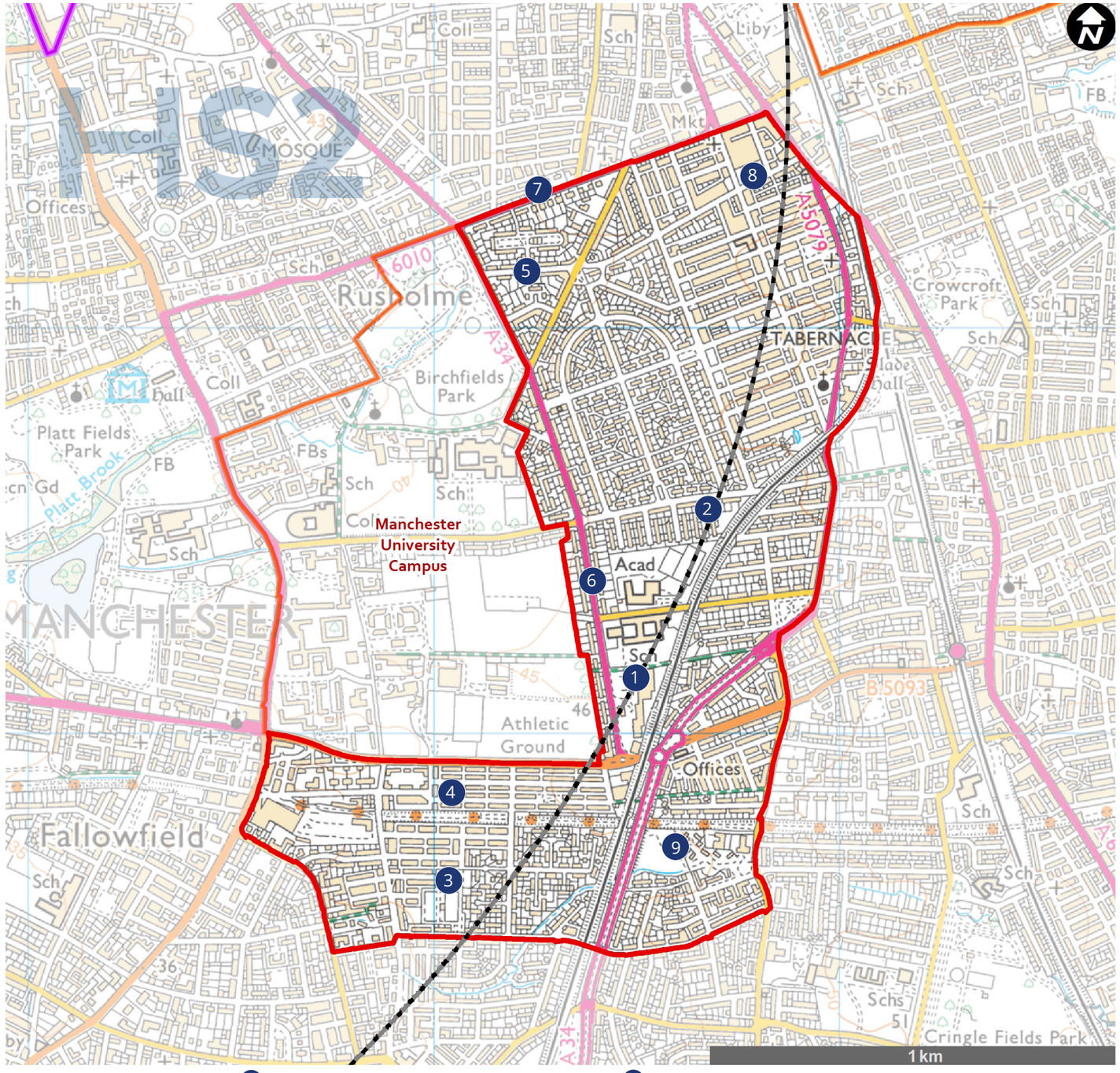
To the north-east, off Stamford Road, there are several large red brick commercial warehouses, which range in height from one to three-storeys. Fallowfield Retail Park is located at the southern end of A34 Birchfields Road and comprises one and two-storey buildings. These buildings are of a relatively modern architectural style, faced in brick with white render. The buildings are set back from the road behind a large car park giving a sense of openness in this location. Further east, the South Trans Pennine Styal Railway Line runs north to south through the LCA on a tree-lined embankment. The LCA has pockets of publicly accessible green space including Kingswood Park, a linear open space south of Brailsford Road and a small playing field within the cul-de-sac at Kelstern Square. A strong linear feature within the LCA is the former railway line, now converted to a cycle and walking route as part of the Fallowfield Loop, this creates a wooded corridor to the south of the LCA and one that ties into adjacent neighbourhoods and transport corridors. Together these spaces provide openings in the otherwise dense urban grain of their respective localities. As a result, the LCA is typical of the varied built form and street pattern that characterises the suburbs of south Manchester. The residential areas within the LCA have a settled and cohesive appearance which is in contrast to the local commercial districts such as those found on the A6 to the north of the LCA, which are bustling with people, cars and buses.



Terraced housing

Key landscape characteristics

This predominantly residential urban landscape is densely built up with a combination of two-storey red brick terraces, semi-detached and detached properties. This built form creates a strong sense of enclosure at street level throughout most of the LCA. The character area has a high level of pedestrian permeability through its dense pattern of streets. Vegetation within this character area is present in private gardens (notably along boundaries), several public open spaces and as avenue planting along wider roads.



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

1. Fallowfield Retail Park
2. South Trans Pennine Styal railway line
3. Kingswood Park
4. Brailsford Road
5. Kelstern Square
6. A34 Birchfields Road
7. A6010 Dickenson Road
8. Stamford Road
9. Fallowfield Loop

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Key landscape value attributes

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



Aesthetic

The LCA is predominantly residential, incorporating several housing types and clusters of larger commercial buildings. Building materials vary from red brick to rendered concrete creating a lack of cohesion and visual discord. The street pattern varies from narrow enclosed streets with no planting and hard boundary treatments, to large property curtilages set along wide roads lined by avenues of street trees, which softens the development frontage.



Cultural, social and historic

This urban landscape has developed over the last two hundred years to meet housing, commercial and recreational demands resulting in a variety of street scenes responding to social changes.

Key landscape characteristics susceptible to the Proposed Scheme



Geology, landform, hydrology and soils: This landscape is relatively flat apart from the raised railway embankment (which is an artificial earthwork).

Landcover, flora and fauna: The street pattern varies from narrow enclosed streets with no planting and hard boundary treatments, to large property curtilages set along wide roads lined by avenues of street trees, which softens the development frontage.

Overall landscape value

The red brick terraces, semi-detached and detached properties of this urban, predominantly residential LCA create a sense of enclosure at street level. Building materials and styles vary from two storey red brick terraces to large commercial buildings with a white rendered finish. The sense of tranquillity diminishes near Fallowfield Retail Park, strategic roads such as the A6 Stockport Road and the A34 Birchfields Road and close to the railway line.

The LCA incorporates pockets of green space including Kingswood Park, a linear open space south of Brailsford Road, Fallowfield Loop and a small playing field at Kelstern Square. Together, these publicly accessible spaces provide a local sense of openness in an otherwise densely built up environment. The value of this LCA is therefore **medium-low**.

Overall landscape susceptibility

This urban LCA is predominantly residential with a consistent sense of scale of built development throughout. The sense of enclosure varies across the LCA related to the different density of built form. The transport infrastructure network including the raised railway embankment reduces the sense of tranquillity across this LCA. The landscape therefore has a **medium-low** susceptibility to change.

Future baseline

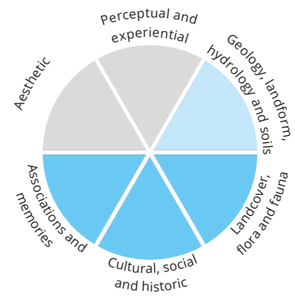
There are no committed developments that will affect the landscape susceptibility to the Proposed Scheme.

Overall landscape sensitivity

This urban LCA is intensively built up to a relatively uniform height. Open spaces are dispersed throughout this LCA with limited connectivity. Due to the extensive infrastructure network the sense of tranquillity in the LCA is low. As a result, the overall sensitivity of this LCA is **medium-low**.

Value

Susceptibility



Value and susceptibility key

n/a Low Medium High

Magnitude of change and level of effect

Construction

This LCA will be directly affected by the construction activity associated with the construction of Birchfields Road vent shaft headhouse and Birchfields Road auto-transformer station. Construction activities, associated traffic movement along the A34 Birchfields Road and the presence of tall construction plant in and around Birchfields Road vent shaft satellite compound will be prominent new elements close to the A34 at the northern end of the Fallowfield Retail Park. Such elements and activities are however largely characteristic of a busy urban setting adjoining a main road. The magnitude of change will be **medium**.

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

Operation year 1

Immature landscape mitigation planting will not integrate the newly constructed Birchfields Road vent shaft headhouse and Birchfields Road auto-transformer station with the existing landscape by year 1. The pattern of building layout will change along A34 Birchfields Road with the built form of the headhouse being locally apparent but set within the context of the Fallowfield Retail Park. Birchfields Road vent shaft headhouse and Birchfields Road vent shaft auto-transformer station will replace existing buildings and an open car park. These features will not be uncharacteristic of the Fallowfield Retail Park in terms of built form but will clearly be different in appearance and usage and result in a slight alteration to a small proportion of the LCA. The magnitude of change will be **low**.

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

Operation year 15

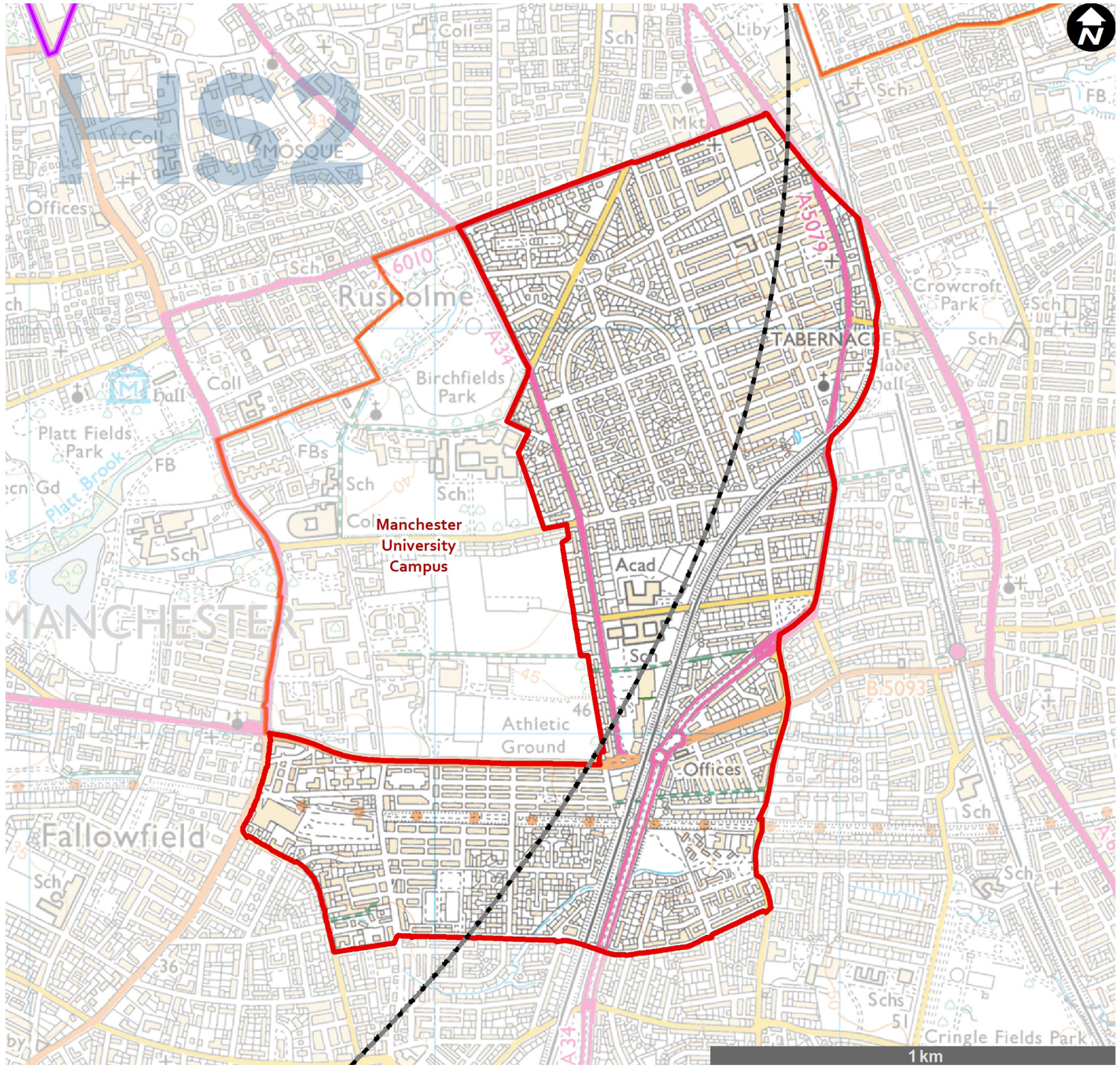
Landscape mitigation planting will be further established to provide some integration of Birchfields Road vent shaft headhouse and Birchfields Road auto transformer station. The Proposed Scheme will increase the local levels of trees and shrubs as connecting belts of green infrastructure. There will be a slight alteration to elements of the existing character with changes limited to a small portion of the LCA. The magnitude of change will remain **low**.

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

Operation year 30

Landscape mitigation planting surrounding Birchfields Road vent shaft headhouse and Birchfields Road auto-transformer station will be sufficiently established to provide screening to the lower levels and increased levels of landscape integration. There will be a slight alteration to elements of the existing character, however this will be at a very localised level with changes limited to a small portion of the LCA. The magnitude of change will reduce to **negligible**.

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



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Cumulative assessment (construction and operation)

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

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

No cumulative effect during construction and operation.

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Manchester University Campus LCA

Landscape character baseline description

This LCA lies south of Manchester city centre between the areas of Rusholme and Fallowfield. It comprises Manchester Grammar School, Manchester University Athletic Grounds, Owens Park hall of residence and Birchfields Park. The LCA is strongly influenced by its largely residential campus uses.

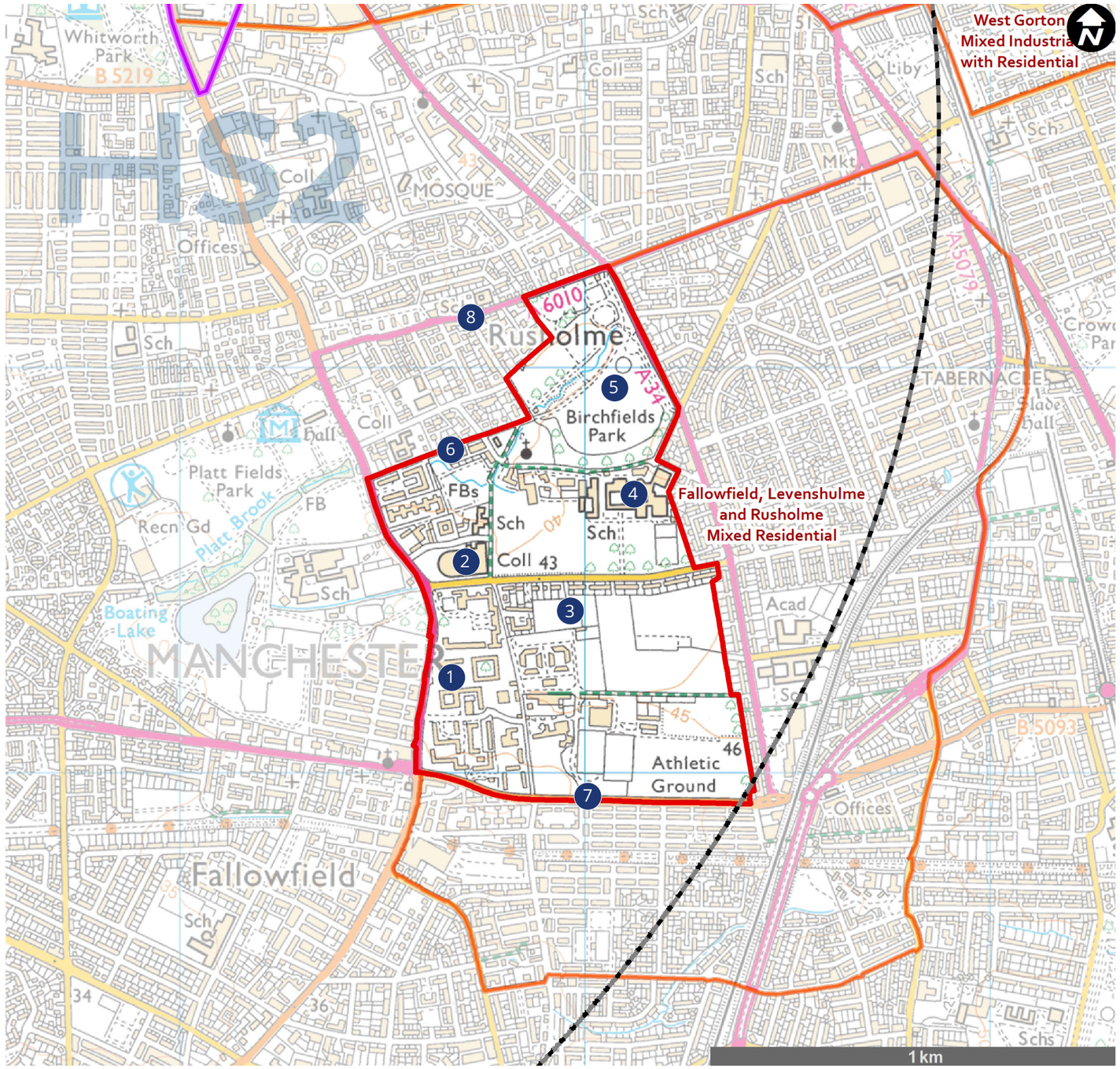
Educational uses include: two to four storey blocks of student accommodation off the A6010 Wilmslow Road at Unite Students Weston Court; Sheavyn House; Owens Park; Oak House; and Richmond Park. Two landmark tall buildings are visible along the western skyline: the 19-storey brick and concrete structure of Owens Park Tower; and The Toast Rack, a Grade II listed seven-storey concrete and modernist brick building located off Cromwell Range. Clusters of flats are located off A6010 Wilmslow Road to the west of this LCA. The blocks vary in appearance including roof pitches, height and materials both within and between each cluster resulting in some architectural discordance. However, as each cluster is centred around a green space with mature trees this provides some spatial consistency. The pattern of residential development becomes linear along Old Hall Lane and Brighton Grove, where development consists of two to three-storey semi-detached Victorian and 1930s style red brick properties with bay windows.

In the east, development becomes more sporadic, separated by the areas of open space of the Armitage Sports Centre and the Manchester Grammar School. There are several green spaces including Birchfields Park together with educational recreational facilities and playing fields. These increase the sense of openness at a localised level. The boundaries and pedestrian routes of Birchfields Park, as well as the surrounding streets, are lined by mature trees. Vegetation in the privately-owned spaces is well maintained. As a result, the LCA is characterised by the open spaces of the sports pitches and parks, bounded by belts of mature trees that screen adjacent blocks of flats and local roads along which are residential and institutional buildings.



Key landscape characteristics

Student accommodation blocks and other educational uses are dominant within this LCA. Landmark buildings including the Toast Rack and Owens Park Tower are visible across the LCA against the skyline. The wide materials palette of the accommodation buildings and differing arrangement of spaces between them, results in some discordance in appearance. Large areas of open space are present.



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Key landscape value attributes

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



Aesthetic

Heavily influenced by educational uses with several tall buildings, including the local landmarks and the combination of open spaces edged with belts of mature trees provides a sense of containment and setting to the built form, contribute to sense of place in the LCA. Clusters of accommodation blocks and privately-owned recreational facilities set within the context of formal open spaces and sports pitches. The wide materials palette and differing arrangement of spaces between them, results in a lack of harmony in appearance within the LCA.



Cultural, social and historic

The predominantly educational land use has developed progressively over decades resulting in some distinctive buildings such as the Toast Rack and Owens Park Tower which are reflective of changing tastes in architecture. Accessibility and connectivity is limited due to large number of privately owned spaces associated with institutions.

Key landscape characteristics susceptible to the Proposed Scheme



Overall landscape value

The LCA is strongly influenced by its residential campus and sports uses with many large-scale blocks of student accommodation off the A6010 Wilmslow Road. The blocks vary in appearance including roof pitches, height and materials both within and between each cluster resulting in some architectural discordance. The two tall buildings: the 19-storey brick and concrete structure of Owens Park Tower; and the Toast Rack, a Grade II listed seven-storey concrete and brick modernist building located off Cromwell Range are notable landmark features.

There are several green spaces in the LCA including Birchfields Park, together with privately owned educational recreational facilities and playing fields. The boundaries and pedestrian routes of Birchfields Park, as well as the surrounding streets, are lined by mature trees. Vegetation in the privately-owned spaces is highly maintained for sports use and is therefore of limited biodiversity value. The value of this LCA is therefore **medium.**

Overall landscape susceptibility

The land use is primarily sports pitches for recreational use around which are a number of large-scale residential accommodation for students. These are well maintained although do include a varied materials palette and building type that results in some architectural discordance. However, there are some notable landmark buildings which are features of the skyline. Considering its urban setting, the large recreational spaces which include some footpaths. The susceptibility of this LCA is therefore **medium.**

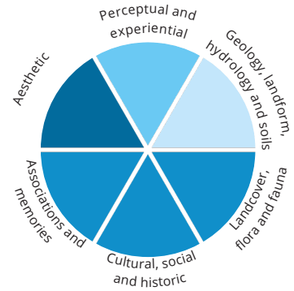
Future baseline

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

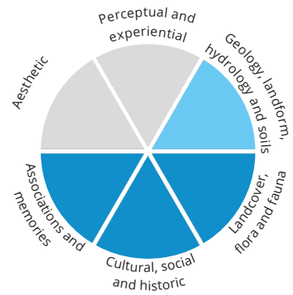
Overall landscape sensitivity

The predominantly residential campus LCA has some landmark skyline features. However, there are a varied palette of building materials and styles creates some architectural discordance. The open nature of the sports pitches allows a broader appreciation of the landscape. Overall landscape sensitivity is considered to be **medium**.

Value



Susceptibility



Value and susceptibility key

n/a Low Medium High

Magnitude of change and level of effect

Construction

There will be no direct effects on this LCA. However, there will be indirect affects arising from the construction activity associated with the construction of Birchfields Road vent shaft headhouse and Birchfields Road auto-transformer station in the neighbouring LCA. Changes to the LCA will largely be limited to construction traffic noticeable along the B5093 Moseley Road and the A34 Birchfields Road to the east and south of this LCA. Construction traffic movements, will locally reduce tranquillity within the LCA. The tall construction plant will be a background feature resulting in a slight alteration to the setting of the eastern edge of this LCA. Other construction activity will be largely inconspicuous. The magnitude of change will be **low**.

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

Operation year 1

There will be limited changes to the setting of this LCA with the introduction of an additional skyline feature to the east beyond the A34 Birchfields Road in the neighbouring LCA. Birchfields Road vent shaft headhouse and Birchfields Road auto-transformer station will be visible adjacent to the existing rooflines and vegetation along the horizon. Immature landscape mitigation planting will not assist with the integration of Birchfields Road vent shaft headhouse by year 1. There will be a barley noticeable alteration to the setting of the LCA . The magnitude of change will be **negligible**.

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

Operation year 15

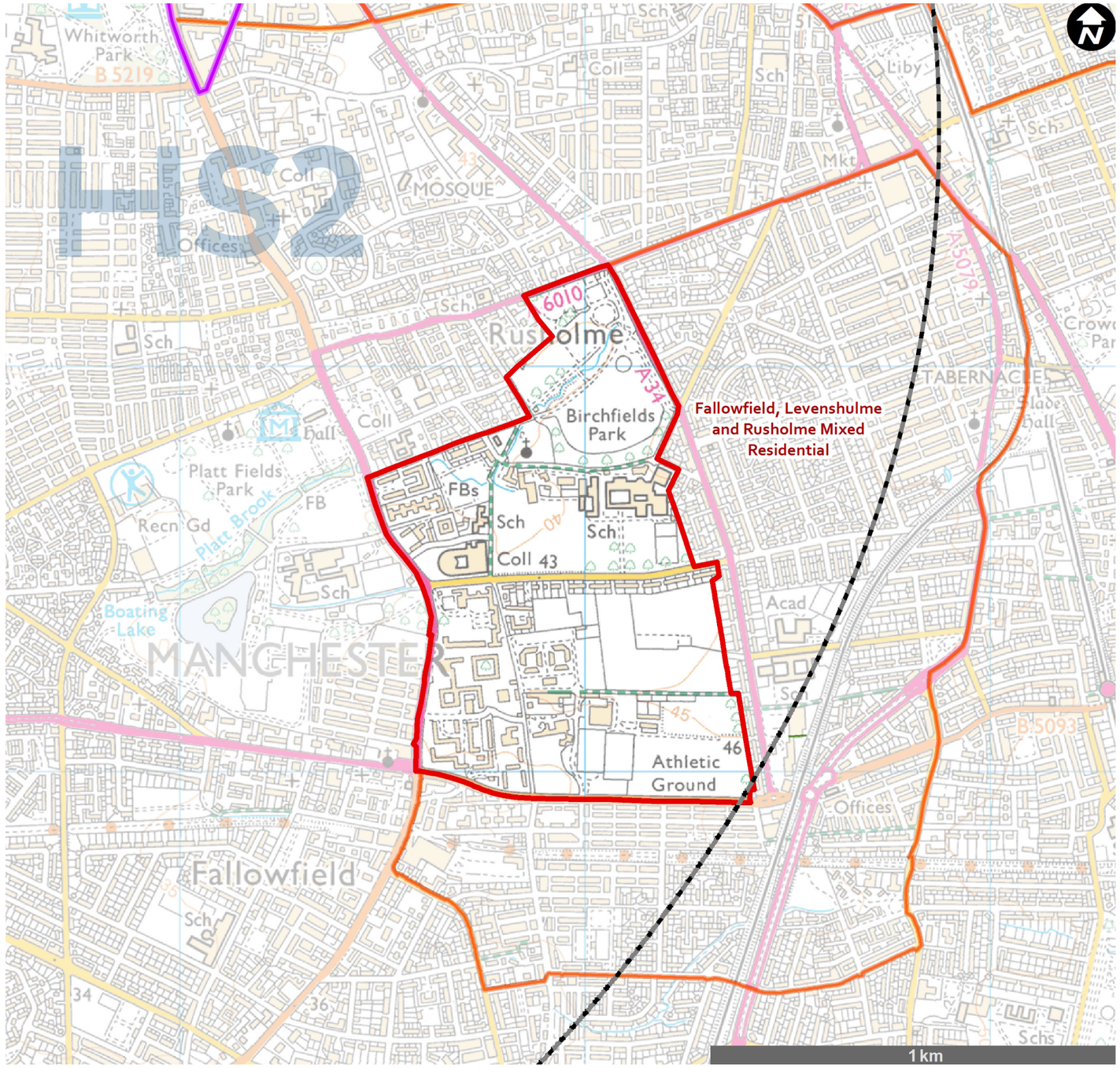
Landscape mitigation planting will be sufficiently established to provide some screening of Birchfields Road vent shaft headhouse and Birchfields Road auto-transformer station. There will be a barley noticeable alteration to the setting of the LCA due to the introduction of the new infrastructure elements in the neighbouring LCA. The magnitude of change will remain **negligible**.

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

Operation year 30

Maturing landscape mitigation planting will be sufficiently established to provide some further integration of Birchfields Road vent shaft headhouse and Birchfields Road auto-transformer station. There will be a barley noticeable alteration to the setting of the LCA due to the introduction of the new infrastructure elements in the neighbouring LCA. The magnitude of change will remain **negligible**.

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



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Cumulative assessment (construction and operation)

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

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

No cumulative effect during construction and operation.

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West Gorton Mixed Industrial with Residential LCA

Landscape character baseline description

This LCA lies on the eastern fringe of central Manchester and comprises the residential and commercial areas of West Gorton, Belle Vue and Gorton. The LCA is heavily influenced by its infrastructure network of roads and railways.

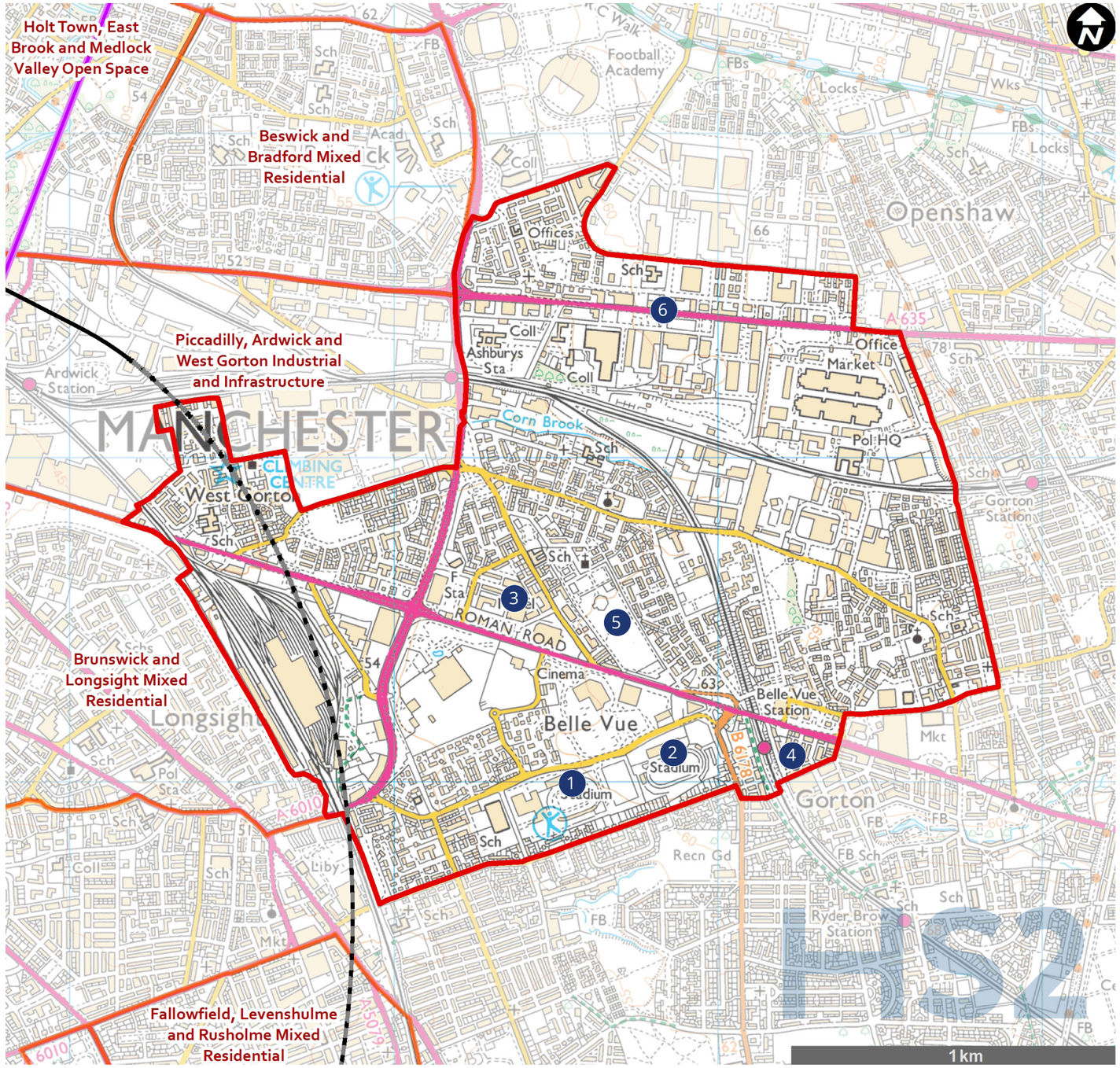
The LCA includes large-scale commercial and recreational facilities intermixed with housing. A cinema, bingo hall, the National Speedway Stadium for dirt track racing and Belle Vue Stadium for dog racing are set amongst areas of housing laid out on a loop and grid layout. The latter are mainly a combination of traditional two storey red brick terraced and detached or semi-detached properties, with modern housing developments being constructed, utilising more of the areas of former redundant land. Dispersed amongst the LCA are several historic churches including the Grade II* listed Anglican Church of Saint Benedict, the Grade II* Roman Catholic Church of St Francis and its Monastic Building and the Grade II Church of Saint James. Individually, these contribute to character at a local scale, but not collectively given their dispersed locations. Commercial uses, such as the large car auction centre to the south-west of the character area, are prominent and tend to fragment any sense of cohesion within the LCA. In the north-east a series of commercial and retail buildings line A635 Ashton Old Road. Areas of non-built land within this LCA are mainly car parks or derelict sites, with formalised green space limited to Gorton Park and a park at Gorton Lane and Taylor Street. There are belts of trees along linear infrastructure or on derelict land.

Overall the LCA lacks a sense of place or cohesion, the transport corridors and redundant land linking a series of small neighbourhoods that are frequently set adjacent to larger developments or form small remnants of older housing stock.



Key landscape characteristics

The LCA is of mixed use with housing intermingled with large-scale commercial and recreational facilities. Trees tend to be in belts along linear infrastructure.



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

1. National Speedway Stadium
2. Belle Vue Stadium
3. Grade II* listed Anglican Church of Saint Benedict
4. Grade II* Roman Catholic Church of St Francis
5. Gorton Park
6. A635 Ashton Old Road

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Key landscape value attributes

Key landscape value attributes of the West Gorton Mixed Industrial with Residential LCA are set out below, interpreting landscape baseline information on the previous page and drawing on findings from field surveys.



Aesthetic

This LCA comprises of several large-scale commercial and recreational facilities and their associated car parks interspersed with a variety of residential development. Areas of formal open green space are limited to two parks which represent the main areas of aesthetic value within the LCA, whilst road verges and redundant land and car parking make up the remainder of the open space. Belts of trees associated with some of the infrastructure elements, soften their appearance and form green corridors.



