

# High Speed Rail (Crewe – Manchester) Environmental Statement

## Volume 5: Appendix LV-001-0MA08

### **Landscape and visual**

MA08: Manchester Piccadilly Station

Landscape and visual impact assessment and photomontages

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Department  
for Transport

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

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# Introduction

This document is the appendix to the landscape and visual impact assessment for the Manchester Piccadilly Station area (MA08), 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: Manchester Piccadilly Station (MA08). 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 Manchester Piccadilly Station area.

**Table 1: Stakeholder engagement**

Stakeholder	Comment	Response
Historic England North West	Viewpoint locations were issued in March 2018, followed by a site walkabout. '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	Discussions around viewpoint locations were discussed on the site walkabout in March 2018. Points included the following:  1) View from Chapeltown Street/Longacre Street junction looking towards the station with Crusader Works in foreground.  2) View from Travis Street back towards the station as the brickwork and arches are clearly visible from this location and will be affected by the new station structure.  Discussions around considering photomontage locations around the station.	Manchester City Council's comments on the photomontage locations were taken into account in the preparation of the Landscape and Visual Impact assessment (LVIA) for this Environmental Statement (ES).  1) An additional viewpoint has been included in this ES. It should be noted that since the initial viewpoint selection the baseline conditions have changed, and the historic features of the Crusader Works are now screened by a recent development.  2) This viewpoint falls within land potentially required during construction and on the Proposed Route and has not been considered further in this ES.  Photomontages have been included as part of this ES.
Greater Manchester Combined Authority	Key points were raised on the following:  1) 'The passenger experience is key here, as is thinking about a 'gateways city quarter' rather than a railway station in isolation.'  2) 'Piccadilly Station and Surroundings Landscape Character Area - It seems sensible that given the scale of development the construction phase would give rise to significant effects on this landscape character area. This area includes the station itself and tracks back into the city centre and is further away from the viaduct. The level ascribed to susceptibility seem appropriate, but the level ascribed to sensitivity being low-medium is questioned. This may be better described as medium sensitivity. The level of effect seems sensible.'  3) 'Viewpoint 342-03 (342-02-013) demonstrates major adverse visual effects through construction of the scheme and residents would have clear and close views of the construction of the scheme. The report notes that construction would result in a substantial change in the residents' views. It would be helpful to understand how land to the north of Store Street (presently a surface car park) will be used through construction phase given the proximity of residential buildings.'  4) '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 effects modelled.'	Greater Manchester Combined Authorities comments have been taken into account in the preparation of the LVIA for this ES.  1) A viewpoint within Manchester Piccadilly Station has been added to capture receptors travelling to and from Manchester Piccadilly Station. This is viewpoint 342-04-017.  2) Further design refinement as well as baseline changes have taken place. Character Areas and their associated sensitivity have therefore been amended accordingly.  3) More information has been provided and is included within this ES. Viewpoint 342-02-013 represents the residents with views towards the Proposed Scheme overlooking the existing carpark on Store Street. This carpark will be utilised as a construction compound.  4) Three viewpoints have been included within this ES to understand the vistas towards the city. A viewpoint at Pin Mill Brow (341-03-005), and two along Ashton Old Road (341-04-004 and 341-03-002).

## 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 Manchester Piccadilly Station area. A summary of the landscape baseline and significant landscape effects is provided in the Volume 2, Community Area report: Manchester Piccadilly Station (MA08), Section 11. The Volume 5, Landscape and visual Map Book: Map Series LV-02, should also be read in conjunction with this section. Elements of landscape are shown in the diagram on the right.

2.1.2 This section is organised as follows:

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

### 2.2 Approach to landscape characterisation

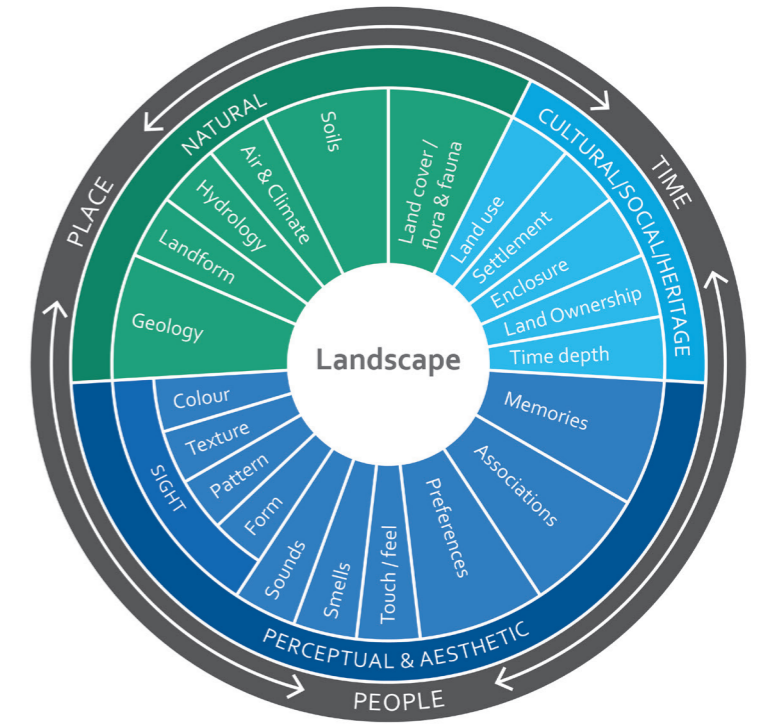
2.2.1 The LCA have been determined as part of an integrated approach to environmental characterisation in collaboration with other topics including heritage and ecology, with reference to a number of published studies at the national, county and district level. A wide variety of spatially referenced 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-MA08 (Volume 5, Landscape and visual Map Book).

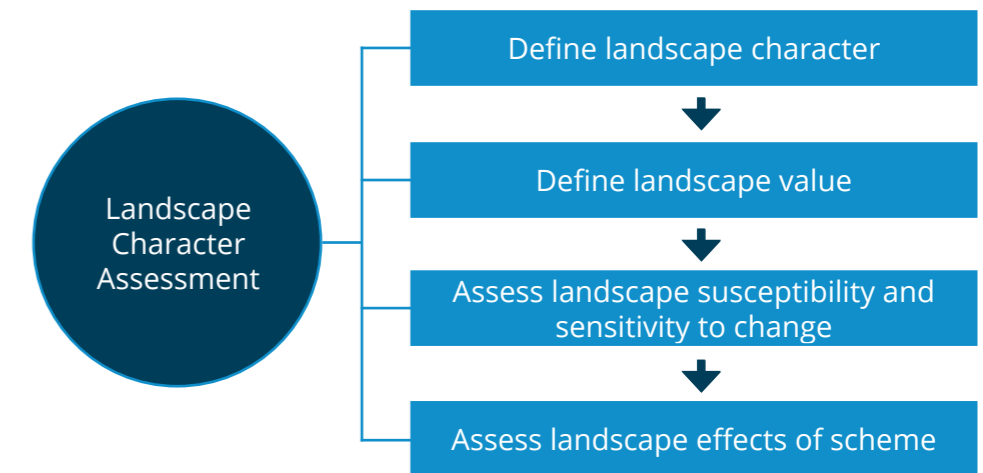
2.2.3 The Local Development Framework: Strategic Level City-Wide Urban Characterisation for Core Strategy identifies some high-level characteristics under the City Centre Core area which is of relevance to the Manchester Piccadilly Station area is described as: The city centre is bounded on three sides by the river valleys of the Irwell, Medlock and Irk. The landform of the city centre also gently responds to the remaining impression left by lesser, now culverted water courses. The core area is principally a mix of buildings from the Victorian period onwards with some localities having a predominance of a particular age and others having a more eclectic mix. The diversity and intensity of use, over extended periods of the day, reflects the city centre's regional role.

2.2.4 Local character areas identified and developed for this urban setting, comprise the following:

- City Centre Core, Historic and Commercial Grain: the city centre area with a regular street pattern, high number of transport hubs and conservation areas east of Deansgate and north-west of the Manchester Piccadilly Station;
- Education campus and hospitals coarse grain: south-east of the city centre, following the Oxford Road corridor incorporating two university campuses and several hospitals;
- Brunswick and Longsight Mixed Residential: lying on the south-eastern fringe of Manchester city centre comprising residential areas of Brunswick and Longsight, the LCA is partly defined by several major roads;
- Piccadilly, Ardwick and West Gorton, Industrial and Infrastructure: to the east of Manchester Piccadilly Station, the area is heavily influenced by the road and rail infrastructure network with a predominantly industrial use;
- Holt Town, East Brook and Medlock Valley Open Space LCA: located on the eastern fringe of Manchester city centre and characterised by the publicly accessible green space associated with the River Medlock valley which is overlooked by housing on either side; and
- Ancoats and New Islington Areas of Change along Canal Corridors: lies north of Manchester Piccadilly Station, encompassing parts of Ancoats and Miles Platting. This transport corridor based LCA comprises the Ashton and Rochdale canals with adjacent historic buildings and new development.



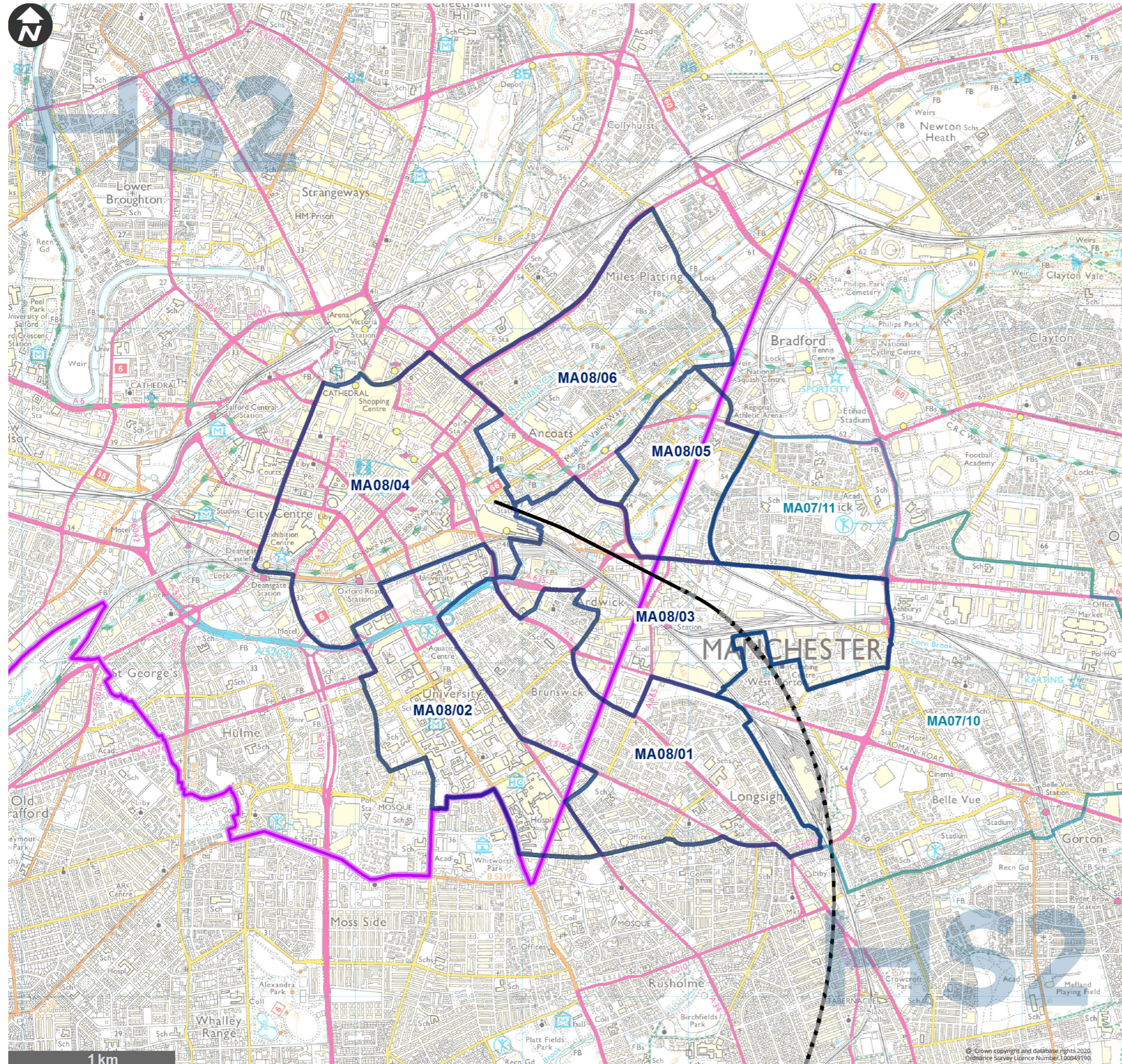
Above: The elements of landscape. Diagram is based on 'An Approach to Landscape Character Assessment' Natural England, 2014



Above: The landscape assessment process

- 2.2.5 A number of LCA in this chapter overlap into the adjoining community area, Davenport Green to Ardwick (MA07), to the south.
- 2.2.6 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, East Brook and Medlock Valley Open Space LCA overlap between this community area and MA07. These LCA have more relevance to this community area either because the majority of the LCA falls within MA08 Manchester Piccadilly Station 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.
- 2.2.7 Descriptions of all the LCA identified within MA08 Manchester Piccadilly Station 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: Manchester Piccadilly Station (MA08), Section 11.

# Overview of landscape character areas within MA08



- Landscape character areas assessed in this community area**
- 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
  - MA08/04 - City Centre Core, Historic and Commercial Grain
  - MA08/05 - Holt Town, East Brook and Medlock Valley Open Space
  - MA08/06 - Ancoats and New Islington Areas of Change Along Canal Corridors
- Landscape character areas assessed in neighbouring community areas**
- MA07/10 - West Gorton Mixed Industrial with Residential
  - MA07/11 - Beswick and Bradford Mixed Residential

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

# Brunswick and Longsight Mixed Residential LCA

## Landscape character baseline description

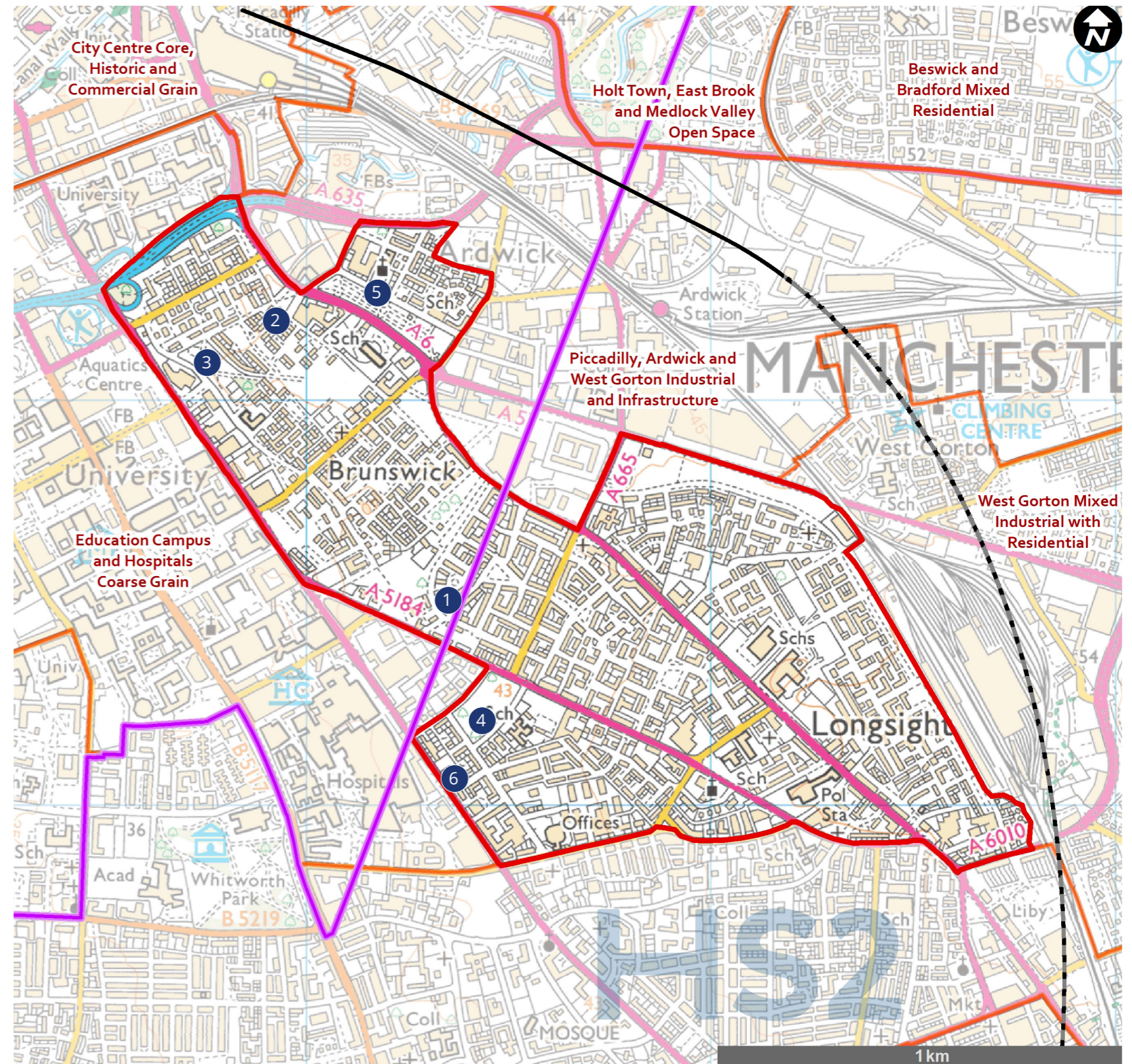
This LCA lying on the south-eastern fringe of Manchester city centre comprises the residential areas of Brunswick and Longsight. The LCA is crossed and partly defined by several major roads including the A6010 Kirkmanshulme Lane, the A5184 Plymouth Grove, the A665 Devonshire Street, and the A6 Stockport Road.

The LCA is a predominantly residential urban LCA and largely comprises housing configured on a loop and grid layout of streets, extending close to the city centre in the north of the LCA, with more traditional narrow terraced streets to the south. Types of terraced housing range from the four-storey town houses of Litcham Close, to the two-storey pink render and timber panelled buildings of Marshfield Street and the brick finishes of Martindale Crescent. To the north of the LCA there are several blocks of nine to ten-storey flats. Amongst the residential areas are a series of green spaces including Gartside Gardens, Swinton Grove Park, and Ardwick Green Park. As well as in these green spaces, trees can be found lining grass verges, within several unnamed neighbourhood greens and in back gardens. The A34 Upper Brook Street defines the extent of the LCA to the west and the A57(M) Mancunian Way to the north-east. The A6 passes through the core of the LCA with a neighbourhood shopping district at Longsight.



### Key landscape characteristics

The LCA is predominantly residential and comprises a variety of different housing types within a loop and grid layout. Trees are limited to areas of green space including grass verges, neighbourhood greens and back gardens.



- Proposed Scheme
- LCA boundary
- CA boundary
- 1 Marshfield Street
- 2 Wadeson Road
- 3 Gartside Gardens
- 4 Swinton Grove Park
- 5 Ardwick Green Park
- 6 Upper Brook Street

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## Key landscape value attributes

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



### Aesthetic

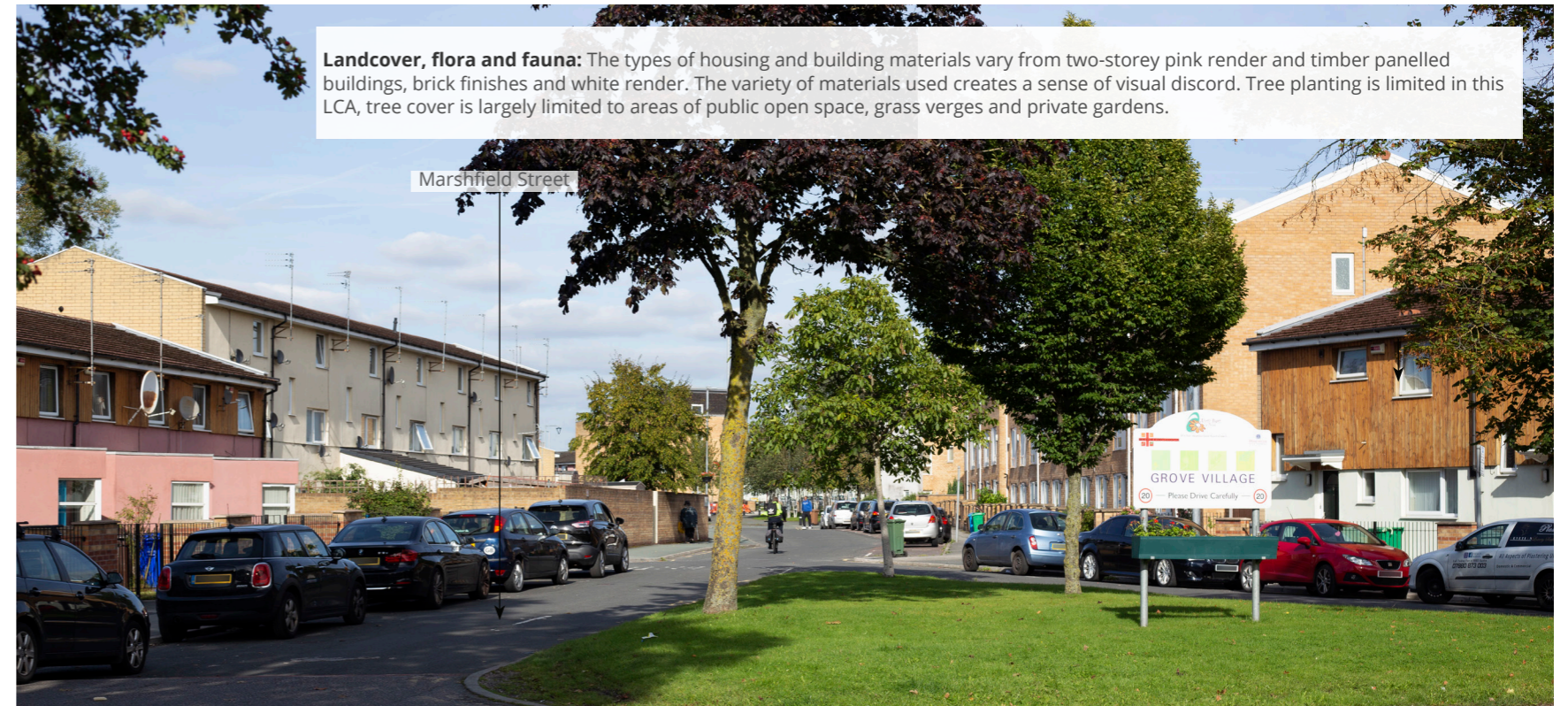
The LCA is predominantly residential and comprises a number of housing types constructed from a varied materials palette. The variety of materials used creates a sense of visual discord.



### Cultural, social and historic

The LCA incorporates several public open spaces readily accessible on foot for the local community. Located in the north of this LCA, 5 New York Place (now known as Wadeson Road) was the birthplace of former Prime Minister, David Lloyd George.

## Key landscape characteristics susceptible to the Proposed Scheme



### Overall landscape value

This is a predominantly residential inner city LCA, with streets lined by a variety of types of terraced housing, and in the north of the LCA, several blocks of flats of up to 10-storeys that dominate the local skyline. Amongst the residential areas are several public open spaces including Gartside Gardens, Swinton Grove Park and Ardwick Green Park that offer relief to the otherwise pattern of dense housing. The LCA has limited tree cover which is generally restricted to areas of green space, verges, and gardens. The value of this LCA is therefore **medium-low**.

### Overall landscape susceptibility

The LCA is predominantly residential with an extensive local and radial road network. The varied housing form and type results in a lack of a cohesive appearance or pattern. Vegetation and public space are relatively low key in their form and extent and scattered within the LCA, which contributes to a sense of it being highly developed. The landscape therefore has a **low** susceptibility to change resulting from the Proposed Scheme.

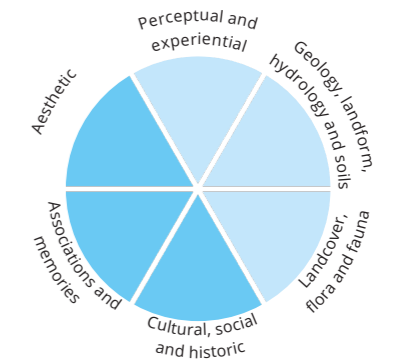
### Future baseline

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

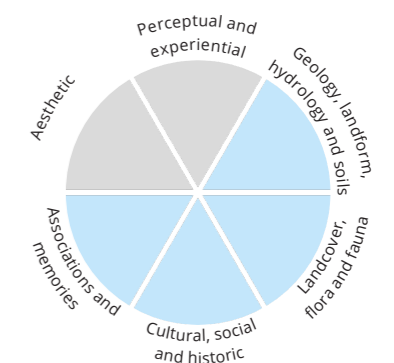
### Overall landscape sensitivity

This predominantly residential LCA is an eclectic mix of housing types, constructed from a wide range of materials. The myriad of local roads and presence of main arterial roads, results in low levels of perceived cohesion. The LCA is highly urbanised with a dense street pattern. Consequently there are limited areas of open land and vegetation. The sensitivity of this LCA is **low**.

### Value



### Susceptibility



### Value and susceptibility key



## Magnitude of change and level of effect

### Construction

Direct landscape effects will be limited to a small proportion of this LCA and will include utilities works along the A6 London Road and use of the A34 Upper Brooks Street and A665 Devonshire Street as construction traffic routes. Construction activity will be in keeping with the character of existing road infrastructure. The majority of construction activity will occur beyond the boundaries of the LCA and will be contained by existing large scale infrastructure and industrial development. The magnitude of change will be **low**.

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

### Operation year 1

The Proposed Scheme will lie beyond the boundary of this LCA. Indirect landscape effects will be contained by pre-existing large-scale infrastructure and industrial development. Trees planted to replace those removed as a result of utilities works will be immature at year 1. The magnitude of change will be **low**.

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

### Operation year 15

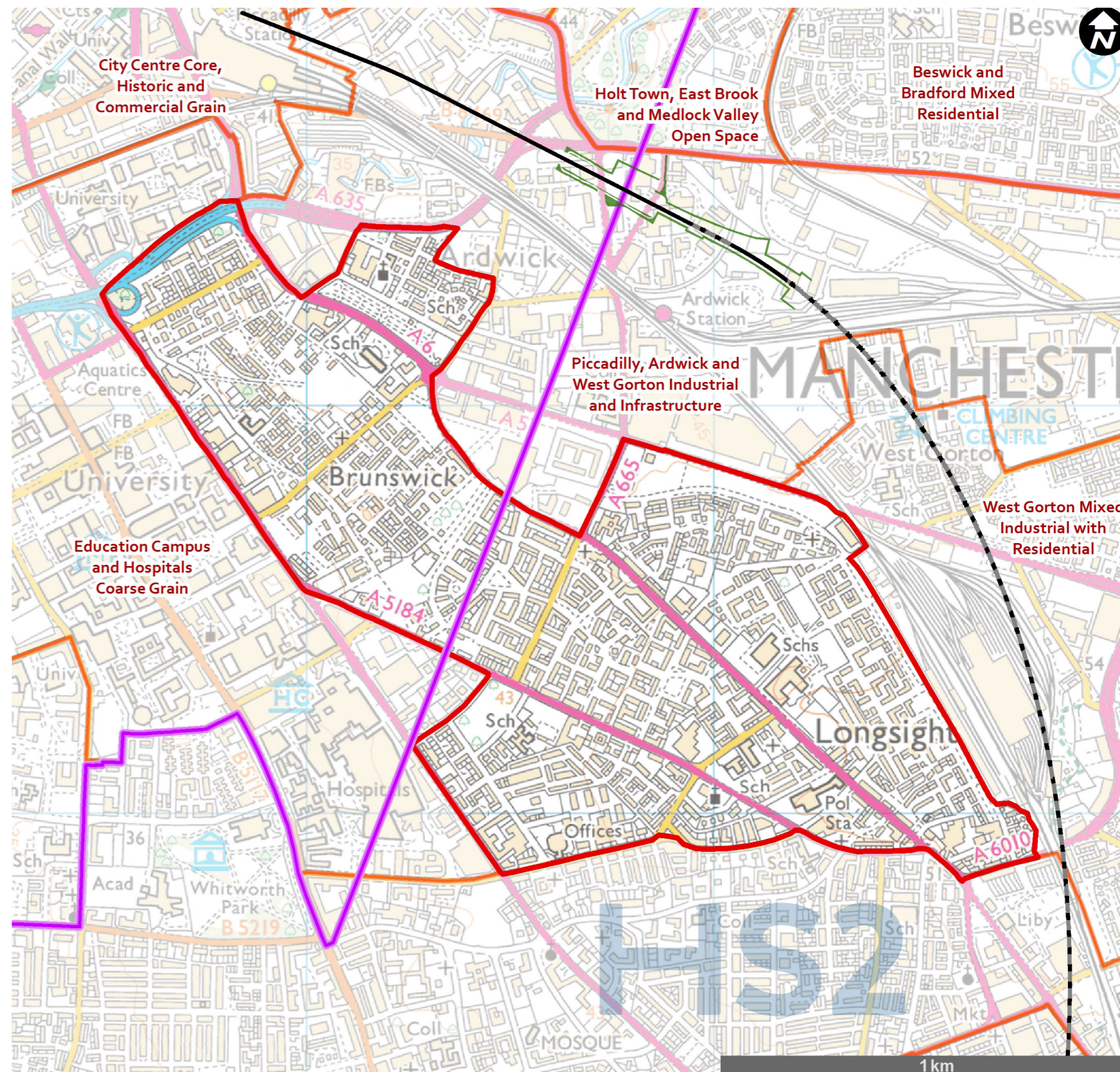
The situation will remain as for year 1. At year 15, the replanted trees will be more established. The magnitude of change will remain **low**.

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

### Operation year 30

The situation will remain as for year 1. The replanted trees will be of a similar stature to those lost due to utilities work. The magnitude of change will remain **low**.

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



### Cumulative assessment (construction and operation)

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

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

No cumulative effect during construction and operation.

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# Education Campus and Hospitals Coarse Grain LCA

## Landscape character baseline description

This LCA encompasses an area of land south-east of Manchester city centre incorporating two university campuses and several hospitals close to the B5177 Oxford Road.

This LCA is a hub of student activity due to the presence of the University of Manchester, Manchester Metropolitan University and the Royal Northern College of Music, associated bars and eateries.

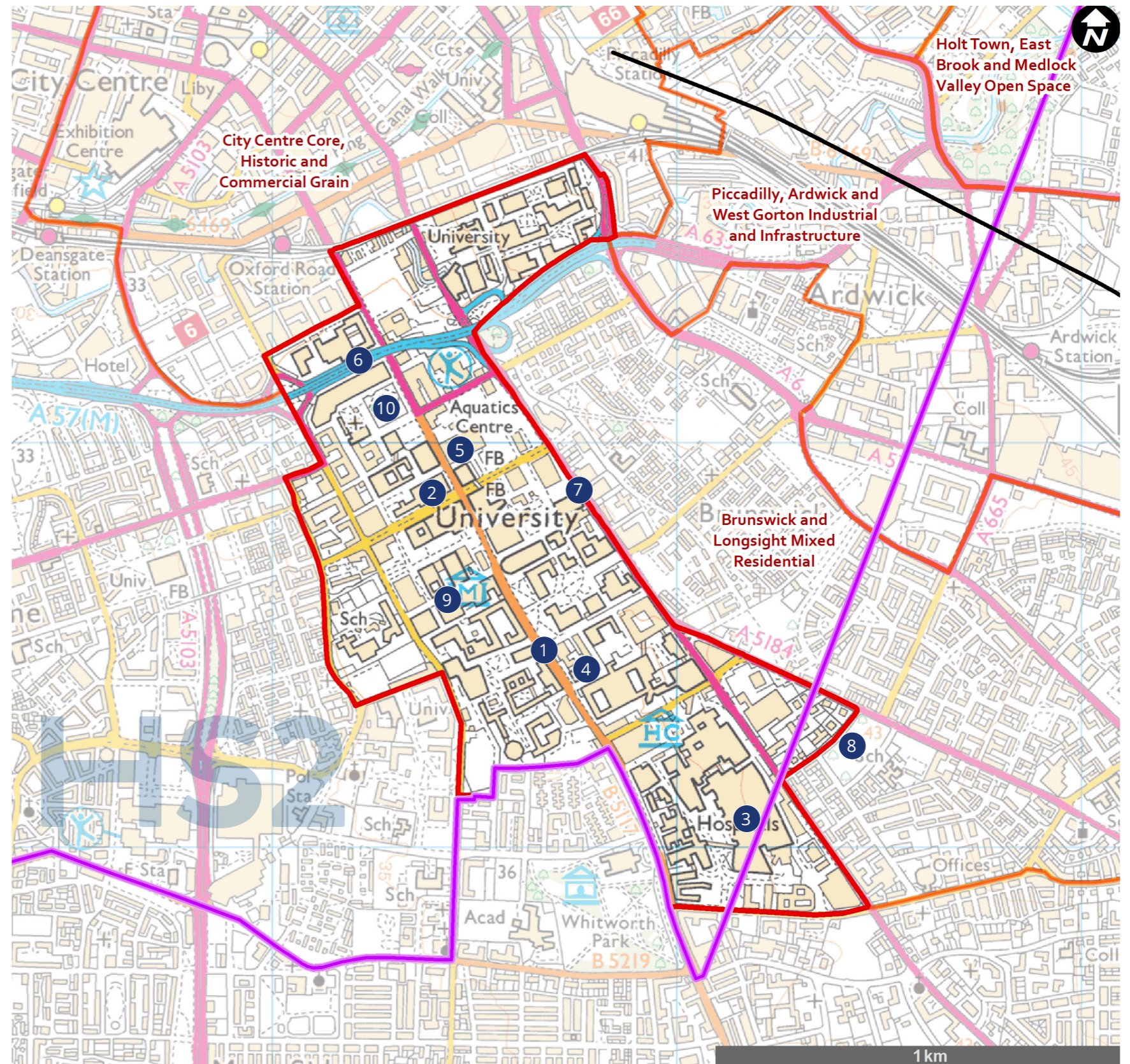
The buildings and grounds of the Manchester Royal Infirmary, Manchester Eye Hospital and Manchester Dental Hospital occupy the southern portion of the LCA. Due to their institutional nature, most of the buildings in this LCA exceed three storeys. Older buildings tend to be of traditional red brick and / or stone construction with more modern buildings constructed of steel, glass and concrete. The LCA accommodates several arterial routes including the B5117 Oxford Road and railway viaduct, and the A57(M) Mancunian Way and flyover. The B5117 Oxford Road is an important bus route and one of Manchester's most well-known thoroughfares linking the city centre with the university district. As a result of recent improvements, Oxford Road also accommodates routes for non-motorised users.

There are several listed buildings present, mostly fronting the B5117 Oxford Road. A notable example is the Grade I listed Holy Name of Jesus Church, with other distinguished buildings including the modernist Alan Turing Building, Elizabeth Gaskell's House (listed), the Manchester Museum and the Aquatics Centre (built for the 2002 Commonwealth Games). The green space of Grosvenor Square is on the site of the former All Saints Church and there are several small-scale grassed and tree planted areas scattered through the LCA, which are generally linked with pedestrian routes. Some buildings incorporate external courtyard spaces.



### Key landscape characteristics

This LCA is a densely developed bustling urban landscape organised on a hierarchical and regular grid street pattern which incorporates vehicle, cycle, and pedestrian routes. Buildings vary significantly in terms of their period, style and form; with modern university buildings sitting alongside former warehouses, frequently converted to apartments.



- Proposed Scheme
- LCA boundary
- CA boundary
- 1 B5177 Oxford Road
- 2 Royal Northern College of Music
- 3 Manchester Royal Infirmary
- 4 Grade I listed Holy Name of Jesus Church
- 5 Aquatics Centre
- 6 A57(M) Mancunian Way
- 7 Alan Turing House
- 8 Elizabeth Gaskell's House
- 9 Manchester Museum
- 10 Grosvenor Square

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## Key landscape value attributes

Key landscape value attributes of the Education campus and hospitals coarse grain LCA are set out below, interpreting landscape baseline information on the previous page and drawing on findings from field surveys.



### Aesthetic

The B5117 Oxford Road is one of Manchester's most recognisable thoroughfares and includes a series of well-maintained, notable civic and institutional buildings, mainly associated with major public institutions. Those of particular note include the Manchester Museum and Manchester Royal Eye Hospital. There are numerous grassed areas, with trees fronting and surrounding the buildings throughout the LCA which provides balance with the large-scale buildings.



### Cultural, social and historic

The LCA contains many listed or otherwise notable buildings with several associated with historic figures or university research and scientific breakthroughs, such as Elizabeth Gaskell's House and the Alan Turing Building. The Manchester Museum is a major cultural facility and the Aquatics Centre built for the 2002 Commonwealth Games hosts major swimming events. The green space of Grosvenor Square occupies the site of the former All Saints church which was demolished following war-time bomb damage.

## Key landscape characteristics susceptible to the Proposed Scheme



**Cultural, social and historic:** The B5117 Oxford Road is one of Manchester's most recognisable thoroughfares and includes a series of notable civic or institutional buildings, mainly associated with the major public institutions located here. A centre of learning rooted in historical buildings. Manchester's Oxford Road is fronted by a number of listed buildings and recognisable features including the Manchester Museum.

### Overall landscape value

This LCA contains notable public buildings, many of them listed. The universities, Royal College of Music, Manchester Museum and new buildings such as the Aquatics Centre contribute to the area's vitality, sense of place, cultural richness and recreational value. Arterial routes, including A57(M) Mancunian Way and the railway line, and commonplace buildings detract from the visual unity of parts of the area. The value of this LCA is therefore **medium**.

### Overall landscape susceptibility

The assemblage of varied buildings, including some of cultural importance, combine with areas of open space to create an attractive street scene. The LCA therefore has a **medium** susceptibility to change resulting from the Proposed Scheme.

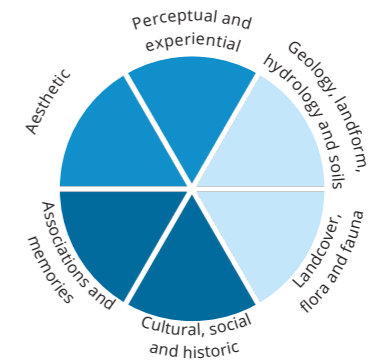
### Future baseline

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

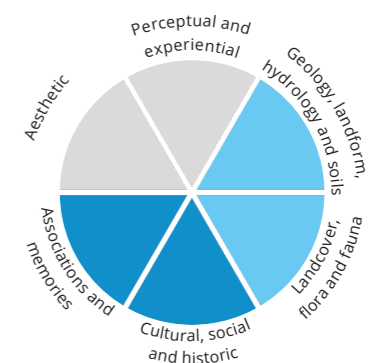
### Overall landscape sensitivity

This LCA contains a number of historical and cultural assets alongside one of Manchester's busiest roads and a clustering of academic and medical campuses. The overall sensitivity of this LCA is **medium**.

### Value



### Susceptibility



### Value and susceptibility key



## Magnitude of change and level of effect

### Construction

Direct landscape effects will be limited to a small proportion of this LCA and will include utilities works along the A6 London Road and use of the A34 Upper Brooks Street, A57(M) Mancunian Way and A6 London Road as construction traffic routes. Construction activity will be in keeping with the character of existing road infrastructure. The majority of construction activity will occur beyond the boundaries of the LCA and there will be indirect landscape effects as a result of the construction of Manchester Piccadilly High Speed station, in the adjacent Piccadilly, Ardwick and West Gorton Industrial and Infrastructure LCA. However, landscape effects will be largely contained by the existing Manchester Piccadilly Station building. The magnitude of change will be **low**.

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

### Operation year 1

There will be no discernible changes to the setting of this LCA as a result of the operation of the Proposed Scheme. Manchester Piccadilly High Speed station will be located in the adjacent LCA, beyond the existing Manchester Piccadilly Station building. Trees planted to replace those removed as a result of utilities works, will be immature at year 1. The magnitude of change will be **negligible**.

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

### Operation year 15

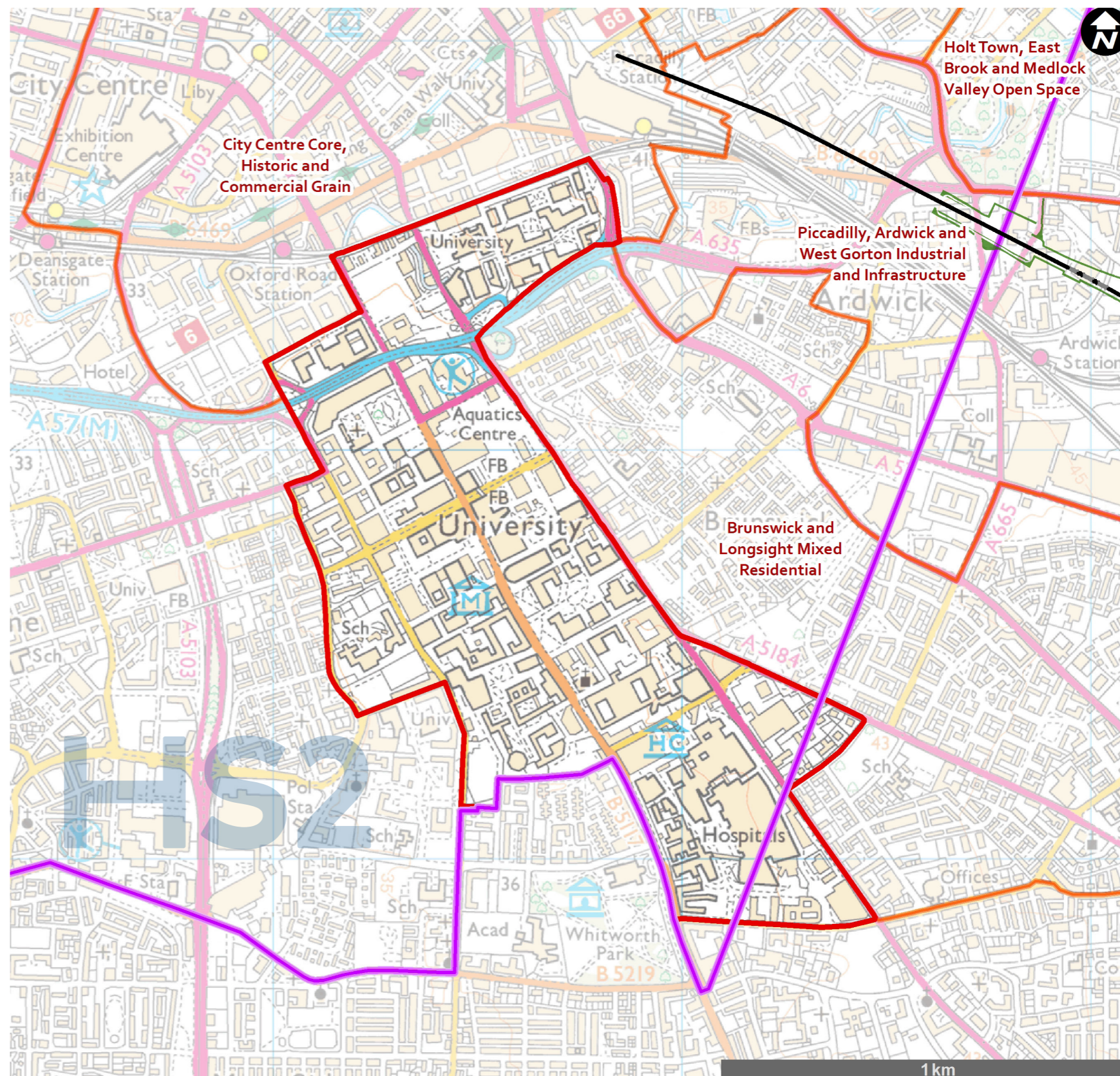
There will continue to be no discernable changes to the setting of the LCA. At year 15, the replanted trees will be more established. The magnitude of change will remain **negligible**.

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

### Operation year 30

The situation will remain as for year 15. The replanted trees will be of a similar stature to those lost due to utilities works. 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 operation cumulative effects.

No cumulative effect during construction and operation.

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# Piccadilly, Ardwick and West Gorton Industrial and Infrastructure LCA

## Landscape character baseline description

This LCA lies between Manchester Piccadilly Station and the A6010 Pottery Lane on the eastern fringe of Manchester city centre encompassing the area of Ardwick and is predominantly in industrial, commercial and infrastructure use.

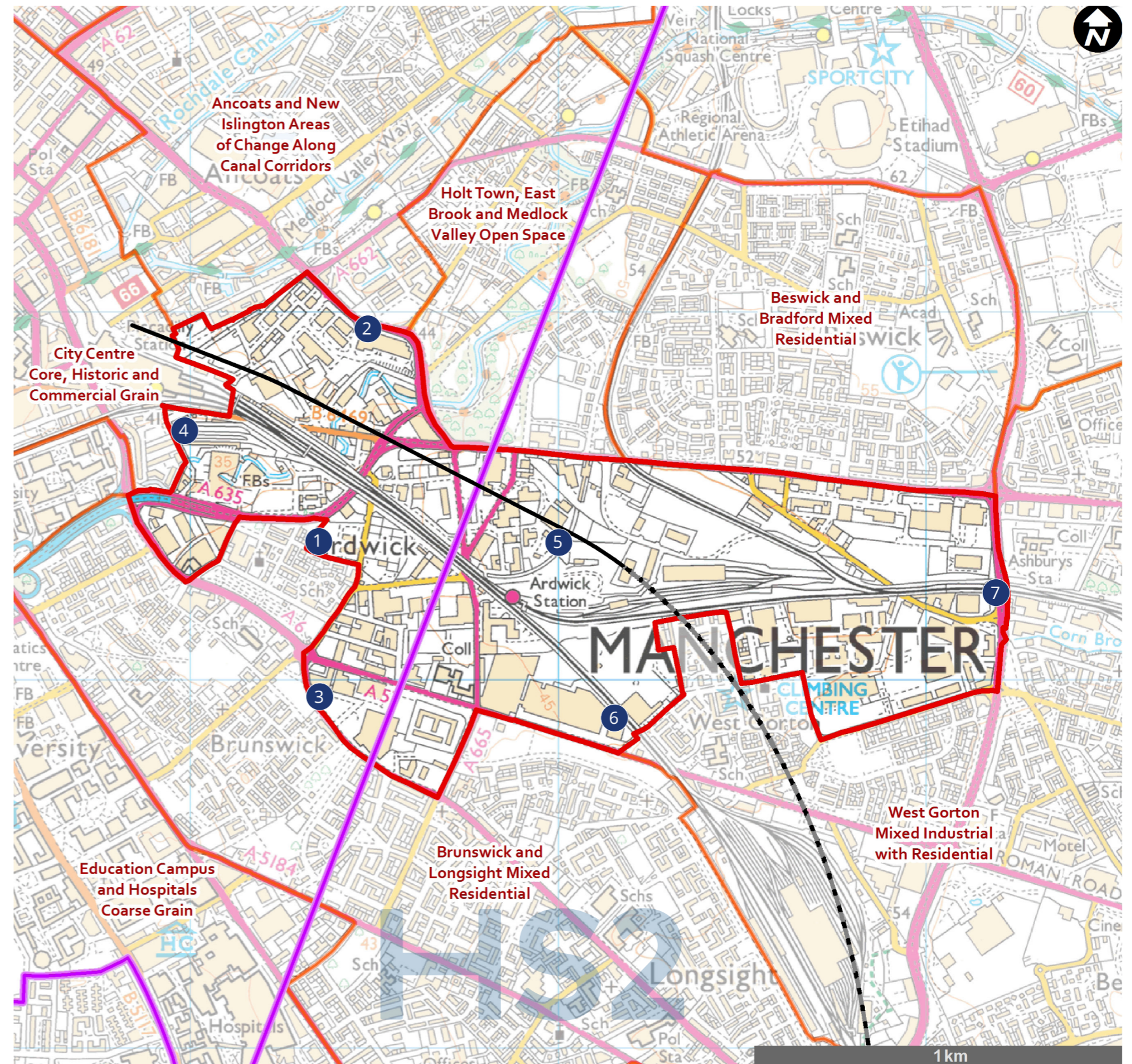
The LCA is heavily influenced by the infrastructure network of railways including the Hope Valley Line and Manchester – Crewe Line that cross the core of the LCA, as well as roads including the A57(M)/A635 Mancunian Way, the A57 Hyde Road, the A6010 Pottery Lane and the A635 Ashton Old Road. However, the LCA also includes the Manchester College of Management Sciences and the Manchester College Nicholls Campus, as well as an area of all-weather sports pitches on Union Lane. Overall, the area lacks local distinctiveness despite the presence of a number of scattered listed buildings, including the Ellen Wilkinson High School (Grade II\*), the Apollo Theatre, and Star and Garter public house (both Grade II) and the 19th century brick railway viaducts of the Glossop and Manchester - Crewe Lines. A large proportion of the buildings within this LCA are single-storey brick or metal clad sheds, surrounded by hardstanding and security fencing.