Cultural, social and historic

Historic buildings contribute to the character of this LCA on an individual basis but not collectively given their locations. Recreational facilities in the LCA include a cinema, bingo hall, National Speedway Stadium and the now closed, Belle Vue Stadium.

Key landscape characteristics susceptible to the Proposed Scheme



Landcover, flora and fauna: The LCA largely comprises of commercial development at varying scales and materials with small clusters of residential development. The broad material palette creates a sense of visual discord.

Overall landscape value

The LCA comprises a combination of large-scale commercial and recreational facilities which are set amongst areas of housing. Several listed historic churches are dispersed through the LCA, and whilst locally distinctive they do not contribute collectively to character, frequently being seen in isolation. The open land in the LCA largely consists of car parks and derelict sites. Overall there is little cohesion in character across the LCA. The value of this LCA is therefore **medium.**

Overall landscape susceptibility

The LCA is dominated by large-scale commercial, recreational and infrastructure elements with some housing. The LCA has a **low** susceptibility to change resulting from the Proposed Scheme.

Future baseline

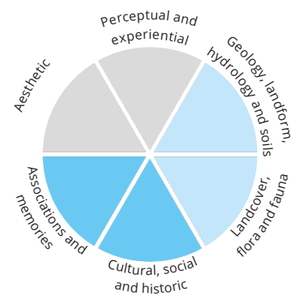
There are no committed developments that will affect the landscape susceptibility to the Proposed Scheme.

Overall landscape sensitivity

Whilst the LCA includes some listed historic churches that add value locally, it mainly comprises detracting large-scale buildings and infrastructure elements and as a result lacks a sense of cohesion. The overall sensitivity of this LCA is **medium-low.**

Value

Susceptibility



Value and susceptibility key



Magnitude of change and level of effect

Construction

This LCA will be indirectly affected by construction activity associated with the construction of the Proposed Scheme. Construction traffic and activities will be discernible to the north-west of this LCA. Increased traffic could disrupt traffic in localised areas. To the north-west of this LCA tall construction plant associated with the construction of the Proposed Scheme will be discernible skyline features beyond the Glossop Line railway affecting the character of an area of residential development, though this is already overlooked and set in the context of railway infrastructure which is also a common feature within this LCA. The magnitude of change will be **low.**

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

Operation year 1

There will be no direct effects or discernible changes to the north-western portion of this LCA at year 1. The magnitude of change will be **negligible.**

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

Operation year 15

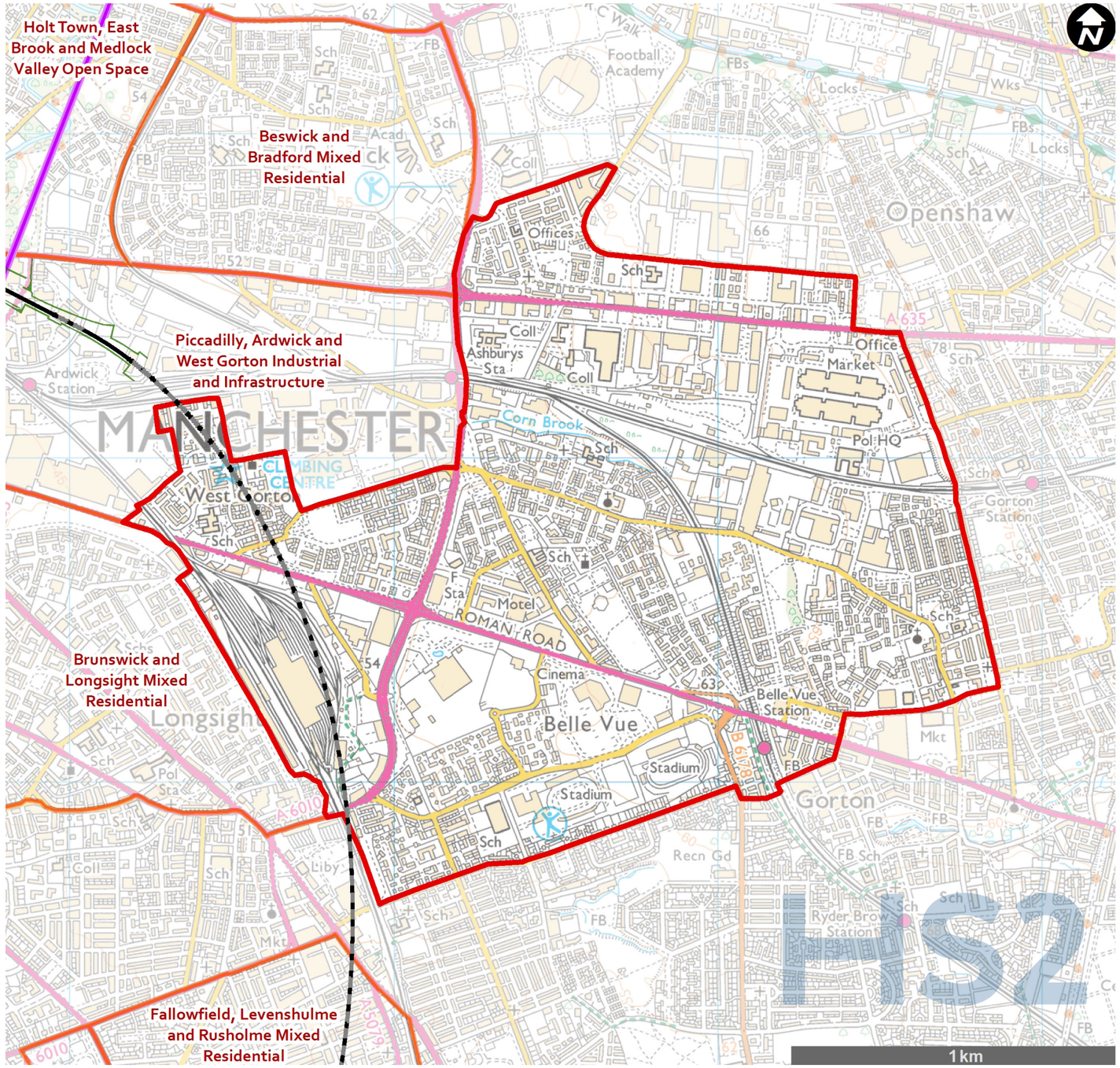
There will be no direct effects or discernible changes to the north-western portion of this LCA at year 15. The magnitude of change will remain **negligible.**

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

Operation year 30

There will be no direct effects or discernible changes to the north-western portion of this LCA at year 30. The magnitude of change will remain **negligible.**

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



Cumulative assessment (construction and operation)

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

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

No cumulative effect during construction and operation.

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Beswick and Bradford Mixed Residential LCA

Landscape character baseline description

This LCA lies on the eastern fringe of Manchester city centre, south of the Etihad Stadium and is bordered by main roads on three sides, the A662 Ashton New Road to the north, the A6010 Alan Turing Way to the east, and the A635 Ashton Old Road to the south, with Phillips Park South Junction railway line defining its western extent.

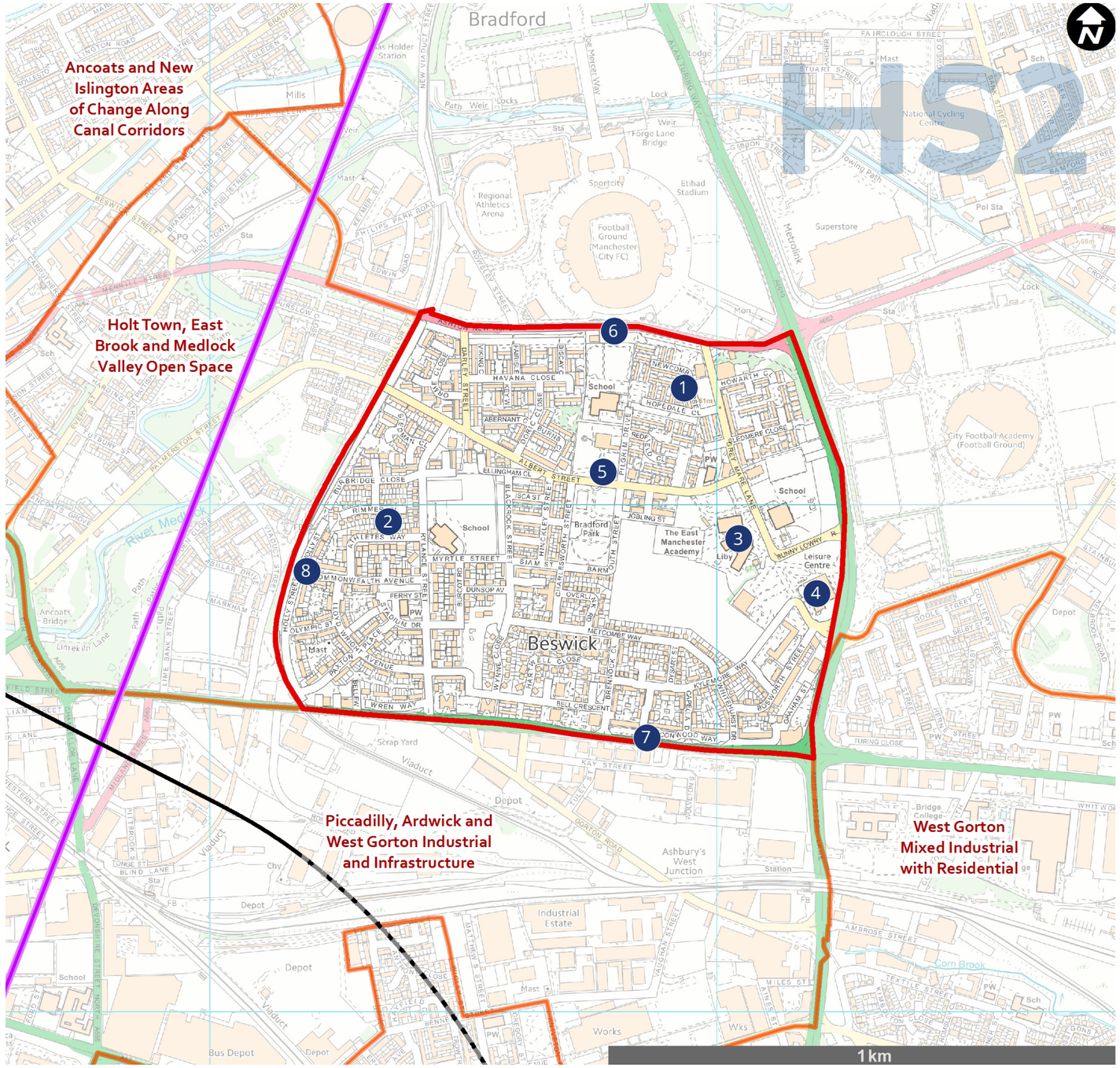
The LCA is predominantly residential mainly of post war and modern designs, with properties arranged on a loop and grid layout. Housing types include two to three storey properties, ranging from high density terraced housing at Newcombe Close in the north-east, to the more spaciously arranged semi-detached properties at Rimmer Close to the west. The introduction of recent buildings into the LCA has resulted in wider variation of materials and style of housing, particularly the East Beswick Development to the south and south-west associated with the Commonwealth Games of 2002. This development is orientated around courtyards linked by areas of public realm. With varying building heights, sloped roofs and materials such as zinc, larch, and terracotta, this more modern development creates a distinctive streetscape. There are several schools within this relatively small area. To the south, the busy A635 Ashton Old Road is a main commuter route to the city centre, traffic movements and congestion influence the immediate streetscape.

A sense of continuity is created throughout the LCA by the use of a limited colour palette focusing on reds and oranges. Clustered amongst the residential areas are educational and recreational facilities including the East Manchester Academy, East Manchester Leisure Centre and the Grange Community Resource Centre. Overall, planting within the LCA is confined to areas of lower building density, along roads and within the East Beswick development. Views are available from limited locations within the LCA towards the landmark Etihad Stadium.



Key landscape characteristics

The LCA is primarily residential although there are also three schools within the area. Housing styles vary but a sense of continuity is created through consistency of type and colour of materials. Trees are limited to where properties are less dense, along main roads and within the contemporary East Beswick development. Limited views are available towards the Etihad Stadium.



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

1. Newcombe Close
2. Rimmer Close
3. The East Manchester Academy
4. East Manchester Leisure Centre
5. The Grange Community Resource Centre
6. A662 Ashton New Road
7. A635 Ashton Old Road
8. Phillips Park South Junction

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Key landscape value attributes

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



Aesthetic

The East Beswick Development is a planned area designed around a series of courtyards linked by areas of public realm. The combination of varying building heights, and use of materials such as zinc, larch, and terracotta, helps to create a distinctive streetscape.



Cultural, social and historic

The sensitively designed East Beswick Development was constructed as part of the Manchester Commonwealth Games of 2002 and the Etihad Stadium is visible to the north (as shown on the image above).

Key landscape characteristics susceptible to the Proposed Scheme



Overall landscape value

The LCA is predominantly residential although there are also several schools in the area. The buildings make use of a relatively consistent colour palette and this serves to create a sense of continuity throughout the LCA. The more recent East Beswick Development associated with the Commonwealth Games together with views of the Etihad Stadium help to create cultural associations. Planting within the LCA is limited to the areas of lower density housing, along roads and within the East Beswick development. The value of this LCA is therefore **medium.**

Overall landscape susceptibility

This predominantly residential LCA has little public open space and relatively few trees. Built form varies in style, form, layout, materials and colour. There are some areas with cultural associations including the East Beswick Development built for the 2002 Commonwealth Games and locations where the Etihad Stadium can be seen. The LCA has a **medium** susceptibility to change.

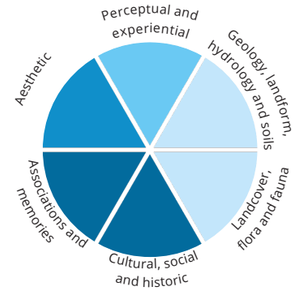
Future baseline

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

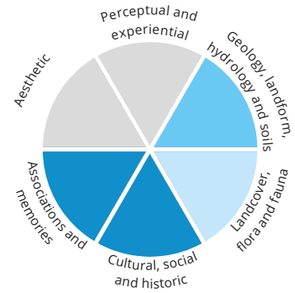
Overall landscape sensitivity

The LCA is predominantly residential with limited areas of public open space and relatively few trees. There are several points of cultural reference including the East Beswick Development and locations where the Etihad Stadium is visible. The sensitivity of this LCA is **medium**.

Value



Susceptibility



Value and susceptibility key

n/a Low Medium High

Magnitude of change and level of effect

Construction

This LCA will be indirectly affected by construction activity associated with the construction of the Proposed Scheme. Construction traffic using the A635 Ashton Old Road, together with construction activities in the neighbouring LCA, will be discernible to the south, reducing tranquillity levels within an existing urban setting. The settling of the LCA will be indirectly affected by the presence of tall construction plant associated with the construction of the Proposed Scheme. The magnitude of change will be **low.**

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

Operation year 1

There will be no direct effects or discernible changes to the majority of this LCA at year 1. The magnitude of change will be **negligible.**

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

Operation year 15

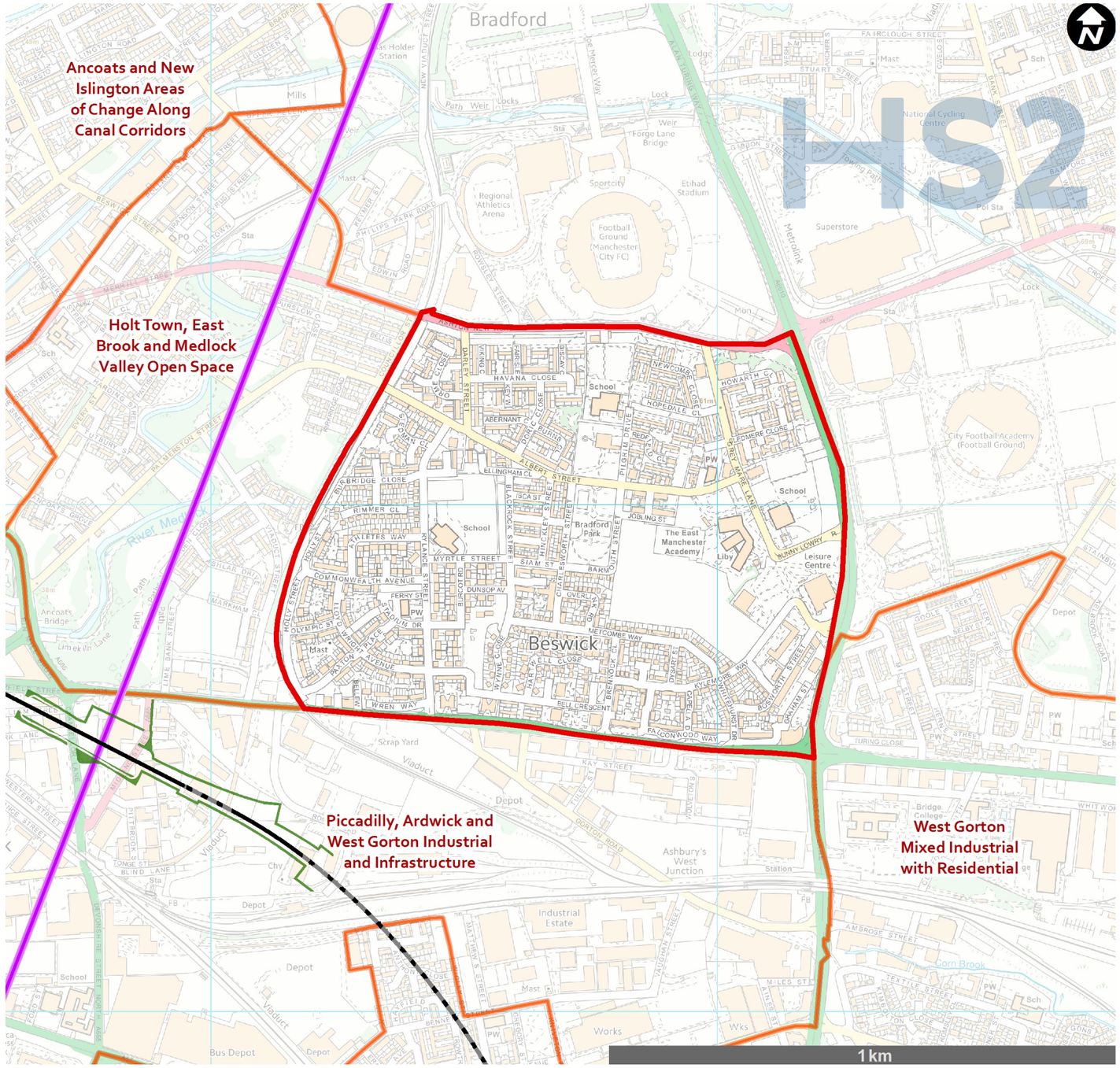
There will continue to be no direct effects on this LCA. Landscape mitigation planting, whilst established by this point, will be barely discernible in the context of this LCA at year 15. The magnitude of change will remain **negligible.**

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

Operation year 30

There will continue to be no direct effects on this LCA. Landscape mitigation planting, whilst further established by this point, will remain barely discernible in the context of this LCA at year 30. The magnitude of change will remain **negligible.**

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



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Cumulative assessment (construction and operation)

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

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

No cumulative effect during construction and operation.

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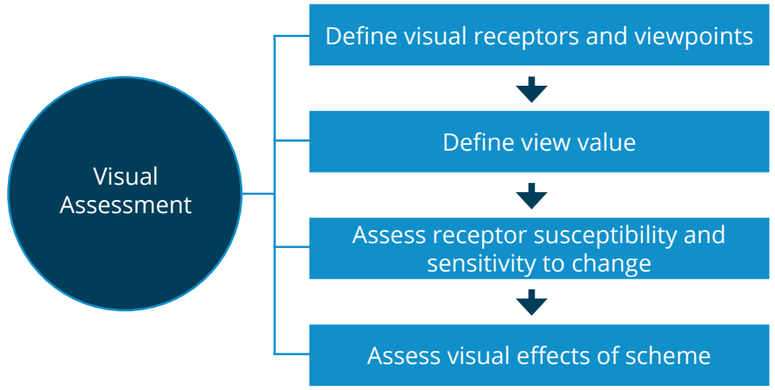
Part 3: Visual Assessment

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, year 1, year 15 and year 30. A summary of all significant visual effects is given in the Volume 2, Community Area report: Davenport Green to Ardwick (MA07), Section 11.

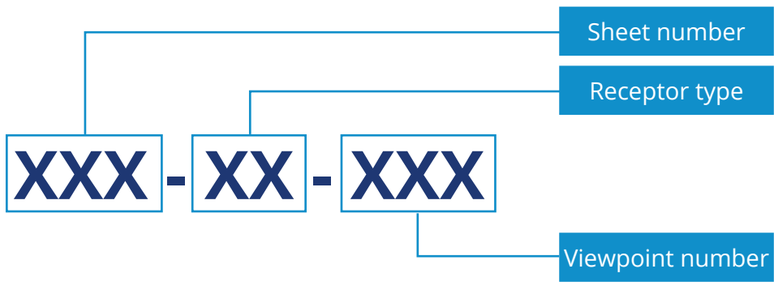
3.1.4 Photographs have been included to represent the view from visual receptors during winter and, where relevant, summer. For some visual receptors no appropriate or accessible location from which to capture representative photographs of the view was available, therefore no photograph has been included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

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

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

3.2 Visual receptors

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



Above: Viewpoint numbering convention used

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

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

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

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

04. Transport views – travel through an area is often the means by which the greatest number of people view the landscape. Because of the glimpsed nature of the view from trains or vehicles, people traveling through an area on main roads have a low susceptibility to changes in their views, while those on scenic routes have a medium susceptibility. People travelling through urban areas in vehicles have a low susceptibility to changes in their views although in residential areas this increases to medium;

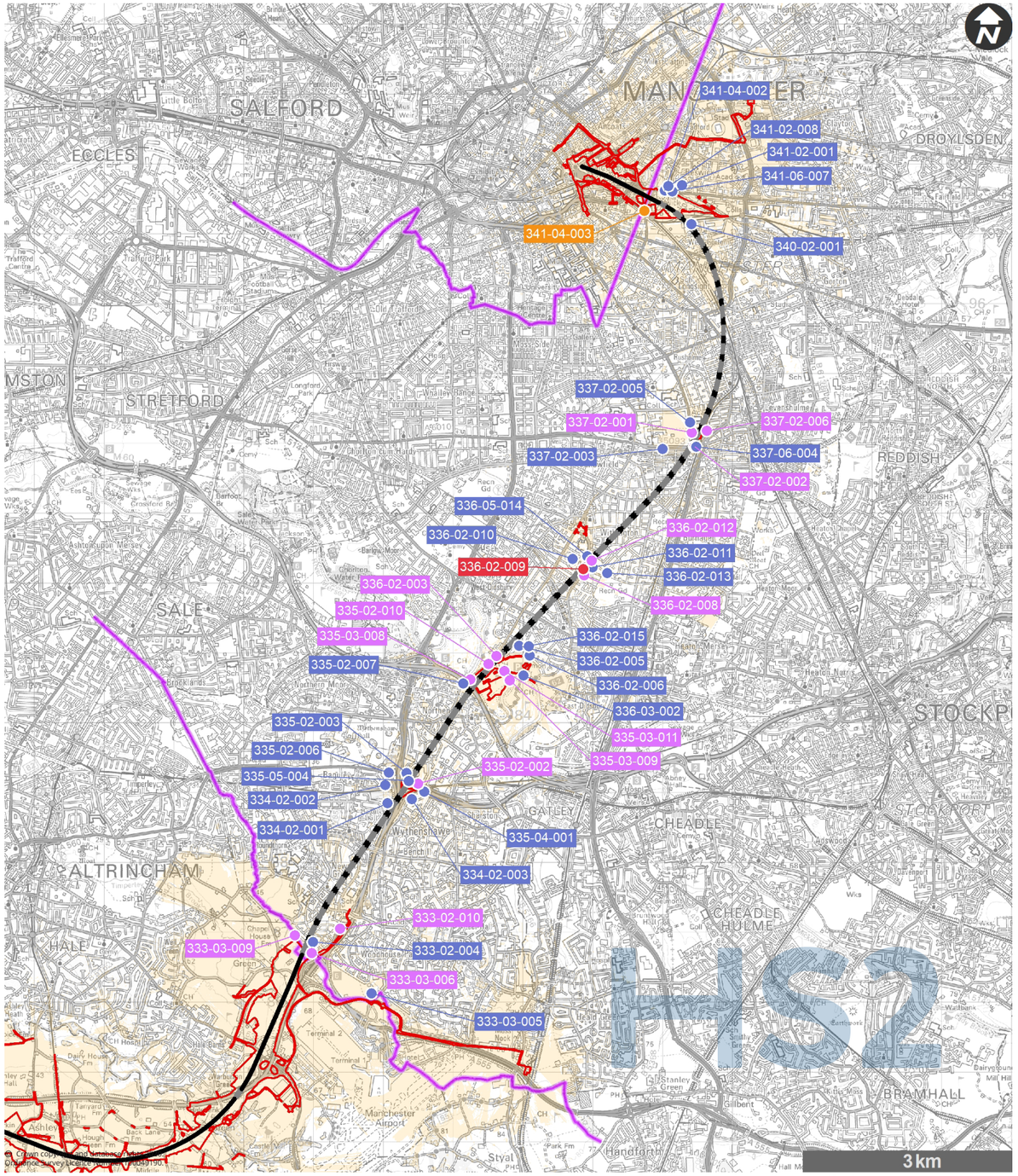
05. Hotels and healthcare institutions – people staying in hotels or healthcare institutions and schools have periods of time where their attention may be focused on the landscape, whilst at other times attention is more likely to be focused on other activities. Based on the level of interaction with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

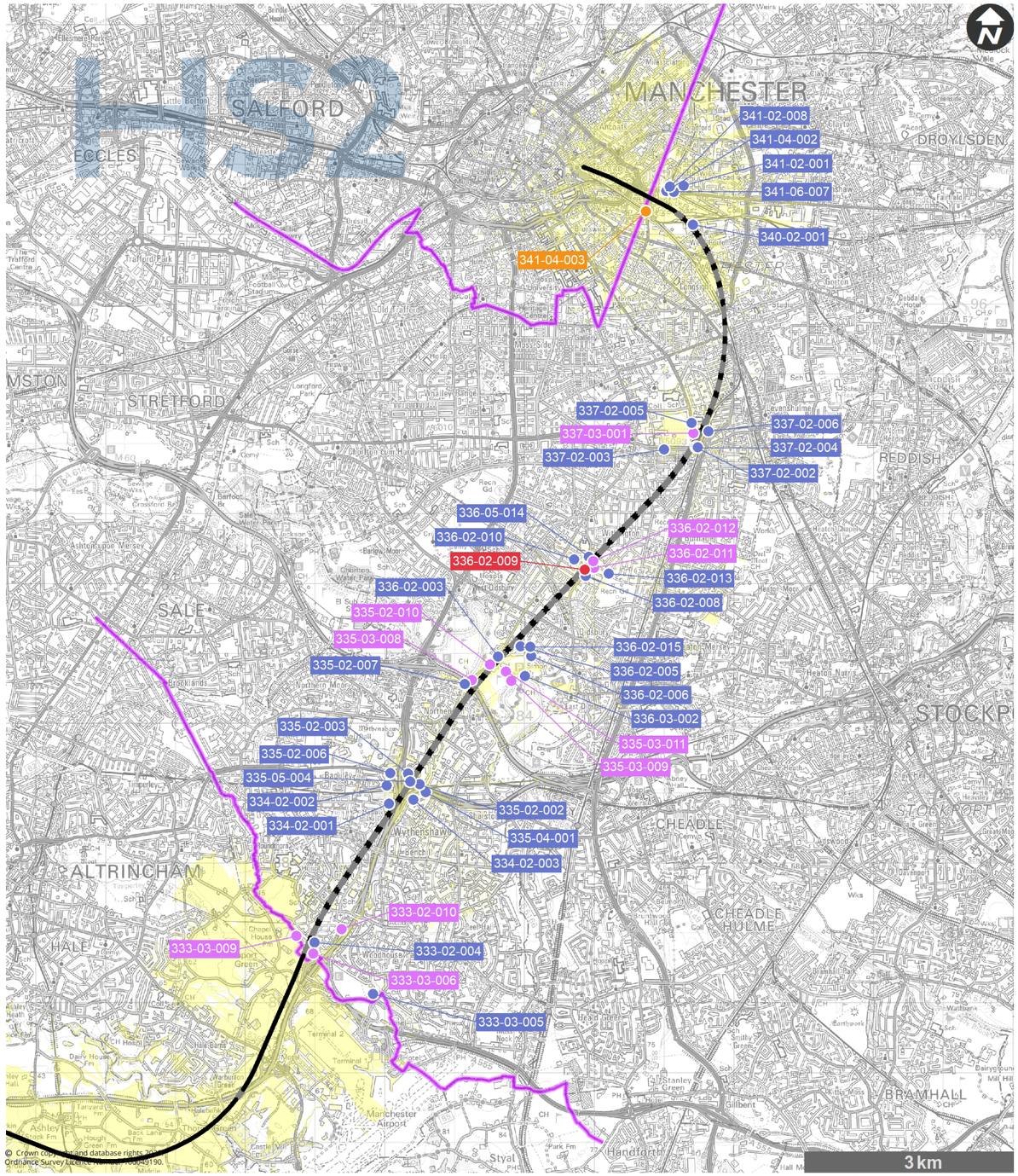
Overview of viewpoints and photomontages in the community area

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 333-02-004: view south from Rowarth Road and Shepton Drive

This viewpoint is representative of views experienced by residents of Rowarth Road and Shepton Drive.

Winter view (baseline)

Date taken: 21/03/2019 (stitched panorama)



Summer view (baseline)

Date taken: 17/09/2019 (stitched panorama)



Camera:	Canon EOS 6D, Fixed 50mm lens	
Approximate GPS co-ordinates ref.	380987, 386863	
Value of the viewpoint:	This viewpoint has a **medium-low** value including a typical residential street with varied boundary treatments and building heights.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	Residents have a strong interest in their visual environment. They therefore have a **high** susceptibility to visual change arising from the construction and operation of the Proposed Scheme.	**Medium-high**



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Viewpoint 333-02-004: view south from Rowarth Road and Shepton Drive

Visual baseline description

Winter	In the foreground is the tarmacked road surface of the junction between Rowarth Road and Shepton Drive. In the middle ground the junction is framed by the three-storey red brick properties off Rowarth Road that are seen against the skyline. Further to the south-west, the upper storeys of the smaller two-storey properties off Shepton Drive are seen behind blue garden fences and boundary hedges. Several lighting columns are present and are of a similar height to the houses. In the background a wooded embankment is seen against the skyline and obscures views beyond. At a lower level, the vegetated area is marked by a blue palisade fencing (currently in poor condition).
Summer	Summer leaf cover accentuates the presence of the vegetation in the background and the poor condition of the associated boundary fence is less evident.
Night-time	The existing M56 and Manchester airport car parking areas are well lit at night. Lighting from these features will be visible for residents with views towards the south, as a perception of sky glow, in addition to general street lighting in all directions.

Future baseline description

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

Visual impact assessment

	Temporary effects during construction	Significance of effect
Construction	Construction activities associated with the Manchester tunnel south portal main compound will be present in the background beyond the wooded embankment, which will largely obscure views. Elevated views from the third floor of properties will be filtered by the existing vegetation but will have more prominence than those at ground level. Activities visible in the background will be limited to the movement of tall construction plant and the construction of the Manchester tunnel south portal. Construction activities will occur in the background and will be largely obscured by existing vegetation. There will be a **low** magnitude of visual change.	**Minor adverse (non-significant)**
Construction night-time	Although screened by existing intervening vegetation, the Manchester tunnel south portal main compound will further intensify the existing sky glow within the background of the view. The controls on light spill set out in the draft Code of Construction Practice (CoCP) will limit the change these new light sources introduce to the wider view, but the extent of the new lighting will introduce a slight increase in the extent of existing skyglow resulting in a **negligible** magnitude of visual change.	**Negligible (non-significant)**
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	Significance of effect
Year 1	**Winter**	The presence of the Manchester tunnel south portal and Manchester tunnel south portal auto transformer station, together with the loss of existing vegetation removed during construction will be barely be perceptible due to a combination of the distance to the Proposed Scheme and screening from intervening vegetation, set on an embankment. There will be a **negligible** magnitude of visual change.	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 15	**Summer**	The Manchester tunnel south portal and Manchester tunnel south portal auto transformer station will be barely perceptible from this distance. Views will continue to be obscured by the vegetation along the intervening embankment and the landscape mitigation planting, which will help integrate the infrastructure elements. There will be a **negligible** magnitude of visual change.	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 30	**Summer**	The maturing landscape mitigation planting at year 30 will provide denser screening in summer months, in addition to the existing vegetation along the intervening embankment. There will be a **negligible** magnitude of visual change.	**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 333-03-005: view north-west from Painswick Park

This viewpoint is representative of views experienced by recreational users of Painswick Park and cyclists using the off-road cycle route within the park.