The area is leafy in places, with street trees, planting around car parks and the perimeters of industrial and commercial properties. There are large areas of unoccupied and inaccessible railway land on which naturalised scrub vegetation has become well established. The major roads including the A57(M) Mancunian Way / Ring Road, the A665 Midland Street and the A57 Hyde Road as well as the railway lines limit pedestrian movement and result in low levels of tranquillity in the area. The area is brightly lit at night with security floodlighting and street lighting along the majority of local roads.



### Key landscape characteristics

Overall this is an urban LCA of largely industrial character incorporating large-scale warehouses and other commercial buildings, as well as areas of derelict land and some educational facilities. It is heavily influenced by the road and railway infrastructure network which dissects and, in some cases, visually screens, adjoining parts of the LCA from one another.



- Proposed Scheme
- LCA boundary
- CA boundary
- 1 Manchester College of Management Sciences
- 2 Piccadilly Trade Estate
- 3 Grade I listed Apollo Theatre
- 4 Grade I listed Star and Garter Public House
- 5 Dismantled Railway
- 6 Manchester - Crewe line
- 7 Glossop line

## Key landscape value attributes

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



Grade II listed Apollo Theatre

### Aesthetic

The LCA lacks local distinctiveness despite the presence of a number of listed buildings. Key buildings include the Ellen Wilkinson High School (Grade II\*), the Apollo Theatre and Star and Garter public house (both Grade II). The 19th century brick railway viaducts of the Glossop and Crewe to Manchester Lines contrast with the large-scale commercial buildings and warehouses, railway depots and educational facilities that limit aesthetic value of the LCA.



### Cultural, social and historic

The LCA incorporates some former mill buildings which, with their associated chimneys are found scattered throughout the area and are a reminder of the area's industrial past together with the 19th century brick railway viaducts. Other buildings of interest include the Ellen Wilkinson High School (Grade II\* listed). Much of the area serves as an important employment area lying close to Manchester City Centre Core.

## Key landscape characteristics susceptible to the Proposed Scheme



**Geology, landform, hydrology and soils:** The River Medlock has limited influence on the wider LCA as it runs to the north-west amongst and often below large-scale commercial development.

**Landcover, flora and fauna:** The many large-scale commercial buildings and warehouses, railway depots and educational facilities detract from a few scattered historic buildings of aesthetic value.

Grade II listed Star and Garter Public House

### Overall landscape value

Although predominantly characterised by industrial and commercial land use, the area is leafy in places, with some street trees and vegetation around car parks and the perimeters of industrial and commercial properties. There are large areas of unoccupied and inaccessible railway land on which naturalised scrub vegetation has become well established. The designated heritage features add value to this LCA, as well as the 19th century brick railway viaducts but the predominantly industrial and commercial land uses and presence of large-scale transport infrastructure result in a weak sense of place with low levels of tranquillity. The value of this LCA is therefore **medium-low**.

### Overall landscape susceptibility

The LCA is primarily under industrial and commercial land use incorporating large-scale built form. The only open land tends to be vacant and often naturally regenerating with scrub. The few features that contribute to the landscape value include three listed buildings, which are standalone but recognisable features amongst the otherwise modern building forms. The landscape therefore has a **medium-low** susceptibility to change resulting from the Proposed Scheme.

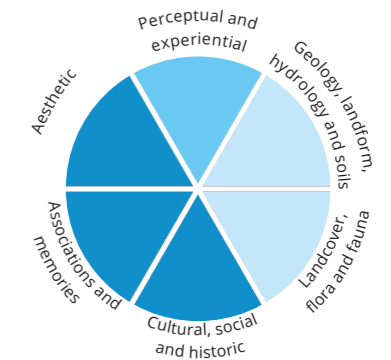
### Future baseline

MA08/255 (Volume 5, Planning data/committed development map book) erection of a residential tower committed development will not affect the landscape susceptibility to the Proposed Scheme.

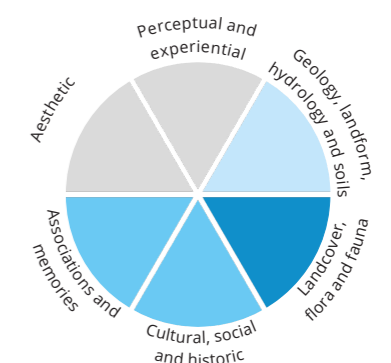
### Overall landscape sensitivity

This LCA is predominantly industrial and has few features of landscape value. The overall sensitivity of this LCA is **medium-low**.

### Value



### Susceptibility



### Value and susceptibility key



## Magnitude of change and level of effect

### Construction

The construction of the Proposed Scheme will involve substantial alterations across a large proportion of the LCA. There will be large-scale changes due to the demolition of buildings, the realignment and closures of roads, and the construction of the Ardwick embankment, the Piccadilly approach viaduct, Piccadilly station viaduct and Manchester Piccadilly High Speed station. The construction of the Manchester tunnel north portal, Ardwick north cutting, Ardwick box structure, Ardwick embankment and Manchester to Leeds junction will take place in the Davenport Green to Ardwick area (MA07) but still within this LCA. Construction of these elements will also result in a substantial change to the character of this LCA. Construction activity and the use of local roads as construction traffic routes will further diminish existing low levels of tranquillity. There will be extensive utilities works across the LCA. The magnitude of change will be **high**.

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

### Operation year 1

The LCA will be directly affected by the introduction of the Manchester tunnel north portal, Manchester to Leeds junction, Ardwick box structure (and Ardwick north cutting in the Davenport Green to Ardwick area (MA07)). It will also be directly affected by the introduction of the Ardwick embankment, Midland Street sectioning auto-transformer station, Piccadilly approach viaduct, Piccadilly station viaduct, Manchester Piccadilly High Speed station and the multi-storey car parks. These new structures, although extensive, will not be uncharacteristic additions to the landscape in which existing railway infrastructure already influences the landscape pattern. Additional train movements and overhead line equipment will further diminish existing low levels of tranquillity. In the wider LCA, the demolition of utilitarian industrial and commercial buildings during the construction phase will result in a more open, less developed landscape in this area. The existing large areas of unoccupied land with naturalised scrub vegetation will be replaced in part by vacant plots surrounded by hoardings identified as areas to be returned to suitable development. Trees planted to replace the trees removed as a result of utilities works will be immature at year 1. Overall, there will be changes over a substantial area of the LCA though these are largely in keeping with the existing character. The magnitude of change will be **high**.

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

### Operation year 15

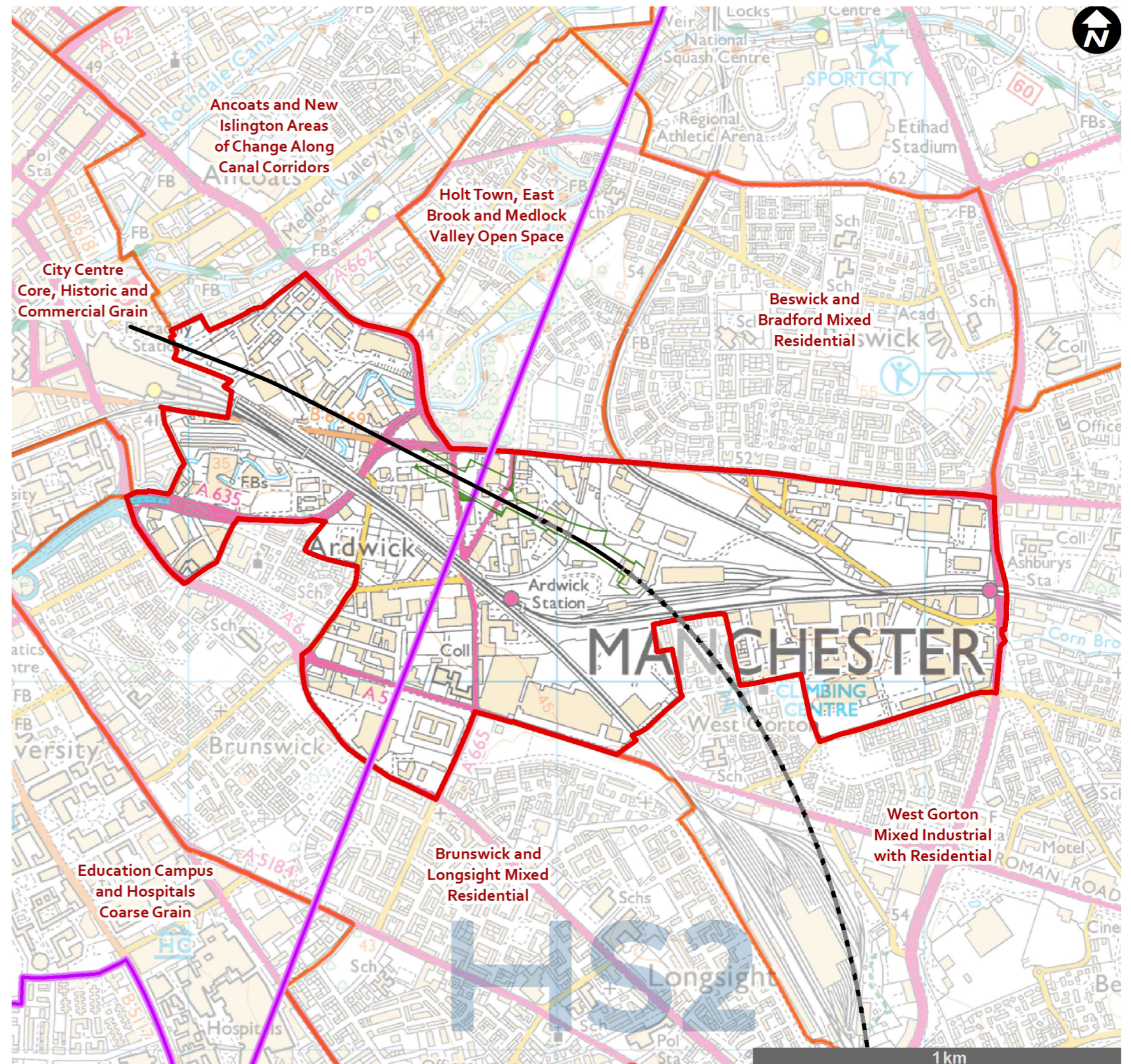
There will continue to be changes across a large proportion of this LCA. However changes will be in keeping with the existing landscape character. At year 15, the replanted trees will be more established. Given the urban context, it is possible that the areas returned to suitable development use throughout the LCA will be developed in some form from year 1. However, there is currently insufficient information on what this future development will comprise to include within the assessment. Therefore, for the purposes of this assessment, the site is assumed to remain undeveloped and the effects will remain as reported for year 1. The magnitude of change will remain as **high**.

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

### Operation year 30

There will continue to be changes across a large proportion of this LCA. However changes will be in keeping with the existing landscape character. At year 30, the replanted trees will be of a similar stature to those lost due to utilities work. Given the urban context, it is possible that the areas returned to suitable development use throughout the LCA will be developed in some form from year 1. However, there is currently insufficient information on what this future development will comprise to include within the assessment. Therefore, for the purposes of this assessment, the site is assumed to remain undeveloped and the effects will remain as reported for year 15. The magnitude of change will remain as **high**.

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 operation cumulative effects.

No cumulative effect during construction and operation.

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# City Centre Core, Historic and Commercial Grain LCA

## Landscape character baseline description

This LCA comprises the city centre area east of Deansgate and north-west of the existing Manchester Piccadilly Station.

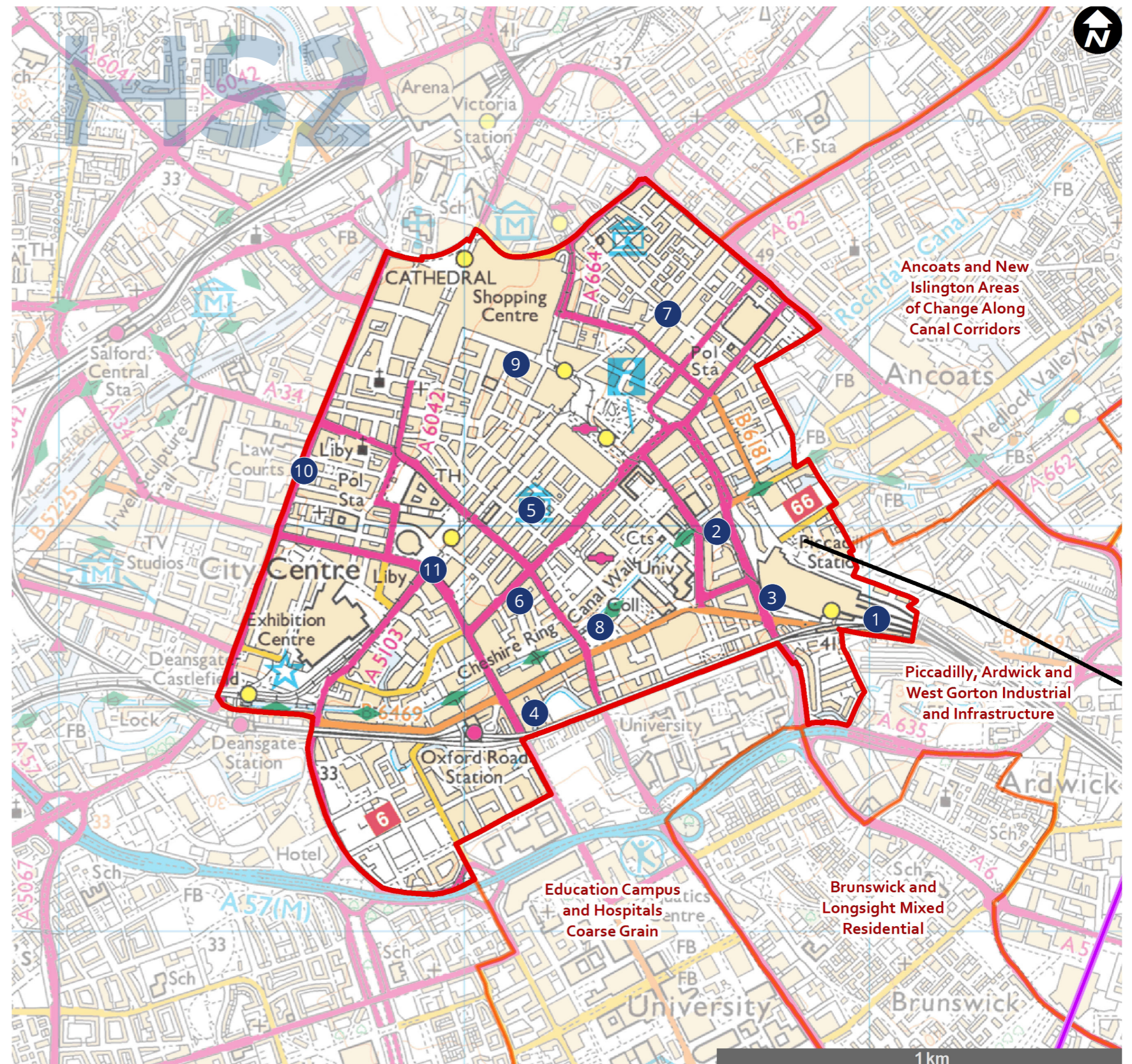
The local landform slopes gently down from the centre of the LCA at Portland Street towards the existing Manchester Piccadilly Station, becoming more complex around the station itself, which is on two levels to accommodate the steep but localised change. Store Street passes under the station approach and is linked to the Northern Quarter area via the steep and cobbled Jutland Street. The regular street pattern of the densely developed city centre is 18th and 19th century in origin, resulting in a permeable and legible historic evolution. With Portland Street sitting at a high point, the land falls away gradually towards Deansgate. A major pedestrianised, central area is located around Market Street which leads onto the Arndale Shopping Centre where the building scale becomes larger. Transport hubs and routes are prevalent throughout the LCA with tram stops and large scale open space at St Peters Square and Piccadilly Gardens.

Much of the centre of Manchester lies within a number of conservation areas and there are many listed buildings throughout. The distinctive curved roof and the Victorian brickwork of the existing Manchester Piccadilly Station, the 19th century viaducts and the classical detailing of the B6469 Fairfield Street entrance to the station contribute to the historic character of the landscape near the station that contrasts with the glass and steel of more recent development. The centre of Manchester has experienced a high degree of redevelopment in the second half of the 20th and early 21st centuries. Tall steel and glass clad high rise blocks are often substantially higher than their older neighbours and lack the local distinctiveness of the area's 19th century architecture. There is little greenspace in the area, but the Rochdale Canal (part of the Cheshire Ring Canal Walk) provides a green corridor along the partly pedestrianised Canal Street. Open spaces include Sackville Gardens and Vimto Park and Piccadilly Gardens. The area is very active with shops and cafes and high levels of pedestrian and transport movement, resulting in low tranquillity along the main pedestrian and traffic routes.



### Key landscape characteristics

This is a densely developed urban landscape with buildings of a varied height, organised on a largely regular pattern of streets with narrow backstreets. The LCA incorporates a dense network of roads, railways, tramways, cycleways and footways. Parts of the LCA have been the subject to recent regeneration and redevelopment with tall steel and glass clad high rise blocks such as Gateway House and Piccadilly Place.



- Proposed Scheme
- LCA boundary
- 1 Manchester Piccadilly Station
- 2 City Police Courts (Grade II\*)
- 3 Piccadilly Place
- 4 Rochdale Canal
- 5 China Town
- 6 Portland Street
- 7 Northern Quarter
- 8 Canal Street
- 9 Market Street
- 10 Deansgate
- 11 St Peters Square

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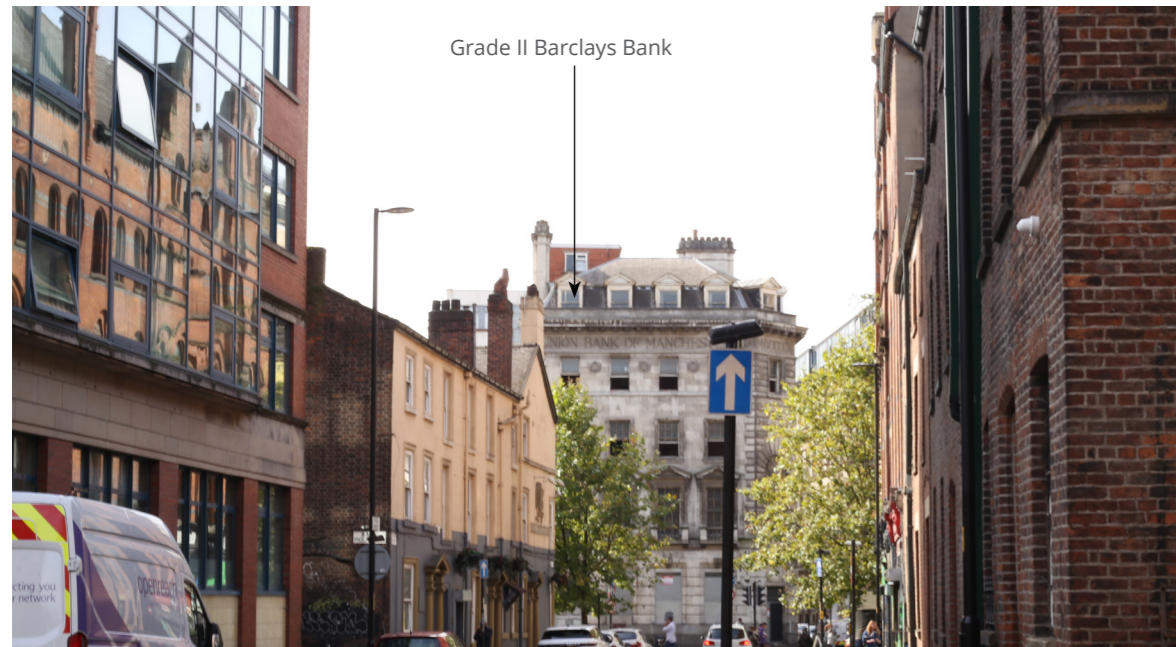
## Key landscape value attributes

Key landscape value attributes of the City Centre Core, Historic and Commercial Grain LCA are set out below, interpreting landscape baseline information on the previous page and drawing on findings from field surveys.



### Aesthetic

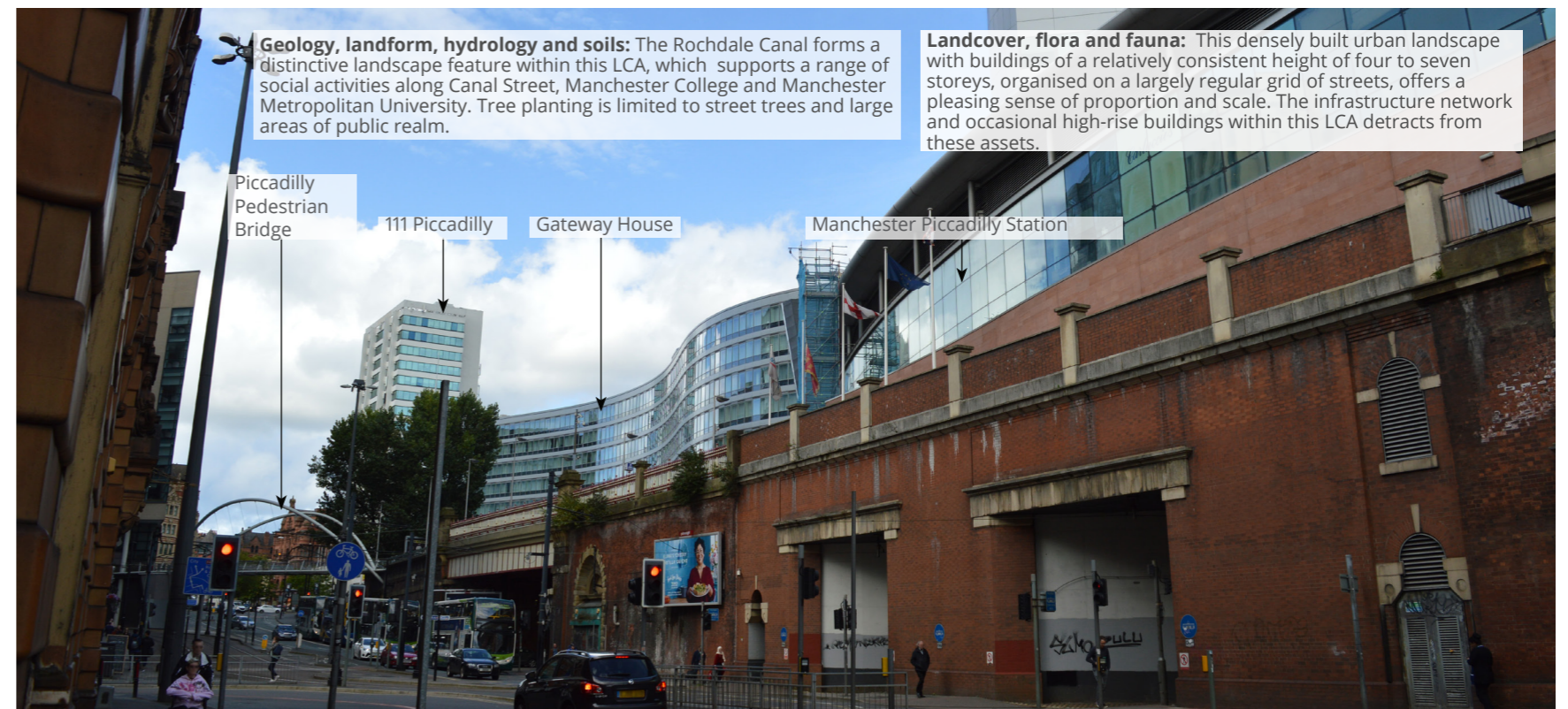
Although there are some taller buildings, this densely built urban landscape with buildings of a relatively consistent mass and height of four to seven storeys, organised on a largely regular grid of streets, offers a pleasing sense of proportion and scale.



### Cultural, social and historic

This LCA contains a range of listed buildings and structures and is covered by several conservation areas, all of which demonstrate the value placed on the built environment in this area. The distinctive neighbourhoods of the Northern Quarter, Canal Street and China Town contribute to diverse cultural and social values as well as a number of large public open spaces which hold events.

## Key landscape characteristics susceptible to the Proposed Scheme



### Overall landscape value

The centre of Manchester includes several conservation areas, listed buildings including the Town Hall (Grade I), the London Road Police and Fire Station (Grade II\*). Manchester Piccadilly Station and viaducts (Grade II) contribute to the historic character of the landscape near the station. The rectilinear street pattern of the densely developed city centre results in a permeable and legible public realm. To the immediate surroundings of Manchester Piccadilly Station, the changes in landform, and presence of roads and viaducts contribute to poorer connectivity for pedestrian movement in this part of the city. Street furniture and transport related structures on A6 London Road and B6469 Fairfield Street contribute to a cluttered streetscape within a proportion of this LCA. Based on the presence of many buildings of high architectural and historic value, the conservation area status of much of the area, the influence of the extensive transport infrastructure in the area and low levels of tranquillity. The value of this LCA is **medium-high**.

### Overall landscape susceptibility

This city centre LCA encompasses conservation areas and numerous buildings of high architectural and historic value, whilst modern redevelopment lacks the local distinctiveness of the area's 19th century architecture. This is a thriving area of shops and cafes with high levels of pedestrian and transport moments, particularly during the rush hour. The LCA therefore has a **medium** susceptibility to change arising from the Proposed Scheme.

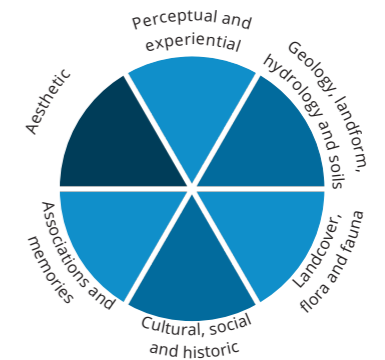
### Future baseline:

MA08/089 (Volume 5, Planning data/committed development map book) erection of 23 storey building, MA08/160 (Volume 5, Planning data/committed development map book) mixed use development committed developments fall within this LCA but will not affect the landscape susceptibility to the Proposed Scheme.

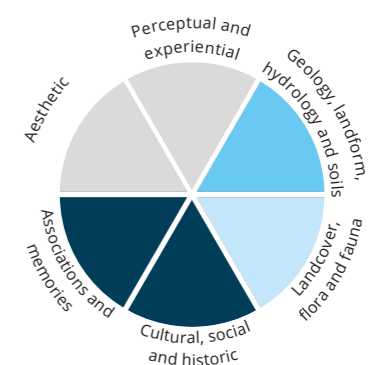
### Overall landscape sensitivity

The influence of the railway infrastructure together with the presence of conservation areas and listed buildings results in the overall sensitivity of this LCA being **medium-high**.

### Value



### Susceptibility



### Value and susceptibility key



## Magnitude of change and level of effect

### Construction

Construction effects will be limited to a relatively small proportion of the character area, on the east side of the existing Manchester Piccadilly Station due to the substantial existing development that surrounds the station. The changes will result from the construction of Manchester Piccadilly High Speed station, the realignment and extension of Metrolink and the modifications to the existing Manchester Piccadilly Station and the A6 London Road footbridge. Effects will also arise from the demolition of buildings, which will open up the streetscape east of the station, and traffic management measures, which will reduce connectivity in the area. Activity generated during construction will further reduce existing low tranquillity. The demolition of buildings, presence of construction activity and compounds and loss of pedestrian and vehicular connectivity in the area will result in a **medium** magnitude of change to the landscape.

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

### Operation year 1

The presence of the Manchester Piccadilly High Speed station with its associated public realm will bring a greater sense of cohesion to the eastern portion of this LCA. The new building in conjunction with the existing Manchester Piccadilly Station will be a much-enlarged station complex. Some of the existing incongruent features will be replaced by more characteristic railway infrastructure and will reflect the existing urban grain and landscape pattern. Elsewhere, the loss of buildings during construction will result in a more open character. The resulting parcels of land will be surrounded by hoarding and will be returned to suitable development use at a later date. Permeability through the landscape will be similar to the baseline condition. Trees planted to replace those removed as a result of utilities works will be immature at year 1. Only a small proportion of the LCA will be affected. The magnitude of change will therefore be **low**.

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

### Operation year 15

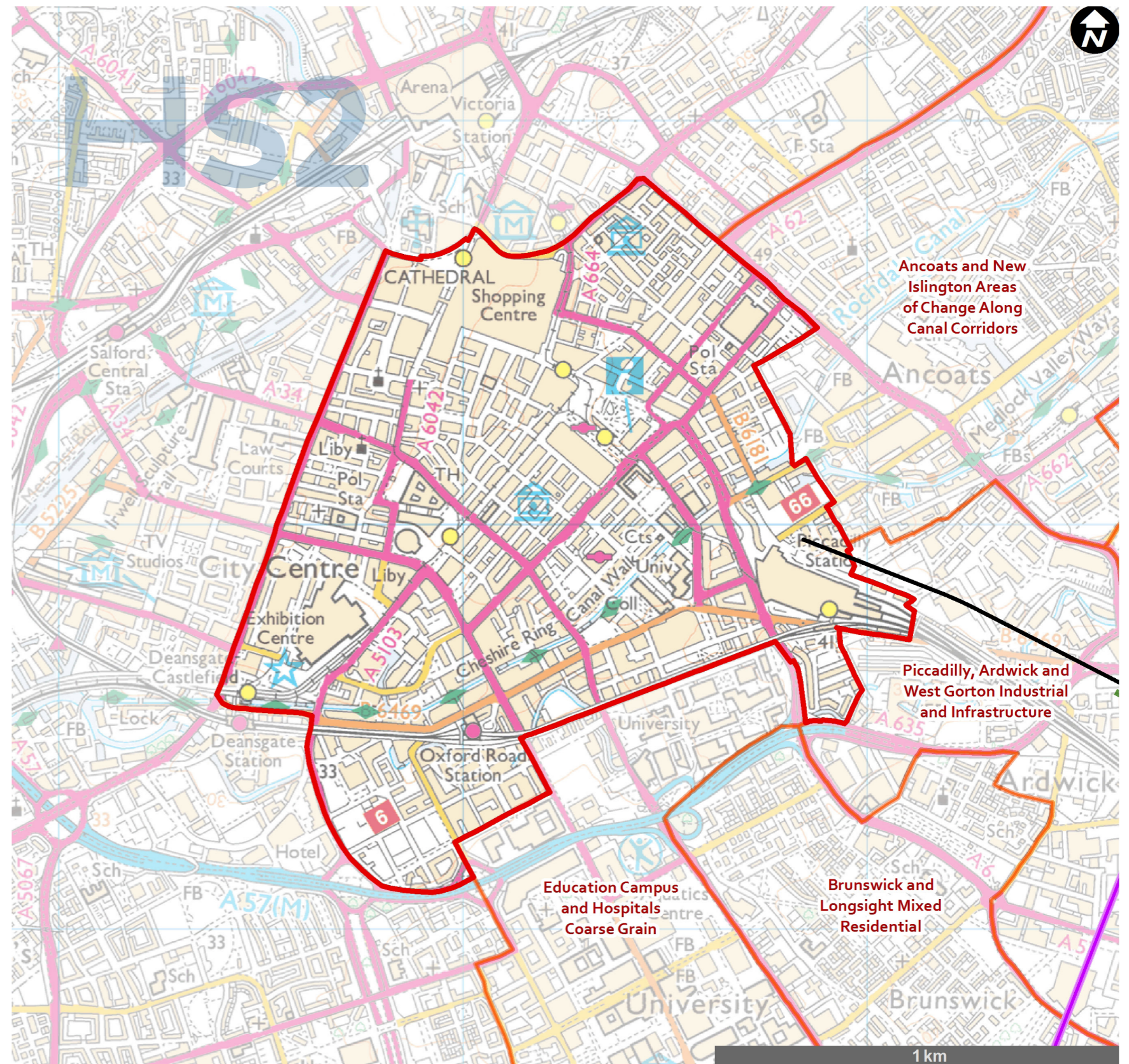
The character will remain largely the same as in year 1. Given the urban context, it is possible that the areas to the south-east of the LCA will be developed in some form from year 1. However, there is currently insufficient information on what this future development will comprise to include within the assessment. Therefore, for the purposes of this assessment, the sites marked as to be returned to suitable development use are assumed to remain undeveloped after year 1. At year 15, the replanted trees will be more established. Only a small proportion of the LCA will continue to be affected. The magnitude of change will therefore remain **low**.

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

### Operation year 30

The character will remain largely the same as in year 15. Given the urban context, it is possible that the areas to the south-east of the LCA will be developed in some form from year 1. However, there is currently insufficient information on what this future development will comprise to include within the assessment. Therefore, for the purposes of this assessment, the site is assumed to remain undeveloped and the effects will remain as reported for year 15. At year 30, the replanted trees will be of a similar stature to those lost due to utilities works. Only a small proportion of the LCA will continue to be affected. The magnitude of change will therefore remain **low**.

Effects will be **minor adverse (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 operation cumulative effects.

No cumulative effect during construction and no cumulative effect during operation.

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# Holt Town, East Brook and Medlock Valley Open Space

## Landscape character baseline description

This LCA is located on the eastern fringe of Manchester city centre and is centred on the River Medlock which meanders broadly north-south.

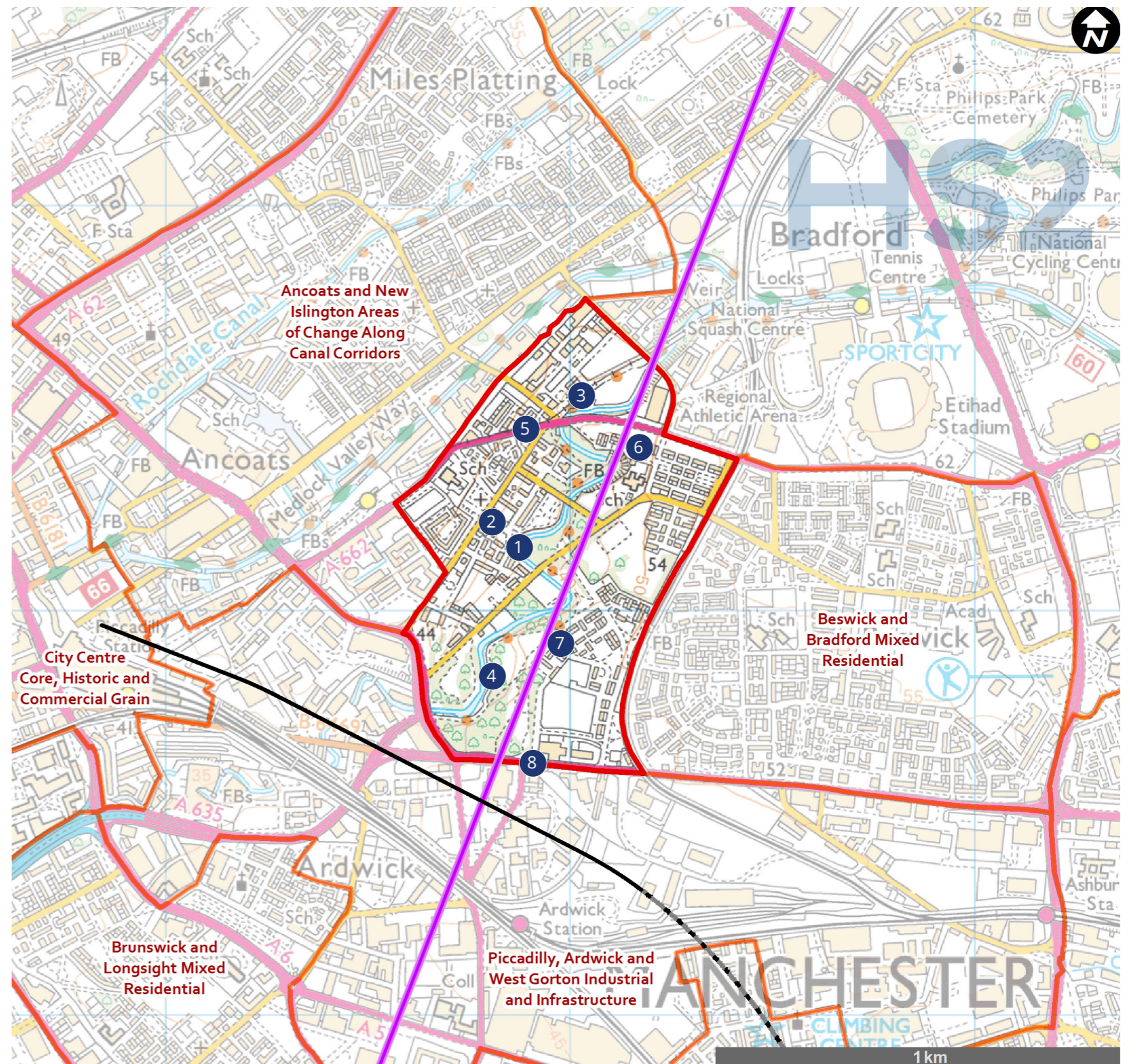
The LCA is characterised by areas of publicly accessible green space, including woodland, along the gently sloping valley sides of the meandering River Medlock. High density terraced housing in a tight grid pattern is found at Purslow Close, with terraces arranged in a loop pattern around areas of open space at Aden Close and larger scale semi and detached properties at Every Street. The various housing types are fairly homogenous in materials, including brick, render and tiled roofs. Large-scale single storey commercial units are located in the north of the area. The LCA contains one listed building, the Grade II former Church of All Souls.

The LCA is crossed by several important transport routes including the Bury to Ashton-Under-Lyme Metrolink (with Holt Town Metrolink station) and the A662 arterial road. A series of local roads cross the River Medlock on low bridges. Several footpaths and cycle routes, including route 86 and local cycle paths cross the area, providing key links between Ardwick, to the south of the LCA and Sports City and Phillips Park to the north-east of the LCA. Despite this, levels of street activity appear to be low and there is a sense of isolation in places. There are signs of neglect, vandalism and fly-tipping which detract from the landscape quality. The railway forms the eastern boundary and divides this LCA within the Beswick and Bradford Mixed residential LCA.



### Key landscape characteristics

The landscape is characterised by a predominance of green space and areas of woodland along the valley of the River Medlock through the middle of the LCA, with housing on either side and transport corridors crossing throughout.



- Proposed Scheme
- LCA boundary
- CA boundary
- 1 River Medlock
- 2 Grade II former Church of All Souls
- 3 Holt Town Metrolink Station
- 4 Regional Cycle Route 86
- 5 A662 Arterial Road
- 6 Purslow Close
- 7 Aden Close
- 8 Ashton Old Road

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## Key landscape value attributes

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



### Aesthetic

Much of this landscape is designated public open space, with areas of woodland following the shallow valley of the River Medlock and from here the scale and distinctive form of the Grade II former Church of All Souls can be seen in the west of the LCA.



### Cultural, social and historic

The River Medlock and local cycle routes enhance connectivity between this LCA and other recreational corridors beyond. The LCA is used for recreational purposes, with vantage points where the wider landscape, including local landmarks, can be appreciated.

## Key landscape characteristics susceptible to the Proposed Scheme



**Geology, landform, hydrology and soils:** The designated area of green open space with areas of woodland follows the wide shallow valley of the meandering River Medlock. The landform of the LCA gently slopes down from north-east to south-west towards the city centre.

**Landcover, flora and fauna:** The River Medlock meanders through this open green space with its groupings of trees. Viewed from areas of higher ground the Grade II listed former Church of All Souls and the Eithad Stadium are landmarks in the wider landscape.

### Overall landscape value

The LCA is characterised by publicly accessible green space including areas of woodland along the shallow valley of the meandering River Medlock, with clusters of residential development closer to the LCA boundary. Housing types vary in scale and pattern although generally constructed of similar materials and typically low rise.

Transport routes running through the LCA include the Bury to Ashton-Under-Lyme Metrolink, the A662 Ashton New Road arterial road and a series of local roads, some of which cross the Medlock on low bridges. Cyclists and pedestrians are well-catered for with a series of routes providing key links between Ardwick, Sports City and Phillips Park. In places, levels of street activity appear to be low and there are signs of neglect, vandalism and fly-tipping, which detract from the quality of the streetscape. The value of this LCA is therefore **medium-low**.

### Overall landscape susceptibility

Mature vegetation and low-lying ground along the Medlock create a sense of naturalness close to the river. Elsewhere urban influences are more apparent, and the sense of naturalness lessens in line with the presence of the built environment and transport corridors, and their associated activity. The LCA therefore has a **medium-low** susceptibility to change resulting from the Proposed Scheme.

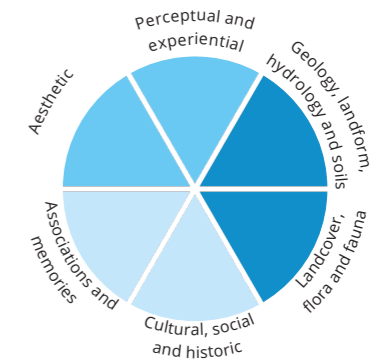
### Future baseline

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

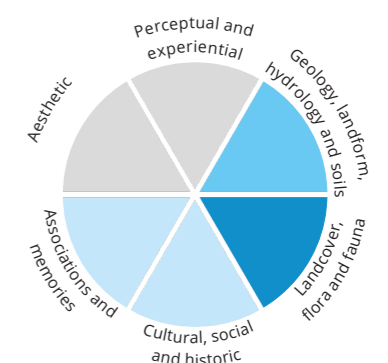
### Overall landscape sensitivity

In contrast with the scenic qualities of the River Medlock and the open spaces along its valley, the more built-up parts of the area show signs of neglect, vandalism and fly-tipping which detract from the streetscape. In overall terms the landscape is of **medium-low** sensitivity to change resulting from Proposed Scheme.

### Value



### Susceptibility



### Value and susceptibility key



## Magnitude of change and level of effect

### Construction

Direct effects on this LCA will be limited to its southern boundary along the A635 Ashton Old Road which will be used as a construction traffic route and which borders the Manchester approach viaduct satellite compound C and Manchester tunnel portal main compound. There will be direct landscape effects along the southern boundary and in the south-west corner of the LCA where the A635 Ashton Old Road, the A665 Pin Mill Brow/Great Ancoats Street will be used as construction traffic routes. However, construction traffic movements will not be uncharacteristic of the existing road corridor. Utilities works along Palmerston Street at the centre of the LCA, will directly affect the character of the existing streetscape. The setting of a small proportion of the LCA to the south, will be indirectly affected by construction activity in the adjacent Piccadilly, Ardwick and West Gorton, Industrial and Infrastructure LCA including the siting of Manchester tunnel north portal main compound and Manchester approach viaduct satellite compound C. However, woodland cover across the LCA will largely limit landscape effects to the south of the LCA only, as as a result the majority of the LCA will be unaffected. The magnitude of change will be **medium**.

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

### Operation year 1

The Proposed Scheme will lie beyond the boundary of this LCA. There will be indirect and localised landscape effects on the setting of the southern boundary and south-west corner of this LCA as a result of the Proposed Scheme. Trees planted to replace those removed as a result of utilities works will be immature at year 1. The magnitude of change will be **low**.