Winter view (baseline)

Date taken: 21/03/2019 (stitched panorama)



Summer view (baseline)

Date taken: 17/09/2019 (stitched panorama)



Camera:	Canon EOS 6D, Fixed 50mm lens	
Approximate GPS co-ordinates ref.	381820, 386137	
Value of the viewpoint:	This viewpoint has a **medium-high** value as it includes typical features of an area of public open space overlooked by the housing that it serves.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The attention of recreational receptors using the park or travelling through the park is focused on the landscape. Susceptibility to visual change arising from the construction and operation of the Proposed Scheme will be **medium-high.**	**Medium-high**



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Viewpoint 333-03-005: view north-west from Painswick Park

Visual baseline description

Winter	In the foreground is a tarmacked footpath and metal knee rail separating the path from the open playing fields of Painswick Park. The foreground is enclosed by boundary vegetation towards the south and north. The middle ground is flat with largely open views towards Painswick Road. Features within the middle ground include goal posts on the p laying fields and a single row of trees lining the public footpath to the south-west. Trees in the background, along the park boundary to the north and west, form the skyline and are associated with the mass planting areas around the M56 and junction 5. Filtered views are possible towards the rear of properties off Painswick Road and Maismore Road to the north-west.
Summer	Summer leaf cover provides a greater sense of enclosure by framing the foreground. The middle ground remains unchanged and, in the background, vegetation further filters the rear of the properties off the Painswick Road and Maismore Road providing a greater sense of separation from neighbouring suburban features.
Night-time	The night-time visual baseline is not described for this view-point as night-time effects have only been considered for occu-piers 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	Construction works associated with the Manchester tunnel south portal will arise in the far distance, beyond the tree-lined boundary that runs to the north and west. Construction activities will be largely screened by the intervening vegetation. Views of activities will be limited to the presence and movement of tall construction plant and the construction of the upper level of the Manchester tunnel south portal building will appear in the context of existing background features, which is likely to be more visible during winter months and the absence of foliage on the intervening trees. Construction activity will be largely obscured by intervening vegetation, but filtered, background views will be possible. There will be a **low** magnitude of visual change.	**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**	Operational effects will result from the introduction of infrastructure elements including the Manchester tunnel south portal building, rescue area and Manchester tunnel south portal auto transformer station, however existing vegetation along the M56 will substantially screen the Manchester tunnel south portal and auto transformer station. Furthermore, and within the view, the loss of existing vegetation will be barely perceptible at this distance. As a result, receptors will experience a limited change in view due to the Manchester tunnel south portal and auto transformer station. The magnitude of visual change will therefore 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 Manchester tunnel south portal and auto transformer station will continue to be substantially obscured by the existing mature vegetation along the M56. The established landscape mitigation planting will also help integrate the Manchester tunnel south portal and auto transformer station further. The magnitude of visual change will remain as **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 maturity of the landscape mitigation planting at year 30 will provide additional and denser screening in summer months, in addition to the existing mature vegetation along the M56 and with the intervening landscape. The magnitude of visual change will remain as **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 333-03-006: view south-west from the embankment south of Newall Green

This viewpoint is representative of views experienced by recreational users of the local green space along the embankment south of Newall Green.

Winter view (baseline)

Date taken: 21/03/2019 (stitched panorama)



Summer view (baseline)

Date taken: 17/09/2019 (stitched panorama)



Camera:	Canon EOS 6D, Fixed 50mm lens	
Approximate GPS co-ordinates ref.	381023, 386692	
Value of the viewpoint:	This viewpoint has a **medium** value due to the recreational use of the local green space. Views along this footpath are of an urban fringe landscape, in proximity to the residential edge of Wythenshawe.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The attention of recreational receptors using the local green space is focused on the landscape. Susceptibility to visual change arising from the construction and operation of the Proposed Scheme will be **medium-high.**	**Medium-high**



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Viewpoint 333-03-006: view south-west from the embankment south of Newall Green

Visual baseline description

Winter	In the foreground is a vegetated embankment south of the Newall Green residential area. To the west, the ground slopes gently upwards along the path. In the middle ground, the land falls steeply southwards, enabling elevated views above the intervening tree line. To the west, there are open views across the slope. There is a well vegetated skyline in the background towards the tops of existing blocks of woodland that sit at a lower level. Gaps in the middle ground vegetation enable some glimpses of the detracting M56 and associated infrastructure including lighting columns and signage to the east.
Summer	Summer leaf cover reduces the visibility of the road network and associated infrastructure in the background and increases the prominence of vegetation in the middle ground creating a greater overall sense of enclosure.
Night-time	The night-time visual 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	Areas of existing vegetation on the embankment will be removed to accommodate utility diversions works. Construction of the Manchester tunnel south portal will be visible in the middle ground above temporary site hoardings as well as through gaps within and above the intervening vegetation on the embankment. Recreational users will experience views of large-scale construction plant and construction activities associated with the taller aspects of the Manchester tunnel south portal, appearing above intervening vegetation. This will result in noticeable changes to key characteristics within the view. Due to the elevated position, the construction works will be visible across the majority of the view. There will be a **medium** magnitude of visual change.	**Moderate adverse (significant)**
Construction night-time	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	Significance of effect
Year 1	**Winter**	The absence of the existing mature vegetation in both the foreground and middle ground will reduce screening and change the visual character. Recreational users will have open views of the Proposed Scheme including the Manchester tunnel south portal building, access roads to the Manchester tunnel south portal auto-transformer station and Thorley Lane overbridge. Newly planted landscape mitigation planting at this stage will not provide any screening or integration. The majority of infrastructure associated with the Proposed Scheme will be seen in the middle ground with the Thorley Lane overbridge and its associated earthworks visible beyond. As a result of the removal of vegetation during the construction stage, the M56 slip roads will be more apparent in the view. This will result in a noticeable change to the composition of the view. The magnitude of visual 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**	In conjunction with the remaining existing embankment vegetation, the landscape mitigation planting and that replaced for the purpose of utilities will be sufficiently established to integrate the Manchester tunnel south portal and Manchester tunnel south portal auto-transformer station into the view. The features in the view at this time will return to a similar state as the baseline with the addition of further planting. The magnitude of visual 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 maturing of the landscape mitigation planting at year 30, including trees and hedgerows around the Manchester tunnel south portal building and Manchester tunnel south portal auto-transformer station, will provide slightly denser screening than previous years. The maturing of the replacement utilities vegetation in the foreground will be similar to the baseline situation. The magnitude of visual change will remain **low**.	**Minor adverse (non-significant)**
	Night-time	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 333-03-009: view south from Davenport Green

This viewpoint is representative of views experienced by recreational users of the permissive path between Crowland Road and Thorley Lane.

Winter view (baseline)

Date taken: 21/03/2019 (stitched panorama)

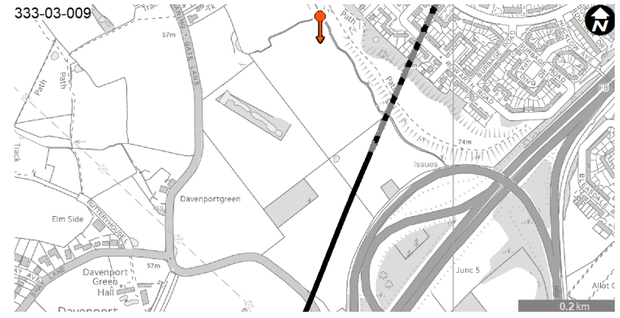


Summer view (baseline)

Date taken: 17/09/2019 (stitched panorama)



Camera:	Canon EOS 6D, Fixed 50mm lens	
Approximate GPS co-ordinates ref.	380756, 386895	
Value of the viewpoint:	This viewpoint has a **medium** value due. Views along this footpath are of a generally intact field structure and former agricultural landscape, in proximity to the residential edge of Wythenshawe.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The attention of permissive path users is focused on the landscape. They therefore have a **medium-high** susceptibility to visual change arising from the construction and operation of the Proposed Scheme.	**Medium-high**



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Viewpoint 333-03-009: view south from Davenport Green

Visual baseline description

Winter	In the foreground is a field south-east of Chapel House Farm. There are broad and relatively uninterrupted views to the south and more restricted where an area of dense scrub is located. In the middle ground the landform slopes gently upwards to the south towards the adjacent field where scrub is gradually establishing. A permissive path is visible within the adjacent field and broad open views continue beyond. The background of the view is made up of layers of hedgerows and planting associated with the blocks of woodland and planting associated with the M56 to the south-east, forming a wooded skyline that is punctuated by distinctive pine trees.
Summer	Summer leaf cover filters views and accentuates vegetation in the background of the view and the area of scrub in the foreground.
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		Permissive path users will experience near-distance views of large scale construction work, including the movement of materials and tall construction plant, removal of existing hedgerow features and construction of Manchester tunnel south portal. To the south, the adjacent field boundary vegetation will be cleared during construction resulting in open visibility of the works. This will result in a substantial change to key characteristics of the view. The construction works will be visible across the majority of the view. 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**	Permissive path users will experience middle-distance views of Manchester tunnel south portal auto-transformer station and Manchester tunnel south portal beyond the immature landscape mitigation planting. The removal of existing mature vegetation during construction will reduce screening and allow open views to the south. There will be views of the Proposed Scheme including the Manchester tunnel south portal building, access roads to Manchester tunnel south portal auto-transformer station and Thorley Lane overbridge. Landscape mitigation planting at this stage will not be sufficiently established to provide any screening or integration. The majority of infrastructure associated with the Proposed Scheme will be seen in the middle ground with the Thorley Lane over bridge and its associated earthworks in the background. This will result in a substantial change to the composition of the view. There will be a **high** magnitude of visual change.	**Moderate adverse (significant)**
	Night-time	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Year 15	**Summer**	The landscape mitigation planting will be sufficiently established to help integrate the Manchester tunnel south portal auto transformer station and Thorley Lane into the wider landscape. Due to the growth of the landscape mitigation planting adjacent to the infrastructure elements, views towards the Manchester south tunnel portal will be partially filtered by intervening vegetation. The magnitude of visual 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 maturing landscape mitigation planting at year 30 will provide slightly denser screening in summer months including tree and hedgerow planting around the Manchester tunnel south portal. The view will return to be similar to the baseline situation, with the addition of some infrastructure visible in the middle ground and beyond, primarily the Thorley Lane over bridge. The magnitude of visual change will remain **low**.	**Minor adverse (non-significant)**
	Night-time	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 333-02-010: view east from the corner of Kennett Road and Heartwood Road

This viewpoint is representative of views experienced by residents of properties off Kennett Road, Heartwood Road and Rowarth Road.

Winter view (baseline)

Date taken: 01/12/2020 (stitched panorama)



Summer view (baseline)

Date taken: 18/09/2020 (stitched panorama)



Camera:	Canon EOS 6D Fixed 50mm lens	
Approximate GPS co-ordinates ref.	381382, 387062	
Value of the viewpoint:	This viewpoint has a **medium** value including a typical residential street with varied boundary treatments, building heights and road 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. They are therefore highly susceptiblxe to visual change arising from the construction and operation of the Proposed Scheme.	**Medium-high**



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Viewpoint 333-02-010: view east from the corner of Kennett Road and Heartwood Road

Visual baseline description

Winter	The junction between Kennett Road and Heartwood Road is in the foreground of the view with framed views to a vegetated boundary in the middle ground. Three storey white render and brick apartment buildings off Heartwood Road frame the view to the south-east and red brick two storey properties frame views to the north-east. Views from the properties are either direct or oblique, dependant on the building orientation, with variable but generally limited intervening garden vegetation. A number of the properties on Kennett Road, Rowarth Road and adjacent to Falkirk Walk are oriented parallel to the the M56. The well vegetated property boundary combined with vegetation on the motorway soft estate filters the majority of views east towards the M56 motorway beyond.
Summer	During the summer the vegetation screening the M56 to the east is more prominent and screens the majority of the views towards the M56 motorway.
Night-time	The residential area is well lit, typical of an urban area. The M56 is well screened which reduces light spill in the background but awareness of the existing lighting columns exists, particularly during winter months and the absence of foliage.

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 works, in the near and middle distance, associated with the Proposed Scheme will comprise modifications to existing utilities which will require the removal of existing vegetation which currently screens the adjacent M56. This will open up views towards large-scale road infrastructure and a high volume of fast moving vehicles. Construction works will be visible in proximity to residential properties and across the majority of the view. The magnitude of visual change will be **high**.	**Moderate adverse (significant)**
Construction night-time	Whilst there is no requirement for continuous construction lighting, the removal of the roadside planting that currently screens the M56 will expose receptors to the west to greater awareness of the existing central reserve lighting on the M56 and of passing car headlights. The magnitude of visual 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 of high susceptibility and experiencing medium value views will see immature replacement mitigation planting in the near and middle distance. The M56 and associated elements will be clearly visible in proximity to residential properties and across the majority of the view as a result of the vegetation clearance during the construction stage. The magnitude of visual change will be **high**.	**Moderate adverse (significant)**
	Night-time	Whilst there is no requirement for continuous operational lighting, the removal of the roadside planting that currently screens the M56 will expose receptors to the west to greater awareness of the existing central reserve lighting on the M56 and of passing car headlights. Immature mitigation planting will not have established sufficiently to provide screening to the M56 lighting and features. The magnitude of visual change will be **low**.	**Minor adverse (non-significant)**
Year 15	**Summer**	Replacement landscape mitigation planting will be sufficiently established to provide some filtering, as a reuslt views towards the M56 motorway and associated visual detractors will be less obvious. The magnitude of visual change will reduce to **low**.	**Minor adverse (non-significant)**
	Night-time	Whilst there is no requirement for continuous operational lighting, mitigation planting will have established sufficiently to provide an effective screen to the M56 lighting and features. The magnitude of visual change will reduce to **negligible**.	**Negligible (non-significant)**
Year 30	**Summer**	Maturing replacement landscape mitigation planting will be sufficiently established to provide screening to the level previously experienced at the baseline situation. Views towards the M56 motorway will be substantially filtered. The magnitude of visual change will remain **low**.	**Minor adverse (non-significant)**
	Night-time	Whilst there is no requirement for continuous operational lighting, mitigation planting will have established sufficiently to provide an effective screen to the M56 lighting and features. The magnitude of visual change will remain **negligible**.	**Negligible (non-significant)**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 334-02-001: view north-east from Partridge Avenue and Saxfield Drive

This viewpoint is representative of views experienced by residents of properties off Partridge Avenue and Saxfield Drive.

Winter view (baseline)

Date taken: 15/02/2019 (stitched panorama)



Summer view (baseline)

Date taken: 17/09/2019 (stitched panorama)



Camera:	Nikon D3100, DX NIKKOR 18-55mm lens	
Approximate GPS co-ordinates ref.	382057, 388850	
Value of the viewpoint:	This viewpoint has a **medium** value including a typical residential street with varied boundary treatments and building heights.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	Residents have a strong interest in their visual environment. They have a **high** susceptibility to visual change arising from the construction and operation of the Proposed Scheme.	**Medium-high**



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Viewpoint 334-02-001: view north-east from Partridge Avenue and Saxfield Drive

Visual baseline description

Winter	The constrained view comprises the tarmac road junction between Saxfield Drive and Partridge Avenue, with associated tarmac pavement in the foreground. The low boundary walls and hedges allow views towards the properties beyond, these comprise houses fronting Partridge Avenue, whilst to the south-east, two-storey red brick properties can be seen. The centre of the view, to the north-east, is along the length of Saxfield Drive and is heavily filtered by a single large evergreen tree, which dominates above all other built form and vegetation. In the background is a tree-massed skyline made up of a combination of back garden trees, occasionally interrupted by television aerials, and Blackcarr Wood beyond. The properties at the end of Saxfield Drive sit below this vegetated skyline.
Summer	Summer leaf cover heavily filters views towards the properties off Saxfield Drive in the middle ground and background. The skyline continues to be punctuated by vertical features; including lighting columns and television aerials, as well as the notable single tree in the middle ground.In the background the trees obscure views of the M56 and beyond.
Night-time	The existing M56 motorway sits beyond the vegetation in the background of the view, where skyglow is present. There is also general street lighting in all directions typical of an urban residential area.

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 works associated with the Altrincham Road vent shaft headhouse will be visible within the background of the viewpoint. Views of the construction activities will be heavily filtered by the vegetation of Blackcarr Wood and vegetation along the M56 road embankment. Views of construction activities will be limited to the introduction of tall construction plant protuding above and amongst this vegetation along the skyline. Views experienced by residents will be predominantly oblique and heavily filtered by the intervening vegetation to the rear of the properties. The magnitude of visual change will be **low.**	**Minor adverse (non-significant)**
Construction night-time	Although screened by existing intervening vegetation, the construction of the Proposed Scheme will further intensify the existing sky glow within the background of the view. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider view, but the extent of the new lighting will introduce a slight increase in the extent of existing skyglow resulting in a **negligible** magnitude of visual change.	**Negligible (non-significant)**
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	Significance of effect
Year 1	**Winter**	Operational effects will result from the introduction of the Altrincham Road vent shaft headhouse in the background. Residents will have limited views of the infrastructure elements. The vegetation of Blackcarr Wood and vegetation along the M56 will obscure forming the background will obscure most of the visibility of Altrincham Road vent shaft headhouse. The immature landscape mitigation planting will not provide any additional screening or integration at year 1, however this will not be noticeable from this distance. The magnitude of visual change will be **negligible**.	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous lighting in this location.	**Not assessed**
Year 15	**Summer**	The vegetation of Blackcarr Wood and the M56 embankment forming the background will continue to filter views and the landscape mitigation planting will further screen and integrate Altrincham Road vent shaft headhouse. The magnitude of visual change will remain **negligible**.	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous lighting in this location.	**Not assessed**
Year 30	**Summer**	The maturing landscape mitigation planting in combination with the existing vegetation in the background of the view, at year 30 will provide denser screening in summer months, largely obscuring the Altrincham Road vent shaft headhouse. The magnitude of visual change will remain **negligible**.	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous lighting in this location.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 334-02-002: view east from Spinney Road

This viewpoint is representative of views experienced by residents of properties off Spinney Road.

Winter view (baseline)

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

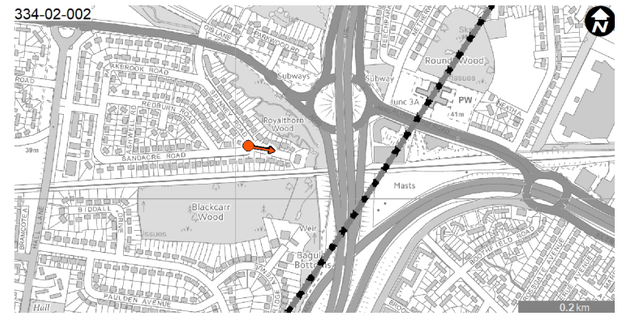


Summer view (baseline)

Date taken: 17/09/2019 (stitched panorama)



Camera:	Nikon D3100, DX NIKKOR 18-55mm lens	
Approximate GPS co-ordinates ref.	382029, 389114	
Value of the viewpoint:	This viewpoint has a **medium** value and includes a typical street scene with associated street and garden vegetation.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	Residents have a strong interest in their visual environment. They have a **high** susceptibility to visual change arising from the construction and operation of the Proposed Scheme.	**Medium-high**



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Viewpoint 334-02-002: view east from Spinney Road

Visual baseline description

Winter	In the foreground is the junction of Sandacre Road and Spinney Road, with their associated pavements and grass verges. Street trees and telegraph poles are vertical elements within the view. Immediately beyond this and forming the middle ground are one and two-storey properties set back either side of Spinney Road are seen below the skyline and frame the view along the road. Roadside lighting columns and vegetation continue within the middle ground, punctuating the skyline in limited locations. In the background is a wooded skyline which consists of the dense vegetation of Blackcarr Wood to the rear of the properties off Spinney Road and along Baguley Brook. This vegetation largely obscures views towards the M56, the A560 Altrincham Road, and railway beyond with some glimpses of The Royals glass building and vehicles passing along the road network possible.
Summer	Summer leaf cover fills out the vegetation in the foreground thus framing the view including the entrance to Spinney Road. Summer foliage further accentuates the well vegetated skyline, which obscures any previously filtered views towards the buildings, M56, A560 Altrincham Road and railways beyond.
Night-time	The existing artificial lighting associated with the residential urban area is visible in the east of the view. Housing and street lighting are included throughout the view. Lighting associated with the M56 and its traffic is glimpsed beyond the vegetation in the background of the view.

Future baseline description

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

Visual impact assessment

	Temporary effects during construction	Significance of effect
Construction	Construction works associated with the Altrincham Road vent shaft headhouse will be visible within in the background of the view. Views of the construction activities will be heavily filtered by the vegetation of Royalthorn Wood and the vegetation between the slip roads along the M56 road embankments. Views of construction traffic exiting the M56 will be glimpsed through this vegetation. Tall construction plant will be visible, appearing amongst and above this vegetation against the skyline. Views experienced by the residents of Spinney Road will be predominantly oblique and heavily filtered by the intervening vegetation along the M56. The magnitude of visual change will be **low**.	**Minor adverse (non-significant)**
Construction night-time	The additional night-time lighting required for the satellite compound and lighting to facilitate construction of the vent shaft will create an area of localised sky glow appearing above the existing trees within the background, although this will be in the context of light glow from existing light sources. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider view, but the extent of the new lighting will result in a **negligible** magnitude of visual change for residents in the area.	**Negligible (non-significant)**
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	Significance of effect
Year 1	**Winter**	Operational effects will result from the introduction of infrastructure elements associated with the upper portion of the headhouse at Altrincham Road vent shaft which will appear heavily filtered beyond the existing trees associated with Blackcarr Wood, Baguley Brook and the M56 embankment. This vegetation in the middle ground and background will obscure much of the visibility of Altrincham Road vent shaft which will be positioned beyond the M56. The immature landscape mitigation planting will not provide any further screening or integration at year 1. The magnitude of visual change will be **negligible.**	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous lighting in this location.	**Not assessed**
Year 15	**Summer**	The existing middle ground and background vegetation will continue to filter views of the upper portion of the Altrincham Road vent shaft headhouse. The landscape mitigation planting will have grown sufficiently to provide additional screening and integration. The magnitude of visual change will remain as **negligible.**	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous lighting in this location.	**Not assessed**
Year 30	**Summer**	The combination of existing vegetation and maturing landscape mitigation planting at year 30 will provide denser screening in summer months obscuring much of the visibility of the upper portion of the headhouse at Altrincham Road vent shaft. The magnitude of visual change will remain as **negligible.**	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous lighting in this location.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 334-02-003: view north-west from Royalthorn Road

This viewpoint is representative of views experienced by the residents of properties off Royalthorn and Greenwood Road and cyclists travelling along the local cycle route.

Winter view (baseline)

Date taken: 21/03/2019 (stitched panorama)

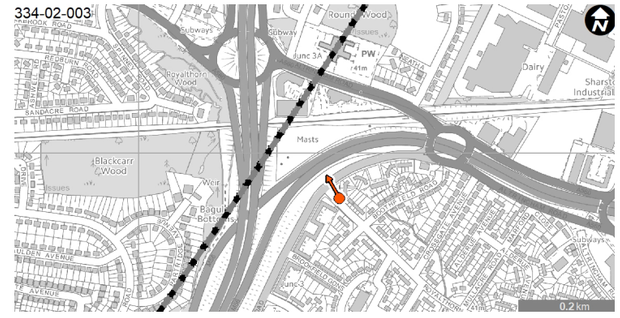


Summer view (baseline)

Date taken: 17/09/2019 (stitched panorama)



Camera:	Canon EOS 6D, Fixed 50mm lens	
Approximate GPS co-ordinates ref.	382407, 388909	
Value of the viewpoint:	This viewpoint has a **medium** value including a typical residential street with varied boundary treatments and building heights.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	Residents have a strong interest in their visual environment. They have a **high** susceptibility to visual change arising from the construction and operation of the Proposed Scheme. Cyclists have a lower susceptibility to change as their attention is less focused on the landscape.	**Medium-high**



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Viewpoint 334-02-003: view north-west from Royalthorn Road

Visual baseline description

Winter	This enclosed view comprises the tarmacked Royalthorn Road and pavement in the foreground. In the middle ground, buildings and vegetation are largely limited to the periphery of the view leaving an open centre. To the north-east, visibility is restricted by the two-storey residential properties off Royalthorn Road and to the south-west the view is framed by three-storey apartment blocks on the corner of Royalthorn and Greenwood Roads. In the background is a wooded boundary beyond Greenwood Road, which filters more distant views towards The Royals building, and multi-storey carpark located beyond the M56.
Summer	Summer leaf cover accentuates the wooded boundary beyond Greenwood Road and obscures The Royals building and multi-storey carpark.
Night-time	Royalthorn Road is a well-lit urban environment with existing lighting from Greenwood Road, the M56 and general street lighting in all directions of the residential area. The existing tree planting along Greenwood Road provides some filtering of lighting at night time with sky glow from the motorway appearing above.

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 works associated with the Altrincham Road vent shaft headhouse will be visible in the far distance. Views of the construction activities will be heavily filtered by the existing boundary vegetation beyond Greenwood Road. Construction activities will include site clearance, the movement of materials and tall construction plant, the prescence of Altrincham Road vent shaft satellite compound and the emerging Altrincham Road vent shaft headhouse. Visibility of construction will be largely obscured by the boundary vegetation adjacent to Greenwood Road close to the residential properties. The magnitude of visual change will be **low.**	**Minor adverse (non-significant)**
Construction night-time	Although screened by existing intervening vegetation, the construction of the Proposed Scheme will further intensify the existing sky glow within the background of the view. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider view, but the extent of the new lighting will introduce a slight increase in the extent of existing skyglow resulting in a **negligible** magnitude of visual change.	**Negligible (non-significant)**
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	Significance of effect
Year 1	**Winter**	Operational effects will result from the introduction of Altrincham Road vent shaft headhouse. Views of the Altrincham Road vent shaft headhouse will be heavily filtered by the vegetation along Greenwood Road. Immature landscape mitigation planting will not provide any significant additional screening and integration at year 1. The magnitude of visual change will be **negligible**.	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous lighting in this location.	**Not assessed**
Year 15	**Summer**	Due to the growth of landscape mitigation planting surrounding of Altrincham Road vent shaft headhouse, views of the infrastructure elements will be further filtered and more integrated. The magnitude of visual change will remain at **negligible**.	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous lighting in this location.	**Not assessed**
Year 30	**Summer**	Due to the maturing landscape mitigation planting surrounding of Altrincham Road vent shaft headhouse, views of the infrastructure elements will be further filtered and more integrated. The magnitude of visual change will remain **negligible.**	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous lighting in this location.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 335-04-001: view west from the A560 Altrincham Road and the M56 bridge

This viewpoint is representative of views experienced by road users travelling along the A560 Altrincham Road and the M56.

Winter view (baseline)

Date taken: 15/02/2019 (stitched panorama)

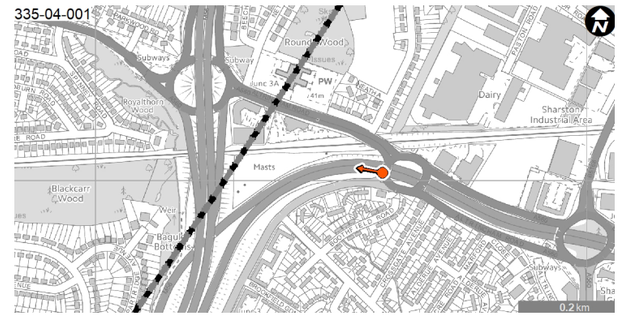


Summer view (baseline)

Date taken: 17/09/2019 (stitched panorama)



Camera:	Nikon D3100, DX NIKKOR 18-55mm lens	
Approximate GPS co-ordinates ref.	382585, 389023	
Value of the viewpoint:	This viewpoint has a **low** value and heavily features adjacent major transport corridors which dominate the view. Associated roadside vegetation is present.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The attention of transport receptors is focused on the route and immediate traffic conditions rather than the landscape. Susceptibility to visual change arising from the construction and operation of the Proposed Scheme will be **low**.	**Low**



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Viewpoint 335-04-001: view west from the A560 Altrincham Road and the M56 bridge

Visual baseline description

Winter	In the foreground is a metal pedestrian barrier along the length of the pedestrian section of the bridge that overlooks the M56, beyond which and in the middle ground is the M56 set within a deep cutting. The concrete cutting sides and associated tree belt create a sense of enclosure with the trees and roadside lighting columns being tall elements relatively close to the viewer. Beyond this, a metal rail fence marks the boundary to an open field that lies between the embankment and housing off Roundwood Road to the north. In the background, visibility to the north-west towards the five-storey The Royals gate and three-storey Open University buildings is heavily filtered by roadside vegetation. To the south of this is the M56 embankment vegetation which is seen against the skyline.
Summer	Summer leaf cover increases the density of screening provided by tree belts along the cutting slope and obscuring the security fence as well as The Royals gate and Open University buildings beyond. This foliage also frames and focuses the view along the M56.
Night-time	The night-time visual 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	Construction works associated with the A560 Altrincham Road vent shaft headhouse will be visible in the middle distance of the viewpoint. Construction traffic will be visible travelling along the road bridge over the motorway view, beyond the existing motorway gantry. Visible activities seen above site hoardings will include site clearance, construction traffic moving materials, tall construction plant on the skyline and the A560 Altrincham Road vent shaft satellite compound. Fleeting views experienced by travelers along the A560 Altrincham Road and M56 will be clear and direct at close range. The magnitude of visual change will be **medium.**	**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**	Operational effects will result primarily from the introduction of the A560 Altrincham Road vent shaft. The Altrincham Road vent shaft headhouse will foreshorten the view and obscure visibility of the infrastructure elements associated with the railway and A560 Altrincham Road beyond. Newly planted landscape mitigation planting will not provide any screening or integration at year 1. The magnitude of visual change will 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**	Due to the growth of landscape mitigation planting south of the A560 Altrincham Road vent shaft headhouse, views of A560 Altrincham Road vent shaft headhouse will be filtered. The landscape mitigation planting will help integrate these infrastructure elements. There will remain a perceptible alteration to the view for road users. The magnitude of visual change will 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 maturing landscape mitigation planting at year 30 will include tree and hedgerow planting south of the Altrincham Road vent shaft adjacent to the M56 and will provide denser screening of the A560 Altrincham Road headhouse. The magnitude of visual change will remain **low**.	**Negligible (non-significant)**
	Night-time	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 335-02-002: view south-west from the A560 Altrincham Road and Roundwood Road

This viewpoint is representative of views experienced by the residents of properties off the A560 Altrincham Road and Roundwood Road, and recreational users travelling along the local cycle route.

Winter view (baseline)

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

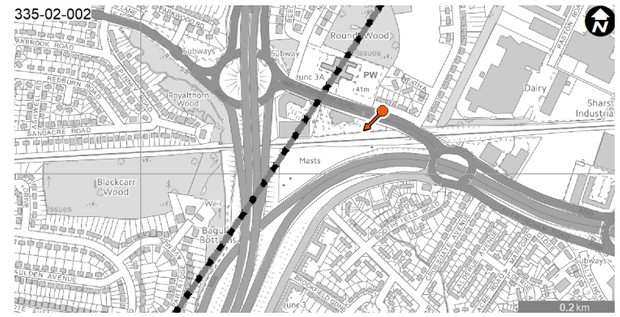


Summer view (baseline)

Date taken: 17/09/2019 (stitched panorama)



Camera:	Nikon D3100, DX NIKKOR 18-55mm lens	
Approximate GPS co-ordinates ref.	382491, 389128	
Value of the viewpoint:	This viewpoint has a **medium** value and comprises of a number of detracting infrastructure elements including A560 Altrincham Road, telecommunications mast and railway line.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	Residents have a strong interest in their visual environment. They have a **high** susceptibility to visual change arising from the construction and operation of the Proposed Scheme. Cyclists have a lower susceptibility to change as their attention is less focused on the landscape.	**Medium-high**



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Viewpoint 335-02-002: view south-west from the A560 Altrincham Road and Roundwood Road

Visual baseline description

Winter	The dual carriageway of the A560 Altrincham Road can be seen in the foreground with roadside pavement and grass verges, lined by tall lighting columns. With few other vertical features present there are broad open views towards the brick pillar and rail boundary, and beyond which is intermittently obscured by the movement of passing vehicles. In the middle ground is an office car park edged with semi-mature trees, to the south of the A560 Altrincham Road. The trees filter views towards the railway, a telecommunications mast, M56 bridge and railway infrastructure. To the east, are uninterrupted views towards The Royals and Open University buildings.
Summer	During summer, the trees edging the car park appear more prominent due to their foliage against the skyline. The summer foliage further screens views towards the railway, M56 bridge and railway infrastructure. The tall telecommunications mast continues to appear above the trees.
Night time	The existing artificial lighting associated with the urban area is visible in the south-west of the view and includes the lighting associated with the A560 Altrincham Road, Roundwood Road and that 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	Construction works associated with the A560 Altrincham Road vent shaft headhouse will be seen in the background of the view, beyond the roadside vegetation. Construction of the upper portion of the Altrincham Road vent shaft headhouse will emerge and become more visible as construction advances, appearing above and beyond the trees in the middle ground; and beyond the existing car park boundary to the south-west. Views of the construction activity at lower levels will be filtered by these existing mature trees along the car park boundary. The vegetation beyond and along the southern edge of the railway embankment will be removed. Oblique views will be possible over the site hoarding to the progressing construction of the A560 Altrincham Road vent shaft headhouse in the background. Due to the construction activity and vegetation loss occurring in the background and beyond the railway corridor. The magnitude of visual change will be **low**.	**Minor adverse (significant)**
Construction night-time	The additional night-time lighting required for the A560 Altrincham Road vent shaft compound will intensify the existing light spill and result in a noticeable change to the lighting characteristics to the background of the view. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider view, but the extent of the new lighting will result in a **low** magnitude of visual change.	**Minor adverse (non-significant)**
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	Significance of effect
Year 1	**Winter**	The A560 Altrincham Road vent shaft headhouse will be seen in the background of the view in the context of the existing railway infrastructure elements beyond the Open University building. Immature landscape mitigation planting will not provide screening or integration at year 1. The magnitude of visual change will be **low**.	**Minor adverse (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 15	**Summer**	The Altrincham Road vent shaft headhouse will be seen above the intervening vegetation beyond the Open University building. The landscape mitigation planting beyond the railway embankment will have grown sufficiently to largely screen the lower levels of the A560 Altrincham Road vent shaft headhouse and help to integrate the Proposed Scheme into the wider landscape. The magnitude of visual change will reduce to **negligible.**	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 30	**Summer**	The Altrincham Road vent shaft headhouse will continue to be visible above the intervening vegetation beyond the Open University building. The landscape mitigation planting beyond the railway embankment will have matured to effectively screen the lower levels of the A560 Altrincham Road vent shaft headhouse and help to integrate the Proposed Scheme into the wider landscape. The magnitude of visual change will remain **negligible.**	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 335-02-003: view south from Beechpark Avenue

This viewpoint is representative of views experienced by the residents of properties off Beechpark Avenue.