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

### Operation year 15

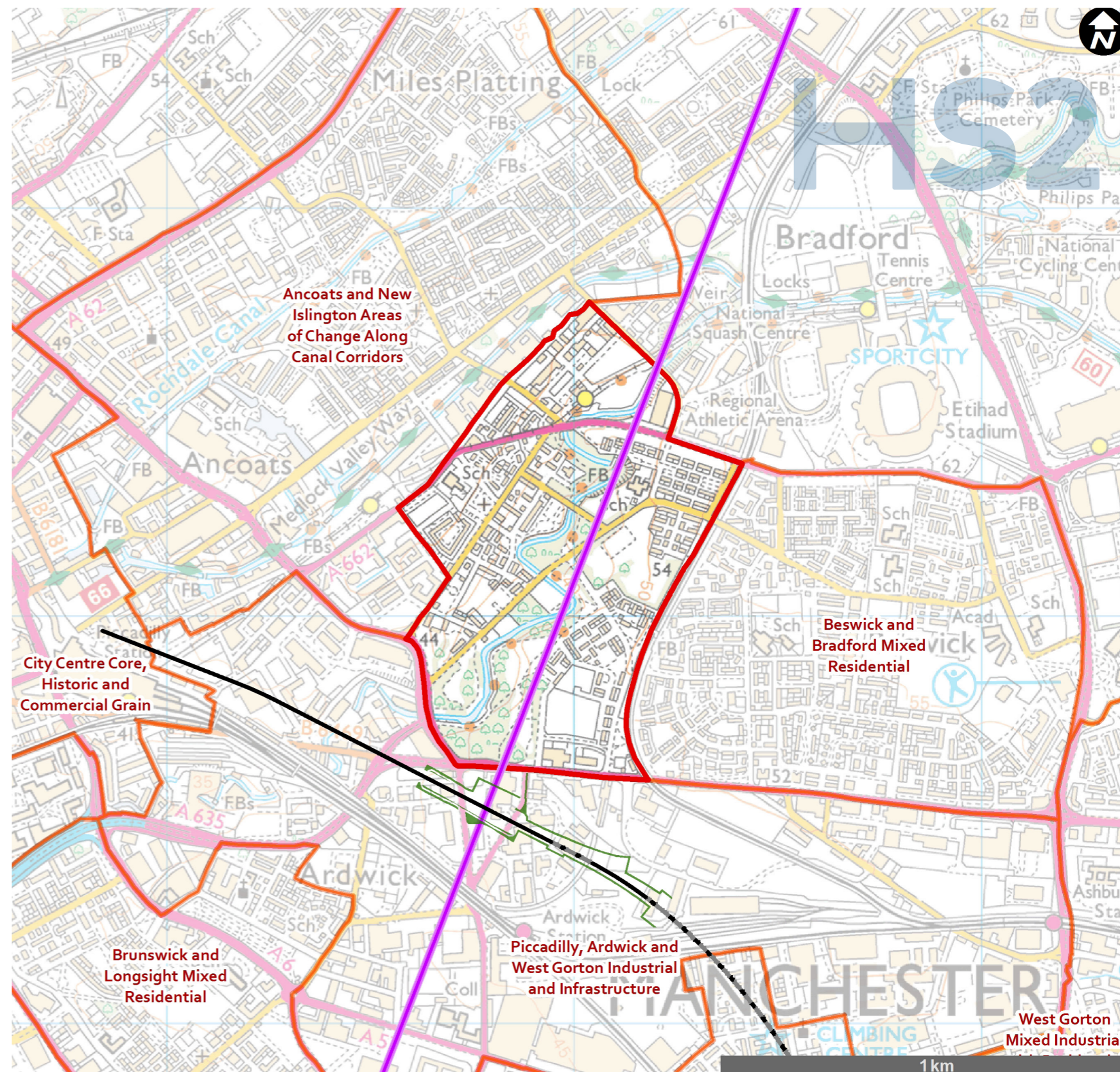
There will continue to be localised changes to the setting of the southern boundary and south-west corner of this LCA as a result of the Proposed Scheme. At year 15, the replanted trees will be more established. The magnitude of change will remain **low**.

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

### Operation year 30

There will continue to be localised changes to the setting of the southern boundary and south-west corner of this LCA as a result of the Proposed Scheme. At year 30, the replanted trees will be of a similar stature to those lost due to utilities work. The magnitude of change will remain **low**.

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



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### Cumulative assessment (construction and operation)

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

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

No cumulative effect during construction and operation.

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# Ancoats and New Islington Areas of Change Along Canal Corridors LCA

## Landscape character baseline description

This LCA lies north of Manchester Piccadilly Station, encompassing parts of Ancoats and Miles Platting.

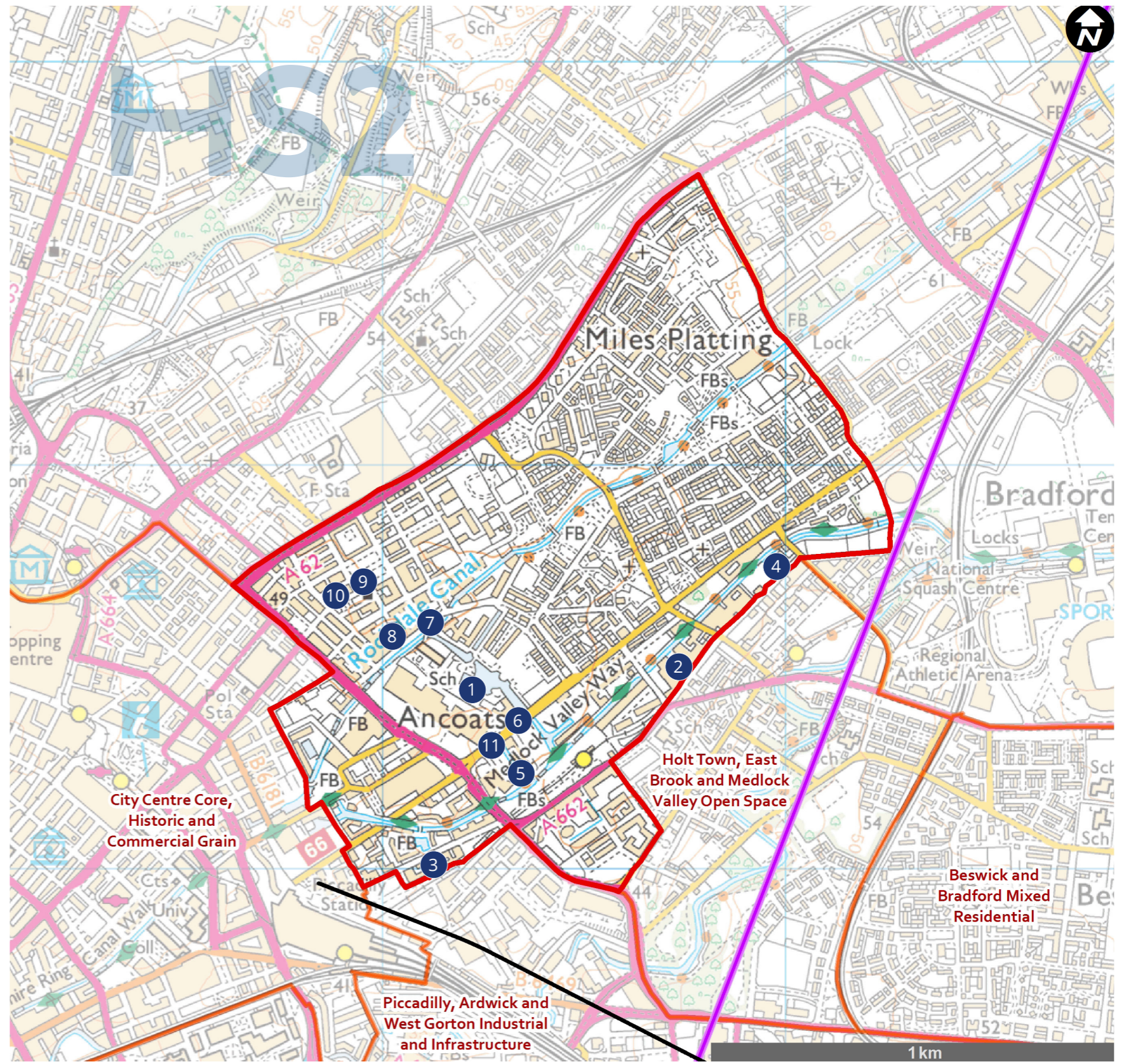
This transport corridor based LCA comprises the Ashton and Rochdale canals and adjacent developed land. The LCA is bordered by the A62 Oldham Road to the north. The A665 Great Ancoats Street and A662 Pollard Street cross a proportion of the LCA in the west and south respectively. The landform slopes gradually down from north-east to south-west, with the change in level more noticeable to the west of the LCA where both canals pass through a series of locks. The LCA was formerly characterised by industry concentrated along the canals such as those along Redhill Street adjacent to Rochdale Canal including Royal Mills. Whilst industrial decline in the mid-twentieth century resulted in much demolition, a relatively large number of these historic industrial buildings have survived. They include Grade II listed structures associated with the canals including locks, bridges and signposts. Over the past two decades many of the historic buildings have been renovated and numerous modern developments have been introduced such as Chips buildings at Islington Wharf. Redevelopment has been particularly focused in south of the LCA and around Old Mill Street, with the emphasis on the construction of multi-storey buildings, improved public realm, pedestrian and cycle connections.

In the vicinity of the canals and Piccadilly Station, the LCA displays a richly layered history with a 19th century industrial legacy and numerous modern introductions. This results in a mixed, evolving character and an eclectic range of architecture. The area has several high-quality pedestrian and cycle connections, including the Cheshire Ring Canal Walk and the Medlock Valley Way that run along the Ashton Canal, and National Cycle Route 66. In addition to the recreational routes provided by the canal corridors, there are areas of green space at Cotton Field Park and adjacent to New Islington metro station. Further to the east, estates of two storey mixed age housing are prominent either side of the Rochdale Canal. The landscape around the canal opens up to create areas of public open space between the housing and the canal. The Ashton Canal remains industrial in nature throughout the LCA.



### Key landscape characteristics

The LCA is predominantly residential, albeit with overtones of an industrial past, with a juxtaposition of modern development such as Chips buildings at Islington Wharf and renovated historic buildings along the canals. The LCA has several high-quality recreational routes.



- Proposed Scheme
- LCA boundary
- CA boundary
- 1 Cotton Field Park
- 2 Hope Mill (Grade II\*)
- 3 Crusader Works (Grade II)
- 4 Ashton Canal
- 5 Cotton Field Park
- 6 Store Street Aqueduct
- 7 Rochdale Canal
- 8 Royal Mills
- 9 Halle St Peters
- 10 Cutting Room Square
- 11 Islington Wharf

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## Key landscape value attributes

Key landscape value attributes of the Ancoats and New Islington Areas of Change along Canal Corridors LCA are set out below, interpreting landscape baseline information on the previous page and drawing on findings from field surveys.



### Aesthetic

Formerly focused on the canals and associated industry, this LCA is now an area of regeneration resulting in a mixed land use including residential development and valued for its blend of historic features and modern buildings. Public open spaces such as Cotton Field Park, offer high quality public realm and good pedestrian connectivity.



### Cultural, social and historic

There are several listed structures, most associated with the canals such as locks, bridges and signposts. Notable listings include Store Street Aqueduct (Grade II\*), Hope Mill (Grade II\*), the Crusader Works (Grade II) and Halle St Peter's (Grade II) which is used as a hall for rehearsals, workshops and performances. The area incorporates some high-quality pedestrian and cycle connections and areas of public open space including Cutting Room Square on Blossom Street.

## Key landscape characteristics susceptible to the Proposed Scheme



### Overall landscape value

The landscape heritage of the LCA is evident in the many listed buildings and structures associated with the canals and former industrial use. Ongoing regeneration and residential development has resulted in an eclectic mix of buildings types and materials. Improved public realm, parks, pedestrian and cycle routes add to the recreational value of the LCA. The value of this LCA is therefore **medium**.

### Overall landscape susceptibility

Former, large-scale industrial buildings are focused on the canals and line the narrow streets. Density of development is fairly high. The historic landscape pattern and connectivity of pedestrian and cycle routes are susceptible to change. However, the LCA also has the potential to accommodate further regeneration and redevelopment. The landscape therefore has a **medium** susceptibility to change resulting from the Proposed Scheme.

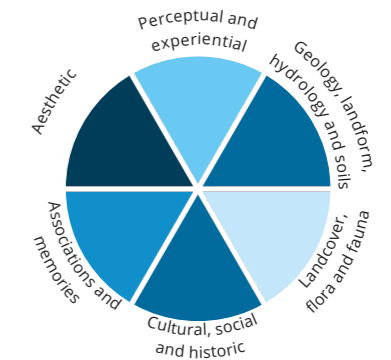
### Future baseline

MA08/361 (Volume 5, Planning data/committed development map book) residential development, MA08/098 (Volume 5, Planning data/committed development map book) residential development and MA08/402 (Volume 5, Planning data/committed development map book) office and mixed-use development committed developments will not affect the landscape susceptibility to the Proposed Scheme.

### Overall landscape sensitivity

The LCA is valued for the wealth of historic buildings and features linking the present day landscape with its industrial past. Ongoing regeneration of the LCA has resulted in an eclectic mix of residential and business uses and improved public realm, pedestrian access and cycle routes. The LCA offers further opportunity for redevelopment. The overall sensitivity of this LCA is **medium**.

### Value



### Susceptibility



### Value and susceptibility key



## Magnitude of change and level of effect

### Construction

The construction of the Proposed Scheme will have direct landscape effects on a small area to the south of the LCA, associated with construction of the New Islington tramp stop turnback. A665 Great Ancoats Street, A62 Pollard Street, Store Street, Ducie Street and Laystall Street will be used as construction traffic routes. There will be activity in relation to utilities works along several major roads in the LCA. The main area of construction activity for construction of the Manchester Piccadilly High Speed station, will take place in the adjacent Piccadilly, Ardwick and West Gorton, Industrial and Infrastructure LCA. There will be indirect effects for the setting of the south-east section of this LCA due to proximity of the construction works. However, construction activity will not be uncharacteristic within this regenerating LCA and effects across the LCA to the east, will be limited by the density of existing development. The magnitude of change will be **medium**.

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

### Operation year 1

The Proposed Scheme will lie beyond the boundary of this LCA. There will be indirect and localised landscape effects on the setting of the south-west corner of this LCA as a result of the Proposed Scheme. Land formerly required for construction will be levelled and surrounded by hoardings ready for future development. There will be a perception of openness along the southern boundary of the LCA as a result. Trees planted to replace those removed as a result of utilities works will be immature at year 1. The magnitude of change will be **negligible**.

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

### Operation year 15

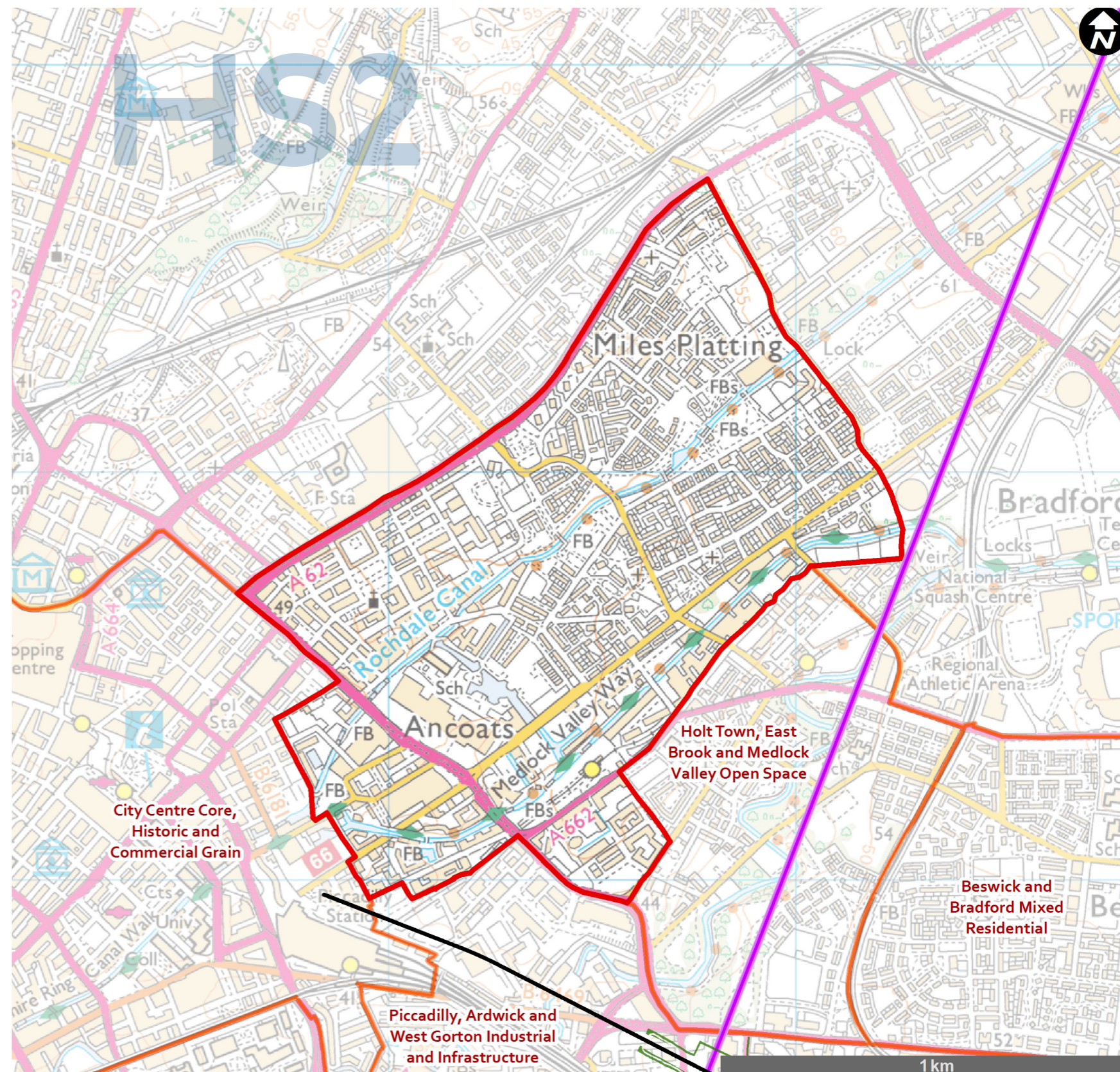
The infrastructure elements of the Proposed Scheme will have limited localised change to the setting of the south-west corner of this LCA at year 15. Given the urban context, it is possible that the areas in the adjacent LCA will be developed in some form from year 1. However, there is currently insufficient information on what this future development will comprise to include within the assessment. Therefore, for the purposes of this assessment, the neighbouring open sites are assumed to remain undeveloped after year 1. At year 15, the trees planted to replace the trees removed as a result of utilities works will be sufficiently established and appear to be of a similar stature. The magnitude of change will remain **negligible**.

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

### Operation year 30

The infrastructure elements of the Proposed Scheme will have limited localised change to the setting of the south-west corner of this LCA at year 30. Given the urban context, it is possible that the areas in the adjacent LCA (to the south) will be developed in some form from year 1. However, there is currently insufficient information on what this future development will comprise to include within the assessment. Therefore, for the purposes of this assessment, the neighbouring open sites are assumed to remain as reported for year 15. At year 30, the trees planted to replace the trees removed as a result of utilities works will be sufficiently established and appear to be of a similar stature. 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 operation cumulative effects.

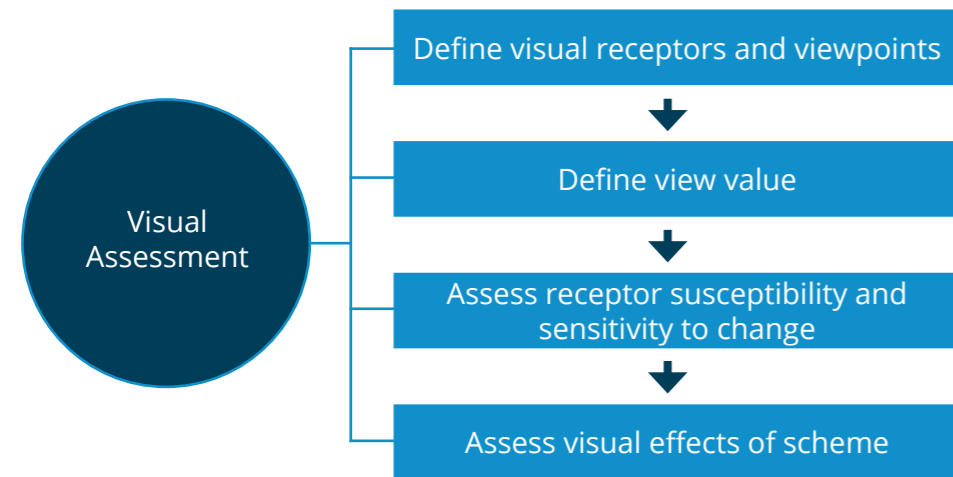
No cumulative effect during construction and operation.

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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



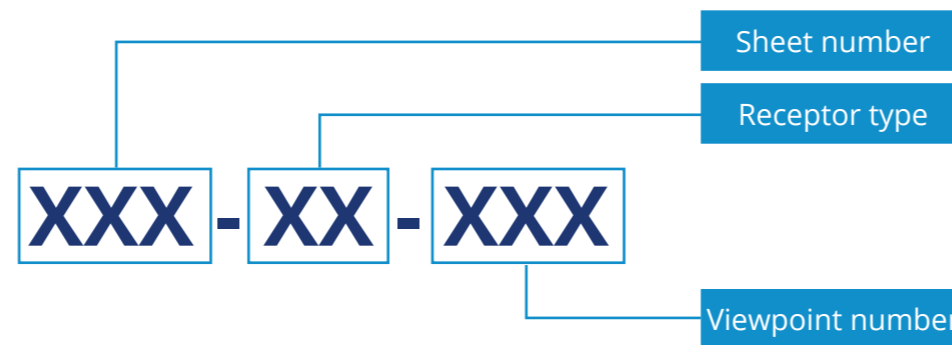
Above: The visual assessment process

the overall sensitivity of the visual receptors.

- 3.1.3 Effects have been assessed where relevant for construction, operation year 1, year 15 and year 30. A summary of all significant visual effects is given in the Volume 2, Community Area report: Manchester Piccadilly Station (MA08), 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 verifiable photomontages, 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 Map LV-08 (operation) . The following numbering convention is used:



Above: Viewpoint numbering convention used

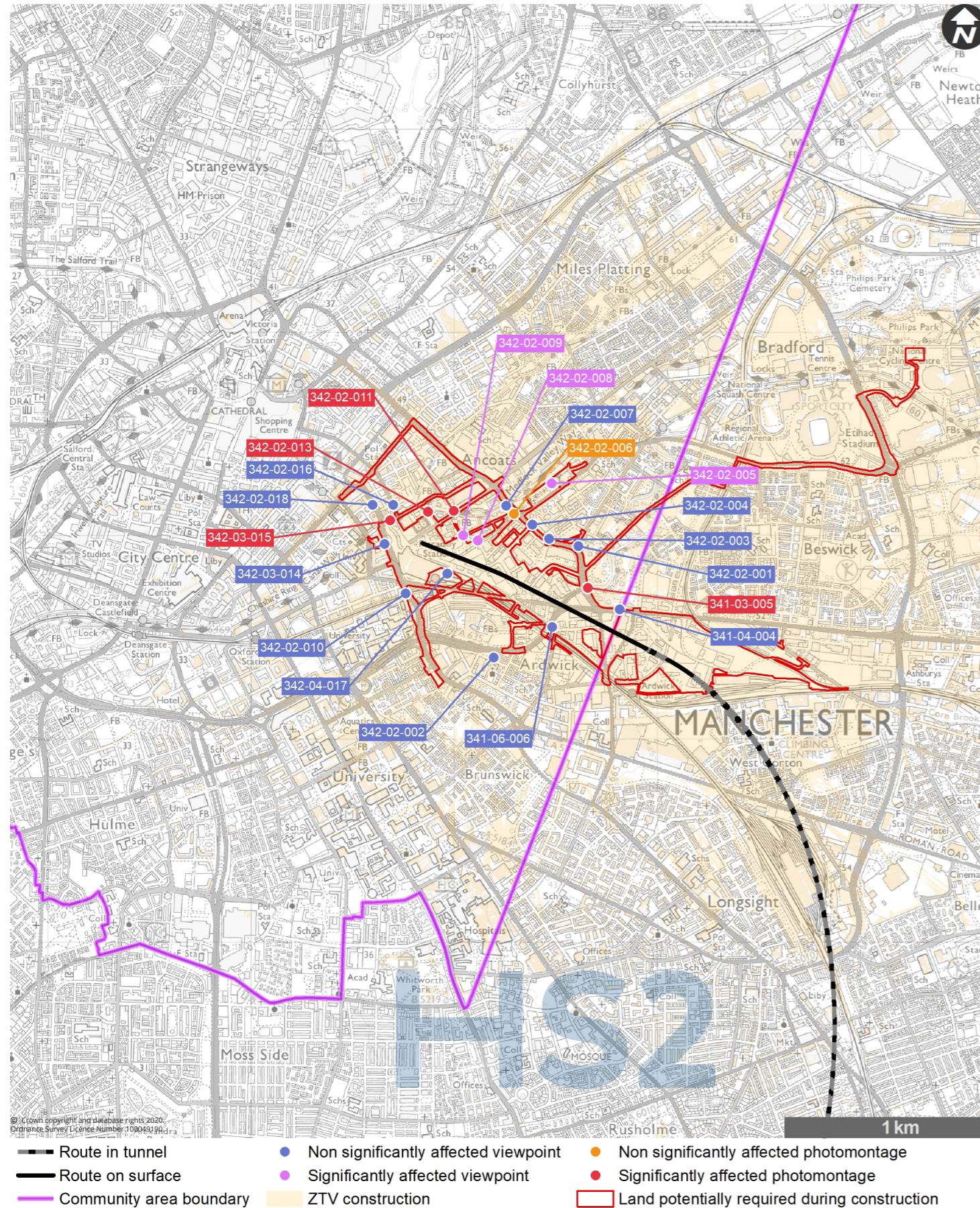
- 3.2.2 In each case, the middle number (xxx.xx.xxx) identifies the type of receptor represented, as described below (with more detail in the SMR).

- 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. Protected views have a high susceptibility to change;
- 02. residential views – these have a high susceptibility to change, 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 change, 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 change;
- 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 change, while those on scenic routes have a medium susceptibility. People travelling through urban areas in vehicles have a low susceptibility to change 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 change; 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 change.

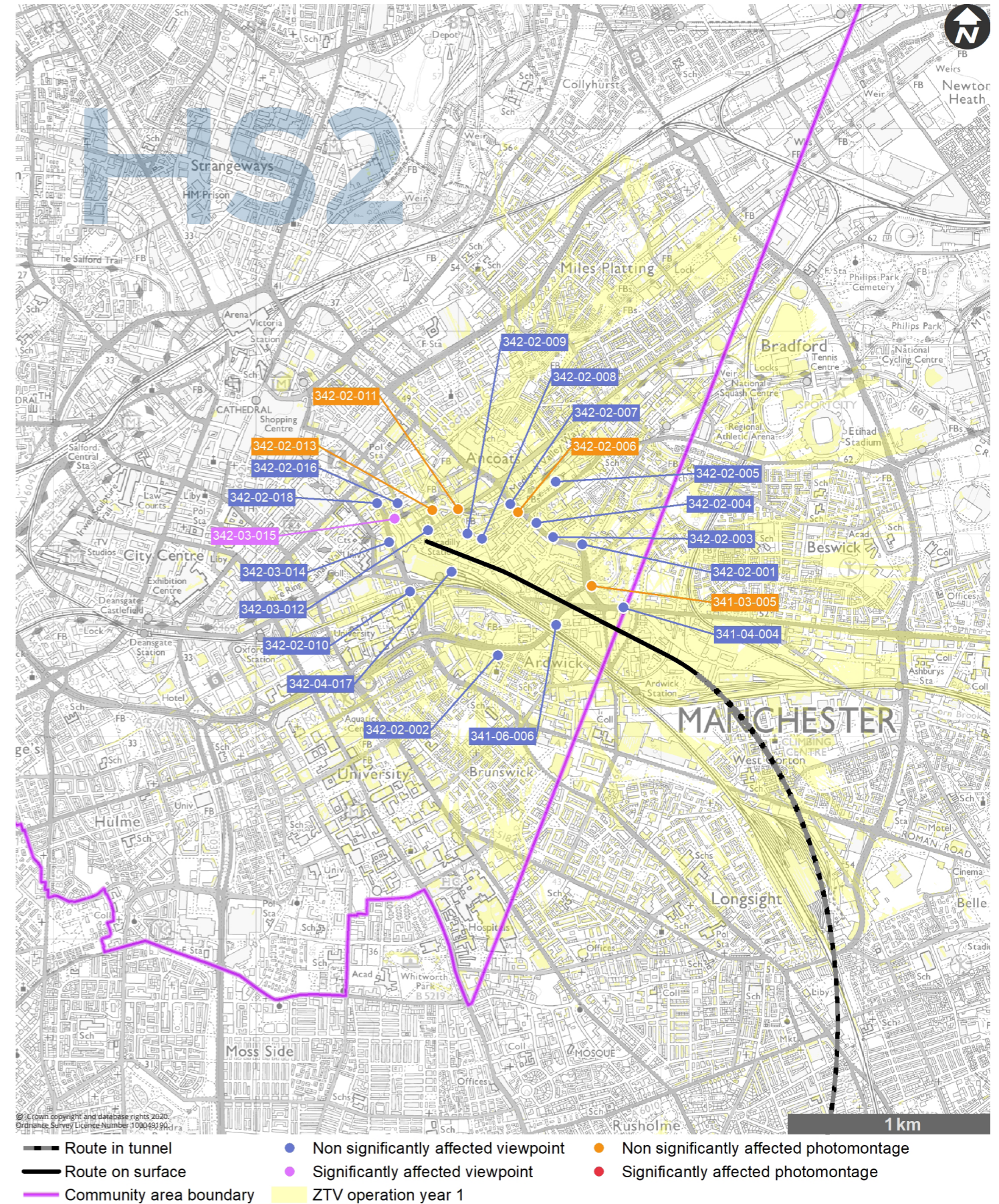
- 3.2.3 Night time visual survey and assessments have only been undertaken where continuous working during construction or additional lighting in operation has the potential to result in significant effects on residential and certain recreational receptors. Further detail is set out within the Technical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

# Overview of viewpoints and photomontages in the community area

## Construction phase



## Operation phase



# Viewpoint 341-04-004: view west from Chancellor Lane bus stop and the A635 Ashton Old Road

This viewpoint is representative of views experienced by users of the local cycle route and road users travelling along the A635 Ashton Old Road.

## Winter view (baseline)

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

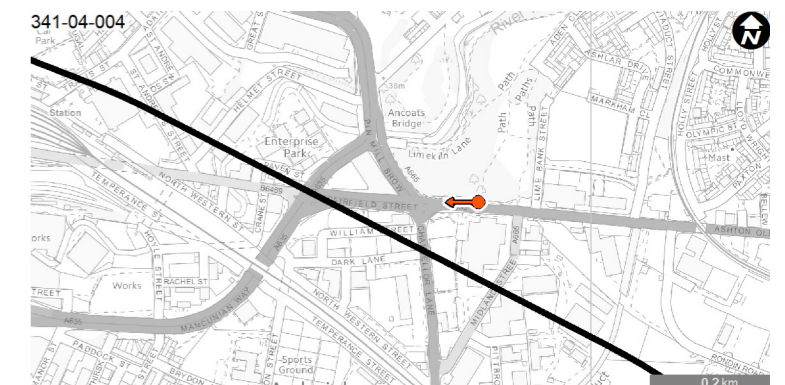


## Summer view (baseline)

Date taken: 16/09/2019 (stitched panorama)



<b>Camera:</b>	Canon EOS 6D, Fixed 50mm lens	
<b>Approximate GPS co-ordinates ref.:</b>	385824, 397641	
<b>Value of the viewpoint:</b>	This viewpoint has a <b>low</b> value as it includes typical elements of the urban landscape such as commercial buildings and boundary vegetation along the A635 Ashton Old Road. There are also framed views towards Manchester city centre.	<b>Sensitivity of the receptor:</b>
<b>Susceptibility of the receptor to the change arising from the Proposed Scheme:</b>	The susceptibility of these receptors is <b>medium-low</b> . The attention of road users and cyclists is not focused on the landscape. They therefore have a medium to low susceptibility to visual change arising from the construction and operation of the Proposed Scheme.	<b>Low</b>



# Viewpoint 341-04-004: view west from Chancellor Lane bus stop and the A635 Ashton Old Road

## Visual baseline description

<b>Winter</b>	In the foreground is the A635 Ashton Road, with its pavement and cycle lane. The views are contained to the south by low level corrugated steel units and to the north-west by woodland close to the River Medlock. The land slopes gently downwards in the direction of Manchester city centre in the middle ground, allowing narrow views along the road corridor towards the city centre. The skyline is punctuated with lighting columns and a small area of trees on a grass bank to the south-west. To the west, a large modern shop unit with a grey geometric façade is partly screened by trees. Brightly coloured advertising boards and signage are found throughout the middle ground. In the background to the west are distant city centre buildings, notably the 1960s grey concrete Faraday Tower, the University of Manchester Mathematics and Social Sciences building, a modern student accommodation block (Piccadilly Point) and the glass-faced Beetham Tower.
<b>Summer</b>	In the summer, views to the north are further filtered by the foliage of trees in the open space. In the middle ground the vegetation in leaf further filters views towards the large-scale metal warehouses, whilst the framed views to the city centre are unchanged.
<b>Night-time</b>	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

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

## Visual impact assessment

		Temporary effects during construction	Significance of effect
<b>Construction</b>		There will be views to the construction of the Proposed Scheme including Ardwick embankment and Piccadilly approach viaduct. A section of A635 Ashton Old Road will be realigned at its western extent. Demolition of existing buildings fronting the A635 Ashton Old Road will result in a substantial change to the composition of the view and will open up views of the city centre to the west. The A635 Ashton Old Road will be used as a construction traffic route. However, construction traffic movements will not be uncharacteristic in views of the existing road corridor. Construction activity including extensive utilities works, will be visible across a large proportion of the view. Views of Manchester approach viaduct satellite compounds B and C, to the west of the viewpoint, will be partially filtered through intervening vegetation along the River Medlock, and screened by hoardings. Tall construction plant will be visible on the skyline. Views of the city centre skyline will be unaffected. The magnitude of change will be <b>high</b> .	<b>Minor adverse (Non-significant)</b>
<b>Construction night-time</b>		Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	<b>Not assessed</b>
<b>Construction cumulative assessment</b>		There are no developments which will result in construction cumulative effects.	<b>No cumulative effect</b>

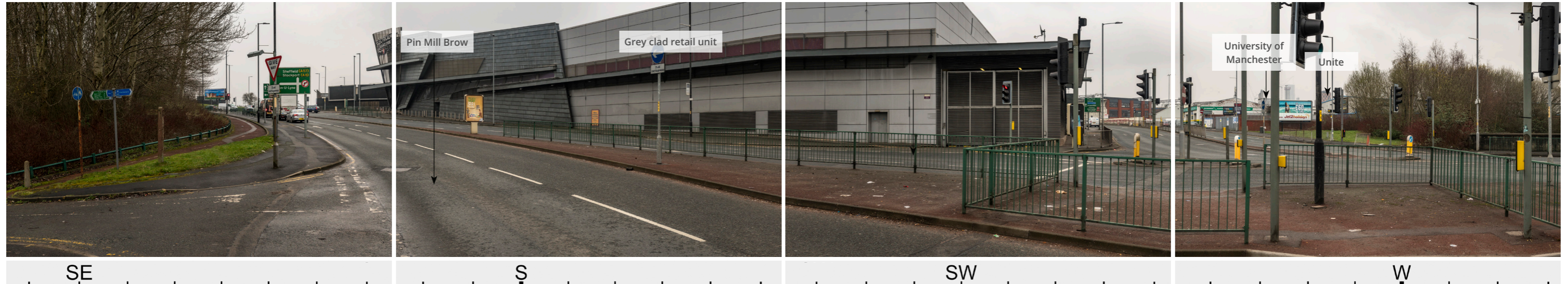
			Permanent effects during operation	Significance of effect
<b>Year 1</b>	<b>Winter</b>		New, large-scale, raised elements including Ardwick embankment and Piccadilly approach viaduct, will be visible in the middle and background of the view respectively, together with overhead line equipment and train movements. The Proposed Scheme will be visible across the majority of the view. The loss of buildings along the road corridor during construction, will have changed the composition of views and will have opened up views to the city centre to the west. The satellite compounds will have been removed, the land levelled and surrounded by hoardings. These areas will be available for return to suitable development use. Mitigation planting will not be sufficiently mature to provide any visual integration of the Proposed Scheme. The magnitude of change will be <b>high</b> .	<b>Minor adverse (Non-significant)</b>
	<b>Night-time</b>		Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	<b>Not assessed</b>
<b>Year 15</b>	<b>Summer</b>		Maturing mitigation planting will partially filter views to Piccadilly approach viaduct and the elevated elements of the Proposed Scheme, and integrate them into their visual context. However, the loss of buildings during construction and introduction of large-scale rail infrastructure, will result in a noticeable change to the composition of views. Given the urban context, it is possible that the areas in the middle-ground, will be redeveloped in some form from year 1. The magnitude of change will reduce to <b>medium</b> .	<b>Minor adverse (Non-significant)</b>
	<b>Night-time</b>		Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	<b>Not assessed</b>
<b>Year 30</b>	<b>Summer</b>		The maturing landscape mitigation planting at year 30, will partially screen the infrastructure elements. Train movements across Piccadilly approach viaduct will be perceptible in a small part of the view in the front of the existing railway line. Given the urban context, it is possible that the areas to the foreground will be developed in some form from year 1. The magnitude of change will remain <b>medium</b> .	<b>Minor adverse (Non-significant)</b>
	<b>Night-time</b>		Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	<b>Not assessed</b>
<b>Operation cumulative assessment</b>			There are no developments which will result in operation cumulative effects.	<b>No cumulative effect</b>

# Viewpoint 341-03-005: view south-west from Ancoats Bridge on the A665 Pin Mill Brow

This viewpoint is representative of views experienced by cyclists using Regional Cycle Route 86, Medlock Valley Way and road users travelling along the A665 Pin Mill Brow at the entrance/exit of Medlock Valley Park.

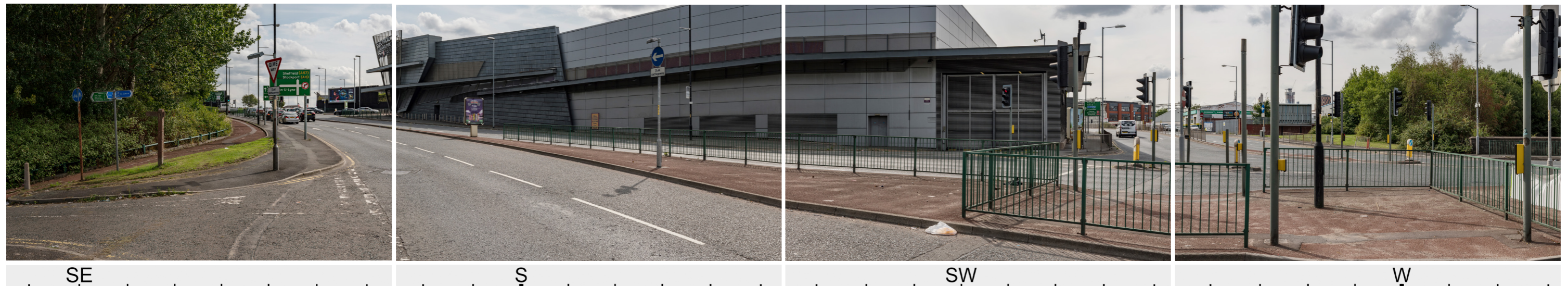
## Winter view (baseline)

Date taken: 03/01/2019 Time taken: 10:31



## Summer view (baseline)

Date taken: 20/08/2018 Time taken: 11:25



<b>Camera:</b>	Canon EOS 6D, Fixed 50mm lens	
<b>Approximate GPS co-ordinates ref.:</b>	385656, 397744	
<b>Elevation:</b>	39.077m Above Ordnance Datum	
<b>Value of the viewpoint:</b>	This viewpoint has a <b>medium-low</b> value. The view includes a number of visual detractors such as the road infrastructure elements at the entrance/exit to the park. Additionally, there is no built form of architectural merit.	<b>Sensitivity of the receptor:</b>  <b>Medium</b>
<b>Susceptibility of the receptor to the change arising from the Proposed Scheme:</b>	The susceptibility of these receptors is <b>medium</b> . The attention of people walking or cycling through urban areas is likely to be focused to a degree on their surroundings. They therefore have a medium susceptibility to visual change arising from construction and operation of the Proposed Scheme.	



# Viewpoint 341-03-005: view south-west from Ancoats Bridge on the A665 Pin Mill Brow

## Visual baseline description

<b>Winter</b>	<p>In the foreground is the carriageway of the A665 Pin Mill Brow with its central median and traffic controlled pedestrian crossing. The traffic lights and pedestrian barriers are detracting but typical elements within the view. Large-scale retail units front onto the A665 Pin Mill Brow in the middle ground including, to the south-west, the four-storey metal panelled large retail unit that blocks visibility beyond. To the north-west the blue sheet metal clad two-storey building obscures views beyond. Mature tree cover is present along the River Medlock and Helmet Street.</p> <p>Between the middle ground features, is a framed view into the background along the A635 Mancunian Way towards the Aldow Enterprise Park. Beyond this, rail infrastructure features and some buildings in Manchester city centre can be seen against the skyline.</p>
<b>Summer</b>	In the summer, the vegetation in leaf is a more noticeable feature in the middle ground and filters views further south.
<b>Night-time</b>	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

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

## Visual impact assessment

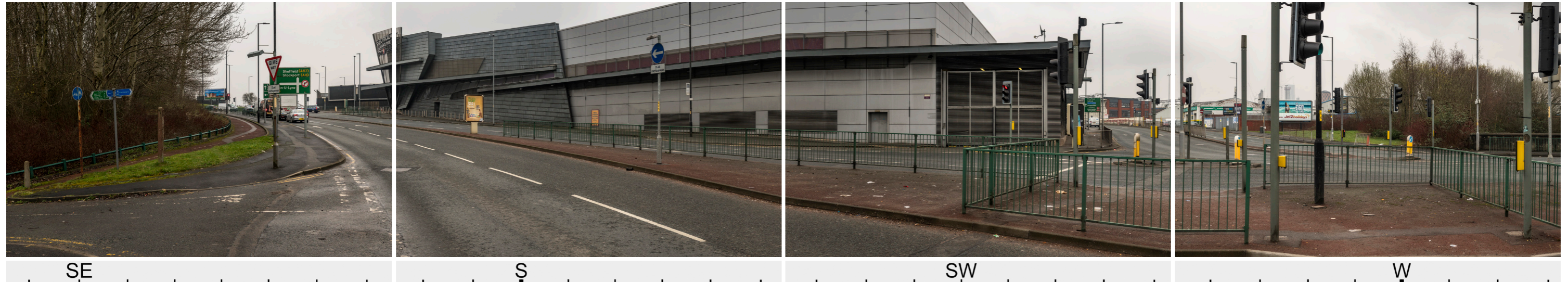
		Temporary effects during construction	Significance of effect
<b>Construction</b>		There will be a substantial change to near-distance views as a result of the realignment of the A665 Pin Mill Brow and the presence of construction traffic using the road. The demolition of the four-storey metal panelled, large, retail unit in the centre of the gyratory system road layout and removal of some vegetation from the River Medlock corridor will open up views of construction of Ardwick embankment and Piccadilly approach viaduct in the background of the view. Hoardings surrounding Manchester approach viaduct satellite compound C will screen the lower parts of construction activity, but taller machinery will be prominent in the middle distance view of the view. Tall plant will be visible on the skyline and the emerging structures will replace views of Adlow Enterprise Park and distant views of Manchester city centre. Extensive utilities work will be visible in the view including that of electrical, telecommunications, water and gas assets in the near distance and along the re-aligned roads into the middle distance. Cyclists and motorists will have clear, direct and close views of traffic management measures and site hoardings. The large scale construction activity will be visible across the entire view. The magnitude of change will be <b>high</b> .	<b>Moderate adverse (significant)</b>
<b>Construction night-time</b>		Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	Not assessed
<b>Construction cumulative assessment</b>		There are no developments which will result in construction cumulative effects.	No cumulative effect
		Permanent effects during operation	Significance of effect
<b>Year 1</b>	<b>Winter</b>	The loss of commercial buildings and trees along the River Medlock and from Helmet Street during construction, will noticeably change the composition of the view. The elevated Piccadilly approach viaduct, overhead line equipment and train movements will become the main focus of the view in the middle-distance and will be seen above the hoardings retained around land formerly occupied by Manchester approach viaduct satellite compound. Beyond the hoardings the land will be returned to suitable development use. The A665 Pin Mill Brow will have been realigned. However, near-distance views of the road and pedestrian crossing will be relatively unchanged compared to the baseline. Trees planted along the River Medlock and in Helmet Street to replace those removed during construction will be immature at year 1. Trees along the edge of the River Medlock, removed during construction, will be replaced with open grassland habitat mitigation. Whilst the Proposed Scheme will be visible across the majority of the view and will feature prominently on the skyline, the Proposed Scheme will be largely characteristic of the existing industrial and commercial landuse. The magnitude of change will be <b>medium</b> .	<b>Minor adverse (Non-significant)</b>
	<b>Night-time</b>	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	Not assessed
<b>Year 15</b>	<b>Summer</b>	The Proposed Scheme on viaduct, overhead line equipment and train movements will continue to be the main focus of the view in the middle-distance and will feature prominently on the skyline. Given the urban context, it is possible that the areas in the middle-ground, will be redeveloped in some form from year 1. However, there is currently insufficient information on what this future development will comprise. Therefore, for the purposes of the assessment, the site is assumed to remain undeveloped after year 1. At year 15 the replanted trees will be more established. There will continue to be a noticeable change to the view. The magnitude of change will remain as <b>medium</b> .	<b>Minor adverse (Non-significant)</b>
	<b>Night-time</b>	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	Not assessed
<b>Year 30</b>	<b>Summer</b>	The Proposed Scheme on viaduct, overhead line equipment and train movements will continue to be the main focus of the view in the middle-distance and will feature prominently on the skyline. At year 30, the replanted trees will be of a similar stature to those lost due to utilities works. Given the urban context, it is possible that the areas in the middle-ground, will be redeveloped in some form from year 1. However, there is currently insufficient information on what this future development will comprise. Therefore, for the purposes of the assessment, the site is assumed to remain undeveloped after year 1. The magnitude of change will remain <b>medium</b> .	<b>Minor adverse (Non-significant)</b>
	<b>Night-time</b>	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	Not assessed
<b>Operation cumulative assessment</b>		There are no developments which will result in operation cumulative effects.	No cumulative effect

# Viewpoint 341-03-005: view south-west from Ancoats Bridge on the A665 Pin Mill Brow

This viewpoint is representative of views experienced by cyclists using Regional Cycle Route 86, Medlock Valley Way and road users travelling along the A665 Pin Mill Brow at the entrance/exit of Medlock Valley Park.

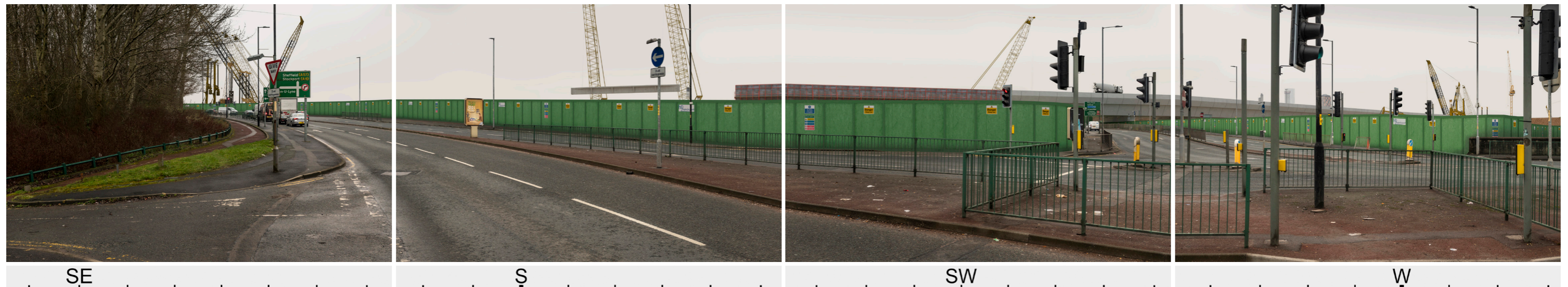
## Current baseline - winter view

Date taken: 03/01/2019 Time taken: 10:31



## Winter verifiable photomontage - construction

Date taken: 03/01/2019 Time taken: 10:31

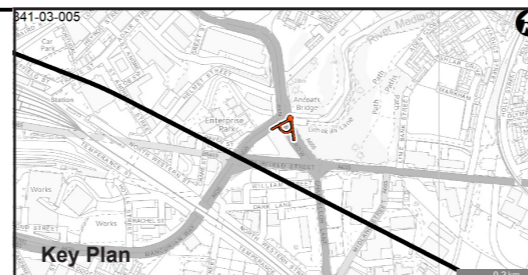


The viewpoint has been taken approximately 134m away from the Proposed Scheme. Viewpoint location shown on Map LV-01-774. For full details of the visual assessment at viewpoint 341-03-005 refer to Volume 5: Appendix LV-001-0MA08, Part 3.