Winter view (baseline)

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



Summer view (baseline)

Date taken: 17/09/2019 (stitched panorama)



Camera:	Nikon D3100, DX NIKKOR 18-55mm lens	
Approximate GPS co-ordinates ref.	382327, 389285	
Value of the viewpoint:	This viewpoint has a **medium** value including a typical residential street with varied boundary treatments and building heights. The A560 Altrincham Road is a noticeable visual detractor but softened by mature verge planting.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	Residents have a strong interest in their visual environment. They therefore have a **high** susceptibility to visual change arising from the construction and operation of the Proposed Scheme.	**Medium-high**



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Viewpoint 335-02-003: view south from Beechpark Avenue

Visual baseline description

Winter	In the foreground is the junction between Beechpark Avenue and Netherwood Road and associated grass verges and parked vehicles. Beyond Beechpark Avenue in the adjacent green space, trees line the grassed area and appear on the skyline, filtering views towards A560 Altrincham Road. To the east, the two-storey properties along Beech Park Road and their garden vegetation are seen against the skyline. To the south and south-east, the view is more open due to the alignment of Netherwood Road and limited restricting features. In the middle ground the landform slopes up towards the south-west. In the background are a variety of buildings including the two-storey Church of Jesus Christ of Latter-day Saints to the south-east and the five-storey glass and brick facade of The Royals building beyond A560 Altrincham Road. To the south-west the background is well vegetated with trees, visibility of which is largely filtered by vegetation in the middle ground.
Summer	Summer leaf cover accentuates the presence of vegetation in the middle ground. The skyline predominately consists of the middle ground vegetation which largely obscures visibility beyond towards A560 Altrincham Road. To the south, following the alignment of Netherwood Road, partially screened views are available towards The Royals building in the background of the view.
Night-time	The existing artificial lighting associated with the residential urban area is visible in the east and west. Lighting associated with both the A560 Altrincham Road and the M56 overpass is glimpsed beyond the vegetation. The carpark at The Royals also includes lighting beyond the A560 Altrincham Road in the background of the view.

Future baseline description

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

Visual impact assessment

	Temporary effects during construction	Significance of effect
Construction	Construction works associated with the A560 Altrincham Road vent shaft headhouse will be visible within the background of the viewpoint. Views of the construction activity will be limited to the background. Construction traffic travelling along the A560 Altrincham Road will be visible filtered by vegetation in the middle ground. Views towards activities within the A560 Altrincham Road vent shaft satellite compound will be largely obscured by The Royals Building. Views of construction activities will be limited to where gaps in vegetation and built form allow views beyond. Construction activities will include the removal of existing vegetation, movement of tall construction plant and transportation of materials. Views for residential receptors off Beechpark Avenue will be largely obscured by the middle ground vegetation and large-scale built form off the A560 Altrincham Road. The magnitude of visual change will be **low.**	**Minor adverse (non-significant)**
Construction night-time	The additional lighting associated with the construction of the Proposed Scheme will be largely screened by intervening features and will be limited to additional skyglow in the context of existing urban lighting. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider view, but the extent of the new lighting will result in a **negligible** magnitude of visual change.	**Negligible (non-significant)**
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	Significance of effect
Year 1	**Winter**	Operational effects will result from the introduction of the A560 Altrincham Road vent shaft headhouse in the background of the view beyond The Royals Building and the existing railway line. Residential receptors will have direct views towards the A560 Altrincham Road vent shaft headhouse, although these will be heavily filtered by the middle ground vegetation, or screened by the built form off A560 Altrincham Road. Immature landscape mitigation planting will not provide any integration at year 1. The magnitude of visual change will be **negligible**.	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous lighting in this location.	**Not assessed**
Year 15	**Summer**	The A560 Altrincham Road vent shaft headhouse will continue to be screened by the middle ground vegetation and existing built form of A560 Altrincham Road. The growth of the landscape mitigation planting will help integrate the A560 Altrincham Road vent shaft headhouse into the view. The magnitude of visual change will remain **negligible.**	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous lighting in this location.	**Not assessed**
Year 30	**Summer**	The A560 Altrincham Road vent shaft headhouse will continue to be screened by the middle ground vegetation and existing built form off the A560 Altrincham Road. The maturing landscape mitigation planting at year 30 will provide greater integration in summer months by consolidating the existing railway embankment vegetation. The magnitude of visual change will remain **negligible**.	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous lighting in this location.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 335-05-004: view south from the A560 Altrincham Road and Church of Latter Day Saints

This viewpoint is representative of views experienced by people attending the Church of Latter-Day Saints and people in the commercial buildings located off A560 Altrincham Road including The Royals and the Open University.

Winter view (baseline)

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

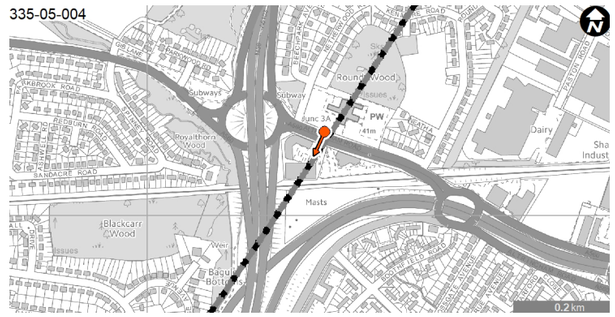


Summer view (baseline)

Date taken: 17/09/2019 (stitched panorama)



Camera:	Nikon D3100, DX NIKKOR 18-55mm lens	
Approximate GPS co-ordinates ref.	382364, 389173	
Value of the viewpoint:	This viewpoint has a **medium-low** scenic value and comprises of a number of detracting infrastructure elements including A560 Altrincham Road, railway and M56 infrastructure elements that are the main focus of the view.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The attention of the people working and visiting this area will be focused on indoor facing activities. Susceptibility to visual change arising from the construction and operation of the Proposed Scheme will be **medium-low.**	**Medium-low**



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Viewpoint 335-05-004: view south from the A560 Altrincham Road and Church of Latter Day Saints

Visual baseline description

Winter	In the foreground is the A560 Altrincham Road and associated tarmacked pavement. The view is unrestricted with few vertical elements, except for a small number of lighting columns and the bus shelter to the west. The middle ground is relatively flat with unrestricted views across the A560 Altrincham Road towards the boundaries and entrances to the commercial buildings; a five-storey glass and brick facade of The Royals and the three-storey, predominantly brick-faced, Open University building. These frame the view towards two car parks which include a range of lighting columns visible on the skyline. Beyond the split level car park to the south-west, filtered views are available through vegetation in the background of the view, towards the signage and lighting columns of the M56.
Summer	During summer the leaf cover softens views towards the car parks and commercial buildings. In the background is a well treed skyline which further obscures views towards the M56. The lighting columns in the car parks remain visible above the vegetation.
Night-time	The night-time visual 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	Construction works associated with the the A560 Altrincham Road vent shaft headhouse will be visible within the background of the view. Construction activities associated with the vent shaft will be visible in the background, beyond the split level car park. Low level views of the construction activities will be largely obscured by the intervening commercial buildings off A560 Altrincham Road, the split level car park and existing boundary vegetation. Removal of mature trees along the southern side of the railway embankment will enable some longer views towards construction activity. Views of construction activity experienced by those attending the church will be partially blocked by intervening buildings, but available above and between the built form. Views of construction works will be visible at a closer range for people working in the commercial properties off the A560 Altrincham Road. The magnitude of visual change will be **medium**.	**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**	Operational effects will result primarily from the introduction of the A560 Altrincham Road vent shaft headhouse. In addition, the loss of existing mature vegetation south of the railway will increase visibility into the background. Visibility of the A560 Altrincham Road vent shaft headhouse will be restricted by intervening vegetation and built form and therefore only possible between and above these features. Immature landscape mitigation planting will not provide any integration at year 1. The magnitude of visual change will be **low.**	**Minor adverse (non-significant)**
	Night-time	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Year 15	**Summer**	Due to the growth of the landscape mitigation planting at the south of the the A560 Altrincham Road vent shaft, the infrastructure elements will be seen in the context of existing and proposed landscape mitigation vegetation in the background, amongst the built form. The growth of the landscape mitigation planting will help to integrate the lower sections of the A560 Altrincham Road vent shaft headhouse and Telecommunications mast, however there will still be a perceptible change in the background. The magnitude of visual change will 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 maturing landscape mitigation planting at year 30 will provide a more vegetated context to the the A560 Altrincham Road vent shaft headhouse and telecomms mast, and provide some further integration of the new features. This will further assist with the integration of the infrastructure elements. The magnitude of visual change will remain **low.**	**Negligible (non-significant)**
	Night-time	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 335-02-006: view south-east from Parkwood Road

This viewpoint is representative of views experienced by residents of properties off Parkwood Road and cyclists using the local off-road route.

Winter view (baseline)

Date taken: 21/03/2019 (stitched panorama)

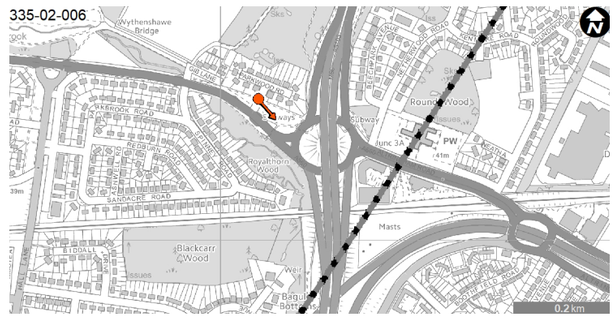


Summer view (baseline)

Date taken: 17/09/2019 (stitched panorama)



Camera:	Canon EOS 6D, Fixed 50mm lens	
Approximate GPS co-ordinates ref.	402721.154, 323063.630	
Value of the viewpoint:	This viewpoint has a **medium** value including a typical residential street with varied boundary treatments and building heights. The A560 Altrincham Road is a noticeable visual detractor but softened by mature roadside planting in the wide verges.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	Residents have a strong interest in their visual environment. They have a **high** susceptibility to visual change arising from the construction and operation of the Proposed Scheme. Cyclists have a lower susceptibility to change as their attention is less focused on the landscape.	**Medium-high**



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Viewpoint 335-02-006: view south-east from Parkwood Road

Visual baseline description

Winter	In the foreground is Parkwood Road at the point where a public footpath and cycleway join it. Beyond Parkwood Road the rear garden fence boundary and garage restrict visibility to the north-east. In the middle ground there is a gentle slope upwards towards the south meeting the A560 Altrincham Road. Visibility of the A560 Altrincham Road and associated bus stop, lighting columns, road signage, and moving vehicles is filtered by intermittent trees within the roadside grass verge. A services box alongside the A560 Altrincham Road is a further detracting feature. To the south, along the A556, the concrete wingwalls to an underpass below the A556 can be seen. Filtered views of the M56 junction 3A embankment and A560 Altrincham Road Roundabout are available beyond the A560 Altrincham Road and middle ground vegetation. To the south-east, along the alignment of the footpath, the concrete wingwalls supporting the M56 can be seen in the distance.
Summer	Summer leaf cover accentuates the presence of the trees in the middle ground. Vegetation in leaf filters and screens views towards the M56/Altrincham Road roundabout, M56 embankment and M56 wingwalls; and restricts visibility of the services box.
Night-time	The existing artificial lighting associated with the residential urban area is visible in the east of the view. Street lighting are included throughout the view. Lighting associated with the M56 and its traffic is glimpsed beyond the vegetation in the background of the view.

Future baseline description

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

Visual impact assessment

	Temporary effects during construction	**Significance of effect**
Construction	Construction works associated with the A560 Altrincham Road vent shaft headhouse will be visible within the background of the viewpoint. Construction traffic will be visible in the background, exiting the M56 at Junction 3A, and passing through the roundabout visible beyond existing trees. Construction activities will largely be obscured by features in the middle ground including the mounding at the roundabout, raised embankments and associated vegetation. Movement of tall construction plant will be glimpsed amongst existing skyline features in the background. Intervening landform and roadside planting will filter the view of construction. The magnitude of visual change will be **low**.	**Minor adverse (non-significant)**
Construction night-time	The additional night-time lighting required for the satellite compound and lighting to facilitate construction of the vent shaft will create an area of localised sky glow appearing above the existing trees within the background, although this will be in the context of light glow from existing light sources, particularly around the M56 junction 3A. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider view, but the extent of the new lighting will result in a **negligible** magnitude of visual change for residents in the area.	**Negligible (non-significant)**
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	**Significance of effect**
Year 1	**Winter**	Operational effects will result from the introduction of A560 Altrincham Road vent shaft headhouse in the background of the view, however intervening vegetation will make this barely perceptible. Immature landscape mitigation planting will not provide any additional screening or integration at year 1. The magnitude of visual change will be **negligible**.	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 15	**Summer**	Existing vegetation will continue to screen A560 Altrincham Road vent shaft headhouse and the landscape mitigation planting will have grown sufficiently to provide further screening and integration. The magnitude of visual change will remain **negligible**.	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 30	**Summer**	The maturing landscape mitigation planting at year 30, A560 Altrincham Road vent shaft headhouse will in combination with existing vegetation, provide denser screening obscuring much of any previously glimpsed views of the vent shaft. The magnitude 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 335-02-007: view north-east from the B5167 Palatine Road and Trans Pennine Trail (National Cycle Route 62)

This viewpoint is representative of views experienced by residents of properties of Palatine and Chretien Road, and users of the Trans Pennine Trail (NCR 62).

Winter view (baseline)

Date taken: 21/03/2019 (stitched panorama)

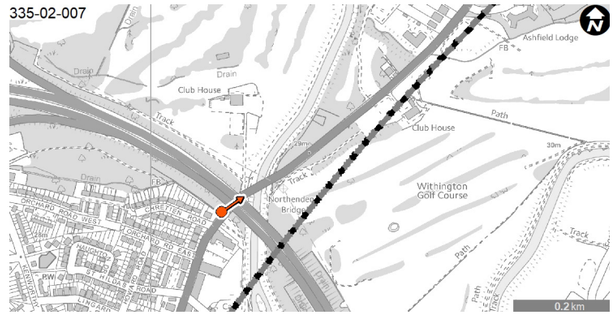


Summer view (baseline)

Date taken: 17/09/2019 (stitched panorama)



Camera:	Canon EOS 6D, Fixed 50mm lens	
Approximate GPS co-ordinates ref.	383156, 390558	
Value of the viewpoint:	This viewpoint has a **medium** value. Large-scale infrastructure dominates a large proportion of the view.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The attention of residents of properties off Palatine Road and of recreational receptors travelling along the Trans Pennine Trail is focused on the landscape. Susceptibility to visual change arising from the construction and operation of the Proposed Scheme will be **high.**	**Medium-high**



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Viewpoint 335-02-007: view north-east from the B5167 Palatine Road and Trans Pennine Trail (National Cycle Route 62)

Visual baseline description

Winter	In the foreground is the B5167 Palatine Road with, to the north, the planted embankment sloping up to the elevated M60. The view is dominated by a bridge carrying the M60 Manchester Outer Ring Road over the B5167 Palatine Road and the River Mersey. The bridge piers create framed views beyond. Below the structure and beyond the B5167 Palatine Road, can be seen an area of scrub and rough grassland areas bound by a post and rail fence. Graffiti is also visible on the bridge piers. In the background beyond the elevated M60 structure can be seen the Northenden Golf Club entrance and its tree-edged boundary, and Northenden Bridge; lighting columns and an electricity pylon are also visible.
Summer	Summer foliage increases the apparent density of vegetation in the foreground, partly obscuring the supports to the M60 bridge. In the background the lighting columns and electricity pylon are less noticeable due to the foliage.
Night-time	The existing artificial lighting associated with the urban area is visible in the north-east of the view. Street lighting is included throughout the view as well as traffic associated lighting from the M60 overpass, upwards within the view.

Future baseline description

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

Visual impact assessment

	Temporary effects during construction	Significance of effect
Construction	Construction works associated with the B5167 Palatine Road vent shaft headhouse will be visible within the background of the viewpoint. Construction traffic accessing the works via the B5167 Palatine Road will be visible in the foreground. Visibility of much of the construction activity will be limited to the background and heavily filtered by the vegetation along the south-western boundary of Withington Golf Course. Despite the loss of some vegetation which will reduce the level of screening available, much of the visibility of construction work will be obscured, allowing only glimpses seen through gaps or tall elements appearing above trees and shrubs. There will be a **low** magnitude of visual change.	**Minor adverse (non-significant)**
Construction night-time	The additional night-time lighting required for the satellite compound and lighting to facilitate construction of the vent shaft will create an area of localised sky glow appearing within the background, although this will be in the context of light glow from existing light sources. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider view, but the extent of the new lighting will result in a **negligible** magnitude of visual change for residents in the area.	**Negligible (non-significant)**
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	Significance of effect
Year 1	**Winter**	Operational effects will result primarily from the introduction of the B5167 Palatine Road vent shaft headhouse and the B5167 Palatine Road vent shaft auto-transformer station. The removal of some associated vegetation during construction will reduce the level of screening available, despite this the B5167 Palatine Road vent shaft headhouse will be obscured by remaining vegetation. The immature landscape mitigation planting will not provide any additional screening or integration at year 1. The magnitude of visual change will be **negligible.**	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 15	**Summer**	Due to the growth of the landscape mitigation planting in combination with the existing golf course boundary vegetation, the B5167 Palatine Road vent shaft headhouse and the B5167 Palatine Road vent shaft auto-transformer station will be barely perceptible. The magnitude of visual change will remain **negligible.**	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 30	**Summer**	The maturing landscape mitigation planting at year 30 in combination with existing vegetation will provide denser screening including trees and hedgerows along the golf course boundary, and close to the B5167 Palatine Road vent shaft, and the B5167 Palatine Road vent shaft auto-transformer station. The magnitude of visual change will remain **negligible.**	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 335-03-008: view north-east from the B5167 Palatine Road, the Mersey Path and Footpath Manchester 139

This viewpoint is representative of views experienced by recreational users of the Mersey Path, Trans Pennine Trail and Footpath Manchester 139.

Winter view (baseline)

Date taken: 21/03/2019 (stitched panorama)

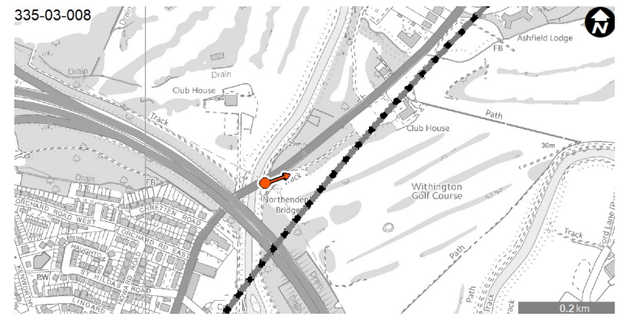


Summer view (baseline)

Date taken: 17/09/2019 (stitched panorama)



Camera:	Canon EOS 6D, Fixed 50mm lens	
Approximate GPS co-ordinates ref.	383250, 390631	
Value of the viewpoint:	This viewpoint has a **medium-low** value. Transport infrastructure forms a clearly noticeable part in the composition of the view including the B5167 Palatine Road and in the context of the M60 immediately to the south.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The attention of recreational receptors is focused on the landscape. Susceptibility to visual change arising from the construction and operation of the Proposed Scheme will be **high**.	**Medium**



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Viewpoint 335-03-008: view north-east from the B5167 Palatine Road, the Mersey Path and Footpath Manchester 139

Visual baseline description

Winter	To the east, dense vegetation along the boundary of Withington Golf Course heavily filters views over the course and towards visually detracting pylons beyond. To the north, there is an open view over the stone parapet of Northenden Bridge into the adjacent Northenden golf course. The B5167 Palatine Road runs towards the north-east, framed by dense boundary vegetation. In the background are trees and other vegetation on the skyline.
Summer	Summer foliage increases the sense of enclosure along the B5167 Palatine Road, further filtering views towards several pylons which are almost fully obscured.
Night-time	The night-time visual baseline is not described for this viewpoint as night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.

Future baseline description

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

Visual impact assessment

	Temporary effects during construction	Significance of effect
Construction	Users of the PRoW will experience large scale construction works associated with the Palatine Road vent shaft headhouse and B5167 Palatine Road vent shaft auto-transformer station in the middle ground and beyond, above and through existing vegetation. Construction traffic on the B5167 Palatine Road will be visible in the foreground. Much of the dense foreground vegetation along the boundary of Withington Golf Course will remain and will largely continue to obscure the existing pylon, and construction activities. Beyond the immediate foreground section, large areas of the existing vegetation will be removed along the boundary of B5167 Palatine Road vent shaft satellite compound, opening up the middle ground and views beyond. Visible activities will include the movement of materials, the use of tall construction plant, clearance of further vegetation and other site features, as well as the construction of the emerging B5167 Palatine Road vent shaft headhouse and B5167 Palatine Road vent shaft auto-transformer station. For recreational users of the Mersey Path/Footpath Manchester 139 and the neighbouring Northenden Golf Course, visibility of the Proposed Scheme will be filtered by the remaining vegetation along the B5167 Palatine Road. The magnitude of visual 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**	Operational effects will result primarily from the introduction of the Palatine Road vent shaft headhouse and the B5167 Palatine Road vent shaft auto-transformer station beyond the retained vegetation. Beyond the remaining foreground vegetation, recreational users will have middle and far distance, framed views along the B5167 Palatine Road of the the B5167 Palatine Road vent shaft headhouse and the B5167 Palatine Road vent shaft auto-transformer station, plus a wider view of the Withington Golf Course due to the removal of vegetation during construction. Newly planted landscape mitigation planting will not provide any screening or integration at year 1.The majority of infrastructure associated with the Proposed Scheme will be seen in the background. This will result in a noticeable change to the composition of part of the view, with new discordant elements added against the skyline. In summer, the dense foliage of retained vegetation will partially obscure the new infrastructure in the Withington Golf Course. The magnitude of visual 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**	Due to the growth of the landscape mitigation planting along the B5167 Palatine Road in combination with that surrounding the Proposed Scheme, views of the B5167 Palatine Road vent shaft headhouse and the B5167 Palatine Road vent shaft auto-transformer station will be further filtered and integrated. Visibility will be limited to glimpses through the maturing mitigation and the existing vegetation. The magnitude of visual 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 maturing landscape mitigation planting at year 30 will, in combination with existing vegetation, provide denser screening including tree and hedgerow planting along the B5167 Palatine Road and surrounding the B5167 Palatine Road vent shaft headhouse, and the B5167 Palatine Road auto-transformer station. The view will return to reflect the baseline situation. The magnitude of visual 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 335-03-009: view north-west from Footpath Manchester 139, Footpath Manchester 212 and the River Mersey

This viewpoint is representative of views experienced by recreational users of the River Mersey and Footpath Manchester 139 and 212.

Winter view (baseline)

Date taken: 21/03/2019 (stitched panorama)

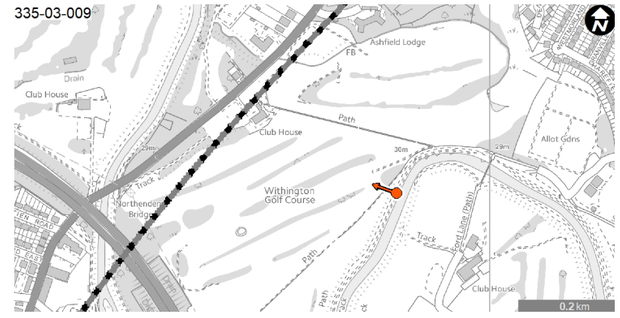


Summer view (baseline)

Date taken: 17/09/2019 (stitched panorama)



Camera:	Canon EOS 6D, Fixed 50mm lens	
Approximate GPS co-ordinates ref.	383804, 390607	
Value of the viewpoint:	This viewpoint has a **medium-high** value. A riverside view with local recreational importance where existing detracting features in the landscape do not form a clearly apparent part of the view composition.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The attention of recreational receptors is focused on the landscape. Susceptibility to visual change arising from the construction and operation of the Proposed Scheme will be **high.**	**High**



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Viewpoint 335-03-009: view north-west from Footpath Manchester 139, Footpath Manchester 212 and the River Mersey

Visual baseline description

Winter	In the foreground, the footpath runs on raised embankment associated with the River Mersey. At a lower level to the viewpoint, are Withington Golf Course course fairways, marked by a low hedge. In the middle ground beyond the hedge, further features of the Withington Golf Course can be seen. This is a manicured landscape of fairways separated by intermittent belts of mature trees, hedgerows with occasional sand bunkers and rough grassland. Filtered views are available through the vegetation in the middle ground towards the Withington Golf Course clubhouse, which is seen amongst trees in the background. Glimpses of the M60 Palatine Road viaduct are possible in the distance.
Summer	Summer leaf cover increases the visual separation between the fairways. Views towards the Withington Golf Course clubhouse and the M60 motorway are now screened by vegetation enhancing the separation from what is otherwise a suburban area.
Night-time	The night-time visual 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	Construction works will include the movement of materials and tall construction plant and the removal of existing features for the construction of Palatine Road vent shaft and Palatine Road vent shaft auto-transformer station. The works will include the demolition of Withington Golf Course clubhouse and the removal of vegetation and car park hardstanding. The removal of vegetation will open up views of construction activity associated with the replacement floodplain storage area in the near and middle distance and users of Footpath Manchester 212 will be temporarily diverted south-eastwards along the boundary of the replacement floodplain storage area. Construction activities associated with the Palatine Road vent shaft will be visible in the far distance, beyond retained, intermittent mature vegetation of the Withington Golf Course and partially obscured by site hoardings. The removal of vegetation and demolition of the Withington Golf Course clubhouse will open up background views towards the B5167 Palatine Road. Together these will result in noticeable changes to key characteristics within the view. The magnitude of visual change will be **medium**.	**Moderate adverse (significant)**
Construction night-time	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	Significance of effect
Year 1	**Winter**	The removal of existing vegetation and built features during construction will open up views to the north and west. Immature landscape mitigation planting will replace some of the existing background hedgerow and trees associated with the Withington Golf Course clubhouse and along the B5167 Palatine Road allowing some visibility of associated vehicular movement. The demolition of the Withington Golf Course clubhouse during construction, and replacement with the B5167 Palatine Road vent shaft headhouse and B5167 Palatine Road vent shaft auto-transformer station will be noticeable in the far distance. In near and middle-distance views, some of the existing belts of trees and shrubs will be replaced by young landscape mitigation planting where ground levels have been adjusted to accommodate the replacement floodplain storage area. Footpath Manchester 212 will be reinstated to its original alignment. The majority of the Proposed Scheme elements will be seen in the background, with a mixture of retained vegetation and immature mitigation planting in the near and middle distance. This will result in a noticeable change to the composition of the view, with new discordant built elements present in the background as well as greater visibility across the Withington Golf Course. TThe magnitude of visual 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**	Due to the growth of landscape mitigation planting along the B5167 Palatine Road the background trees will appear reinstated and the presence of the road will no longer be noticeable. In addition, the foreground and middle ground belts of landscape mitigation planting combined with the landscape mitigation planting surrounding the B5167 Palatine Road vent shaft headhouse and B5167 Palatine Road vent shaft auto-transformer station will be sufficiently established to obscure views towards the Proposed Scheme. There will be slight alteration to the view with the discordant built features becoming a less prominent feature within the composition of the view. The magnitude of visual 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 maturing landscape mitigation planting at year 30 will restrict views across the golf course and return the view to be similar of that at the baseline situation. Views of Palatine Road vent shaft headhouse and B5167 Palatine Road vent shaft auto-transformer station will be obscured with the discordant features becoming less prominent within the composition of the view. Belts of trees will return to be the main feature of the view with some glimpses of the Proposed Scheme. The magnitude of visual change will remain **low**.	**Minor adverse (non-significant)**
	Night-time	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 335-02-010: view south from the B5167 Palatine Road and Footpath Manchester 211

This viewpoint is representative of views experienced by residents of properties off Palatine Road and Brookside.

Winter view (baseline)

Date taken: 21/03/2019 (stitched panorama)

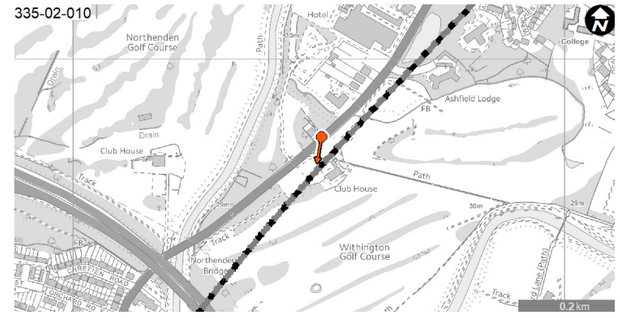


Summer view (baseline)

Date taken: 17/09/2019 (stitched panorama)



Camera:	Canon EOS 6D, Fixed 50mm lens	
Approximate GPS co-ordinates ref.	383618, 390953	
Value of the viewpoint:	This viewpoint has a **medium** value. Views of the golf course are largely screened with vegetation. The busy B5167 Palatine Road dominates the view. Cars from the Withington Golf Club carpark are also a feature of the view.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	Residents have a strong interest in their visual environment. They therefore have a **high** susceptibility to visual change arising from the construction and operation of the Proposed Scheme.	**Medium-high**



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Viewpoint 335-02-010: view south from the B5167 Palatine Road and Footpath Manchester 211

Visual baseline description

Winter	In the foreground is the B5167 Palatine Road with its tarmacked pavement. To the south-west, the boundary wall and hedge of the residential property to the west of the B5167 Palatine Road filters views. Similarly for Brookside the views are filtered by vegetation. The tree lined hedge boundary to Withington Golf Course runs along the east of the B5167 Palatine Road filtering views of the fairways and beyond. The belt of enclosing vegetation leads the eye along the B5167 Palatine Road and towards the entrance of the golf course. In the centre of the view there is a gap in boundary vegetation where Footpath Manchester 211 crosses the B5167 Palatine Road into the golf course. In the background, filtered views are available through the boundary vegetation towards the golf course including bunkers, fairways, rough and wooded areas.
Summer	Summer leaf cover increases the sense of enclosure along the B5167 Palatine Road further filtering views towards the golf course and its entrance. Background vegetation further filters views of the sky increasing sense of enclosure.
Night-time	Lighting within the view mainly comes from street lighting along the B5167 Palatine Road across the entire view. Withington Golf Course is not lit.

Future baseline description

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

Visual impact assessment

	Temporary effects during construction	Significance of effect
Construction	Construction activity associated with the B5167 Palatine Road vent shaft headhouse and the B5167 Palatine Road vent shaft auto transformer station will be visible in near-distance views including construction vehicles travelling along the B5167 Palatine Road. Part of Footpath Manchester 211, will be temporarily diverted. In the near distance, the removal of existing vegetation that currently borders the eastern side of the B5167 Palatine Road and the demolition of the Withington Golf Course clubhouse will open up views towards the B5167 Palatine Road vent shaft satellite compound. Visibility of the construction activity will be clear and open from the B5167 Palatine Road and Footpath Manchester 211. Intervening vegetation and features will partially filter some views from the residential properties but the removal of other vegetation within Withington Golf Course will be apparent above site hoardings and beyond the temporary storage and car park facilities. This will result in substantial changes to key characteristics across the majority of the view. The magnitude of visual change will be **high**.	**Major adverse (significant)**
Construction night-time	The presence of the B5167 Palatine Road vent shaft satellite compound to the south will add further light spill beyond the B5167 Palatine Road street lighting and intensify sky glow in the surrounding 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, but the extent of the new lighting will result in a **medium** magnitude of visual change.	**Moderate adverse (significant)**
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	Significance of effect
Year 1	**Winter**	Residents will experience an increased sense of openness due to the absence of the mature trees, removed during construction, along the B5167 Palatine Road and within the Withington Golf Course. The B5167 Palatine Road vent shaft headhouse and the B5167 Palatine Road vent shaft auto-transformer station will be prominent elements in the view from the B5167 Palatine Road and the reinstated Footpath Manchester 211. The current entrance to the Withington Golf Course clubhouse will be replaced by immature mitigation planting and a new entrance located to the south. Immature landscape mitigation planting will not provide any screening or integration at year 1. Intervening vegetation and features will partially filter some views from the residential properties but the removal of vegetation along the B5167 Palatine Road and within Withington Golf Course will be apparent. The majority of infrastructure associated with the Proposed Scheme will be seen in the middle distance. With new prominent elements added, this will result in a substantial change to the composition of the view. In summer, the dense growth of retained vegetation will partially filter views of the new infrastructure. The magnitude of visual change will be **high**.	**Major adverse (significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 15	**Summer**	The maturing landscape mitigation planting will help integrate the B5167 Palatine Road vent shaft headhouse and the B5167 Palatine Road vent shaft auto-transformer station into the surrounding landscape. Due to the growth of the maturing landscape mitigation planting along the B5167 Palatine Road to replace vegetation removed during construction, the infrastructure elements will be less perceptible and more integrated in the view. The magnitude of visual change will reduce to **medium.**	**Moderate adverse (significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 30	**Summer**	The maturing landscape mitigation planting at year 30 will provide denser screening along the B5167 Palatine Road and surrounding the vent shaft headhouse. Visibility of the B5167 Palatine Road vent shaft headhouse and the B5167 Palatine Road auto-transformer station will largely be restricted to through gaps in the vegetation. The magnitude of visual change will reduce to **low**.	**Minor adverse (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 335-03-011: view west from Footpath Manchester 211 and Withington Golf Course

This viewpoint is representative of views experienced by recreational users of Footpath Manchester 211 and visitors to Withington Golf Course.

Winter view (baseline)

Date taken: 21/03/2019 (stitched panorama)

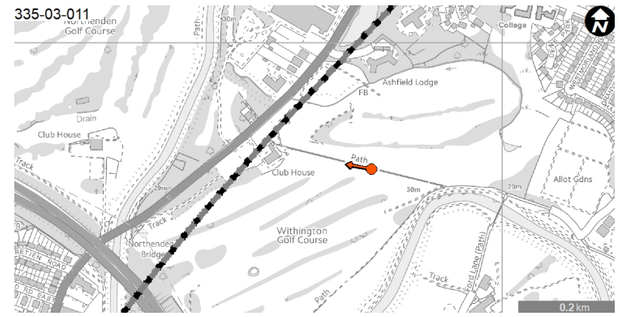


Summer view (baseline)

Date taken: 17/09/2019 (stitched panorama)



Camera:	Canon EOS 6D, Fixed 50mm lens	
Approximate GPS co-ordinates ref.	402721.154, 323063.630	
Value of the viewpoint:	This viewpoint has a **medium-high** value. A view with local recreational importance where existing adverse elements do not form a clearly apparent part of the view composition.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The susceptibility of these receptors is **high**. Footpath users have a strong visual interest in their surroundings. They are therefore highly susceptible to visual change arising from the construction and operation of the Proposed Scheme. Golfers have a lower susceptibility as their attention is less focused on the landscape.	**High**



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Viewpoint 335-03-011: view west from Footpath Manchester 211 and Withington Golf Course

Visual baseline description

Winter	In the foreground and running through to the background is a mature hedge across Withington Golf Course. Footpath Manchester 211 runs parallel to the hedge on its northern side bordered by a dilapidated concrete post and wire fence. Running through the middle ground and into more distant views are typical golf course features including sand bunkers, greens and roughs, with fairways separated by tree belts which filter some visibility beyond. The background of the view is heavily vegetated. Where gaps in vegetation allow, views are available to the clubhouse in the centre of the view. To the south, filtered far distance views are available towards the three-storey block of flats at Palatine Place, the M60 Palatine Road Viaduct and to the north-west towards two-storey detached Victorian properties off B5167 Palatine Road. To the north is Ashfield Lodge in the background.
Summer	Summer foliage increases the sense of separation between the fairways and further filters views towards buildings both within the course and beyond. Views towards the Withington Golf Course clubhouse and the M60 are screened by vegetation enhancing the separation from what is otherwise a suburban area.
Night time	The night-time visual baseline is not described for this viewpoint as night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.

Future baseline description

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

Visual impact assessment

		Temporary effects during construction	Significance of effect
Construction		Users of Footpath Manchester 211 will experience large-scale construction works in the middle and far distance, including the movement of materials and tall construction plant and removal of existing features close to the B5167 Palatine Road vent shaft headhouse and Palatine Road vent shaft auto-transformer station. Construction activity will be apparent above and through gaps in intervening Withington Golf Course vegetation. Activities will include site clearance, including the removal of vegetation and works to demolish the clubhouse at Withington Golf Course and to the south, activity associated with the replacement floodplain storage area. The construction and use of the temporary Palatine Road vent shaft satellite compound will also be visible. The footpath will be used during the construction processes to access the area identified for mitigation planting to the east (not within the view). This will result in noticeable changes to key characteristics within the view. The magnitude of visual 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
Year 1	**Winter**	Recreational users of the PRoW will experience changes in middle and far distance views through the removal of existing vegetation and built features during construction which will open up views to the west. Immature landscape mitigation planting will replace of some of the existing background hedgerow and trees associated with the Withington Golf Course clubhouse and along the B5167 Palatine Road allowing some visibility of vehicular movement along the road. The landscape mitigation planting supplementing the foreground tree belt, adjacent to the replacement floodplain storage area, surrounding the B5167 Palatine Road vent shaft headhouse and B5167 Palatine Road vent shaft auto-transformer station will not be sufficiently established to provide screening or landscape integration. There will be a change to the composition of part of the view with new prominent built elements seen in the background, although retained vegetation will partially obscure these in summer. The magnitude of visual 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**	Due to the growth of the landscape mitigation planting along B5167 Palatine Road, the Palatine Road vent shaft headhouse and B5167 Palatine Road vent shaft auto-transformer station will be seen in the context of vegetation in the background. The landscape mitigation planting will have grown sufficiently to help integrate the lower sections of the B5167 Palatine Road vent shaft headhouse and B5167 Palatine Road vent shaft auto-transformer although not fully screen them from this viewpoint. These changes will appear in the background and be largely filtered by the intervening vegetation. The magnitude of visual 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 maturing landscape mitigation planting at year 30, including trees and hedgerow along B5167 Palatine Road, will provide a denser backdrop reducing the presence of the road. The uppermost sections of the B5167 Palatine Road vent shaft headhouse and B5167 Palatine Road vent shaft auto-transformer station will appear in the background, filtered by vegetation. The magnitude of visual change will remain **low**.	**Minor adverse (non-significant)**
	Night-time	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	Not assessed
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	No cumulative effect

Viewpoint 336-03-002: view west from Trans Pennine Trail (National Cycle Route 62), Footpath Manchester 228 and the River Mersey

This viewpoint is representative of views experienced by users of the Trans Pennine Trail (National Cycle Route 62) and Footpath Manchester 228.

Winter view (baseline)

Date taken: 21/03/2019 (stitched panorama)

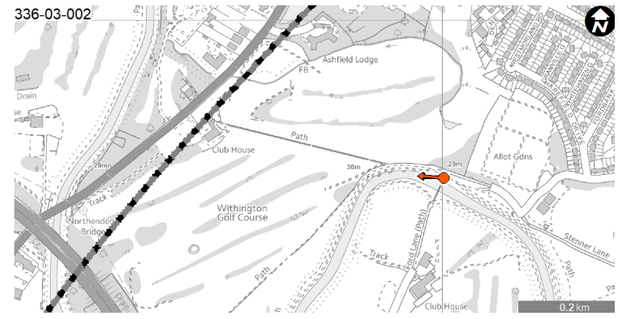


Summer view (baseline)

Date taken: 17/09/2019 (stitched panorama)



Camera:	Canon EOS 6D, Fixed 50mm lens	
Approximate GPS co-ordinates ref.	383998, 390665	
Value of the viewpoint:	This viewpoint has a **medium-high** value. A view where existing detracting features do not form a clearly apparent part of the view composition, and the view and has local recreational importance.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The attention of recreational receptors is focused on the landscape. Susceptibility to visual change arising from the construction and operation of the Proposed Scheme will be **high.**	**High**



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Viewpoint 336-03-002: view west from Trans Pennine Trail (National Cycle Route 62), Footpath Manchester 228 and the River Mersey

Visual baseline description

Winter	In the foreground is the green painted metal railing of a historic and locally important footbridge, which crosses over the River Mersey leading towards Didsbury Golf Course. Alongside which can be seen open grassland along the banks of the River Mersey. Woody vegetation is limited to the base of the embankment separating the River Mersey from Withington Golf Course to the west and the Bradley Fold Allotments to the north. Filtered views are available through the middle ground vegetation towards the Withington Golf Course clubhouse, which can be seen below the skyline amidst background vegetation. A large-scale electricity pylon is also visible against the skyline.
Summer	Summer foliage increases the sense of separation between the River Mersey, golf course and allotments. Views towards the Withington Golf Course clubhouse are screened by vegetation however views of the large-scale pylon are still available appearing above the vegetation and against the skyline.
Night-time	The night-time visual 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	Construction works associated with the Palatine Road vent shaft headhouse will be visible within the background of the viewpoint. Construction activities will only be visible above the intervening vegetation and will include movement of tall construction plant, demolition and removal of site features including the Withington Golf Course clubhouse and vegetation, the temporary compound and site hoardings. The form of the landform and vegetation surrounding the River Mersey and within the Withington Golf Course obscure lower level views. Views for recreational receptors travelling along these routes will be obscured by the vegetation and landform around the River Mersey and within the golf course beyond. Views of construction will be possible in the background above and through intervening landscape features. The magnitude of visual 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**	Operational effects will result primarily from the introduction of the B5167 Palatine Road vent shaft and Palatine Road vent shaft auto-transformer station. In addition, there will be a loss of existing mature screening vegetation surrounding the location of the existing clubhouse. Recreational users will see the B5167 Palatine Road vent shaft and B5167 Palatine Road vent shaft auto-transformer station in the background, however vegetation and landform within the foreground and middle ground will largely screen this. Immature landscape mitigation planting will not provide any additional screening or integration at year 1. The magnitude of visual change will be **low.**	**Minor adverse (non-significant)**
	Night-time	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Year 15	**Summer**	Due to the growth of the landscape mitigation planting along B5167 Palatine Road, the B5167 Palatine Road vent shaft headhouse and B5167 Palatine Road vent shaft auto-transformer station will be seen against a backcloth of trees. The landscape mitigation planting will have grown sufficiently to help to integrate the infrastructure elements. The magnitude of visual 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 maturing landscape mitigation planting at year 30 will provide a dense vegetated context to the Palatine Road vent shaft headhouse and B5167 Palatine Road vent shaft auto-transformer station, the tops of which will remain perceptible. The lower sections of the infrastructure elements will continue to be obscured by the middle ground and background vegetation. The magnitude of visual 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 336-02-003: view south-west from the B5167 Palatine Road

This viewpoint is representative of views experienced by residents of properties off B5167 Palatine Road and Ashfield Lodge.

Winter view (baseline)

Date taken: 21/03/2019 (stitched panorama)

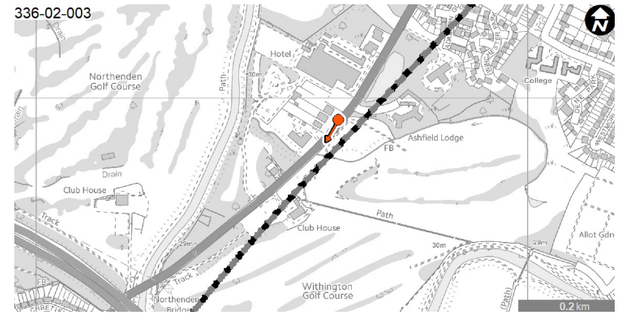


Summer view (baseline)

Date taken: 17/09/2019 (stitched panorama)



Camera:	Canon EOS 6D, Fixed 50mm lens	
Approximate GPS co-ordinates ref.	383618, 390953	
Value of the viewpoint:	This viewpoint has a **medium** value. Views of the golf course are largely screened with vegetation. The busy B5167 Palatine Road dominates the view.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	Residents have a strong interest in their visual environment. They therefore have a **high** susceptibility to visual change arising from the construction and operation of the Proposed Scheme.	**Medium-high**



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Viewpoint 336-02-003: view south-west from the B5167 Palatine Road

Visual baseline description

Winter	In the foreground is the B5167 Palatine Road with its tarmacked pavement. To the south-west the view is enclosed by the low stone wall and hedgerow boundaries of individual properties on the B5167 Palatine Road. The view continues along the tree-lined hedge boundary to Withington Golf Course that runs alongside the B5167 Palatine Road, filtering views to the south-east towards the fairways and beyond. The belt of enclosing vegetation leads the eye along the B5167 Palatine Road and towards the entrance of the golf course. Ashfield Lodge is a three storey building set back from the B5167 Palatine Road with established boundary vegetation and hardstanding for car parking. In the background, filtered views are available through the boundary vegetation towards the golf course including bunkers, fairways, rough and wooded areas.
Summer	Summer leaf cover increases the sense of enclosure along the B5167 Palatine Road further filtering views towards the golf course and its entrance. Background vegetation further filters views of the sky increasing sense of enclosure.
Night-time	The B5167 Palatine Road is a well-lit urban environment, illuminated by street lighting and by the houses to the west with an unlit area (golf course) to the east.

Future baseline description

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

Visual impact assessment

	Temporary effects during construction	Significance of effect
Construction	Residents will experience the loss of existing vegetation along the B5167 Palatine Road in the near distance as well as large-scale construction works in the middle and far distance, including the movement of materials and tall construction plant associated with the construction of the B5167 Palatine Road vent shaft headhouse and auto transformer station. Receptors looking south, including those at Ashfield Lodge, will see the removal of vegetation to make way for a temporary access track leading to areas of new woodland habitat creation. This will be accessed via the B5167 Palatine Road and will cut through the middle of existing woodland planting between Ashfield Lodge and Withington Golf Course. The visibility of the main construction activity will be partially filtered by the intervening vegetation within the property boundaries to the west of the B5167 Palatine Road and retained vegetation in Withington Golf Course. The magnitude of visual change will be **medium**.	**Moderate adverse (significant)**
Construction night-time	The B5167 Palatine Road is lit by street lighting and, to the west, by lighting from private properties, with an unlit area of golf course to the east. Residential properties are relatively well screened by existing roadside and garden vegetation. However, the presence of the B5167 Palatine Road vent shaft satellite compound will intensify sky glow in the surrounding 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, but the extent of the new lighting will result in **medium** magnitude of visual change.	**Moderate adverse (significant)**
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	Significance of effect
Year 1	**Winter**	Residents will experience an increased sense of openness due to the absence of the mature trees, removed during construction, along the B5167 Palatine Road. In the middle and far distance, the B5167 Palatine Road vent shaft headhouse and the B5167 Palatine Road vent shaft auto-transformer station will be noticeable elements but partially filtered by the intervening vegetation within the property boundaries to the west of the B5167 Palatine Road and retained vegetation in Withington Golf Course. Immature landscape mitigation planting will not provide any screening or integration at year 1. In summer, the dense summer growth of retained vegetation will partially obscure visibility of the new infrastructure to the background within the Withington Golf Course. The magnitude of visual change will be **low**.	**Moderate adverse (significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous lighting in this location.	**Not assessed**
Year 15	**Summer**	Due to the existing vegetation along the B5167 Palatine Road and the growth of the landscape mitigation planting along this road and surrounding the vent shaft, the B5167 Palatine Road vent shaft headhouse and the B5167 Palatine Road vent shaft auto-transformer station will be less perceptible and more integrated. The magnitude of visual change	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous lighting in this location.	**Not assessed**
Year 30	**Summer**	The maturing landscape mitigation planting at year 30 will provide denser screening along the B5167 Palatine Road and surrounding the B5167 Palatine Road vent shaft headhouse, and auto-transformer station. Visibility of the B5167 Palatine Road vent shaft headhouse and B5167 Palatine Road auto-transformer station will largely only be possible where gaps in the vegetation allow. The magnitude of visual change will remain **negligible.**	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous lighting in this location.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 336-02-005: view south-west from Winchester Park and Hayescroft Gardens

This viewpoint is representative of views experienced by residents of properties off Winchester Park, Ashfield Lodge and Hayescroft Gardens.

Winter view (baseline)

Date taken: 21/03/2019 (stitched panorama)

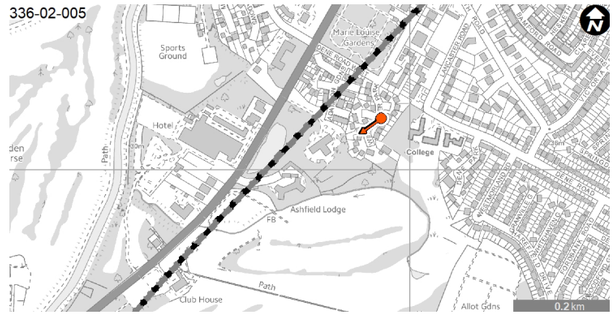


Summer view (baseline)

Date taken: 17/09/2019 (stitched panorama)



Camera:	Canon EOS 6D, Fixed 50mm lens	
Approximate GPS co-ordinates ref.	383942, 391102	
Value of the viewpoint:	This viewpoint has a **medium** value. The view comprises differing built form, boundaries and is typically suburban with roads and car parking in the foreground with vegetation in the background.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	Residents have a strong interest in their visual environment. They therefore have a **high** susceptibility to visual change arising from the construction and operation of the Proposed Scheme.	**Medium-high**



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Viewpoint 336-02-005: view south-west from Winchester Park and Hayescroft Gardens

Visual baseline description

Winter	In the foreground is the tarmacked road into Winchester Park, with its pavement and street lighting columns. There are open views across the middle ground along the length of Winchester Park. The two-storey properties are set back from the roadside with block paved driveways and grassed areas. To the south-west the detached two-storey houses are the main features and obscure long-distance views. Visibility of properties in the background is restricted by the intervening roadside and garden vegetation. Residential properties continue along Winchester Park into the background with a backdrop of trees located at Withington Golf Course seen beyond the houses.
Summer	Summer leaf cover of the vegetation along Winchester Park in the middle ground further obscures views beyond. The background vegetation associated with Withington Golf Club also becomes denser in appearance, further obscuring views beyond.
Night-time	Winchester Park and Hayescroft Gardens is a well-lit residential urban area with street lighting in the foreground and lighting from houses in middle ground.

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 works associated with the Palatine Road vent shaft headhouse and Palatine Road auto-transformer station will be visible within the background of the viewpoint. Construction activities will be largely obscured by the backdrop of trees located at Withington Golf Course. Visible activities will be limited to the movement of tall construction plant and the construction of the Palatine Road vent shaft headhouse glimpsed amongst the background features. Views from receptors will largely be obscured by existing built form, middle ground and background vegetation. The magnitude of visual change will be **low.**	**Minor adverse (non-significant)**
Construction night-time	Residential properties are relatively well screened by existing vegetation. However, the presence of the Palatine Road vent shaft satellite compound will intensify sky glow in the background. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider view, but the extent of the new lighting will result in a **negligible** magnitude of visual change**.**	**Negligible (non-significant)**
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	**No cumulative effects**

		Permanent effects during operation	Significance of effect
Year 1	**Winter**	Operational effects will result largely from the introduction of the Palatine Road vent shaft headhouse, and Palatine Road auto-transformer station. Loss of existing vegetation close to the existing golf clubhouse will barely be perceptible at this distance. Residents will perceive a limited change in view due to the infrastructure elements which will be largely obscured by existing vegetation and built form along Winchester Park. The magnitude of visual change will be **negligible.**	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 15	**Summer**	Views will continue to be obscured by the existing vegetation and built form along Winchester Park, and landscape mitigation planting will have grown sufficiently to help integrate the Palatine Road vent shaft headhouse. As a result the Palatine Road vent shaft headhouse will be barely perceptible from this distance and the magnitude of visual change will remain **negligible.**	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 30	**Summer**	The maturing landscape mitigation planting at year 30 in combination with the existing vegetation and built form along Winchester Park will provide denser screening than at year 15. The magnitude of visual change will remain **negligible.**	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effects**

Viewpoint 336-02-006: view south-west from Dene Park

This viewpoint is representative of views experienced by residents of properties off Dene Park

Winter view (baseline)

Date taken: 21/03/2019 (stitched panorama)

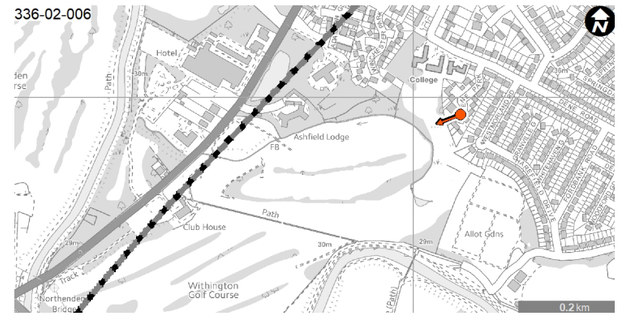


Summer view (baseline)

Date taken: 17/09/2019 (stitched panorama)



Camera:	Canon EOS 6D, Fixed 50mm lens	
Approximate GPS co-ordinates ref.	384097, 390966	
Value of the viewpoint:	This viewpoint has a **medium** value. The view is typically suburban with roads, car parking, differing built form and garden boundaries.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	Residents have a strong interest in their visual environment. They therefore have a **high** susceptibility to visual change arising from the construction and operation of the Proposed Scheme.	**Medium-high**



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Viewpoint 336-02-006: view south-west from Dene Park

Visual baseline description

Winter	In the foreground is the tarmacked road of Dene Park and entrance way to Dene Manor, defined by a red brick kerb and enclosed by hedging. Immediately beyond, the view is marked to the west by the three-storey Dene Manor apartments and to the south-east by the two-storey houses which combine to frame a narrow view beyond. In the background is a boundary tree belt located at Withington Golf Course, which restricts further visibility.
Summer	Summer leaf cover brings some of the attention to the foreground and middle ground hedges. In the background visibility is further obscured as the trees associated with Withington Golf Club appear denser allowing only glimpses through.
Night-time	Dene Park is a well-lit residential urban area with street lighting in the foreground and lighting from houses.

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 works associated with the Palatine Road vent shaft headhouse and Palatine Road auto-transformer station will be visible within the background of the viewpoint although largely obscured by the foreground buildings of Dene Park and intervening vegetation. Glimpsed activities will be limited to the movement of tall construction plant and the construction of the vent shaft will be visible amongst the dense vegetation. The magnitude of visual change will be **low.**	**Minor adverse (non-significant)**
Construction night-time	Residential properties are relatively well screened by existing vegetation. However, the presence of the Palatine Road vent shaft satellite compound will intensify sky glow in the background. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider view, but the extent of the new lighting will result in a **negligible** magnitude of visual change**.**	**Negligible (non-significant)**
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	Significance of effect
Year 1	**Winter**	Operational effects will result primarily from the introduction of the Palatine Road vent shaft headhouse and Palatine Road auto-transformer station. Loss of existing vegetation around the Withington Golf Club clubhouse, close to the positioning of the vent shaft, will barely be perceptible at this distance. Residents will have a limited change in view due to the introduction of infrastructure elements. The existing vegetation in the background will continue to obscure the vent shaft. The magnitude of visual change will be **negligible.**	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 15	**Summer**	The Palatine Road vent shaft headhouse and Palatine Road auto-station will continue to be obscured by the existing vegetation in the background, and as such will be barely perceptible from this distance. The landscape mitigation planting will have grown sufficiently to help integrate the infrastructure elements. The magnitude of visual change will remain as **negligible.**	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 30	**Summer**	The maturing landscape mitigation planting at year 30 will provide denser screening, in addition to the existing vegetation in the background of the view. The magnitude of visual change will remain **negligible.**	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 336-02-008: view north-east from Old Broadway

This viewpoint is representative of views experienced by residents of properties off Old Broadway within the Old Broadway Conservation Area.

Winter view (baseline)

Date taken: 21/03/2019 (stitched panorama)



Summer view (baseline)

Date taken: 18/09/2019 (stitched panorama)



Camera:	Canon EOS 6D, Fixed 50mm lens	
Approximate GPS co-ordinates ref.	384872, 392108	
Value of the viewpoint:	This viewpoint has a **medium-high** value. It is a view that clearly forms part of the setting of Old Broadway Conservation Area.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	Residents have a strong interest in their visual environment. They therefore have a **high** susceptibility to visual change arising from the construction and operation of the Proposed Scheme.	**High**



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Viewpoint 336-02-008: view north-east from Old Broadway

Visual baseline description

Winter	In the foreground is the road and grassed central reservation of Old Broadway, beyond which and to the north of Old Broadway can be seen a line of two-storey detached and semi-detached properties, set beyond distinctive brick walls and small front gardens, some with ornamental trees and shrubs. The buildings are of various materials including: red Accrington brick; render; black and white timberwork; and plain red tile or slate roofs, and some of the properties incorporate Arts and Crafts or Art Nouveau details and features that help to date the properties as early 20th century. The buildings steep rooflines and high pitches to the roofline are distinctive and frame narrow views between and beyond the immediate built form. Within these gaps between the buildings are glimpses of occasional back garden vegetation.
Summer	Summer foliage within the front gardens filters views towards the facades of the properties along Old Broadway and makes the vegetation in the back gardens more noticeable.
Night-time	The B5093 Wilmslow Road and the Christie Hospital Car Park D are currently lit and artificial lighting associated with the surrounding area is prevalent and typical of an urban area.

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 works associated with Wilmslow Road vent shaft headhouse will be visible in the background of the view beyond the properties and vegetation and also beyond properties on Ferndene Road. Receptors will glimpse see large-scale construction works in the background including the movement of materials and tall construction plant, demolition of some buildings, dismantling of car park infrastructure and removal of vegetation. Wilmslow Road vent shaft satellite compound will be visible beyond the properties along Old Broadway through gaps between buildings and obscured by the intervening rear garden vegetation. The composition of the view will largely remain the same with the foreground and middle ground features remaining prominent. An increase in movement from construction traffic along the B5093 Wilmslow Road will be noticeable though this is already a busy road. The magnitude of visual change will be **low**.	**Minor adverse (significant)**
Construction night-time	The additional artificial lighting associated with the Proposed Scheme will be seen within the context of the existing urban lighting. The controls on light spill set out in the draft CoCP will limit the change these new light sources will introduce to the wider view. In the context of the existing car park setting, the magnitude of visual 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**	Operational effects will result primarily from the introduction of Wilmslow Road vent shaft headhouse. Where gaps in existing vegetation and built form allow, residents will glimpse the upper section of Wilmslow Road vent shaft headhouse in the background, in place of the existing Christie Hospital Car Park D. Immature landscape mitigation planting will not provide any screening or integration at year 1. The foreground and middle ground features will continue to be the main focus of the view. The magnitude of visual change will be **low**.	**Minor adverse (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 15	**Summer**	Where gaps in existing vegetation and built form allow, residents will glimpse the top of Wilmslow Road vent shaft headhouse in the background in place of the existing Christie Hospital Car Park D. Landscape mitigation planting will be sufficiently established to help integrate the lower sections of the infrastructure elements into the background view, and the Proposed Scheme will be barely perceptible. The foreground and middle ground features will continue to be the main focus of the view. The magnitude of visual change will reduce to **negligible**.	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 30	**Summer**	Where gaps in existing vegetation and built form allow, residents will glimpse the top of Wilmslow Road vent shaft headhouse in the background, in place of the existing Christie Hospital Car Park D. Maturing landscape mitigation planting will integrate the infrastructure elements into the background view, and the Proposed Scheme will continue to be barely perceptible. The foreground and middle ground features will continue to be the main focus of the view. The magnitude of visual change will remain **negligible.**	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 336-02-009: view north-east from the B5093 Wilmslow Road

This viewpoint is representative of views experienced by residents of properties off the B5093 Wilmslow Road, Ferndene Road, and cyclists travelling along the Manchester Cycle Path on the B5093 Wilmslow Road.

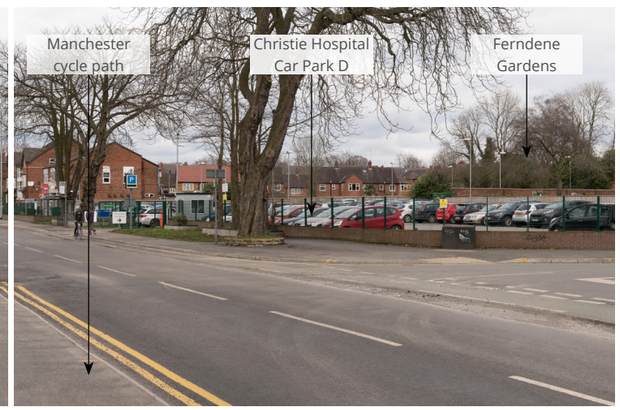
Winter view (baseline)

Date taken: 21/03/2018. Time taken: 14:39


NW



N



NE



E

Summer view (baseline)

Date taken: 08/07/2018. Time taken: 13:34


NW


N


NE


E

Camera:	Canon EOS 6D, Fixed 50mm lens	
Approximate GPS co-ordinates ref.	384861, 392204	
Value of the viewpoint:	This viewpoint has a **medium** value. The view comprises a the busy, tree-lined road with a mixture of housing types including Edwardian and inter-war properties. In addition to the immediate road as a visual detractor, carparking also forms a noticeable feature of the baseline view.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	Residents have a strong interest in their visual environment. They therefore have a **high** susceptibility to visual change arising from the construction and operation of the Proposed Scheme. Cyclists have a lower susceptibility to change as their attention is focused on traffic conditions.	**Medium-high**



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Viewpoint 336-02-009: view north-east from the B5093 Wilmslow Road

Visual baseline description

Winter	In the foreground is the B5093 Wilmslow Road, with associated cycleway and pavement, and edged by red brick front garden walls. Some of the houses are well-screened from the road by the boundary walls in combination with hedging and gates. This includes in most cases, evergreen hedging. In the middle ground and into the background, the view follows B5093 Wilmslow Road. To the south-east are the two-storey red brick Edwardian properties with red brick and hedgerow boundaries. To the north is Christie Hospital Car Park D enclosed by a low-level brick wall topped by a green mesh security fence. The grassed verges adjacent to the car park include several mature trees which are prominent features within the view. The background comprises a combination of built form and vegetation with rooflines of houses and garden trees seen against the skyline.
Summer	During the summer, the vegetation within the middle ground view becomes more noticeable. In the foreground there is little difference to some properties due to the evergreen hedging. The trees between the B5093 Wilmslow Road and the hospital car park filter views to the residential properties beyond and form prominent skyline features.
Night time	The B5093 Wilmslow Road and the Christie Hospital Car Park D are currently lit and artificial lighting associated with the surrounding area is prevalent and typical of an urban area.

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 large-scale construction works in the middle distance and clear, direct views of construction traffic accessing the site via the B5093 Wilmslow Road in the near distance. To the north, beyond the junction with Ferndene Road, views of Christie Hospital Car Park D will be replaced by construction hoarding. Construction activities at Wilmslow Road vent shaft satellite compound will be visible above the site hoarding and include the demolition and removal of existing site features and trees, the movement of tall construction plant and materials as well as the emerging vent shaft head-house. Removal of some of the mature trees will change key characteristics of the view, allowing properties to be seen in the distance which otherwise would be screened. This will result in substantial changes to key characteristics within near-distance views. The magnitude of change will be **high**.	**Moderate adverse (significant)**
Construction night-time	The additional artificial lighting associated with the Proposed Scheme will be seen within the context of the existing urban lighting. The controls on light spill set out in the draft CoCP will limit the change these new light sources will introduce to the wider view. In the context of the existing car park setting, the magnitude of visual 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 will experience changes in the middle distance with the presence of Wilmslow Road vent shaft headhouse and immature landscape mitigation planting. These elements will be seen in place of Christie Hospital Car Park D, which is at ground level. The large existing mature trees along the B5093 Wilmslow Road will remain a key feature of the view. The absence of the demolished building to the north, removed during construction. will be a noticeable change in the streetscape. The previous views towards the tops of houses at Lynway Drive and Parkville Road will be screened by the Proposed Scheme. Mitigation planting at this stage will not provide any screening or integration at year 1. Wilmslow Road vent shaft headhouse will represent a new visible element that will be comparable in scale with the surrounding residential properties and replaces an existing utilitarian use. In summer, retained vegetation will partially filter the appearance of the Proposed Scheme in the middle ground. The magnitude of visual change will be **medium**.	**Moderate adverse (significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 15	**Summer**	The landscape mitigation planting along all boundaries on the B5093 Wilmslow Road will have grown sufficiently to help partially screen and integrate Wilmslow Road vent shaft headhouse into the wider landscape. The magnitude of visual change will reduce to **low.**	**Minor 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 along all boundaries on the B5093 Wilmslow Road will be denser and further integrate Wilmslow Road vent shaft headhouse into the wider landscape. The magnitude of visual change will remain **low.**	**Minor adverse (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 336-02-009: view north-east from the B5093 Wilmslow Road

This viewpoint is representative of views experienced by residents of properties off the B5093 Wilmslow Road, Ferndene Road, and cyclists travelling along the cycle route on the B5093 Wilmslow Road.

Current baseline - winter view

Date taken: 21/03/2018. Time taken: 14:39



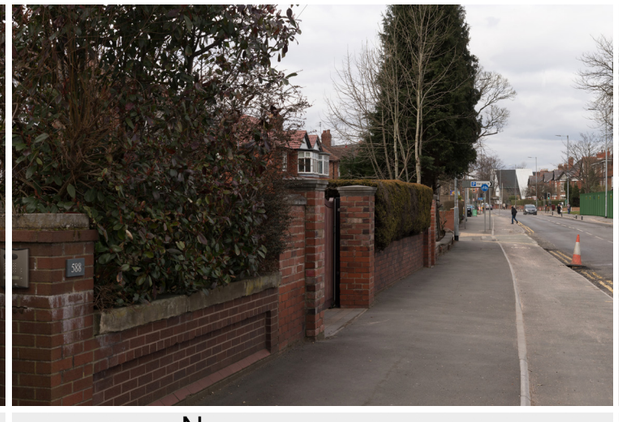






Winter verifiable photomontage - construction









The viewpoint has been taken approximately 13m away from the Proposed Scheme. Viewpoint location shown on Map LV-01-770. For full details of the visual assessment at viewpoint 336-**02**-009 refer to Volume 5: Appendix LV-001-0MA07, Part 3

Camera:	Sony a7RII, FFS, Zeiss Loxia 50mm f/2.0 lens		
Approximate GPS co-ordinates ref.	384860.314, 392201.223	**Direction of view:**	27.577°
Elevation:	34.102m Above Ordnance Datum (AOD)	**Height of camera:**	1.686m

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-01-770

Map Name
Verifiable Photomontage
Peak Construction Phase - Winter
Viewpoint 336-**02**-009

Community Area :
MA07

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Date: Jan 2021

Viewpoint 336-02-009: view north-east from the B5093 Wilmslow Road

This viewpoint is representative of views experienced by residents of properties off the B5093 Wilmslow Road, Ferndene Road, and cyclists travelling along the cycle route on the B5093 Wilmslow Road.

Current baseline - winter view

Date taken: 21/03/2018. Time taken: 14:39.



Winter verifiable photomontage - operation year 1



Camera:	Sony a7RII, FFS, Zeiss Loxia 50mm f/2.0 lens		
Approximate GPS co-ordinates ref.	384860.314, 392201.223	**Direction of view:**	27.577°
Elevation:	34.102m AOD	**Height of camera:**	1.686m

The viewpoint has been taken approximately 13m away from the Proposed Scheme. Viewpoint location shown on Map LV-01-771. For full details of the visual assessment at viewpoint 336-**02**-009 refer to Volume 5: Appendix LV-001-0MA07, 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-01-771

Map Name
Verifiable Photomontage
Operation Year 1 (2038) - Winter
Viewpoint 336-**02**-009

Community Area :
MA07

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Date: Jan 2021

Viewpoint 336-02-010: view south-east from Circular Road and Gordon Place

This viewpoint is representative of views experienced by residents of properties off Circular Road and Gordon Place.