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

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

<b>Camera:</b>	Canon EOS 6D, Fixed 50mm lens		
<b>Approximate GPS Co-ordinates ref.</b>	385656.756, 397746.005	<b>Direction of View:</b>	207°
<b>Elevation:</b>	39.077m AOD	<b>Height of Camera:</b>	1.576m



Map Number	LV-01-774
Map Name	Verifiable Photomontage Peak Construction Phase - Winter Viewpoint 341-03-005
Community Area :	MA08

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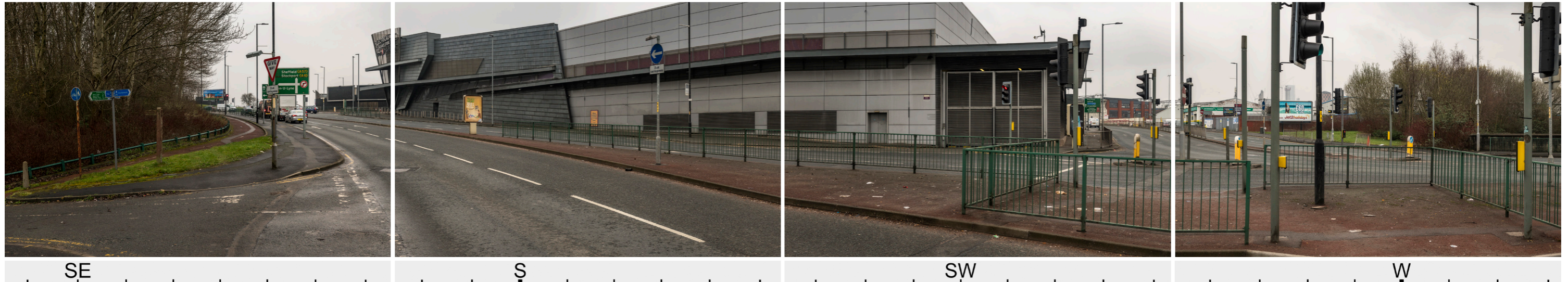
**Date:** Jan 2021

# Viewpoint 341-03-005: view south-west from Ancoats Bridge on the A665 Pin Mill Brow

This viewpoint is representative of views experienced by cyclists using Regional Cycle Route 86, Medlock Valley Way and road users travelling along the A665 Pin Mill Brow at the entrance/exit of Medlock Valley Park.

## Current baseline - winter view

Date taken: 20/03/2018 Time taken: 08:53



## Winter verifiable photomontage - operation year 1

Date taken: 08/07/2018 Time taken: 09:00



The viewpoint has been taken approximately 134m away from the Proposed Scheme. Viewpoint location shown on Map LV-01-775. For full details of the visual assessment at viewpoint 341-03-005 refer to Volume 5: Appendix LV-001-0MA08, 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 shown 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).

<b>Camera:</b>	Canon EOS 6D, Fixed 50mm lens		
<b>Approximate GPS Co-ordinates ref.</b>	385656.756, 397746.005	<b>Direction of View:</b>	207°
<b>Elevation:</b>	39.077m AOD	<b>Height of Camera:</b>	1.576m

<p><b>Key Plan</b></p>	Map Number LV-01-775	<p>HS2 Ltd accept no responsibility for any circumstances, which arise from the reproduction of this map after alteration, amendment or abbreviation or if it is issued in part or issued incomplete in any way.</p> <p>Registered in England. Registration number 06791686. Registered office: One Canada Square, London, E14 5AB. © Crown copyright and database rights 2020. Ordnance Survey Licence Number 100049190.</p>
	Map Name Verifiable Photomontage Operation year 1 (2038) - Winter Viewpoint 341-03-005	
	Community Area : MA08	

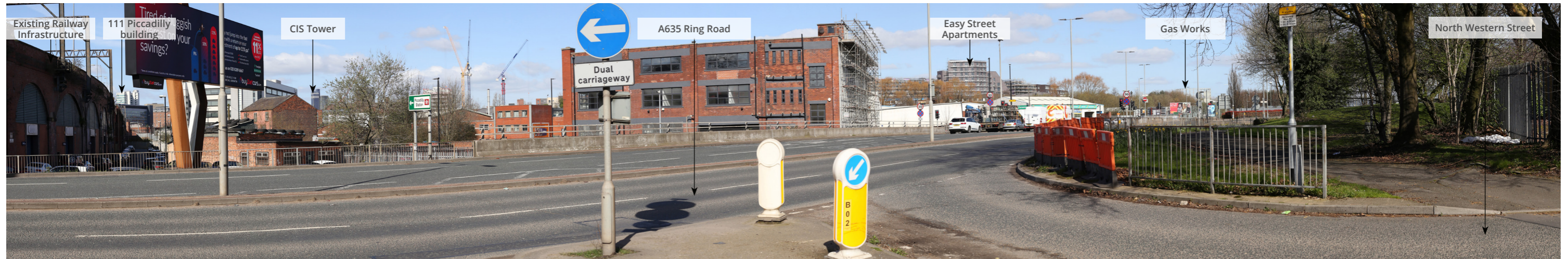
Date: Jan 2021

# Viewpoint 341-06-006: view north from the A635 Ring Road, Union Street and North Western Street

This viewpoint is representative of views experienced by people working in the commercial buildings off Union and North Western Street and located in the railway arches and of road users travelling along the A635 Ring Road.

## Winter view (baseline)

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



## Summer view (baseline)

Date taken: 16/09/2019 (stitched panorama)



<b>Camera:</b>	Canon EOS 6D Fixed 50mm lens	
<b>Approximate GPS co-ordinates ref.:</b>	385481, 397555	
<b>Value of the viewpoint:</b>	This viewpoint has a <b>low</b> value. The view is comprised of many detracting road and rail infrastructure elements.	<b>Sensitivity of the receptor:</b>  <b>Low</b>
<b>Susceptibility of the receptor to the change arising from the Proposed Scheme:</b>	The susceptibility of these receptors is <b>low</b> . The attention of road users and workers is less focused on the landscape. They therefore have low susceptibility to visual change rising from construction and operation of the Proposed Scheme.	



# Viewpoint 341-06-006: view north from the A635 Ring Road, Union Street and North Western Street

## Visual baseline description

<b>Winter</b>	The foreground consists of paved road with associated barriers and signage with a wide verge and mature tree planting to the east. There is open visibility across the A635 Mancunian Way towards Mellor Street. To the west, the view is contained by a tall red brick railway viaduct which passes over the A635 Mancunian Way parallel to North Western Street. The associated overhead railway line equipment punctuates the skyline. Views are largely open within the middle ground interrupted by road signage, advertising boards and the dilapidated, unoccupied, redbrick, five-storey building. In the background a number of taller features are visible along the skyline above intervening built form and trees. These include both cranes and taller buildings such as the Grade I listed 25-storey CIS tower. Towards the east, mature trees against the skyline filter views of the background buildings off Great Ancoats Street.
<b>Summer</b>	Trees in leaf appear more prevalent particularly in the foreground to the east and in the middle ground view, and this further filters views towards the skyline in the background notably to the north, views towards 'The Plaza' currently under construction and block of flats at Advent House. The mature trees north of Helmet Street to the east provide further filtering of the buildings along Great Ancoats Street.
<b>Night-time</b>	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

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

## Visual impact assessment

		Temporary effects during construction	Significance of effect
<b>Construction</b>		There will be near and middle-distance views to construction of the A635 Mancunian Way realignment and Piccadilly approach viaduct and the Manchester approach viaduct satellite compounds B, C and D. The demolition of existing buildings and removal of trees to the east of the A635 Mancunian Way will open up views to construction activity and the emerging structures. The A635 Mancunian Way will be used as a construction traffic route. However, construction traffic movements will not be uncharacteristic within views of the existing road corridor. Construction activity including extensive utilities work, will be visible across the entire view. The magnitude of change will be <b>high</b> .	<b>Minor adverse (Non-significant)</b>
<b>Construction night-time</b>		Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	<b>Not assessed</b>
<b>Construction cumulative assessment</b>		There are no developments which will result in construction cumulative effects.	<b>No cumulative effect</b>
		Permanent effects during operation	Significance of effect
<b>Year 1</b>	<b>Winter</b>	There will be near distance views to the realigned A635 Mancunian Way and new junction layout. The Manchester approach viaduct satellite compounds B, C and D will have been removed and levelled but the boundary hoardings will remain in place and be visible in the middle ground. There will be an open view across the new road layout towards these hoardings, behind which are the returned to suitable development use plots. Tree planting along the edge of the river Medlock will be replaced with open grassland habitat mitigation. Piccadilly station viaduct including overhead line equipment and train movements, will be a new elevated structure in the background of the view. The loss of mature vegetation and demolition of buildings during construction, will noticeably change the composition of view and will open up views to the Proposed Scheme. Trees planted to replace those removed as a result of utilities works will be immature at year 1. The magnitude of change will be <b>medium</b> .	<b>Minor adverse (Non-significant)</b>
	<b>Night-time</b>	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	<b>Not assessed</b>
<b>Year 15</b>	<b>Summer</b>	Realigned A635 Mancunian Way and junction will continue to be prominent in near-distance views. Piccadilly station viaduct including overhead line equipment and train movements, will continue to be a new elevated structure in the background of the view. Given the urban context, it is possible that the areas in the middle-ground, will be redeveloped in some form from year 1. However, there is currently insufficient information on what this future development will comprise. Therefore, for the purposes of the assessment, the site is assumed to remain undeveloped after year 1. At year 15 the replanted trees will be more established. There will continue to be a noticeable change to the view. The magnitude of change will remain <b>medium</b> .	<b>Minor adverse (Non-significant)</b>
	<b>Night-time</b>	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	<b>Not assessed</b>
<b>Year 30</b>	<b>Summer</b>	The Proposed Scheme will continue to be focus of near and middle-distance views. Given the urban context, it is possible that the areas in the middle-ground, will be redeveloped in some form from year 1. However, there is currently insufficient information on what this future development will comprise. Therefore, for the purposes of the assessment, the site is assumed to remain undeveloped after year 1. At year 30, the replanted trees will be of a similar stature to those lost due to utilities works. There will continue to be a noticeable change to the view. The magnitude of change will remain <b>medium</b> .	<b>Minor adverse (Non-significant)</b>
	<b>Night-time</b>	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	<b>Not assessed</b>
<b>Operation cumulative assessment</b>		There are no developments which will result in operation cumulative effects.	<b>No cumulative effect</b>

# Viewpoint 342-02-001: view south from the A665 Great Ancoats Street and Every Street

This viewpoint is representative of views experienced by residents in flats on A665 Great Ancoats Street, Every Street and properties off Ancoats Grove, as well as road users travelling along these routes.

## Winter view (baseline)

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

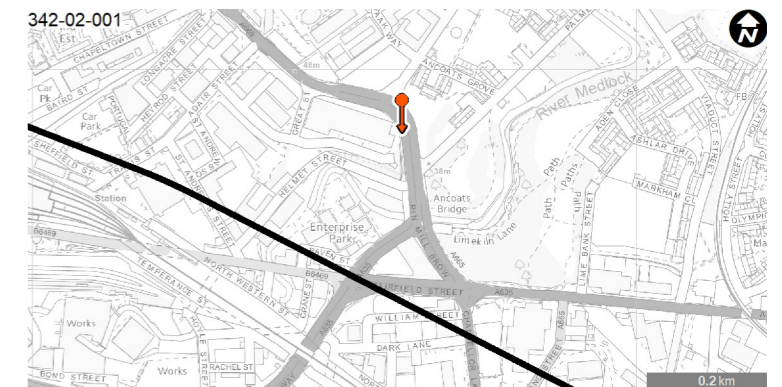


## Summer view (baseline)

Date taken: 16/09/2019 (stitched panorama)



<b>Camera:</b>	Canon EOS 6D, Fixed 50mm lens	
<b>Approximate GPS co-ordinates ref.:</b>	385609, 397943	
<b>Value of the viewpoint:</b>	This viewpoint has a <b>medium</b> value and comprises of a number of detracting infrastructure elements and few features of architectural merit. An undistinguished or unremarkable view focussing on a road.	<b>Sensitivity of the receptor:</b>  <b>Medium - high</b>
<b>Susceptibility of the receptor to the change arising from the Proposed Scheme:</b>	The susceptibility of these receptors is <b>high</b> . Residents have a strong interest in their visual environment. They are therefore highly susceptible to visual change arising from construction and operation of the Proposed Scheme. Road users have lower susceptibility as their attention is less focused on the landscape.	



# Viewpoint 342-02-001: view south from the A665 Great Ancoats Street and Every Street

## Visual baseline description

<b>Winter</b>	In the foreground is the A665 Great Ancoats Street, with its pavement, pedestrian railing, and a grassed embankment with scrub to the east at the side of the road. To the west, on the opposite side of the road the view is curtailed in the middle ground by a tall red and blue brick retaining wall which includes a remnant of a 19th century viaduct. Seen above this retaining wall are the large-scale metal warehouses located within Piccadilly Trading Estate. To the left of view, the skyline is marked by trees along the River Medlock. The view is punctuated by intermittent detracting elements such as road signage and lighting columns along the A665 Great Ancoats Street. The A665 Great Ancoats Street slopes gradually down to where it meets the A635 Mancunian Way in the background where a four-storey grey metal clad building screens views beyond. Residential properties include apartments fronting directly onto the A665 Great Ancoats Street and 2 storey properties set back from the road with some intervening vegetation that partially filters views south.
<b>Summer</b>	In the summer, the vegetation along the River Medlock creates a dense tree line skyline to the east, filtering any views beyond.
<b>Night-time</b>	Night-time visual baseline is typical of the urban setting which already incorporates artificial lighting at night time particularly with the A665 Great Ancoats Street.

## Future baseline description

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

## Visual impact assessment

		Temporary effects during construction	Significance of effect
<b>Construction</b>		The A665 Great Ancoats Street will be used as a construction traffic route. However, construction vehicle movements will not be uncharacteristic in near-distance views of the existing road corridor. Extensive utilities works will also be visible along the road corridor. Construction activity, including Manchester approach satellite compound, demolition of buildings, vegetation removal, creation of stockpiles and vehicle movements, will be visible across the majority of the view in the middle ground. Tall construction plant will be visible against the skyline. Despite the extent of construction activity, key elements in near-distance views including Piccadilly Trading Estate, will remain unchanged. The magnitude of change will be <b>low</b> .	<b>Minor adverse (Non-significant)</b>
<b>Construction night-time</b>		The additional lighting for the construction (compounds and 24 hour work lighting) of the Proposed Scheme will be viewed in the context of an already well-lit area by the A665 Great Ancoats Street, the A635 Mancunian Way and A665 Pin Mill Brow. This lighting will be viewed in the background amongst existing lighting. 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 result in a <b>negligible</b> magnitude of change.	<b>Negligible (non-significant)</b>
<b>Construction cumulative assessment</b>		There are no developments which will result in construction cumulative effects.	<b>No cumulative effect</b>

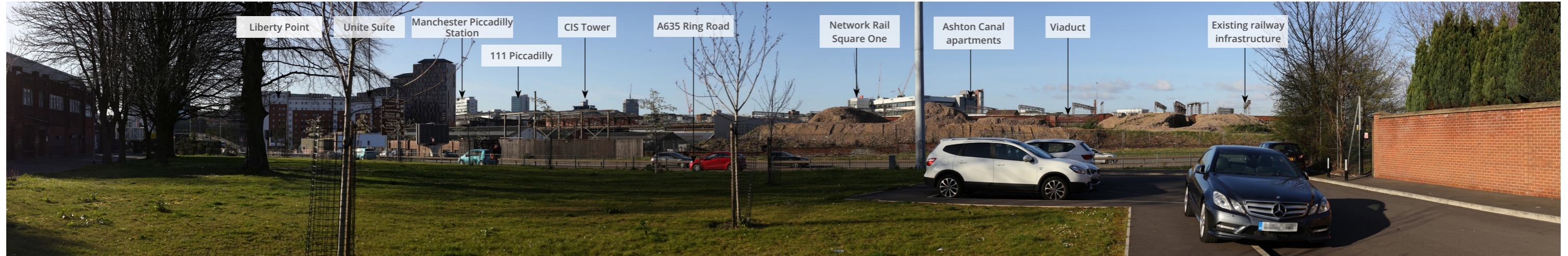
		Permanent effects during operation	Significance of effect
<b>Year 1</b>	<b>Winter</b>	Foreground views of the A665 Great Ancoats Street and Piccadilly Trading Estate, will remain largely unchanged compared to the baseline, with some minor changes to the road alignment. The Proposed Scheme, including Piccadilly approach viaduct and the realigned roads, will replace background views of the four-storey metal clad building. The Manchester approach viaduct satellite compounds B and C will have been removed and levelled but the boundary hoardings will remain in place and be visible in the background. There will be an open view towards these hoardings, behind which are the returned to suitable development use plots. Trees planted to replace the trees removed as a result of utilities works will be immature at year 1. The magnitude of change will be <b>low</b> .	<b>Minor adverse (Non-significant)</b>
	<b>Night-time</b>	The night-time visual baseline was not assessed as there is no requirement for continuous operational lighting in this location.	<b>Not assessed</b>
<b>Year 15</b>	<b>Summer</b>	The existing brick retaining wall and the buildings within Piccadilly Trading Estate will remain the prominent features within the view. The Proposed Scheme will be visible in the background, beyond the realigned A665 Pin Mill Brow. Given the urban context, it is possible that the areas to the background will be developed in some form from year 1. However, there is currently insufficient information on what this future development will comprise to include within the assessment. Therefore, for the purposes of this assessment, the site is assumed to remain undeveloped after year 1. At year 15, the replanted trees will be more established. The magnitude of change will remain <b>low</b> .	<b>Minor adverse (Non-significant)</b>
	<b>Night-time</b>	The night-time visual baseline was not assessed as there is no requirement for continuous construction or operational lighting in this location.	<b>Not assessed</b>
<b>Year 30</b>	<b>Summer</b>	The situation will remain as for year 15. The replanted trees will be of a similar stature to those lost due to utilities works. Given the urban context, it is likely that the areas to the background will be developed in some form from year 1. However, there is currently insufficient information on what this future development will comprise to include within the assessment. Therefore, for the purposes of this assessment, the site is assumed to remain undeveloped and the effects will remain as reported for year 15. The magnitude of change will remain <b>low</b> .	<b>Minor adverse (Non-significant)</b>
	<b>Night-time</b>	The night-time visual baseline was not assessed as there is no requirement for continuous operational lighting in this location.	<b>Not assessed</b>
<b>Operation cumulative assessment</b>		There are no developments which will result in operation cumulative effects.	<b>No cumulative effect</b>

# Viewpoint 342-02-002: view north from Paddock Street and Thirsk Street

This viewpoint is representative of views experienced by people who live or work on Paddock Street and Thirsk Street.

## Winter view (baseline)

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



## Summer view (baseline)

Date taken: 16/09/2019 (stitched panorama)



<b>Camera:</b>	Canon EOS 6D, Fixed 50mm lens	
<b>Approximate GPS co-ordinates ref.:</b>	385193, 397404	
<b>Value of the viewpoint:</b>	This viewpoint has a <b>medium</b> value. It is a typical urban residential edge with grassed verges and tree planting in adjacent open space. A number of visual detractors are present, including the A635 Mancunian Way and railway infrastructure.	<b>Sensitivity of the receptor:</b>  <b>High</b>
<b>Susceptibility of the receptor to the change arising from the Proposed Scheme:</b>	The susceptibility of these receptors is <b>high</b> . Residents have a strong interest in their visual environment. They are therefore highly susceptible to visual change arising from construction and operation of the Proposed Scheme. Workers have a lower susceptibility as their attention is less focussed on the landscape.	



# Viewpoint 342-02-002: view north from Paddock Street and Thirsk Street

## Visual baseline description

<b>Winter</b>	In the foreground is an area of green space at Paddock Street, planted with a few intermittently spaced mature and young, recently planted, trees. Detracting from this otherwise pleasant foreground feature is a carparking area. There are open views to the middle ground, where the landform is relatively flat allowing visibility beyond the A635 Mancunian Way, which forms a significant feature of the foreground. Beyond the A635 Mancunian Way, are temporary stockpiles of construction excavated material which limit views to the periphery of Manchester city centre. Above and to the left of these, taller buildings can be seen within Manchester city centre, including student accommodation buildings. Where gaps allow, views of Manchester Piccadilly station are possible, with the railway viaduct and associated railway infrastructure crossing the view. Tall buildings, railway infrastructure, and cranes punctuate the skyline beyond.
<b>Summer</b>	Summer leaf cover increases screening in the foreground and middle ground, filtering more distant views. As a result, the brick railway viaduct is also partially screened in summer. Stockpiles within the derelict spaces in the middle ground can be seen to be overgrown with grasses in summer giving a greener and more naturalistic mounded feel albeit artificial and likely temporary.
<b>Night-time</b>	The view at night is typical of a city centre location. The A635 Mancunian Way is lit by high level lighting columns. Manchester Piccadilly station is also lit. There are light sources from the surrounding residential properties.