Winter view (baseline)

Date taken: 16/08/2017 (stitched panorama)



Summer view (baseline)

Date taken: 18/09/2019 (stitched panorama)



Camera:	Nikon D3100, DX NIKKOR 18-55mm lens	
Approximate GPS co-ordinates ref.	384711, 392354	
Value of the viewpoint:	This viewpoint has a **medium** value. A typical and representative view with some elements of clear composition of local historic character.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	Residents have a strong interest in their visual environment. They therefore have a **high** susceptibility to visual change arising from the construction and operation of the Proposed Scheme.	**Medium-high**



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Viewpoint 336-02-010: view south-east from Circular Road and Gordon Place

Visual baseline description

Winter	In the foreground is the junction between Circular Road and Gordon Place. The entry to Gordon Place is marked by a small change in paving surface to setts, and a permit parking sign. The red brick terraces align and frame the view along Gordon Place. The properties are set back slightly from the road, behind small front garden boundaries of low red brick walls and hedges, with occasional trees. The regular spacing between the buildings, dormer windows and chimneys create a rhythm along the framed view and against the skyline. The background is closed off by the rear of properties at Wensley Drive, which are visible beyond intervening trees; with some further trees visible beyond.
Summer	Summer foliage gives the trees more prominence and filters the view of some of the properties along Gordon Place and Wensley Drive in the background. The chimneys and dormer windows remain a noticeable skyline feature.
Night-time	The surrounding residential area is well lit, typical of an urban area. The B5093 Wilmslow Road and the Christie Hospital Car Park D are currently lit showing skyglow in the background of the view.

Future baseline description

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

Visual impact assessment

	Temporary effects during construction	Significance of effect
Construction	Construction works associated with Wilmslow Road vent shaft headhouse will be visible within the background of the viewpoint beyond the properties at Wensley Drive. The majority of construction activities will be largely obscured by the intervening buildings and vegetation. Construction activity in the background of the view will include the removal of some existing mature vegetation, movement and presence of tall construction plant and the construction of Wilmslow Road vent shaft headhouse. Construction activities will largely be obscured by existing properties along Gordon Place and at Wensley Drive. The magnitude of visual change will be **low.**	**Minor adverse (non-significant)**
Construction night-time	The additional construction lighting associated with the Proposed Scheme will largely be screened from this location with additional skyglow in the background of the view.. However, this will be viewed in the context of existing skyglow in the 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, but the extent of the new lighting will result in a **negligible** magnitude of visual change.	**Negligible (non-significant)**
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	Significance of effect
Year 1	**Winter**	Residents will have a limited awareness of changes in their view as a result of the introduction of Wilmslow Road vent shaft headhouse that will be barely visible above a combination of existing intervening properties and vegetation. Immature landscape mitigation planting will not provide any screening or integration at year 1. The magnitude of visual change will be **negligible.**	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 15	**Summer**	Wilmslow Road vent shaft headhouse will be barely perceptible from this distance, being substantially obscured by the existing properties and associated vegetation with the addition of the maturing landscape mitigation planting. The magnitude of visual change will remain **negligible.**	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 30	**Summer**	Wilmslow Road vent shaft headhouse will be barely perceptible from this distance, being substantially obscured by the existing properties and the further maturing landscape mitigation planting at year 30 which will provide further screening of Wilmslow Road vent shaft headhouse. The magnitude of visual change will remain **negligible.**	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 336-02-011: view west from Lynway Drive

This viewpoint is representative of views experienced by residents of properties off Lynway Drive and Ferndene Road.

Winter view (baseline)

Date taken: 21/03/2019 (stitched panorama)



Summer view (baseline)

Date taken: 18/09/2019 (stitched panorama)



Camera:	Canon EOS 6D, Fixed 50mm lens	
Approximate GPS co-ordinates ref.	384987, 392233	
Value of the viewpoint:	This viewpoint has a **medium** value. The view is a typical residential area with road infrastructure in the foreground.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	Residents have a strong interest in their visual environment. They therefore have have a **high** susceptibility to visual change arising from the construction and operation of the Proposed Scheme.	**Medium-high**



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Viewpoint 336-02-011: view west from Lynway Drive

Visual baseline description

Winter	In the foreground is the turning circle on Lynway Drive, bordered by the footway and brick-walled front garden boundaries, some with hedges. The residential properties on Lynway Drive are set back behind their front gardens which are generally defined by low brick walls and white painted gate posts. The roofs of these properties are seen against the skyline and obscure most visibility beyond. Some lighting columns and telegraph poles can also be seen against the skyline. The residential properties on the western side of Lynway Drive have views west over rear gardens and boundary wall/fencing towards the Christie Hospital Car Park D. Occasional car park trees and street lights columns are visible above the boundary wall. Gaps between the houses allow visiblity of trees within the Christie Hospital Car Park D and rooflines of some properties on the B5093 Wilmslow Road to the north-west and Parkville Road to the north.
Summer	During summer, the leaf cover allows the vegetation to appear notable present within the view and the focus of the view is drawn to middle ground. The additional leaf cover filters all background views of built form and focusses on trees as an element against the skyline.
Night-time	The surrounding residential area is well lit, typical of an urban area. The B5093 Wilmslow Road and the Christie Hospital Car Park D are currently lit contributing skyglow in the area.

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 views of large-scale construction works in proximity to the properties. Construction activity will be visible over the boundary wall and rear gardens as well as through gaps between buildings on Lynway Drive. Construction works associated with Wilmslow Road vent shaft satellite compound will include the movement of materials, tall construction plant and the removal of existing features. Due to site clearance of the eastern boundary vegetation within the Christie Hospital Car Park D, views for residents will be more open towards construction activities. For residents overlooking Wilmslow Road vent shaft satellite compound, this will result in substantial changes to key characteristics within the view in proximity to properties. The magnitude of visual change will be **high**.	**Moderate adverse (significant)**
Construction night-time	Existing artificial lighting associated with the urban area is visible throughout the view. The additional night-time lighting required for Wilmslow Road vent shaft compound will intensify the existing light spill to neighbouring properties and sky glow resulting in a noticeable change in the characteristics of the existing view. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider view, but the extent of the new lighting will result in a **medium** magnitude of visual change.	**Moderate adverse (significant)**
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	**Significance of effect**
Year 1	**Winter**	Residents will have direct views towards Wilmslow Road vent shaft headhouse over rear gardens and boundary fences/walls as well as partially screened views through gaps between buildings on Lynway Drive. The loss of existing established trees to the east of the Christie Hospital Car Park D, removed during construction, will open up the visibility of these elements to residents and will change the visual character of the locality. The spaces between the houses will appear filled with built components in contrast to the current relatively open gaps occupied by trees set against the sky. For residents overlooking Wilmslow Road vent shaft headhouse, the Proposed Scheme will result in substantial changes within the view in proximity to properties. The magnitude of visual change will be **high**.	**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 landscape mitigation planting will have grown sufficiently to help integrate the lower sections of Wilmslow Road vent shaft headhouse into the wider landscape and within the view, however the top of the structure will remain visible. The magnitude of visual change will reduce to **low.**	**Minor adverse (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 30	**Summer**	The maturing landscape mitigation planting will be denser than at year 15 and further integrate the lower and middle sections of Wilmslow Road vent shaft headhouse into the wider landscape and within the view, however the top of the structure will remain visible. The magnitude of visual change will remain **low.**	**Minor adverse (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 336-02-012: view south-west from Parkville Road

This viewpoint is representative of views experienced by residents of properties off Parkville Road and apartments on the B5093 Wilmslow Road.

Winter view (baseline)

Date taken: 21/03/2019 (stitched panorama)



Summer view (baseline)

Date taken: 18/09/2019 (stitched panorama)



Camera:	Canon EOS 6D, Fixed 50mm lens	
Approximate GPS co-ordinates ref.	385009, 392307	
Value of the viewpoint:	This viewpoint has a **medium** value. The view is a typical residential area with road infrastructure in the foreground.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	Residents have a strong interest in their visual environment. They therefore have a **high** susceptibility to visual change arising from the construction and operation of the Proposed Scheme.	**Medium-high**



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Viewpoint 336-02-012: view south-west from Parkville Road

Visual baseline description

Winter	The foreground comprises Parkville Road, and associated pavement, beyond which are the front garden boundaries of various types, including hedges, tree planting, low brick walls, and railings. Two storey semi-detached properties with driveways lie beyond these property boundaries. Longer views are largely curtailed by the housesat the western end of Parkville Road, but where gaps allow, there is visibility of the rooflines of properties on Lynway Drive, chimneys of houses at Ferndene Gardens andthese trees within the Christie Hospital Car Park D off the B5093 Wilmslow Road. Properties to the southern side of Parkville Road have views south-west over rear gardens and boundary fences towards the Chrisite Hospital Car Park D. Views from apartments on the B5093 Wilmslow Road are largely screened by intervening buildings and vegetation.
Summer	Summer foliage makes the vegetation a more noticeable element in front gardens and along the skyline above the properties. The trees in leaf within the Christie Hospital Car Park D filter views towards properties on Lynway Drive and Ferndene Gardens.
Night-time	The surrounding residential area is well lit, typical of an urban area. The B5093 Wilmslow Road and the Christie Hospital Car Park D are currently lit showing skyglow in the area.

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 views of large-scale construction works in proximity to the properties at the western end of Parkville Road with direct views over rear gardens and boundary fencing. For residents in properties not immediately adjacent to the Christie Hospital Car Park D, construction activities will be visible through gaps between buildings and where intervening garden vegetation is absent Demolition and site clearance will result in the removal of existing trees within Christie Hospital Car Park D and this will allow views of the movement of site vehicles, tall construction plant activity, and the construction of the emerging Wilmslow Road vent shaft headhouse. For residents overlooking Wilmslow Road vent shaft satellite compound, this will result in substantial changes to key characteristics within the view in proximity to properties. The magnitude of visual change will be **high**.	**Moderate adverse (significant)**
Construction night-time	Existing artificial lighting associated with the urban area is visible throughout the view. The additional night-time lighting required for Wilmslow Road vent shaft compound will intensify the existing light spill to neighbouring properties and sky glow resulting in a noticeable change in the characteristics of the existing view. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider view, but the extent of the new lighting will result in a **medium** magnitude of visual change.	**Moderate adverse (significant)**
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	**Significance of effect**
Year 1	**Winter**	Residents will experience direct views over rear gardens towards Wilmslow Road vent shaft headhouse and immature landscape mitigation planting from properties immediately adjacent to the Christie Hospital Car Park D. Views from other properties will be through gaps between the houses on Parkville Road where intervening garden vegetation is absent. Wilmslow Road vent shaft headhouse will be seen in place of the Christie Hospital Car Park D and its mature trees. The spaces between the houses will appear filled with built form in contrast to the current relatively open gaps occupied by mature trees silhouetted against the sky. The demolition of buildings on the B5093 Wilmslow Road and removal of established trees in the Car Park During construction will open up views from residential properties towards the Proposed Scheme as well increasing visibility of the B5093 Wilmslow Road. Landscape mitigation planting will not provide any screening or integration at year 1. This will result in a substantial change to the composition of the view. The magnitude of visual change will be **high**.	**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 vegetation along the B5093 Wilmslow Road and along the boundary of Wilmslow Road vents shaft will have grown to replace in part the vegetation removed during construction. Some visibility through gaps between buildings towards the Wilmslow Road vent shaft headhouse will be clear and open and there will be a noticeable alteration to some parts of the view in the context of existing built form. 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 maturing landscape mitigation planting will be denser and further integrate Wilmslow Road vent shaft headhouse into the wider landscape. Visibility through gaps between buildings towards Wilmslow Road vent shaft headhouse will remain and there will be a noticeable alteration to some parts of the view in the context of existing built form. 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 336-02-013: view west from Parkville Road and Fog Lane Park

This viewpoint is representative of views experienced by residents of properties off Parkville Road and recreational users of Fog Lane Park.

Winter view (baseline)

Date taken: 21/03/2019 (stitched panorama)



Summer view (baseline)

Date taken: 18/09/2019 (stitched panorama)



Camera:	Canon EOS 6D, Fixed 50mm lens	
Approximate GPS co-ordinates ref.	385205, 392145	
Value of the viewpoint:	This viewpoint has a **medium** value with a typical residential street as well as views of the boundary of the local Fog Lane park within the view.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	Residents have a strong interest in their visual environment. They therefore have a **high** susceptibility to visual change arising from the construction and operation of the Proposed Scheme. The attention of recreational receptors in Fog Lane Park is focused on the immediate landscape and their recreational activities.	**Medium-high**



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Viewpoint 336-02-013: view west from Parkville Road and Fog Lane Park

Visual baseline description

Winter	In the foreground is Parkville Road with its associated footway and street furniture. The view is largely enclosed by the two-storey residential properties lining the road and by vegetation along the edge of Frog Lane Park. The middle ground is relatively flat allowing framed views along the length of Parkville Road. To the south-west, the views are largely contained by vegetation including trees on the edge of Fog Lane Park. To the west, the view is narrowed by the two-storey properties. High level and vertical features include lighting columns, overhead wires and house chimneys which are seen against the skyline. In the background can be seen the grey and metal clad upper storeys of the Christie Hospital. Flat roofs and vents are also visible beyond the three-storey Clifford House. To the south-west, filtered views are available towards the rooflines of properties on Ferndene Road.
Summer	Summer leaf cover gives street trees and garden vegetation more prominence and considerably changes the appearance of the Fog Lane Park with its large trees; with distant views towards the properties off Ferndene Road more filtered.
Night-time	Parkville Road is a well-lit residential road with a gap in lighting at Fog Lane Park. Additional skyglow can be seen at the end of the road associated with the B5093 Wilmslow Road, The Christie Hospital and the existing Christie Hospital Car Park D.

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 works associated with Wilmslow Road vent shaft satellite compound will be visible within the distance and to the background of the viewpoint, beyond the roofline of properties fronting Parkville Road, but will be largely obscured by the intervening properties and vegetation. Construction activities will be limited to the construction of the upper levels of Wilmslow Road vent shaft headhouse including the movement and prescence of tall construction plant. The magnitude of visual change will be **low.**	**Minor adverse (non-significant)**
Construction night-time	Lighting associated with the construction of the Proposed Scheme will be largely screened. The lighting at night will contribute to skyglow towards the background of the view, viewed in the context of existing lighting and skyglow. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider view, but the extent of the new lighting will result in a **negligible** magnitude of visual change.	**Negligible (non-significant)**
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	**Significance of effect**
Year 1	**Winter**	Operational effects will result largely from the introduction of Wilmslow Road vent shaft headhouse. Residents will experience a limited change in view due to the infrastructure elements as the properties along Parkville Road will largely obscure Wilmslow Road vent shaft headhouse. Landscape mitigation planting will not provide any screening or integration at year 1. The magnitude of visual change will be **negligible.**	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 15	**Summer**	Wilmslow Road vent shaft will be barely discernible from this distance, and will continue to be obscured by the residential properties along Parkville Road. The landscape mitigation planting will have grown sufficiently to help integrate the structure further. The magnitude of visual change will remain **negligible**.	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 30	**Summer**	The maturing landscape mitigation planting at year 30 will provide more integration in addition to the screening provided by the properties in Parkville Road, as such, the top of Wilmslow Road vent shaft headhouse will be barely perceptible from this distance The magnitude of visual change will remain **negligible.**	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 336-05-014: view south from the B5093 Wilmslow Road and Oak Road

This viewpoint is representative of views experienced by people within the Christie Hospital and road users travelling along the B5093 Wilmslow Road.

Winter view (baseline)

Date taken: 21/03/2019 (stitched panorama)



Summer view (baseline)

Date taken: 18/09/2019 (stitched panorama)



Camera:	Canon EOS 6D, Fixed 50mm lens	
Approximate GPS co-ordinates ref.	384920, 392390	
Value of the viewpoint:	This viewpoint has a **medium-low** value. It is a typical urban view with differing building types and heights and a main transport route dominating the view.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The attention of the people working in and visiting the Christie Hospital is focused on indoor facing activities. The attention of road users is focused on the route and immediate traffic conditions. Susceptibility to visual change arising from the construction and operation of the Proposed Scheme will be **low**.	Low



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Viewpoint 336-05-014: view south from the B5093 Wilmslow Road and Oak Road

Visual baseline description

Winter	In the foreground is the junction between Oak Road and the B5093 Wilmslow Road, an on-road cycleway, and pedestrian crossing point, beyond which, and in the middle ground looking east to south-east is the road, lined with three-storey buildings including Boundary Veterinary Clinic, Clifton House, and residential buildings along B5093 Wilmslow Road. To the west, is a large red brick Victorian villa set within a well vegetated garden and overlooking the adjacent Manor Park Garage. Several lighting columns are visible appearing above the properties against the skyline. In the background are trees at the Christie Hospital Car Park D. Beyond this, filtered views are available towards the two-storey Edwardian properties along the B5093 Wilmslow Road and two-storey semi-detached property at Old Broadway.
Summer	Summer foliage gives the vegetation a fuller appearance including the large trees in the background and around the red brick villa to the west.
Night-time	The B5093 Wilmslow Road is a well-lit residential road. Additional skyglow can be seen associated with The Christie Hospital and the existing Christie Hospital Car Park D.

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	Looking south, construction works associated with Wilmslow Road vent shaft will be visible in the background, occupying the current location of the Christie Hospital Car Park D. Construction traffic will be seen accessing the site via the B5093 Wilmslow Road and views of the Christie Hospital Car Park D will be replaced by views of construction activities. Construction activities at Wilmslow Road vent shaft satellite compound will be visible above the site hoarding and include the demolition of buildings, the dismantling of car park infrastructure and removal of vegetation. These features will be replaced by the multi and single storey welfare and storage facilities. Removal of some of the mature trees along the B5093 Wilmslow Road will change the character of the view including increased visibility of Wilmslow Road vent shaft satellite compound. This will result in a noticeable change to key characteristics within the view. There will be a **medium** magnitude of visual change.	**Minor adverse (non-significant)**
Construction night-time	The additional artificial lighting associated with the Proposed Scheme will be seen within the context of the existing urban lighting. The controls on light spill set out in the draft CoCP will limit the change these new light sources will introduce to the wider view. In the context of the existing car park setting, the magnitude of visual 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**	Operational effects will result from the introduction of Wilmslow Road vent shaft headhouse in place of the Christie Hospital Car Park D. In addition, the loss of existing mature vegetation along the B5093 Wilmslow Road and the demolition of existing buildings during construction will reduce the screening available for the new infrastructure elements and change local visual character. Wilmslow Road vent shaft headhouse will form part of the existing street scene alongside the B5093 Wilmslow Road so will be a feature largely characteristic of the existing view. Immature landscape mitigation planting will not provide any screening or integration at year 1. The magnitude of visual change will be **low.**	**Minor adverse (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 15	**Summer**	Due to the growth of the landscape mitigation planting along the B5093 Wilmslow Road and surrounding Wilmslow Road vent shaft headhouse the appearance of the infrastructure elements will be filtered. Where gaps in the maturing landscape mitigation planting allow, Wilmslow Road vent shaft headhouse will be seen set back from the road. The landscape mitigation planting will have grown sufficiently to help to screen and integrate the lower sections of Wilmslow Road vent shaft headhouse and reinstate the removed vegetation. The magnitude of visual change will reduce to **negligible.**	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 30	**Summer**	Due to the growth of the landscape mitigation planting along the B5093 Wilmslow Road and surrounding Wilmslow Road vent shaft headhouse the appearance of the infrastructure elements will be effectively filtered. Where gaps in the maturing landscape mitigation planting remain, Wilmslow Road vent shaft headhouse will be seen set back from the road. The maturing landscape mitigation planting at year 30 will provide denser screening along the B5093 Wilmslow Road and around Wilmslow Road vent shaft headhouse. The magnitude of visual change will remain **negligible.**	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 336-02-015: view south-west from Dene Road

This viewpoint is representative of views experienced by residents of properties off Dene Road and people at the Nazarene Theological College, JB Maclagan Church complex and Korean Church.

Winter view (baseline)

Date taken: 21/03/2019 (stitched panorama)

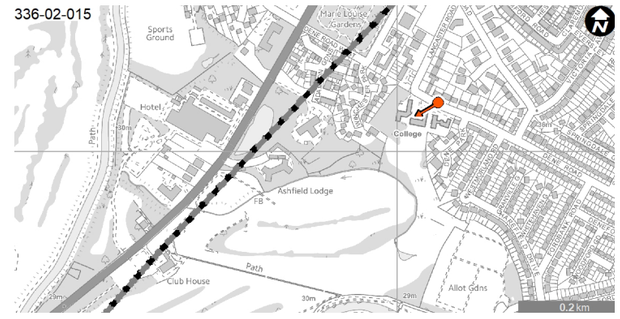


Summer view (baseline)

Date taken: 17/09/2019 (stitched panorama)



Camera:	Canon EOS 6D, Fixed 50mm lens	
Approximate GPS co-ordinates ref.	384082, 391103	
Value of the viewpoint:	This viewpoint has a **medium** value. The view is a typical residential area with road infrastructure in the foreground with buildings of historic interest in the middle ground surrounded by tree planting.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	Residents have a strong interest in their visual environment. They therefore have a **high** susceptibility to visual change arising from the construction and operation of the Proposed Scheme. The susceptibility of people attending the church and college is lower, as their attention is focused on indoor activities.	**Medium-high**



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Viewpoint 336-02-015: view south-west from Dene Road

Visual baseline description

Winter	In the foreground is Dene Road with its footway edged by the hedge and rail boundary of the Nazarene Theological College, JB Maclagan Church complex and Korean Church. Stone pillars form a vehicle exit gateway with a car park and buildings beyond. The skyline is punctuated by the two brick chimneys of the two-storey brick built JB Maclagan Church Complex with its slate roof. To the south-west, the two-storey red brick and timber panelled Korean Church with its pitched roof is visible, filtered by vegetation. Further to the south-west, filtered views are available towards the upper storey and skylight windows of the two-storey brick college building. In the background, trees can be seen within the open space to the rear of the college building.
Summer	Summer foliage gives vegetation along Dene Road and within the car park more prominence, filtering views towards the two-storey properties and background.
Night-time	Dene Road is a well-lit residential urban area with street lighting in the foreground and lighting from the college and church complex in the middle ground.

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 works associated with the Palatine Road vent shaft headhouse and Palatine Road auto-transformer station will be visible within background of the viewpoint. Construction activities will be glimpsed beyond the trees in the open space to the rear of the college buildings and will be largely obscured by intervening buildings and vegetation. Visible activities will be limited to the movement of tall construction plant and the construction of the Palatine Road vent shaft headhouse beyond the intervening built form and mature trees. Visibility of the construction activity will be largely obscured by existing features in the middle ground associated with the college, with only some filtered views possible. The magnitude of visual change will be **low**.	**Minor adverse (non-significant)**
Construction night-time	Residential properties, the college and church complex are relatively well screened by existing vegetation. However, the presence of the Palatine Road vent shaft satellite compound will intensify sky glow in the background. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider view, but the extent of the new lighting will result in a **negligible** magnitude of visual change**.**	**Negligible (non-significant)**
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	Significance of effect
Year 1	**Winter**	Operational effects will result primarily from the introduction of the Palatine Road vent shaft headhouse. Loss of existing vegetation will barely be perceptible at this distance. Receptors will have a limited change in view due to the infrastructure elements. The existing vegetation and buildings of the college and churches will continue to obscure the lower part of the Palatine Road vent shaft headhouse and Palatine Road auto transformer station. The magnitude of visual change will be **negligible.**	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous lighting in this location.	**Not assessed**
Year 15	**Summer**	Palatine Road vent shaft headhouse and Palatine Road auto transformer station will be barely perceptible from this distance. Views will continue to be obscured by the existing built form and vegetation surrounding the college. The landscape mitigation planting will have grown sufficiently to help to integrate the infrastructure elements. The magnitude of visual change will remain **negligible.**	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous lighting in this location.	**Not assessed**
Year 30	**Summer**	Palatine Road vent shaft headhouse and Palatine Road auto-transformer station will be barely perceptible from this distance. The maturing landscape mitigation planting at year 30 will provide denser screening than at year 15, in addition to the existing vegetation and the buildings of the college and churches. The magnitude of visual change will remain **negligible.**	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous lighting in this location.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 337-02-001: view east from Footpath Manchester 156 and the A34 Birchfields Road

This viewpoint is representative of views experienced by residents of properties off the A34 Birchfields Road and recreational users of Footpath Manchester 156.

Winter view (baseline)

Date taken: 21/03/2019 (stitched panorama)

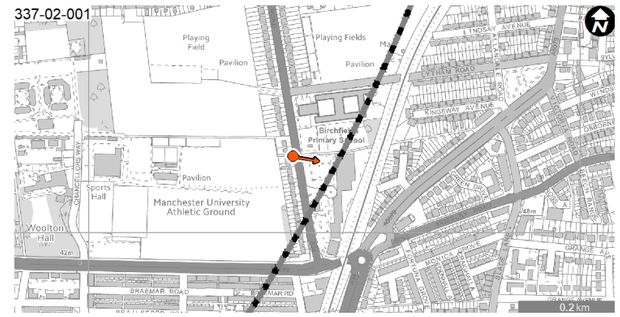


Summer view (baseline)

Date taken: 18/09/2019 (stitched panorama)



Camera:	Canon EOS 6D, Fixed 50mm lens	
Approximate GPS co-ordinates ref.	386419, 394161	
Value of the viewpoint:	This viewpoint has a **medium** value. A typical urban street with limited garden spaces, busy arterial roads and direct views to car parking and retail park.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	Residents and footpath users have a strong interest in their visual environment. They therefore have a **high** susceptibility to visual change arising from the construction and operation of the Proposed Scheme.	**Medium-high**



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Viewpoint 337-02-001: view east from Footpath Manchester 156 and the A34 Birchfields Road

Visual baseline description

Winter	In the foreground is the tree-lined the A34 Birchfields Road. In the middle ground the flat landform allows open views towards the car park of Fallowfield Retail Park to the south-east. The car park is edged by mounded grass verges and a timber knee rail. The skyline is punctuated by lighting columns, signage and trees. To the north, visibility of the middle ground is limited by the trees along the western boundary of Birchfields Primary School. To the east, the red brick and white rendered concrete retail buildings are prominent. The grey slate roofs of the Fallowfield Retail Park massed against the skyline are a noticeable detracting feature. Overhead line equipment associated with the South Trans Pennine Styal Railway Line can be seen in part, appearing above the roofline of the retail buildings. To the north, filtered views are available towards the red brick Birchfields Primary School buildings and playground. Views east from Footpath Manchester 156 are framed by boundary fencing.
Summer	The mature street trees lining the road appear fuller and provide more shade during summer. Summer foliage of boundary vegetation helps to obscure visibility of Birchfields Primary School. To the south-east, tall trees within the Fallowfield Retail Park car park are more apparent.
Night-time	The A34 Birchfields Road and the existing Fallowfield Retail Park area are currently lit. The surrounding areas are well lit, typical of an urban area.

Future baseline description

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

Visual impact assessment

	Temporary effects during construction	**Significance of effect**
Construction	Residents will have views of large-scale construction works in the middle distance, including the movement of materials and tall construction plant, and the removal of existing features associated with the construction of Birchfields Road vent shaft and Birchfields Road vent shaft auto-transformer station. Construction traffic accessing the Birchfields Road construction compound will be seen travelling along the A34 Birchfields Road in the foreground. Site hoardings enclosing Birchfields Road vent shaft satellite compound area will be seen on the other side of the A34 Birchfields Road in place of Fallowfield Retail Park, and elevated structures will form a prominent detracting but temporary element. Views of construction activity from Footpath Manchester 156 will be largely screened by site hoardings. This will result in a substantial change to features in the middle distance. Residents of this part of the A34 Birchfields Road will have clear and direct views of construction activity. The magnitude of change will be **high**.	**Moderate adverse (significant)**
Construction night-time	The additional night-time lighting required for Birchfields Road vent shaft satellite compound will intensify the existing light spill and sky glow resulting in a noticeable change in the characteristics of the view. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider view, however the proximity to the additional lighting will result in a **medium** magnitude of visual change**.**	**Moderate adverse (significant)**
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	**Significance of effect**
Year 1	**Winter**	Residents will experience changes to the middle distance view, beyond the existing A34 Birchfields Road corridor, where Birchfields Road vent shaft headhouse and Birchfields Road vent shaft auto-transformer station replace the northern part of Fallowfield Retail car park. In near distance views, Birchfields Road vent shaft satellite compound will have been removed and levelled but the boundary hoardings will remain in place, demarking land to be returned to suitable development use. The immature landscape mitigation along the Proposed Scheme boundary with Footpath Manchester 156 and surrounding Birchfields Road vent shaft will not serve to visually screen or integrate these new elements into the view at year 1. This will result in a noticeable change to the composition in part of the view, with new structures added into the near and middle distance which will be visible elements but largely characteristic of the existing view. 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**	Due to the growth of the landscape mitigation planting around Birchfields Road vent shaft headhouse and Birchfields Road vent shaft auto-transformer station, and along the A34 Birchfields Road, views of the infrastructure elements will be partly screened. Despite this, the height and form of the structures will continue to be a perceptible element within the view. The magnitude of visual change will reduce to **low.**	**Minor adverse (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 30	**Summer**	Due to the growth of the landscape mitigation planting around Birchfields Road vent shaft headhouse and Birchfields Road vent shaft auto-transformer station, and along the A34 Birchfields Road, views of the infrastructure elements will be partly screened. Despite this, the height and form of the structures will continue to be a perceptible element within the view. The magnitude of visual change will remain **low.**	**Minor adverse (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 337-02-002: view north-east from the A34 Birchfields Road

This viewpoint is representative of views experienced by residents at properties off the A34 Birchfields Road and road users travelling along the A34 Birchfields Road.

Winter view (baseline)

Date taken: 21/03/2019 (stitched panorama)

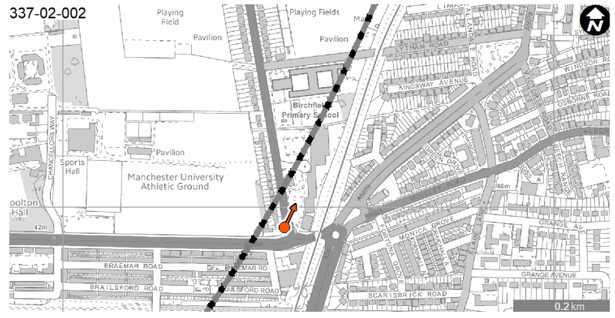


Summer view (baseline)

Date taken: 18/09/2019 (stitched panorama)



Camera:	Canon EOS 6D, Fixed 50mm lens	
Approximate GPS co-ordinates ref.	386449, 393966	
Value of the viewpoint:	This viewpoint has a **medium** value. A typical urban street with limited garden spaces, busy arterial roads and direct views of car parking and retail park.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	Residents have a strong interest in their visual environment. They therefore have a **high** susceptibility to visual change arising from the construction and operation of the Proposed Scheme.	**Medium-high**



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Viewpoint 337-02-002: view north-east from the A34 Birchfields Road

Visual baseline description

Winter	In the foreground is the A34 Birchfields Road, with its pavement which has a degraded surface with patched repairs. To the west, the view is restricted by the two-storey red brick properties set back from the pavement behind their walled front gardens. Across the A34 Birchfield Road, in the gaps between the large mature street trees, can be seen Fallowfield Retail Park. The shopping centre site is edged by a knee rail and hedge. The retail units with associated signage, advertising, car parking and lighting columns continue into the background to the north and north-east.
Summer	Summer foliage gives the street trees along the A34 Birchfields Road more prominence, and further filters views towards the retail units at Fallowfield Retail Park. The vegetation in leaf fills gaps between built elements, further obscuring views to the north-west.
Night-time	The A34 Birchfields Road and the existing Fallowfield Retail Park area are currently lit. The surrounding areas are well lit, typical of an urban area. The artificial lighting associated with the urban area is visible throughout the view.

Future baseline description

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

Visual impact assessment

	Temporary effects during construction	Significance of effect
Construction	Construction works associated with Birchfields Road vent shaft and Birchfields Road vent shaft auto-transformer station will be visible within the background of the view. Site hoardings enclosing Birchfields Road vent shaft satellite compound area will be seen on the far side of the A34 Birchfields Road instead of the current view of the northern end of the Fallowfield Retail Park. Street trees and a fast food restaurant at the southern end of Fallowfield Retail Park will partly obscure construction activity. This will result in a noticeable change to features in the background. Residents and road users will experience filtered oblique views towards the site and the associated construction activities, including elevated construction features. The magnitude of visual change will be **medium.**	**Moderate adverse (significant)**
Construction night-time	The A34 Birchfields Road and Fallowfield Retail Park are currently lit and artificial lighting associated with the surrounding urban area is prevalent. The additional night-time lighting required for Birchfields Road vent shaft satellite compound will intensify existing sky glow resulting in a noticeable change in the characteristics of the view, but viewed in the context of existing lighting. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider view, but the extent of the new lighting will result in a **medium** magnitude of visual change**.**	**Moderate adverse (significant)**
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	
Year 1	**Winter**	Operational effects will result from the introduction of Birchfields Road vent shaft headhouse and the vent shaft auto-transformer station. The infrastructure elements will replace the northern portion of Fallowfield Retail Park beyond the fast food restaurant. The construction compound will have been removed and levelled but the boundary hoardings will remain in place and be visible. Beyond these will sit an empty parcel of land to be returned to suitable development use. Residents and road users will have predominantly open oblique views of Birchfields Road vent shaft and Birchfields Road vent shaft auto-transformer station. Immature landscape mitigation planting will not provide any screening or integration at year 1. The magnitude of visual change will be **low**.	**Minor adverse (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 15	**Summer**	Due to the growth of landscape mitigation planting along the boundaries of Birchfields Road vent shaft and Birchfields Road vent shaft auto-transformer station the upper sections will remain visible however, views will be filtered, and the infrastructure elements will appear more integrated into the existing urban fabric. The magnitude of visual change will reduce to **negligible.**	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 30	**Summer**	Due to the maturing of landscape mitigation planting along the boundaries of Birchfields Road vent shaft and Birchfields Road vent shaft auto-transformer station the upper sections will remain visible however, views will be filtered, and the infrastructure elements will appear more integrated into the existing urban fabric. The magnitude of visual change will remain **negligible.**	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 337-02-003: view north-east from B5093 Moseley Road and Balmoral Road

This viewpoint is representative of views experienced by residents of properties off B5093 Moseley and Balmoral Road, and people at Armitage Sports Centre – University of Manchester.

Winter view (baseline)

Date taken: 21/03/2019 (stitched panorama)

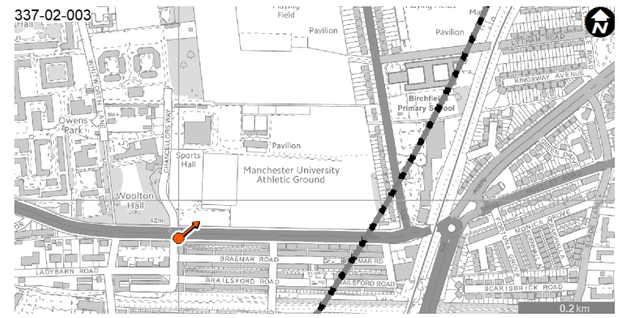


Summer view (baseline)

Date taken: 18/09/2019 (stitched panorama)



Camera:	Canon EOS 6D, Fixed 50mm lens	
Approximate GPS co-ordinates ref.	385999, 393923	
Value of the viewpoint:	This viewpoint has a **medium** value, the existing busy road, and retail park opposite representing detracting features that dominate the view.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	Residents have a strong interest in their visual environment. They therefore have a **high** susceptibility to visual change arising from the construction and operation of the Proposed Scheme. Recreational users of the sports centre will be less suspectable as they are focused upon their sporting activity.	**Medium-high**



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Viewpoint 337-02-003: view north-east from B5093 Moseley Road and Balmoral Road

Visual baseline description

Winter	To the south-east, the view is enclosed by two-storey red brick terraces which front directly onto B5093 Moseley Road. Views are available across B5093 Moseley Road and the signalised crossing towards the red brick boundary of the Armitage Sports Centre. An extended length of B5093 Moseley Road is seen, enclosed on one side by terraced houses and the other the tall red brick boundary wall of the Armitage Sports Centre. Beyond and above the boundary wall of the Armitage Sports Centre and in the background of the view can be seen the tall lighting columns of the sports centre.
Summer	The summer view is relatively unchanged compared to the winter, although some very limited summer foliage is visible along Chancellor's Way.
Night-time	Lighting from road infrastructure dominates the view in addition to flood lighting from the Armitage Sports centre playing fields. This is a very well-lit urban environment.

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 works associated with Birchfields Road vent shaft will be visible within the background of the viewpoint. To the north-east, visibility of lower level construction activities will be obscured by the red brick boundary of the Armitage Sports Centre and the existing properties along the A34 Birchfields Road. Visibility of construction activities will largely be limited to the removal of existing features and presence of tall construction plant seen on the skyline. Visibility of construction activity will be predominantly blocked by intervening buildings, but background views of tall construction features in the background will be possible. Construction traffic will be visible at proximity to residents in properties fronting B5093 Moseley Road. The magnitude of visual change will be **low.**	**Minor adverse (non-significant)**
Construction night-time	The lighting from the construction of the Proposed Scheme will be a barely perceptible addition to existing skyglow of the view. Existing foreground lighting will continue to dominate. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider view, but the extent of the new lighting will result in a **negligible** magnitude of visual change**.**	**Negligible (non-significant)**
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	Significance of effect
Year 1	**Winter**	Operational effects will result from the introduction Birchfields Road vent shaft headhouse. Residents will have oblique views of the infrastructure elements seen above intervening built form in the middle ground. Landscape mitigation planting will not provide any screening or integration at year 1. The magnitude of visual change will be **negligible.**	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 15	**Summer**	The top of Birchfields Road vent shaft headhouse will remain perceptible in the background of the view, however, due to the growth of the landscape mitigation planting along the A34 Birchfields Road views will be filtered and more integrated. The magnitude of visual change will remain **negligible.**	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 30	**Summer**	The top of Birchfields Road vent shaft headhouse will remain perceptible in the background of the view, however, due to the maturing landscape mitigation planting at year 30 there will be a denser screening effect in summer months and this will continue to screen and integrate Birchfields Road vent shaft headhouse. The magnitude of visual change will remain **negligible.**	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 337-06-004: view north from Fallowfield Retail Park

This viewpoint is representative of views experienced by workers and visitors at Fallowfield Retail Park.

Winter view (baseline)

Date taken: 21/03/2019 (stitched panorama)

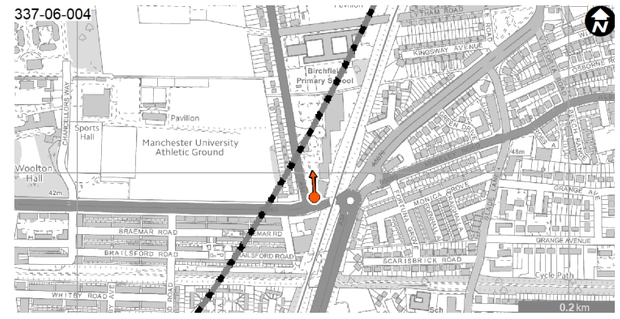


Summer view (baseline)

Date taken: 18/09/2019 (stitched panorama)



Camera:	Canon EOS 6D, Fixed 50mm lens	
Approximate GPS co-ordinates ref.	386481, 393949	
Value of the viewpoint:	This viewpoint has a **medium-low** value. A typical urban street with differing building heights and types with the retail park, carpark and major transport road dominating the view.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The attention of the people working in this area is focused on their indoor facing activities. Susceptibility to visual change arising from the construction and operation of the Proposed Scheme will be **low.**	**Low**



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Viewpoint 337-06-004: view north from Fallowfield Retail Park

Visual baseline description

Winter	In the foreground is the concrete paved entrance to Fallowfield Retail Park framed by the metal railing to the east, and a shrub bed enclosed by a timber knee rail to the west. To the west, the pavement of concrete paving slabs and tarmac is in relatively poor condition and incorporates mature street trees. Views are available across the carpark to the north. Views to the north-east are obscured by the shopping centre. To the north-west, filtered views are available towards the two-storey red brick properties on the A34 Birchfields Road. The single storey slate roofed Burger King is visible against the skyline. Beyond the carpark, filtered views are available of the roof line and upper windows of Birchfields Primary School and the upper storey of the recently constructed MEA Central.
Summer	Trees in leaf further filter middle ground views towards the properties along the A34 Birchfields Road increasing the sense of enclosure to the car park and its separation from the A34 Birchfields Road. Views to the north, of Birchfields Primary School and MEA Central are only possible through gaps in vegetation.
Night-time	The night-time visual 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	Construction works associated with Birchfields Road vent shaft will be visible in the background of the view, above site hoardings and beyond a fast food restaurant, with the latter obscuring some of this activity. Activities will include the removal and demolition of site features and construction plant and materials movement in and around the temporary Birchfields Road vent shaft satellite compound. Construction traffic using the A34 Birchfields Road, will be visible in the foreground and middle ground. There will be a **medium** magnitude of visual change.	**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**	Operational effects will result from the introduction of Birchfields Road vent shaft and Birchfields Road vent shaft auto-transformer station. Retail park visitors and workers will see the infrastructure elements as a change in the background of the view. Immature landscape mitigation planting will not provide any screening or integration at year 1. The construction compound will have been removed and levelled but the boundary hoardings will remain in place and be visible in the background and detract from views. The magnitude of visual 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 the landscape mitigation planting along the southern boundary of Birchfields Road vent shaft headhouse and Birchfields Road vent shaft auto-transformer station the lower sections will be partially screened and views of the infrastructure elements will be filtered and more integrated. The magnitude of visual 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**	Due to the maturing of the landscape mitigation planting along the southern boundary of Birchfields Road vent shaft headhouse and Birchfields Road vent shaft auto-transformer station the lower sections will be screened and views of the infrastructure elements will be filtered further and more integrated. The magnitude of visual 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 337-02-005: view south from the junction of A34 Birchfields Road and Lytham Road

This viewpoint is representative of views experienced by residents at properties off the A34 Birchfields and Lytham Road, and people at Birchfields Primary School.

Winter view (baseline)

Date taken: 21/03/2019 (stitched panorama)



Summer view (baseline)

Date taken: 18/09/2019 (stitched panorama)



Camera:	Canon EOS 6D, Fixed 50mm lens	
Approximate GPS co-ordinates ref.	386386, 394295	
Value of the viewpoint:	This viewpoint has a **medium** value. A typical residential street with differing building and boundary types. Road infrastructure dominates the view.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	Residents have a strong interest in their visual environment. They therefore have a **high** susceptibility to visual change arising from the construction and operation of the Proposed Scheme. Staff and pupils in schools have a lower susceptibility to change as their attention is less focused on the landscape.	**Medium-high**



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Viewpoint 337-02-005: south from the junction of A34 Birchfields Road and Lytham Road

Visual baseline description

Winter	The foreground comprises the junction between the A34 Birchfields Road and Lytham Road. Highway infrastructure includes several lighting columns, road signs and prominent painted markings. The A34 Birchfields Road also incorporates a bus lane and cycleway. To the west, set back from the pavement marked by the red brick boundary walls, the road is aligned by two-storey detached and semi-detached properties. The dormer roofs and masonry chimneys create a repeated pattern against the skyline. To the east, the road is bordered by a pavement with a line of avenue mature trees on both sides of the road. A green mesh fence with bamboo screen marks the boundary to the Birchfields Primary School. The roof line of the school appears above the fence, although is in part screened by the roadside trees. Views extend south along the length of the A34 Birchfields Road towards the commercial buildings which are seen in the context of mature street trees.
Summer	During summer, the additional leaf cover allows the filtering and screening effect of the vegetation to become more apparent. Views towards Birchfields Primary School and Fallowfield Retail Park become more filtered. The detracting elements within Fallowfield Retail Park are partially screened and the leaf coverage within the background appears more prevalent.
Night-time	The A34 Birchfields Road and Lytham Road residential areas are well lit, typical of an urban area. In addition, the Fallowfield Retail Park adds skyglow above existing vegetation in the background.

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 works associated with Birchfields Road vent shaft headhouse and Birchfields Road vent shaft auto transformer station will be visible within the background of the view, beyond Birchfields Primary School and mature roadside trees. Construction traffic including the movement of construction plant and materials will be visible in the foreground of the view travelling along the A34 Birchfields Road. Views of the works associated with the construction of Birchfields Road vent shaft headhouse and Birchfields Road vent shaft auto transformer station will be largely limited to upper elements glimpsed through vegetation. Views of the detracting elements at Fallowfield Retail Park will be replaced with views of site hoarding increasing the sense of enclosure along this section of the A34 Birchfields Road. Background views, for these receptors, will be heavily filtered through intervening vegetation and screened by intervening buildings. The magnitude of visual change will be **low.**	**Minor adverse (non-significant)**
Construction night-time	The additional lighting from the construction of the Proposed Scheme adds to the existing skyglow in the background of the view. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider view, but the extent of the new lighting will result in a **negligible** magnitude of visual change**.**	**Negligible (non-significant)**
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	Significance of effect
Year 1	**Winter**	Operational effects will result from the introduction of Birchfields Road vent shaft headhouse and Birchfields Road vent shaft auto transformer station replacing views of the edge of the Fallowfield Retail Park and its timber knee rail boundary, vegetation and car park. Whilst the existing vegetation within the middle ground along the A34 Birchfields Road will filter some views of Birchfields Road vent shaft headhouse, the immature landscape mitigation planting will not provide further screening and integration at year 1. The magnitude of visual change will be **low.**	**Minor adverse (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous lighting in this location.	**Not assessed**
Year 15	**Summer**	Due to the growth of the landscape mitigation planting along the A34 Birchfields Road, views of Birchfields Road vent shaft headhouse and Birchfields Road vent shaft auto transformer station will be partially filtered. There will be a perceptible change to the background of the view, although the mature street trees along the A34 Birchfields Road will substantially filter views of the upper sections of Birchfields Road vent shaft headhouse and Birchfields Road vent shaft auto transformer station. The magnitude of visual change will reduce to **negligible.**	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous lighting in this location.	**Not assessed**
Year 30	**Summer**	In combination with the mature street trees along the A34 Birchfields Road, the maturing landscape mitigation planting at year 30 will provide denser screening in summer months than at year 15, as a result Birchfields Road vent shaft headhouse and Birchfields Road vent shaft auto transformer station will be substantially screened. The magnitude of visual change will remain **negligible.**	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous lighting in this location.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 337-02-006: view west from Footpath Manchester 156 and Bridleway Manchester 156

This viewpoint is representative of views experienced by residents of properties on Kingsmere Avenue and users of of Footpath Manchester 156 and Byway 156.

Winter view (baseline)

Date taken: 21/03/2019 (stitched panorama)

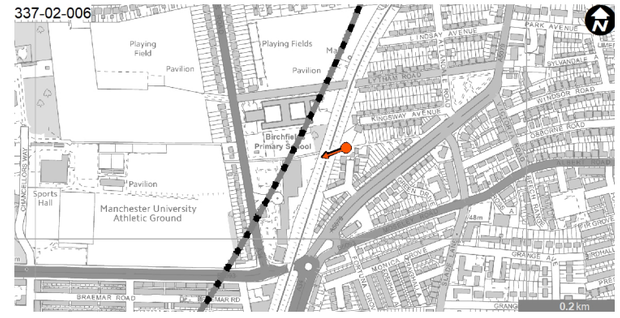


Summer view (baseline)

Date taken: 18/09/2019 (stitched panorama)



Camera:	Canon EOS 6D, Fixed 50mm lens	
Approximate GPS co-ordinates ref.	386631, 394171	
Value of the viewpoint:	This viewpoint has a **medium** value. An undistinguished and unremarkable view with significant adverse features forming a dominant part of the view.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	Residents have a strong interest in their visual environment, and the attention of footpath users is focused on the landscape. They therefore have a **high** susceptibility to visual change arising from the construction and operation of the Proposed Scheme.	**Medium-high**



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Viewpoint 337-02-006: view west from Footpath Manchester 156 and Bridleway Manchester 156

Visual baseline description

Winter	The footpath is visible across the entire view and is enclosed by a red brick wall to the south and a metal security fence to the north. The upper storey and loft extension of the end property on Kingsmere Avenue is visible above the brick wall to the south. To the west, is a blue brick railway bridge, with its wingwalls, and associated embankments. The embankments either side of the bridge are well vegetated and enable filtered views of the rail overhead line equipment. The railway arch frames views of the footpath as it continues into the distance, bordered by security fencing at Birchfields Primary School and Fallowfield Retail Park carpark, with the upper storeys of properties on A34 Birchfields Road visible beyond. Views west from the residential properties are dominated by the South Trans Pennine Styal Railway Line vegetated embankment.
Summer	Summer foliage increases the sense of enclosure within the middle ground. Vegetation close to the railway bridge and on the embankment are more apparent against the skyline. Views towards the upper storeys of properties on the A34 Birchfields Road are further filtered by the vegetation along the Primary School boundary.
Night-time	Byway 156, the A34 Birchfields Road and the existing Fallowfield Retail Park area are currently lit. The surrounding areas are well lit, typical of an urban area.

Future baseline description

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

Visual impact assessment

	Temporary effects during construction	Significance of effect
Construction	Residents and users of Byway 156 will see taller elements associated with large-scale construction works in the background of the view. This will include the movement of materials and tall construction plant and the removal of existing features associated with the construction of Birchfields Road vent shaft headhouse and Birchfields Road vent shaft auto-transformer station. The existing railway bridge and planted embankments will largely screen the construction of Birchfields Road vent shaft headhouse and auto-transformer station, which will only be visible above these existing features as they are constructed. Visible construction activities will include the demolition of the retail building, infrastructure, the movement of tall construction plant within the site, and the installation of the multi-storey welfare facilities, office accommodation and storage facilities. Recreational users of Byway 156 will be closer to the construction activity than residents, however views will be largely screened by hoardings. Overall, the presence of the South Trans Pennine Styal Railway Line embankment and associated vegetation will largely screen the construction activities. The magnitude of visual change will be **low**.	**Minor adverse (non-significant)**
Construction night-time	The additional night-time lighting required for Birchfields Road vent shaft satellite compound will intensify existing sky glow. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider view. The magnitude of visual change will be **low.**	**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**	In place of the northern section of Fallowfield Retail Park, in the middle ground residents will see Birchfields Road vent shaft headhouse and Birchfields Road vent shaft auto-transformer station. Immature landscape mitigation planting will not be visible beyond the railway bridge and embankments. Recreational users of Byway 156 will be closer to the Proposed Scheme than residents. Immature landscape mitigation planting will not provide any screening or integration at year 1. The Proposed Scheme will be a similar in scale to the baseline built form within the view. In summer, the views will remain the same as winter. The magnitude of visual change will be **low.**	**Minor adverse (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 15	**Summer**	Due to the growth of landscape mitigation planting on the railway embankment, views of the lower sections of Birchfields Road vent shaft headhouse and Birchfields Road vent shaft auto-transformer station will be filtered and more integrated. The magnitude of visual change will reduce to **low.**	**Minor adverse (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 30	**Summer**	The maturing landscape mitigation planting at year 30 will provide denser screening in summer months of Birchfields Road vent shaft and Birchfields Road vent shaft auto-transformer station which will be seen beyond the existing vegetated railway embankment. The magnitude of visual change will remain **low.**	**Minor adverse (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 337-02-007: view north-west from the B5093 Moseley Road

This viewpoint is representative of views experienced by residents at properties of committed developments MA07/161 and MA07/305 off the B5093 Moseley Road and the A5079 Kingsway.

Winter view (baseline)

Date taken: 05/03/2021 (stitched panorama)

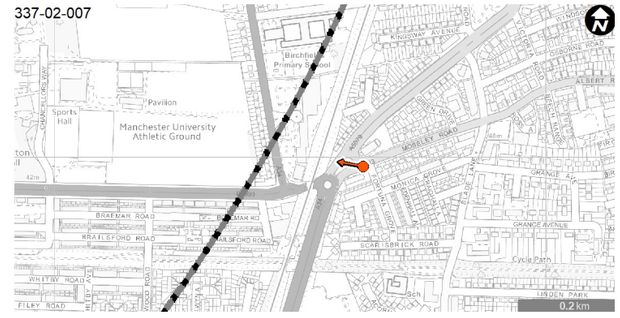


Summer view (baseline)

Date taken: 24/05/2021 (stitched panorama)



Camera:	Canon EOS 6D, Fixed 50mm lens	
Approximate GPS co-ordinates ref.	386620,393986	
Value of the viewpoint:	This viewpoint has a **medium** value. A typical residential street with differing building and boundary types. Road infrastructure dominates the view.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	Residents have a strong interest in their visual environment. They therefore have a **high** susceptibility to visual change arising from the construction and operation of the Proposed Scheme.	**Medium-high**



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Viewpoint 337-02-007: view north-west from the B5093 Moseley Road

Visual baseline description

Winter	In the foreground is the road junction of the A34 Kingsway. Within the view, the B5093 Moseley Road leads from the east and continues onto the A5079 Kingsway to the west before joining the A34 Kingsway (out of view). The centre of the view shows the short section of A5079 which continues northwards. To the west, a central area of the junction is grassed and planted with bulbs and large mature trees. To the centre the A5079 Kingsway continues northwards beyond the five storey apartment block under construction (MA07/305) which blocks any views beyond. Two storey semi-detached red brick houses line the western side of the A5079 Kingsway with their rooflines forming the skyline. Some mature trees location on the central median of the A5059 Kingsway obscure views of the houses. To the east, a mature dense hedge provides lower level screening. Glimpses of vertical railway features are possible in addition to the roof lines of Fallowfield Retail Park.
Summer	Summer foliage increases the sense of enclosure within the middle ground, filtering views beyond towards the railway line and roofs of Fallowfield Retail Park. Mature tree planting along the central median of the A5079 Kingsway further obscures views of the houses in the background.
Night-time	The B5093 Moseley road and A5079 Kingsway are currently lit. The surrounding areas are well lit, typical of an urban area with skyglow from the existing Fallowfield Retail park beyond the houses along A5079 Kingsway.

Future baseline description

Construction (2025)	MA07/305 (Volume 5, Planning data/committed development map book) a five storey apartment block which is currently under construction and visible in the viewpoint photograph is likely to be complete by 2025. Hoarding and scaffolding will be removed, and the building will appear complete. MA07/161 (Volume 5, Planning data/committed development map book) will introduce additional residential accommodation at Apex House, Moseley Road. Views will be largely filtered by intervening vegetation and built form.
Operation (2038)	MA07/161 will introduce additional residential accommodation at Apex House, Moseley Road. Views will be largely filtered by intervening vegetation and built form.

Visual impact assessment

	Temporary effects during construction	**Significance of effect**
Construction	Receptors in upper storeys of the committed development MA07/305 apartment block are likely to experience views of the construction. Construction associated with Birchfields Road vent shaft headhouse and Birchfields Road vent shaft auto-transformer station will be visible beyond and through gaps to the houses along A5079 Kingsway. Beyond the houses, the railway line and embankments will partially screen lower sections of the construction of Birchfields Road vent shaft headhouse and Birchfields Road auto-transformer station which will be visible above these existing features as they are constructed. Visible construction activities will include the demolition of the retail building and the movement of tall construction plant within the site. The foreground features and composition of the view will largely remain similar to that of the baseline. The magnitude of visual change will be **low**.	**Minor adverse (non-significant)**
Construction night-time	The B5093 Moseley Road and A5079 Kingsway will remain lit and artificial lighting associated with the surrounding urban area will remain prevalent. The controls on light spill set out in the draft CoCP will limit the change new light sources introduce to the wider view, but the extent of the new lighting will intensify existing sky glow resulting in a limited change in the characteristics of the view. The magnitude of visual change will be **negligible**.	**Negligible (non-significant)**
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	**Significance of effect**
Year 1	**Winter**	In place of the northern section of Fallowfield Retail Park, residents will glimpse Birchfields Road vent shaft headhouse and Birchfields Road vent shaft auto-transformer station beyond existing built form. Immature landscape mitigation planting will not provide any screening or integration at year 1. The magnitude of visual change will be **low**.	**Minor adverse (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 15	**Summer**	The top of Birchfields Road vent shaft headhouse and Birchfields Road vent shaft auto-transformer station will remain perceptible beyond existing housing, however, due to the growth of the landscape mitigation planting, views will be filtered and more integrated. The magnitude of visual change will reduce to **negligible**.	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 30	**Summer**	The top of Birchfields Road vent shaft headhouse and Birchfields Road auto-transformer will remain perceptible beyond existing housing, however, due to the maturing landscape mitigation planting at year 30 there will be a denser screening effect in summer months and this will continue to screen and integrate Birchfields Road vent shaft headhouse. The magnitude of visual change will remain **negligible**.	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 340-02-001: view north from Anthony Close

This viewpoint is representative of views experienced by residents of properties off Anthony Close.

Winter view (baseline)

Date taken: 25/03/2019 (stitched panorama)

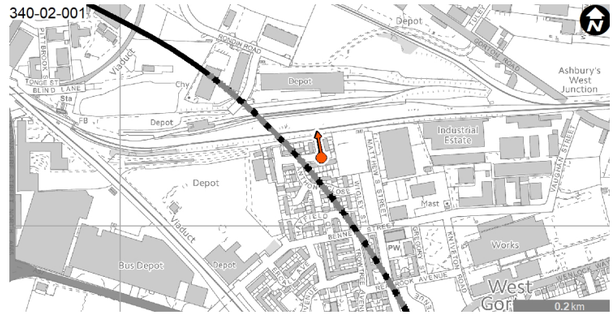


Summer view (baseline)

Date taken: 18/09/2019 (stitched panorama)



Camera:	Canon EOS 6D, Fixed 50mm lens	
Approximate GPS co-ordinates ref.	386326, 397130	
Value of the viewpoint:	This viewpoint has a **medium** value. A typical urban scene with transport infrastructure and warehouses in the view.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	Residents have a strong interest in their visual environment. They therefore have a **high** susceptibility to visual change arising from the construction and operation of the Proposed Scheme.	**Medium-high**



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Viewpoint 340-02-001: view north from Anthony Close

Visual baseline description

Winter	In the foreground is Anthony Close, with open views towards the two-storey residential red brick properties that front onto Anthony Close and frame the view. The properties' television aerials, and roadside lighting columns are visible above the skyline. The ground rises to the south-west. Immediately beyond and limiting the view is a substantial brick wall, beyond which are mature trees that form a tree-edged skyline, limiting views towards the elevated Glossop railway line, overhead line equipment and the Siemens Train Care Facility.
Summer	Summer foliage draws attention to vegetation in the beyond the wall, with distant views towards the railway line and train care facility filtered by trees on the skyline.
Night-time	Anthony Close residential area is well-lit, typical of an urban area. In the background additional lighting from the Siemens Train Care Facility adds further artificial lighting to the view as well as background skyglow.

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 works will be visible within far distance of the view. Views of the construction activities associated with Manchester tunnel north portal main compound and Manchester tunnel north portal satellite compound, both of which will be will be largely obscured by the red brick boundary wall and tree planting in the background view and the Glossop railway line beyond. Background views of the construction activities will be limited to the large-scale tall activities, visible above the intervening wall and tree planting. Background views will be available for these receptors above the intervening structure and tree planting, views of construction activities will be barely perceptible at this distance. The magnitude of visual change will be **low.**	**Minor adverse (non-significant)**
Construction night-time	The additional lighting from the construction of the Proposed Scheme will add to the existing skyglow in the background of the view. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider view, but the extent of the new lighting will result in a **negligible** magnitude of visual change.	**Negligible (non-significant)**
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	**Significance of effect**
Year 1	**Winter**	The Proposed Scheme in the background of the view, will be largely filtered through intervening vegetation and screened by the intervening red brick boundary wall and existing railway infrastructure. The magnitude of visual change will be **negligible.**	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 15	**Summer**	The Proposed Scheme in the background of the view, will be largely filtered through intervening vegetation and screened by the intervening red brick boundary wall and existing railway infrastructure. The magnitude of visual change will remain **negligible**.	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 30	**Summer**	The Proposed Scheme in the background of the view, will be largely filtered through intervening vegetation and screened by the intervening red brick boundary wall and existing railway infrastructure. The magnitude of visual change will continue to be **negligible**.	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 341-02-001: view south-west from Paxton Place

This viewpoint is representative of views experienced by residents of properties off Paxton Place.

Winter view (baseline)

Date taken: 25/03/2019 (stitched panorama)

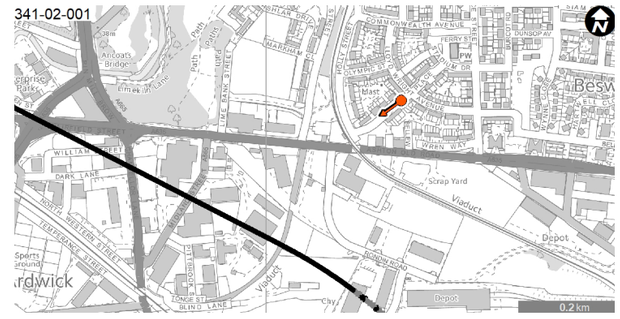


Summer view (baseline)

Date taken: 18/09/2019 (stitched panorama)



Camera:	Canon EOS 6D Fixed 50mm lens	
Approximate GPS co-ordinates ref.	386275, 397697	
Value of the viewpoint:	This viewpoint has a **medium-high** value. A designed streetscape with consistent housing scale and style including street trees and planting. A narrow road that does not dominate the view and is broken by tree planting.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	Residents have a strong interest in their visual environment. They therefore have a **high** susceptibility to visual change arising from the construction and operation of the Proposed Scheme.	**Medium-high**



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Viewpoint 341-02-001: view south-west from Paxton Place

Visual baseline description

Winter	In the foreground is the roadway of Paxton Place with pavement and planting beds. The view is framed by the modern two and three-storey properties lining Paxton Place. The properties are largely rendered with floor to ceiling windows on some levels and a mixture of timber, painted and metal facades. The rooflines create a jagged skyline of steel mono pitched roofs. In the background at the end of the Paxton Place the property typology changes to a rounded frontage, which protrudes slightly more above the pavement. Beyond these properties and trees at the corner of Paxton Place and Holly Street the red brick railway viaduct obscures background views.
Summer	During the summer the vegetation edging the view becomes more prominent, softening the building frontages and providing a transition between the properties and the road. The planting beds and their relatively well-kept appearance add to the sense of quality in the street scene, which is punctuated by the trees and lighting columns lining the road. Summer leaf cover gives the vegetation a 'soft' skyline appearance, and also filters much of the visibility of the railway viaduct.
Night-time	Artificial street lighting typical of the residential area is visible. The road is also orientated towards central Manchester where skyglow is obvious.

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 works associated with the Manchester tunnel north portal building will be visible within the background of the view. Views of the construction activities will be largely obscured by the red brick railway viaduct. Construction activity in the background of the view will include large-scale high-level activities, seen above the intervening viaduct and trees at Paxton Place. The magnitude of visual change will be **low.**	**Minor adverse (non-significant)**
Construction night-time		The additional lighting for the construction of the Proposed Scheme will be largely screened by the existing railway viaduct in the view which will remain. Skyglow will be further intensified within the context of a substantial existing skyglow. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider view, but the extent of the new lighting will result in a **negligible** magnitude of visual change.	**Negligible (non-significant)**
Construction cumulative assessment		There are no developments which will result in construction cumulative effects.	**No cumulative effect**

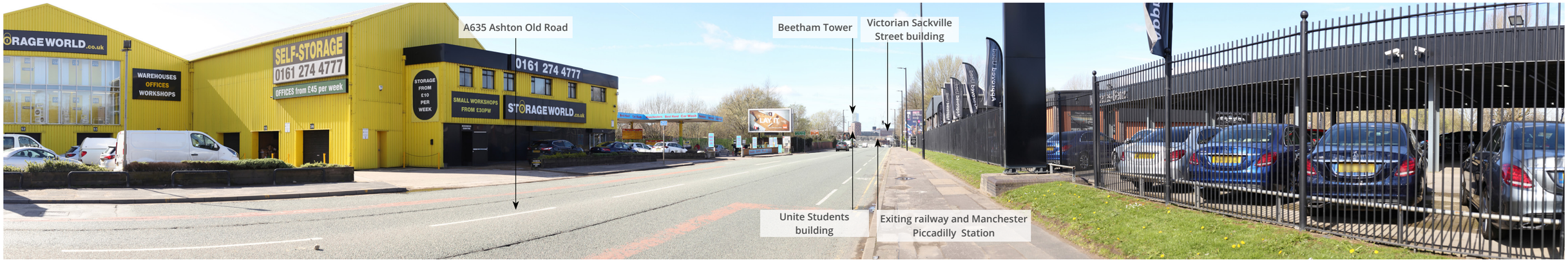
		Permanent effects during operation	Significance of effect
Year 1	**Winter**	The Proposed Scheme in the background of the view, will be largely screened by the intervening railway viaduct. The change in the view will be barely perceptible. Immature landscape mitigation planting will not provide any screening or integration at year 1. The magnitude of visual change will be **negligible.**	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 15	**Summer**	The intervening railway viaduct will continue to screen views of the Proposed Scheme in operation. The magnitude of visual change will remain as **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 situation will be same as for year 15. The magnitude of visual change will remain **negligible.**	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 341-04-002: view west from the A635 Ashton Old Road

This viewpoint is representative of views experienced by road users travelling along A635 Ashton Old Road.

Winter view (baseline)

Date taken: 25/03/2019 (stitched panorama)

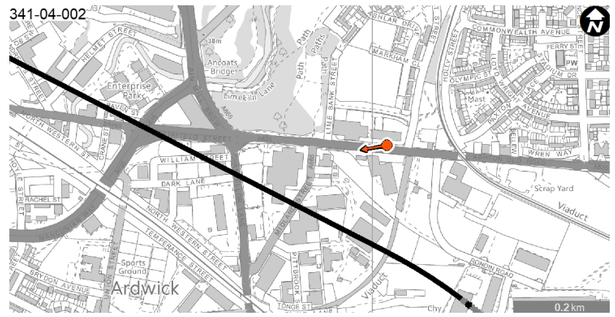


Summer view (baseline)

Date taken: 18/09/2019 (stitched panorama)



Camera:	Canon EOS 6D, Fixed 50mm lens	
Approximate GPS co-ordinates ref.	386029, 397621	
Value of the viewpoint:	This viewpoint has a **low** value. An undistinguished and unremarkable view with infrastructure and industrial elements dominating the view.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The attention of road users is focused on the route and immediate traffic conditions rather than the landscape. Susceptibility to visual change arising from the construction and operation of the Proposed Scheme will be **low.**	**Low**



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Viewpoint 341-04-002: view west from the A635 Ashton Old Road

Visual baseline description

Winter	The view is centred on the A635 Ashton Old Road with its associated pavements and, to the north side, a grass verge. On the north side of the road, visibility into the Mercedes garage is partly obscured by boundary fencing. In the middle ground to the south, the large-scale three-storey yellow flexible storage building is a prominent feature. Looking west the road is lined with tall lighting columns; with other tall vertical elements including Mercedes garage signage and large advertising hoardings. Manchester city centre is visible in the background of the view, framed by mature trees on the skyline. A collection of large buildings in the city centre can be seen including the orange and black Unite Students, the glass fronted Macdonald Manchester Hotel, the six-storey Victorian Sackville Street Building, the 16-storey Chandos Hall and the 47-storey glass fronted Beetham Tower.
Summer	Summer foliage closes in the framing of the view of the city centre in the background. Other aspects of the view remain essentially unchanged from winter.
Night-time	The night-time visual 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		Construction works associated with the Manchester tunnel north portal will be visible in the near distance. Construction traffic travelling along the A635 Ashton Old Road and into the Manchester tunnel north portal main compound will be visible in the foreground. The Manchester tunnel north portal main compound temporary stockpile will be seen in the middle ground beyond site hoardings, in place of the existing yellow storage building. This will result in a substantial change to the composition of the of the view, particularly to the western side of the A635 Ashton Old Road. In the far distance, there will be awareness of the construction of the Piccadilly approach viaduct, set on slightly lower elevation. Road users and cyclists will have clear and direct views of construction across the view. The magnitude of visual change will 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**	The construction compound will have been removed and levelled but the boundary hoardings will remain in place and be visible in proximity. There will be an open view towards these hoardings, behind which are the returned to suitable development use plots. Due to the open nature of this area, road users will have glimpsed and fleeting far -distance views towards the Ardwick embankment and auto-transformer station, and in the far distance, there will be awareness of the Piccadilly approach viaduct, set on slightly lower elevation. Immature landscape mitigation planting will not provide any additional screening or integration at year 1. The magnitude of visual change will be **low.**	**Minor adverse (non-significant)**
	Night-time	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Year 15	**Summer**	The views towards the Ardwick embankment and auto-transformer station will be filtered by landscape mitigation planting. The landscape mitigation planting will have grown sufficiently to help integrate and screen the infrastructure elements. In the far distance, there will be awareness of the Piccadilly approach viaduct, set at a slightly lower elevation against the backdrop of the taller buildings within Manchester city centre. The magnitude of visual change will remain **low**.	**Negligible (non-significant)**
	Night-time	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Year 30	**Summer**	The maturing landscape mitigation planting at year 30 will provide denser screening including vegetation around Ardwick embankment and auto-transformer station. In the far distance, there will be awareness of the Piccadilly approach viaduct, set at a slightly lower elevation against the backdrop of the taller buildings within Manchester city centre. The magnitude of visual change will remain **low.**	**Negligible (non-significant)**
	Night-time	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 341-04-003: view north-east from the A665 Chancellor Lane and Midland Street

This viewpoint is representative of views experienced by road users travelling along the A665 Chancellor Lane and workers at the commercial properties off Midland Street.