## Future baseline description

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

## Visual impact assessment

		Temporary effects during construction	Significance of effect
<b>Construction</b>		Construction works will be visible in the background of the view. Construction activities associated with the development of Manchester Piccadilly High Speed station will be visible to the north above the existing Manchester Piccadilly Station. Tall plant will be visible along the skyline appearing above the Piccadilly viaduct and higher than existing roofs.  For residents and workers on Paddock Street and Thirsk Street, visibility of construction activities will be partially obscured by the existing buildings close to the A635 Mancunian Way with oblique and direct views possible above the built form. The magnitude of change will therefore be <b>low</b> .	<b>Minor adverse (Non-significant)</b>
<b>Construction night-time</b>		Night-time lighting associated with the construction activities at Manchester Piccadilly High Speed station will be seen in the background of the view in the context of the central Manchester location and tall lighting columns associated with the A635 Mancunian Way. 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 <b>negligible</b> magnitude of change.	<b>Negligible (non-significant)</b>
<b>Construction cumulative assessment</b>		There are no developments which will result in construction cumulative effects.	<b>No cumulative effect</b>

		Permanent effects during operation	Significance of effect
<b>Year 1</b>	<b>Winter</b>	The newly built Manchester Piccadilly High Speed station, overhead line equipment and train movements will be hard to discern from this location but may be visible above the intervening existing built form and infrastructure. Existing vegetation along the A635 Mancunian Way in the foreground and middle ground will provide limited visual screening of these features. Overhead line equipment and train movements will be partially screened by the existing Manchester Piccadilly Station and its associated railway lines. The magnitude of change will be <b>low</b> .	<b>Minor adverse (Non-significant)</b>
	<b>Night-time</b>	Night-time lighting at Manchester Piccadilly High Speed station will be seen in the background of the view in the context of the existing Manchester Piccadilly Station, the surrounding urban area and tall lighting columns associated with the A635 Mancunian Way. The magnitude of change will be <b>negligible</b> .	<b>Negligible (non-significant)</b>
<b>Year 15</b>	<b>Summer</b>	The Manchester Piccadilly High Speed station, overhead line equipment and train movements will continue to be background features within the view. The magnitude of change will remain <b>low</b> .	<b>Minor adverse (Non-significant)</b>
	<b>Night-time</b>	Night-time lighting at Manchester Piccadilly High Speed station will continue to be seen in the background of the view in the context of the existing Manchester Piccadilly station, the surrounding urban area and tall lighting columns associated with the A635 Mancunian Way. The magnitude of change will remain <b>negligible</b> .	<b>Negligible (non-significant)</b>
<b>Year 30</b>	<b>Summer</b>	The Manchester Piccadilly High Speed station, overhead line equipment and train movements will continue to be background features within the view. The magnitude of change will remain <b>low</b> .	<b>Minor adverse (Non-significant)</b>
	<b>Night-time</b>	Night-time lighting at Manchester Piccadilly High Speed station will continue to be seen in the background of the view in the context of the existing Manchester Piccadilly station, the surrounding urban area and tall lighting columns associated with the A635 Mancunian Way. The magnitude of change will remain <b>negligible</b> .	<b>Negligible (non-significant)</b>
<b>Operation cumulative assessment</b>		There are no developments which will result in operation cumulative effects.	<b>No cumulative effect</b>

# Viewpoint 342-02-003: view south from the A665 Great Ancoats Street and Great Street

This viewpoint is representative of views experienced by people living in high rise developments off the A665 Great Ancoats Street and workers in the commercial units off Great Street.

## Winter view (baseline)

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



## Summer view (baseline)

Date taken: 16/09/2019 (stitched panorama)



<b>Camera:</b>	Canon EOS 6D, Fixed 50mm lens	
<b>Approximate GPS co-ordinates ref.:</b>	385469, 397988	
<b>Value of the viewpoint:</b>	This viewpoint has a <b>medium</b> value and includes road infrastructure and large commercial warehouses with little to no architectural merit.	<b>Sensitivity of the receptor:</b>  <b>Medium - high</b>
<b>Susceptibility of the receptor to the change arising from the Proposed Scheme:</b>	The susceptibility of these receptors is <b>high</b> . Residents have a strong interest in their visual environment. They are therefore highly susceptible to visual change arising from construction and operation of the Proposed Scheme.	



# Viewpoint 342-02-003: view south from the A665 Great Ancoats Street and Great Street

## Visual baseline description

<b>Winter</b>	In the foreground is the A665 Great Ancoats Street, with its pavement, road signage and lighting columns. There are unrestricted views across the A665 Great Ancoats Street towards Great Street.
	Either side of Great Street, in the middle ground, are the large-scale metal and brick-faced warehouses of the Piccadilly Trading Estate. Their roofs appear on the skyline and obscure longer views beyond. Large, mature trees on the north side of Great Street filter views towards the side elevations of Warehouses 5 and 6 in the background.
	Views into the background are limited to those framed between buildings along Great Street, with tall coniferous trees on Gidding Road at the end further filtering visibility beyond towards Manchester Piccadilly and existing viaduct or infrastructure.
<b>Summer</b>	In the summer, when vegetation is in leaf, Warehouse 6 and the city centre skyline are largely obscured.
<b>Night-time</b>	Night-time visual baseline is typical of the urban setting which already incorporates significant levels of artificial lighting, particularly along the A665 Great Ancoats Street.

## Future baseline description

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

## Visual impact assessment

		Temporary effects during construction	Significance of effect
	<b>Construction</b>	The A665 Great Ancoats Street will be used as a construction traffic route. However, construction traffic movements will not be uncharacteristic in views of the existing road corridor. There will also be views to extensive utilities works along the road corridor in the foreground of the view. The construction of Manchester Piccadilly High Speed station and Piccadilly approach viaduct, will be largely screened by intervening commercial buildings fronting the A665 Great Ancoats Street and partially filtered through mature vegetation on Great Street and Gidding Road. Views of construction activity for residents on upper floors of the high rise development, will be in the context of the existing urban landscape and railway infrastructure. The magnitude of change will be <b>low</b> .	Minor adverse (significant)
	<b>Construction night-time</b>	Manchester Piccadilly High Speed station main compound will be lit at night, and will contribute to skyglow from existing light sources within the view. Views to this new area of light source will be largely screened by intervening buildings. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce into the wider view. At night, the magnitude of change will be <b>negligible</b> .	Negligible (non-significant)
	<b>Construction cumulative assessment</b>	There are no developments which will result in construction cumulative effects.	No cumulative effect
		Permanent effects during operation	Significance of effect
<b>Year 1</b>	<b>Winter</b>	Views of the Proposed Scheme including Piccadilly station viaduct and train movements, will be visible in the background of the view through gaps in between the commercial buildings on the A665 Great Ancoats Street. Some views will be partially screened by intervening vegetation. For residents on upper floors of the high rise development, the Proposed Scheme will be a new large-scale element introduced into views across the urban landscape and railway infrastructure. The loss of mature vegetation during construction will be noticeable in the background of the view. The magnitude of change will be <b>low</b> .	Minor adverse (Non-significant)
	<b>Night-time</b>	Artificial night-time lighting associated with the Manchester Piccadilly High Speed station will contribute to the existing skyglow associated with the existing Manchester Piccadilly Station in this urban location, but the majority will continue to be screened by middle ground features. The magnitude of change will be <b>negligible</b> .	Negligible (non-significant)
<b>Year 15</b>	<b>Summer</b>	The Proposed Scheme, in the background of the view, will continue to be largely screened by intervening buildings and partially screened by intervening vegetation. Views for residents on upper floors of the high rise development will be in the context of the existing urban landscape and railway infrastructure. The magnitude of change will be <b>low</b> .	Minor adverse (Non-significant)
	<b>Night-time</b>	Artificial night-time lighting associated with the Manchester Piccadilly High Speed station will continue to contribute to the existing skyglow associated with the existing Manchester Piccadilly Station in this urban location, but the majority will continue to be screened by middle ground features. The magnitude of change will remain <b>negligible</b> .	Negligible (non-significant)
<b>Year 30</b>	<b>Summer</b>	The situation will remain as for year 15. The magnitude of change will continue to be <b>low</b> .	Minor adverse (Non-significant)
	<b>Night-time</b>	Artificial night-time lighting associated with the Manchester Piccadilly High Speed station will continue to contribute to the existing skyglow associated with the existing Manchester Piccadilly Station in this urban location, but the majority will continue to be screened by middle ground features. The magnitude of change will be <b>negligible</b> .	Negligible (non-significant)
<b>Operation cumulative assessment</b>		There are no developments which will result in operation cumulative effects.	No cumulative effect

# Viewpoint 342-02-004: view south-west from the A665 Great Ancoats Street and Adair Street

This viewpoint is representative of views experienced by residents in properties off the A665 Great Ancoats Street and Adair Street and workers and guests at the Hotel Ibis Budget, Manchester Centre, Pollard Street.

## Winter view (baseline)

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



## Summer view (baseline)

Date taken: 16/09/2019 (stitched panorama)



<b>Camera:</b>	Canon EOS 6D, Fixed 50mm lens
<b>Approximate GPS co-ordinates ref.:</b>	385385, 398056
<b>Value of the viewpoint:</b>	This viewpoint has a <b>medium</b> value and includes road infrastructure and large commercial warehouses with little to no architectural merit.
<b>Susceptibility of the receptor to the change arising from the Proposed Scheme:</b>	The susceptibility of these receptors is <b>high</b> . Residents have a strong interest in their visual environment. They are therefore highly susceptible to visual change arising from construction and operation of the Proposed Scheme. Hotel worker and guests have a lower susceptibility as their attention is less focused on the landscape.

**Sensitivity of the receptor:**  
**Medium - high**



# Viewpoint 342-02-004: view south-west from the A665 Great Ancoats Street and Adair Street

## Visual baseline description

<b>Winter</b>	In the foreground, the A665 Great Ancoats Street with pavement and pedestrian railing are present. There are unrestricted views across A665 Great Ancoats Street and down Adair Street which is lined with mature trees on the south side partially screening the metal and brick-faced warehouses within Piccadilly Trading Estate.
	The roofs of these warehouses in the middle ground obscure views beyond and to the south. To the north, the two-storey red brick flat roof building sits at the road junction with buildings further west fronting the A665 Great Ancoats Street.
<b>Summer</b>	Framed views along Adair Street towards the viaduct leading to Manchester Piccadilly Station appears above the road level. The Network Rail Square One building can be seen just in front of this, whilst immediately beyond is the distinctive orange and black clad student accommodation building (Piccadilly Point) that is visible on the skyline.
<b>Summer</b>	In the summer, when vegetation is in leaf, the mature trees along the southern side of Adair Street are more noticeable and screen the frontage of the Piccadilly Trading Estate as well as providing a narrower framed view along the road towards the viaduct leading to Piccadilly Station.
<b>Night-time</b>	Night-time visual baseline is typical of the city centre urban setting which already incorporates artificial lighting throughout.

## Future baseline description

<b>Construction (2025)</b>	MA08/402 will introduce a new area of mixed use development within an existing urban area, which will lie adjacent to land required for construction, altering the future baseline that the Proposed Scheme is assessed against. As such, this committed development has been included as part of the construction future baseline and considered within this assessment.
<b>Operation (2038)</b>	There are no committed developments which will change the baseline.

## Visual impact assessment

		Temporary effects during construction	Significance of effect
	<b>Construction</b>	The A665 Great Ancoats Street and Adair Street will be used as construction traffic routes. However, construction traffic movements will not be uncharacteristic in views of the existing road corridor. There will also be views to extensive utilities works along the road corridor in the foreground of the view. Demolition of the Square One building and the construction of Manchester Piccadilly High Speed station and Piccadilly approach viaduct will be seen in the background of the view, largely filtered through intervening mature trees along Adair Street or screened by commercial buildings at the Piccadilly Trading Estate. Views of construction activity for residents and hotel guests from upper floor windows, will be seen in the context of the urban landscape and existing rail infrastructure. The magnitude of change will be <b>low</b> .	Minor adverse (significant)
	<b>Construction night-time</b>	Manchester Piccadilly High Speed station main compound will be lit at night, and will contribute to skyglow from existing light sources within the view. Views to this new area of light source will be largely screened by intervening buildings. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce into the wider view. At night, the magnitude of change will be <b>negligible</b> .	Negligible (non-significant)
	<b>Construction cumulative assessment</b>	There are no developments which will result in construction cumulative effects.	No cumulative effect
		Permanent effects during operation	Significance of effect
<b>Year 1</b>	<b>Winter</b>	The elevated Piccadilly station viaduct, train movements, overhead line equipment and the high rise Manchester High Speed station car parks, will be visible in framed views along Adair Street to the south-west. However, views will be partially screened by intervening buildings and will be in the context of the existing Manchester Piccadilly station. Views of the Proposed Scheme from upper floor windows will be in the context of the existing urban landscape and railway infrastructure. Trees planted to replace those removed as a result of utilities works will be immature at year 1. The magnitude of change will be <b>low</b> .	Minor adverse (Non-significant)
	<b>Night-time</b>	Artificial night-time lighting associated with the Manchester Piccadilly High Speed station will contribute to the existing skyglow associated with the existing Manchester Piccadilly Station in this urban location, but the majority will continue to be screened by the built form in the middle ground. The magnitude of change will be <b>negligible</b> .	Negligible (non-significant)
<b>Year 15</b>	<b>Summer</b>	Proposed Scheme will continue to be seen in framed views along Adair Street, partially screened by intervening buildings. At year 15, the replanted trees will be more established. The magnitude of change will remain <b>low</b> .	Minor adverse (Non-significant)
	<b>Night-time</b>	Artificial night-time lighting associated with the Manchester Piccadilly High Speed station will contribute to the existing skyglow associated with the existing Manchester Piccadilly Station in this urban location, but the majority will continue to be screened by the built form in the middle ground. The magnitude of change will remain <b>negligible</b> .	Negligible (non-significant)
<b>Year 30</b>	<b>Summer</b>	Proposed Scheme will continue to be seen in framed views along Adair Street, partially screened by intervening buildings. At year 30, the replanted trees will be of a similar stature to those lost due to utilities works. The magnitude of change will remain <b>low</b> .	Minor adverse (Non-significant)
	<b>Night-time</b>	Artificial night-time lighting associated with the Manchester Piccadilly High Speed station will contribute to the existing skyglow associated with the existing Manchester Piccadilly Station in this urban location, but the majority will continue to be screened by the built form in the middle ground. The magnitude of change will be <b>negligible</b> .	Negligible (non-significant)
<b>Operation cumulative assessment</b>		There are no developments which will result in operation cumulative effects.	No cumulative effect

# Viewpoint 342-02-005: view south-west from New Islington Metrolink stop and Ashton Canal Lock Number 3

This viewpoint is representative of views experienced by adjacent residents, recreational users travelling along Ashton Canal, Medlock Valley Way and people travelling along the Metrolink network.

## Winter view (baseline)

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

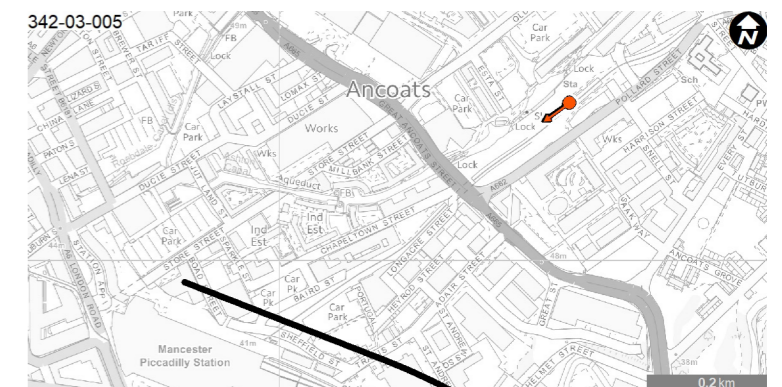


## Summer view (baseline)

Date taken: 16/09/2019 (stitched panorama)



<b>Camera:</b>	Canon EOS 6D, Fixed 50mm lens	
<b>Approximate GPS co-ordinates ref.:</b>	385484, 398264	
<b>Value of the viewpoint:</b>	This viewpoint has a <b>medium</b> value and is framed by the designated Vulcan and Albion Mills. The light rail infrastructure detracts from the view.	<b>Sensitivity of the receptor:</b>  <b>Medium - high</b>
<b>Susceptibility of the receptor to the change arising from the Proposed Scheme:</b>	The susceptibility of these receptors is <b>high</b> . Residents have a strong interest in their visual environment and the attention of canal users is focused on the landscape. They are therefore highly susceptible to visual change arising from construction and operation of the Proposed Scheme. Transport receptors have a lower susceptibility as their attention less focused on the landscape.	



# Viewpoint 342-02-005: view south-west from New Islington Metrolink stop and Ashton Canal Lock Number 3

## Visual baseline description

<b>Winter</b>	In the foreground the Metrolink light rail with overhead line equipment, is bordered by grass verges and a small service building, as it approaches New Islington Metrolink station. Beyond the Metrolink corridor to the south-east, are multi-storey, red brick buildings of former industrial use, including the Grade II listed Co-operative warehouse, the Vulcan Works building and Albion Mill building on the A662 Pollard Street. The Chips building is glimpsed through intervening vegetation to the north, beyond the canal. To the south-west, buildings in the city centre form the skyline in the background of the view, including Manchester Piccadilly station and high-rise buildings such as Piccadilly Gate and student accommodation.
<b>Summer</b>	In the summer, clusters of trees in the open grassed area in the middle ground partially obscure the lower parts of Vulcan and Albion Mills buildings and views to the Chips building.
<b>Night-time</b>	The night-time baseline is typical of the urban setting. High level lighting columns are present around car park and pedestrian walkways, and there are light sources from surrounding buildings.

## Future baseline description

<b>Construction (2025)</b>	MA08/402 will introduce a new area of mixed use development within an existing urban area, which will lie adjacent to land required for construction, altering the future baseline the Proposed Scheme is assessed against. As such, this committed development has been considered within this assessment.
<b>Operation (2038)</b>	MA08/255 will introduce a new area of residential development within an existing urban area, which will lie adjacent to land required for construction, altering the future baseline that the Proposed Scheme is assessed against. As such, this committed development has been considered within this assessment.

## Visual impact assessment

		Temporary effects during construction	Significance of effect
<b>Construction</b>		Construction activities associated with the New Islington Metrolink turnback will be visible in both the foreground and middle ground. Construction activities at the Metrolink New Islington turnback satellite compound associated with the Metrolink New Islington turnback will be visible in the near distance. Construction traffic and telecoms utilities works will be seen along the A662 Pollard Street. Construction of the main elements of the Proposed Scheme will be limited to the far distance of the view, seen beyond the Phoenix building (under construction at the time of assessment). Associated activities will include the presence of tall plant along the skyline and the construction of Manchester Piccadilly High Speed station main compound. As construction progresses it will obscure the arched roof of Manchester Piccadilly Station. For residents on the upper floors of the adjacent development, construction activity will be seen in the context of a wider view over the urban landscape. Recreational users and travellers along the Ashton Canal will only have views of construction where gaps between intervening buildings allow, or above the existing built form. There will be a <b>medium</b> magnitude of change.	<b>Moderate adverse (significant)</b>
<b>Construction night-time</b>		Artificial night-time lighting associated with the Manchester Piccadilly High Speed station compound will contribute to the existing background lighting in this city centre location. The magnitude of change will be <b>negligible</b> .	<b>Negligible (non-significant)</b>
<b>Construction cumulative assessment</b>		There are no developments which will result in construction cumulative effects.	<b>No cumulative effect</b>

			Permanent effects during operation	Significance of effect
<b>Year 1</b>	<b>Winter</b>		The foreground view will remain similar to the baseline with the addition of New Islington Metrolink turnback which will be new element but characteristic of the existing view. Trees planted to replace those removed as a result of utilities work will be immature at year 1. Manchester Piccadilly station viaduct and train movements will be introduced into the background of the view. However, this will be seen in the context of existing city centre buildings and rail infrastructure. For residents on the upper floors of the adjacent development, the Proposed Scheme will be seen in the context of a wider view over the urban landscape. The magnitude of change will be <b>low</b> .	<b>Minor adverse (non-significant)</b>
	<b>Night-time</b>		Artificial night-time lighting associated with the Manchester Piccadilly High Speed station will contribute to the existing background lighting in this city centre location. The magnitude of change will be <b>negligible</b> .	<b>Negligible (non-significant)</b>
<b>Year 15</b>	<b>Summer</b>		The foreground will continue to appear similar to the baseline with the the new of additional Metrolink infrastructure alongside existing. At year 15, the replanted trees will be more established. In the background the Proposed Scheme will continue to include rail infrastructure elements, train movements and Manchester Piccadilly station viaduct. However, these will continue to be in the background of the view and seen in the context of existing built features of a similar character. There will be a <b>low</b> magnitude of change.	<b>Minor adverse (non-significant)</b>
	<b>Night-time</b>		Artificial night-time lighting associated with the Manchester Piccadilly High Speed station will contribute to the existing background lighting in this city centre location. The magnitude of change will be <b>negligible</b> .	<b>Negligible (non-significant)</b>
<b>Year 30</b>	<b>Summer</b>		The situation will remain as for year 15. At year 30, the replanted trees will be of a similar stature to those lost due to utilities works. The magnitude of change will remain <b>low</b> .	<b>Minor adverse (non-significant)</b>
	<b>Night-time</b>		Artificial night-time lighting associated with the Manchester Piccadilly High Speed station will contribute to the existing background lighting in this city centre location. The magnitude of change will be <b>negligible</b> .	<b>Negligible (non-significant)</b>
<b>Operation cumulative assessment</b>			There are no developments which will result in operation cumulative effects.	<b>No cumulative effect</b>

# Viewpoint 342-02-006: view south-west from the A665 Great Ancoats Street and Longacre Street

This viewpoint is representative of views experienced by residents living in properties at the A665 Great Ancoats Road and Longacre Street and workers in commercial properties along Chapeltown Street and Longacre Street.

## Winter view (baseline)

Date taken: 03/09/2019 Time taken: 9:40

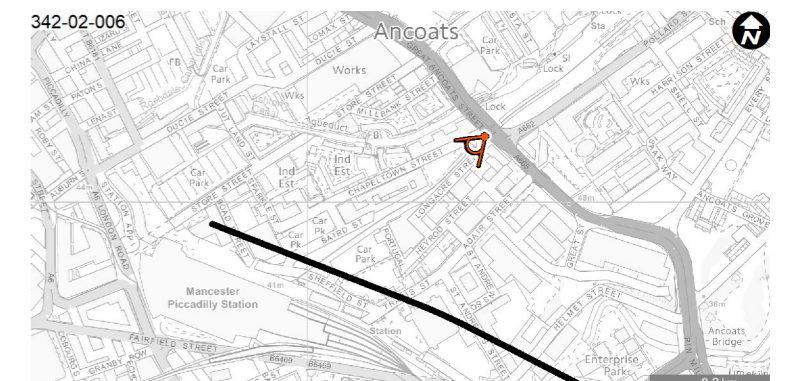


## Summer view (baseline)

Date taken: 30/08/2018 Time taken: 11:33



<b>Camera:</b>	Canon EOS 6D, Fixed 50mm lens
<b>Approximate GPS co-ordinates ref.:</b>	385294.246, 398109.353
<b>Elevation:</b>	48.674 m AOD
<b>Value of the viewpoint:</b>	This viewpoint has a <b>medium</b> value and comprises of many road infrastructure elements. The large-scale built form has little architectural merit. An undistinguished and unremarkable urban view.
<b>Susceptibility of the receptor to the change arising from the Proposed Scheme:</b>	The susceptibility of these receptors is <b>high</b> . Residents have a strong interest in their visual environment. They are therefore highly susceptible to visual change arising from construction and operation of the Proposed Scheme.
	<b>Sensitivity of the receptor:</b> <b>Medium - high</b>



# Viewpoint 342-02-006: view south-west from the A665 Great Ancoats Street and Longacre Street

## Visual baseline description

<b>Winter</b>	In the foreground through to the middle ground, leading off the A665 Great Ancoats Street, are the parallel Longacre Street and Chapeltown Street, with the tram tracks of the Metrolink tunnel approach running between. To the west, the view is enclosed by the two-storey Victoria House with red brick façade fronting onto the A665 Great Ancoats Street. In the centre, views are open towards the area of amenity grass and the Metrolink line tunnel approach with the large-scale Crusader and Phoenix development. The tramway is obscured by a red brick wall with buff capping. To the south-west, the view is enclosed by the seven-storey 6 Chapeltown Street. To the south-east, views are shortened by the three storey 1 Portugal Street facing onto Longacre Street. In the background, tall buildings appear against the skyline, notable of which is the Piccadilly Point student accommodation building, as well as Manchester Piccadilly station.
<b>Summer</b>	There is a row of trees in the middle ground along Chapeltown Street, in summer these provide some filtering along this otherwise framed view towards Piccadilly Gate. A few young trees can be seen along the tram line but these currently make little contribution to the street scene.
<b>Night-time</b>	Night-time visual baseline is typical of the city centre urban setting which already incorporates artificial lighting throughout, including in the foreground the street