Winter view (baseline)

Date taken: 20/03/2018. Time taken: 11:35.



N



NE



E



Summer view (baseline)

Date taken: 08/07/2018. Time taken: 11:41.



N



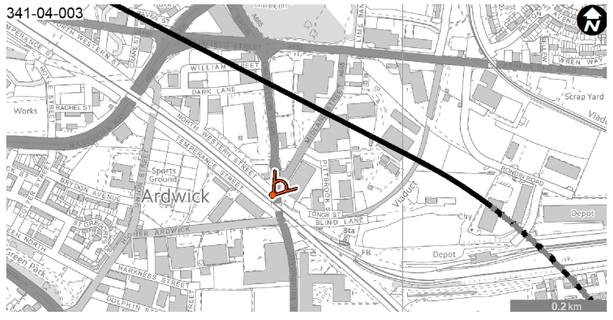
NE



E



Camera:	Canon EOS 6D, Fixed 50mm lens	
Approximate GPS co-ordinates ref.	385741, 397354	
Elevation:	44.128 m AOD	
Value of the viewpoint:	This viewpoint has a **low** value. An undistinguished and unremarkable view with infrastructure elements dominating the view.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The attention of transport receptors is focused on the route and immediate traffic conditions rather than the landscape. The attention of the people working in this area is focused on the work in hand and indoor facing activities. Susceptibility to visual change arising from the construction and operation of the Proposed Scheme will be **low.**	**Low**



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Viewpoint 341-04-003: view north-east from the A665 Chancellor Lane and Midland Street

Visual baseline description

Winter	In the foreground is the road junction between A665 Chancellor Lane and North Western Street, with a brick-faced railway viaduct framing the view to the north-west. In the middle ground the landform is relatively flat with, to the north-east, three two-storey commercial buildings lining the near end of Midland Street. To the north, a petrol station and garage are seen below the skyline off Chancellor Street and beyond a brick pier and metal palisade boundary. To the north-west running from the junction of North Western Street and A665 Chancellor Lane and along both roads, grey palisade security fencing is a prominent feature. Several groupings of mature trees form features in the middle ground, both lining roads and in private land. The tree-edged skyline formed by woodland north of A635 Ashton Old Road is occasionally punctuated by lighting columns and commercial buildings.
Summer	Summer leaf cover gives the vegetation more prominence, including the tree-edged skyline. The detracting elements of the lighting columns and security fencing are still visible.
Night time	The night-time visual 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		Construction works associated with Manchester tunnel north portal, construction traffic and the activities associated with the realignment of the A665 Chancellor Lane will be visible in the foreground beyond the site hoarding. There will be clear and wide visibility of the Manchester tunnel north portal main and satellite compounds and tall construction plant in the middle ground and background. Road users and local workers will have clear and direct views of construction across the view, set amongst existing railway features. The magnitude of visual change will be **medium.**	**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 see grass verges, mature trees and areas of fenced land and units replaced with fenced plots of open land to be returned to suitable development use will be noticeable in near-distance views. On the skyline, mature trees in the Medlock Valley and along the A635 Ashton Old Road will be more visible than at present due to construction clearance. Elements of the Proposed Scheme at Manchester to Leeds embankment and Ardwick embankment, overhead line equipment and passing trains will be visible but not break the skyline. Immature mitigation planting will be present in the foreground but will not provide screening or integration at year 1. This will result in a noticeable change to the composition of the view, replacing existing features with new, albeit of similar type and scale. The magnitude of visual change will 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**	The presence of establishing mitigation planting on the Manchester to Leeds embankment and Ardwick embankment will partially filter views of the Proposed Scheme elements. In the middle distance, overhead line equipment and passing trains will be visible above the establishing mitigation planting and beyond existing commercial buildings. The magnitude of visual change will 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 maturing mitigation planting surrounding the Manchester to Leeds embankment and Ardwick embankment at year 30 will be denser than at year 15. The Manchester to Leeds embankment and Ardwick embankment, overhead line equipment and passing trains will be perceptible although largely screened by the maturing mitigation planting and existing commercial buildings. The effects will remain as reported for year 15 and the magnitude of visual change will remain **low.**	**Negligible (non-significant)**
	Night-time	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 341-04-003: view north-east from the A665 Chancellor Lane and Midland Street

This viewpoint is representative of views experienced by road users travelling along the A665 Chancellor Lane and workers at the commercial properties off Midland Street.

Current baseline - winter view

Date taken: 20/03/2018. Time taken: 11:35.



N



NE



E



Winter verifiable photomontage - operation year 1



N



NE



E

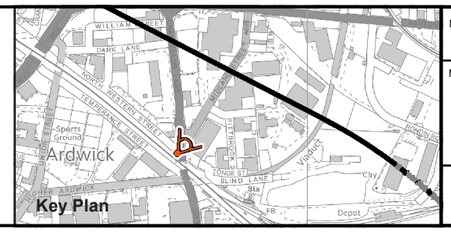


Camera:	Sony a7RII, FFS, Zeiss Loxia 50mm f/2.0 lens		
Approximate GPS co-ordinates ref.	385734.59, 397331.623	**Direction of view:**	38.923°
Elevation:	44.128m AOD	**Height of camera:**	1.634m

The viewpoint has been taken approximately 20m away from the Proposed Scheme. Viewpoint location shown on Map LV-01-772. For full details of the visual assessment at viewpoint 341-**04**-003 refer to Volume 5: Appendix LV-001-007, 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-01-772

Map Name
Verifiable Photomontage
Operation Year 1 (2038) - Winter
Viewpoint 341-**04**-003

Community Area :
MA07

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Date: Jan 2021

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Viewpoint 341-06-007: view south from the A635 Ashton Old Road

This viewpoint is representative of views experienced by workers at commercial development off the A635 Ashton Old Road.

Winter view (baseline)

Date taken: 25/03/2019 (stitched panorama)

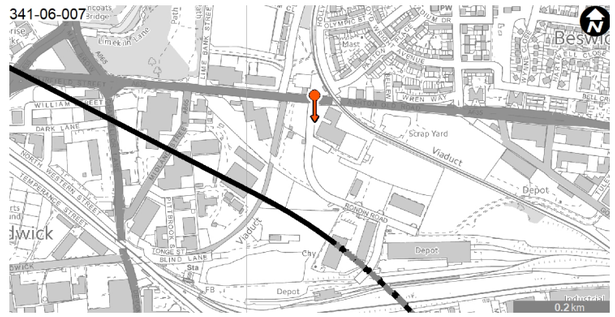


Summer view (baseline)

Date taken: 18/09/2019 (stitched panorama)



Camera:	Canon EOS 6D, Fixed 50mm lens	
Approximate GPS co-ordinates ref.	386136, 397608	
Value of the viewpoint:	This viewpoint has a **low** value. An undistinguished and unremarkable view with infrastructure and industrial elements dominating the view.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The attention of the people working in this area is focused on the work in hand and indoor facing activities. Susceptibility to visual change arising from the construction and operation of the Proposed Scheme will be **low.**	**Low**



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Viewpoint 341-06-007: view south from the A635 Ashton Old Road

Visual baseline description

Winter	In the foreground is A635 Ashton Old Road, with open views beyond across a relatively flat urban industrial and commercial landscape. Large buildings south of A635 Old Ashton Road sit within the middle ground. To the south-east is the large metal faced Nijjar Dairies (Freshways) building surrounded by black security fencing. To the south-west is the car park of Thrifty Car Rental bordered by metal railings. Vegetation in the background means that only larger features are visible here including tall lighting columns and railway infrastructure.
Summer	Summer leaf cover accentuates the presence of the vegetation in the background of the view.
Night-time	The night-time visual 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		Construction traffic travelling along the A635 Ashton Old Road and into the Manchester tunnel north portal main compound will be visible in the foreground. A temporary local highway diversion to Rondin Road will also be visible. The Manchester tunnel north portal main compound temporary stockpile will be seen in the middle ground beyond site hoardings, in place of the existing viaduct and industrial units. With substantial changes seen beyond the A635 Ashton Old Road, including the demolition of buildings and structures, road users and local workers will have clear and direct views of construction both in the near distance and above the site hoarding and in the background set amongst existing railway features. The magnitude of visual change will 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**	Fenced plots of land returned for suitable development use in the foreground and middle ground beyond the A635 Ashton Old Road. These plots of land will be in place of existing mature trees, a section of disused viaduct, and commercial units. At the end of Rondin Road, beyond the boundary fencing, the upper portions of the Manchester tunnel north portal will be visible in the background. This feature will be seen in the context of a belt of young landscape mitigation planting, however this immature landscape mitigation planting will not provide any screening or integration at year 1. The large-scale clearance which occurred during construction will result in a substantial change to the composition of the view, removing a large number of existing features and the introduction of new features from the foreground to the background. The magnitude of visual change will be **high.**	**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**	Views will become filtered due to the establishment of the landscape mitigation planting around the Manchester tunnel north portal, however the infrastructure, upper sections of the overhead line equipment will be visible, set within the Ardwick south cutting retaining wall. There will also be the noticeable loss of buildings in the foreground. The magnitude of visual change will reduce to **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 30	**Summer**	Views will become filtered due to the further growth of the landscape mitigation planting around the Manchester tunnel north portal. As a result, the awareness of the Manchester tunnel north portal and overhead line equipment will be reduced. The magnitude of visual change will remain **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**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 341-02-008: view south from Viaduct Street

This viewpoint is representative of views experienced by residents living in properties off Viaduct Street.

Winter view (baseline)

Date taken: 25/03/2019 (stitched panorama)

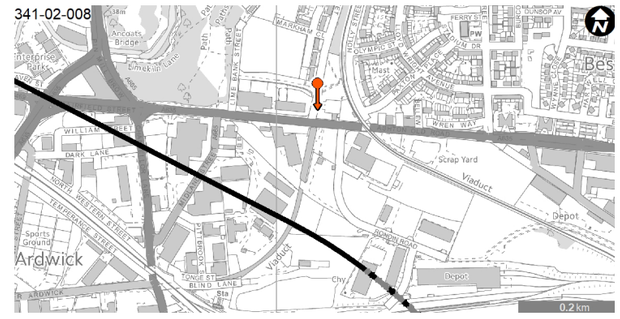


Summer view (baseline)

Date taken: 18/09/2019 (stitched panorama)



Camera:	Canon EOS 6D, Fixed 50mm lens	
Approximate GPS co-ordinates ref.	402721.154, 323063.630	
Value of the viewpoint:	This viewpoint has a **medium** value. A view some mature tree planted verges with infrastructure and industrial elements dominating the view.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	Residents have a strong interest in their visual environment. They therefore have a **high** susceptibility to visual change arising from the construction and operation of the Proposed Scheme.	**Medium-high**



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Viewpoint 341-02-008: view south from Viaduct Street

Visual baseline description

Winter	In the foreground is Viaduct Street with its associated pavement, cycleway and verge. The view is framed by the boundary fences of the gardens to the west, and trees in the green space to the east. In the middle ground are areas of green space incorporating artificial mounding, with security fencing beyond around the car parks of Enterprise Rent-A-Car and the Mercedes garage. The presence of fencing and level changes restricts low level views towards A635 Ashton Old Road. In the background of the view, are large buildings along A635 Ashton Old Road; including the yellow Storage World and the 786 Autos.
Summer	Summer foliage increases the prominence of vegetation in the view towards the south-east, filtering visibility of the car rental building and features beyond.
Night-time	Viaduct street includes residential street lighting and further artificial lighting associated with A635 Ashton Old Road and the industrial area beyond.

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 works associated with Manchester tunnel north portal will be visible in the background of the view beyond A635 Ashton Old Road and intervening trees in place of the yellow storage building and the car sales garage, which will both be demolished. Visible construction activities within the hoardings that will define the Manchester tunnel north main compound will include movement of tall construction plant and materials, demolition of site features and removal of vegetation, the construction activity will be visible across much of the view. The magnitude of visual change will be **low.**	**Minor adverse (non-significant)**
Construction night-time		The additional night-time lighting required for the Manchester tunnel north main compound will intensify the light spill resulting in a noticeable change in the characteristics of the existing view within the context of existing street lighting. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider view, but the extent of the new lighting will result in a **low** magnitude of visual change.	**Minor adverse (non-significant)**
Construction cumulative assessment		There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	**Significance of effect**
Year 1	**Winter**	The construction compound will have been removed and levelled but the boundary hoardings will remain in place and be visible in the background of the view in place of demolished buildings. Due to the relatively open nature of this area, there will be some visibility of the Manchester tunnel north portal building and rescue area although filtered by intervening vegetation. The infrastructure elements will be seen in the background of the view and be less prominent than during construction. The magnitude of visual change will be **negligible.**	**Minor adverse (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous lighting in this location.	**Not assessed**
Year 15	**Summer**	Views will continue to be available towards the Manchester tunnel north portal building and rescue area filtered by middle ground vegetation and establishing mitigation planting beyond A635 Ashton Old Road. The magnitude of visual change will remain **negligible.**	**Minor adverse (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous lighting in this location.	**Not assessed**
Year 30	**Summer**	Views will continue to be available towards the Manchester tunnel north portal building and rescue area filtered by middle ground vegetation and maturing mitigation planting beyond A635 Ashton Old Road. The magnitude of visual change will remain **negligible.**	**Minor adverse (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous lighting in this location.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Non-significantly affected viewpoints: construction phase

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

Viewpoint number	Construction	Construction night-time	Construction cumulative	Justification
333-**02**-004	Minor adverse	Negligible	No cumulative effect	Views of construction activity in the background will be largely obscured by existing vegetation.
333-**03**-005	Minor adverse	Not assessed	No cumulative effect	Distant views of construction activity in the background will largely be obscured by intervening existing vegetation.
334-**02**-001	Minor adverse	Negligible	No cumulative effect	Views of construction activity in the background will be predominantly oblique and obscured by the intervening existing vegetation.
334-**02**-002	Minor adverse	Negligible	No cumulative effect	Views of construction activity in the background will be predominantly oblique and obscured by the intervening existing vegetation.
334-**02**-003	Minor adverse	Negligible	No cumulative effect	Views of construction activity in the background will be largely obscured by existing vegetation.
335-**04**-001	Minor adverse	Not assessed	No cumulative effect	Views of construction activity above hoardings experienced by road users will be fleeting and in the context of road infrastructure.
335-**02**-002	Minor adverse	Minor adverse	No cumulative effect	Views of construction activity in the background will be largely obscured by existing vegetation, structures and in the context of road infrastructure.
335-**02**-003	Minor adverse	Negligible	No cumulative effect	Views of construction activity in the background will be largely obscured by existing vegetation, structures and buildings.
335-**05**-004	Minor adverse	Not assessed	No cumulative effect	The attention of receptors will be mainly focussed on indoor facing activities. Views of construction activity in the background will be largely obscured by existing vegetation, structures and buildings.
335-**02**-006	Minor adverse	Negligible	No cumulative effect	Views of construction activity in the background will be largely obscured by existing vegetation and structures.
335-**02**-007	Minor adverse	Negligible	No cumulative effect	Views of construction activity in the background will be largely obscured by existing vegetation, structures and in the context of road infrastructure.
336-**03**-002	Minor adverse	Not assessed	No cumulative effect	Views of construction activity in the background will be largely obscured by existing vegetation.
336-**02**-005	Minor adverse	Negligible	No cumulative effect	Distant views of construction activity in the background will be largely screened by buildings and obscured by existing vegetation.
336-**02**-006	Minor adverse	Negligible	No cumulative effect	Distant views of construction activity in the background will be largely screened by buildings and obscured by existing vegetation.
336-**02**-008	Minor adverse	Minor adverse	No cumulative effect	Views of construction activity in the background will be largely screened by buildings and filtered by existing vegetation.
336-**02**-010	Minor adverse	Negligible	No cumulative effect	Views of construction activity in the background will be largely screened by buildings and filtered by existing vegetation.
336-**02**-013	Minor adverse	Negligible	No cumulative effect	Views of construction activity in the background will be largely screened by buildings and filtered by existing vegetation.
336-**05**-014	Minor adverse	Minor adverse	No cumulative effect	The attention of receptors will be mainly focussed on indoor facing activities. Views of construction activity above hoardings towards the background will be filtered by existing vegetation and in the context of a busy road.
336-**02**-015	Minor adverse	Negligible	No cumulative effect	Distant views of construction activity in the background will be largely screened by buildings and obscured by existing vegetation.
337-**02**-003	Minor adverse	Negligible	No cumulative effect	Distant views of construction activity in the background will be largely screened by structures and buildings in the context of a busy road.
337-**06**-004	Minor adverse	Not assessed	No cumulative effect	The attention of receptors will be mainly focussed on indoor facing activities. Views of construction activity towards the background will be largely obscured by structures, buildings and existing vegetation in the context of a carpark.
337-**02**-005	Minor adverse	Negligible	No cumulative effect	Views of construction activity in the background will be largely screened by buildings and filtered by structures as well as existing vegetation.
337-**02**-006	Minor adverse	Negligible	No cumulative effect	Views of construction activity in the background will be largely screened by existing intervening rail infrastructure.
337-**02**-007	Minor adverse	Negligible	No cumulative effect	Views of construction activity in the background will be largely screened by buildings and filtered by structures as well as existing vegetation.
340-**02**-001	Minor adverse	Negligible	No cumulative effect	Views of construction activity in the background will be largely screened by buildings and filtered by structures as well as existing vegetation.
341-**02**-001	Minor adverse	Negligible	No cumulative effect	The attention of road users is focused on the route and immediate traffic conditions. Views of construction activity will be largely screened beyond hoardings within the context of existing road infrastructure.
341-**04**-002	Minor adverse	Not assessed	No cumulative effect	The attention of road users is focused on the route and immediate traffic conditions. Views of construction activity will be largely screened by some buildings and beyond hoardings within the context of existing road infrastructure.
341-**04**-003	Minor adverse	Not assessed	No cumulative effect	The attention of road users is focused on the route and immediate traffic conditions. Views of the Proposed Scheme will be largely screened by some buildings and beyond hoardings within the context of existing road infrastructure
341-**06**-007	Minor adverse	Not assessed	No cumulative effect	The attention of receptors will be mainly focussed on indoor facing activities. Views of the Proposed Scheme towards the background will be in the context of existing road infrastructure.
341-**02**-008	Minor adverse	Minor adverse	No cumulative effect	No cumulative effect Views of the Proposed Scheme in the background will be largely filtered by structures and existing vegetation in the context of an industrial/commercial baseline.

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		
333-**02**-004	Negligible	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect	Views of the Proposed Scheme in the background will be largely obscured by existing vegetation.
333-**03**-005	Negligible	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect	Distant views of the Proposed Scheme in the background will largely be obscured by intervening existing vegetation.
334-**02**-001	Negligible	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect	Views of the Proposed Scheme in the background will be predominantly oblique and obscured by the intervening existing vegetation..
334-**02**-002	Negligible	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect	Views of the Proposed Scheme in the background will be predominantly oblique and obscured by the intervening existing vegetation.
334-**02**-003	Negligible	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect	Views of the Proposed Scheme in the background will be largely obscured by existing vegetation.
335-**04**-001	Minor adverse	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect	Views of the Proposed Scheme above hoardings experienced by road users will be fleeting and in the context of road infrastructure.
335-**02**-002	Minor adverse	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect	Views of the Proposed Scheme in the background will be largely obscured by existing vegetation, structures and in the context of road infrastructure.
335-**02**-003	Negligible	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect	Views of the Proposed Scheme in the background will be largely obscured by existing vegetation, structures and buildings.
335-**05**-004	Minor adverse	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect	The attention of receptors will be mainly focussed on indoor facing activities. Views of the Proposed Scheme in the background will be largely obscured by existing vegetation, structures and buildings.
335-**02**-006	Negligible	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect	Views of the Proposed Scheme in the background will be largely obscured by existing vegetation and structures.
335-**02**-007	Minor adverse	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect	Views of the Proposed Scheme in the background will be largely obscured by existing vegetation, structures and in the context of road infrastructure.
336-**03**-002	Minor adverse	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect	Views of the Proposed Scheme in the background will be largely obscured by existing vegetation.
336-**02**-005	Negligible	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect	Distant views of the Proposed Scheme in the background will be largely screened by buildings and obscured by existing vegetation.
336-**02**-006	Negligible	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect	Views of the Proposed Scheme in the background will be largely screened by buildings and filtered by existing vegetation.
336-**02**-008	Minor adverse	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect	Views of the Proposed Scheme in the background will be largely screened by buildings and filtered by existing vegetation.
336-**02**-010	Negligible	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect	Views of the Proposed Scheme in the background will be largely screened by buildings and filtered by existing vegetation.
336-**02**-013	Negligible	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect	Views of the Proposed Scheme above hoardings towards the background will be filtered by existing vegetation and in the context of a busy road.

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		
336-**05**-014	Minor adverse	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect	The attention of receptors will be mainly focussed on indoor facing activities. Distant views of the Proposed Scheme in the background will be largely screened by buildings and obscured by existing vegetation.
336-**02**-015	Negligible	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect	Distant views of the Proposed Scheme in the background will be largely screened by buildings and obscured by existing vegetation.
337-**02**-002	Minor adverse	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect	Views of the Proposed Scheme in the background will be largely obscured by existing vegetation, structures and buildings.
337-**02**-003	Negligible	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect	Distant views of the Proposed Scheme in the background will be largely screened by structures and buildings in the context of a busy road.
337-**06**-004	Minor adverse	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect	The attention of receptors will be mainly focused on indoor facing activities. Views of the Proposed Scheme towards the background will be largely obscured by structures, buildings and existing vegetation in the context of a carpark.
337-**02**-005	Minor adverse	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect	Views of the Proposed Scheme in the background will be largely screened by buildings and filtered by structures as well as existing vegetation.
337-**02**-006	Minor adverse	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect	Views of the Proposed Scheme will be seen in the context of the existing Fallowfield Retail Park with built form of the Proposed Scheme at a similar scale as the baseline.
337-**02**-007	Minor adverse	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect	Views of the Proposed Scheme in the background will be largely obscured by existing vegetation, structures, buildings and in the context of road infrastructure.
340-**02**-001	Negligible	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect	Views of the Proposed Scheme in the background will be largely screened by buildings and filtered by structures as well as existing vegetation.
341-**02**-001	Negligible	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect	Views of the Proposed Scheme in the background will be largely screened by buildings and filtered by structures as well as existing vegetation.
341-**04**-002	Minor adverse	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect	The attention of road users is focused on the route and immediate traffic conditions. Views of the Proposed Scheme will be largely screened beyond hoardings within the context of existing road infrastructure.
341-**04**-003	Minor adverse	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect	The attention of road users is focused on the route and immediate traffic conditions. Views of the Proposed Scheme will be largely screened by some buildings and beyond hoardings within the context of existing road infrastructure.
341-**06**-007	Minor adverse	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect	The attention of receptors will be mainly focussed on indoor facing activities. Views of the Proposed Scheme towards the background will be in the context of existing road infrastructure.
341-**02**-008	Minor adverse	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect	Views of the Proposed Scheme in the background will be largely filtered by structures and existing vegetation in the context of an industrial/commercial baseline.

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 MA07 Davenport Green to Ardwick 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: Davenport Green to Ardwick (MA07), Section 11.

Table 4: Landscape assessment matrix summarising the assessment of significance for all of the Landscape Character Areas identified in the MA07 Davenport Green to Ardwick area

Landscape Character Assessment	Construction	Construction cumulative	Operation year 1 (2038)	Operation year 15 (2053)	Operation year 30 (2068)	Operation cumulative
Wythenshawe Mixed Residential	Minor adverse	No cumulative effect	Minor adverse	Negligible	Negligible	No cumulative effect
Roundthorn Industrial	Negligible	No cumulative effect	Negligible	Negligible	Negligible	No cumulative effect
Sharston Industrial	Minor adverse	No cumulative effect	Negligible	Negligible	Negligible	No cumulative effect
Wythenshawe Hall Parkland	Minor adverse	No cumulative effect	Negligible	Negligible	Negligible	No cumulative effect
Mersey Valley Managed Open Space	Moderate adverse	No cumulative effect	Moderate adverse	Minor adverse	Minor adverse	No cumulative effect
North Didsbury and Withington Mixed Residential	Minor adverse	No cumulative effect	Minor adverse	Negligible	Negligible	No cumulative effect
The Christie NHS Foundation Trust Hospital Grounds	Minor adverse	No cumulative effect	Negligible	Negligible	Negligible	No cumulative effect
Fallowfield, Levenshulme and Rusholme Mixed Residential	Minor adverse	No cumulative effect	Minor adverse	Minor adverse	Negligible	No cumulative effect
Manchester University Campus	Minor adverse	No cumulative effect	Negligible	Negligible	Negligible	No cumulative effect
West Gorton; Mixed Industrial with Residential	Minor adverse	No cumulative effect	Negligible	Negligible	Negligible	No cumulative effect
Beswick and Bradford Mixed Residential	Minor adverse	No cumulative effect	Negligible	Negligible	Negligible	No cumulative effect

4.2 Visual assessment matrix

4.2.1 Table 5 below summarises the assessment of significance for all the representative viewpoints identified in the MA07 Davenport Green to Ardwick 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: Davenport Green to Ardwick (MA07), Section 11. The night-time assessment (reported in Part 3 of this document, as appropriate) has only been undertaken for certain receptors with a view of proposed continuous lighting during either construction or operation. Further detail on this is provided within the Technical Note: Approach to night-time assessment, contained within the SMR. In most cases, in urban areas, additional lighting is not considered to give rise to significant effects due to the widespread presence of street lighting, lightspill from adjacent buildings and skyglow. Where there is no direct foreground visibility of additional lighting, no further assessment has been undertaken.

Table 5: Visual assessment matrix summarising the assessment of significance for all of the viewpoints identified in the MA07 Davenport Green to Ardwick 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	
333-**02**-004	View south from Rowarth Road and Shepton Drive	Minor adverse	Negligible	No cumulative effect	Negligible	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect
333-**03**-005	View north-west from Painswick Park	Minor adverse	Not assessed	No cumulative effect	Negligible	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect
333-**03**-006	View south-west from the embankment south of Newhall Green	Moderate adverse	Not assessed	No cumulative effect	Moderate adverse	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect
333-**03**-009	View south from Davenport Green	Major adverse	Not assessed	No cumulative effect	Moderate adverse	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect
333-**02**-010	View east from the corner of Kennett Road and Heartwood Road	Moderate adverse	Minor adverse	No cumulative effect	Moderate adverse	Minor adverse	Minor adverse	Negligible	Minor adverse	Negligible	No cumulative effect
334-**02**-001	View north-east from Partridge Avenue and Saxfield Drive	Minor adverse	Negligible	No cumulative effect	Negligible	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect
334-**02**-002	View east from Spinney Road	Minor adverse	Negligible	No cumulative effect	Negligible	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect
334-**02**-003	View north-west from Royalthorn Road	Minor adverse	Negligible	No cumulative effect	Negligible	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect

Viewpoints		Construction			Operation year 1 (2038)		Operation year 15 (2053)		Operation year 30 (2068)		Operation cumulative
		Winter	Night-time	Cumulative	Winter	Night-time	Summer	Night-time	Summer	Night-time	
335-**04**-001	View west from the A560 Altrincham Road and the M56 bridge	Minor adverse	Not assessed	No cumulative effect	Minor adverse	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect
335-**02**-002	View south-west from the A560 Altincham Road and Roundwood Road	Minor adverse	Minor adverse	No cumulative effect	Minor adverse	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect
335-**02**-003	View south from Beechpark Avenue	Minor adverse	Negligible	No cumulative effect	Negligible	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect
335-**05**-004	View south from the A560 Altrincham Road and Church of Latter Day Saints	Minor adverse	Not assessed	No cumulative effect	Minor adverse	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect
335-**02**-006	View south-east from Parkwood Road	Minor adverse	Negligible	No cumulative effect	Negligible	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect
335-**02**-007	View north-east from the B5167 Palatine Road and Trans Pennine Trail (National Cycle Route 62)	Minor adverse	Negligible	No cumulative effect	Negligible	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect
335-**03**-008	View north-east from the B5167 Palatine Road, the Mersey Path and Footpath Manchester 139	Moderate adverse	Not assessed	No cumulative effect	Moderate adverse	Not assessed	Minor adverse	Not assessed	Negligible	Not assessed	No cumulative effect
335-**03**-009	View north-west from Footpath Manchester 139, Footpath Manchester 212 and the River Mersey	Moderate adverse	Not assessed	No cumulative effect	Moderate adverse	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect
335-**02**-010	View south from the B5167 Palatine Road and Footpath Manchester 211	Major adverse	Moderate adverse	No cumulative effect	Major adverse	Not assessed	Moderate adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect
335-**03**-011	View west from Footpath Manchester 211 and Withington Golf Club golf course	Moderate adverse	Not assessed	No cumulative effect	Moderate adverse	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect
336-**03**-002	View west from Trans Pennine Trail (National Cycle Route 62), Footpath Manchester 228 and the River Mersey	Minor adverse	Not assessed	No cumulative effect	Minor adverse	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect
336-**02**-003	View south-west from the B5167 Palatine Road	Moderate adverse	Moderate adverse	No cumulative effect	Moderate adverse	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect
336-**02**-005	View south-west from Winchester Park and Hayescroft Gardens	Minor adverse	Negligible	No cumulative effect	Negligible	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect
336-**02**-006	View south-west from Dene Park	Minor adverse	Negligible	No cumulative effect	Negligible	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect
336-**02**-008	View north-east from Old Broadway	Minor adverse	Minor adverse	No cumulative effect	Minor adverse	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect
336-**02**-009	View north-east the from the B5093 Wilmslow Road	Moderate adverse	Minor adverse	No cumulative effect	Moderate adverse	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect
336-**02**-010	View south-east from Circular Road and Gordon Place	Minor adverse	Negligible	No cumulative effect	Negligible	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect
336-**02**-011	View west from Lynway Drive	Moderate adverse	Moderate adverse	No cumulative effect	Moderate adverse	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect
336-**02**-012	View south-west from Parkville Road	Moderate adverse	Moderate adverse	No cumulative effect	Moderate adverse	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect
336-**02**-013	View west from Parkville Road and Fog Lane Park	Minor adverse	Negligible	No cumulative effect	Negligible	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect
336-**05**-014	View south from the B5093 Wilmslow Road and Oak Road	Minor adverse	Not assessed	No cumulative effect	Minor adverse	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect
336-**02**-015	View south-west from Dene Road	Minor adverse	Negligible	No cumulative effect	Negligible	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect
337-**02**-001	View east from Footpath Manchester 156 and the A34 Birchfields Road	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	
337-**02**-002	View north-east from the A34 Birchfields Road	Moderate adverse	Moderate adverse	No cumulative effect	Minor adverse	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect
337-**02**-003	View north-east from Moseley Road and Balmoral Road	Minor adverse	Negligible	No cumulative effect	Negligible	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect
337-**06**-004	View north from Fallowfield Retail Park	Minor adverse	Not assessed	No cumulative effect	Minor adverse	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect
337-**02**-005	View south from the junction of A34 Birchfields Road and Lytham Road	Minor adverse	Negligible	No cumulative effect	Minor adverse	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect
337-**02**-006	View west from Footpath Manchester 156 and Bridleway Manchester 156	Minor adverse	Minor adverse	No cumulative effect	Minor adverse	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect
337-**02**-007	View north-west from the B5093 Moseley Road	Minor adverse	Negligible	No cumulative effect	Minor adverse	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect
340-**02**-001	View north from Anthony Close	Minor adverse	Negligible	No cumulative effect	Negligible	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect
341-**02**-001	View south-west from Paxton Place	Minor adverse	Negligible	No cumulative effect	Negligible	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect
341-**04**-002	View west from the A635 Ashton Old Road	Minor adverse	Not assessed	No cumulative effect	Minor adverse	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect
341-**04**-003	View north-east from the A665 Chancellor Lane and Midland Street	Minor adverse	Not assessed	No cumulative effect	Minor adverse	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect
341-**06**-007	View south from the A635 Ashton Old Road	Minor adverse	Not assessed	No cumulative effect	Minor adverse	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect
341-**02**-008	View south from Viaduct Street	Minor adverse	Minor adverse	No cumulative effect	Minor adverse	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect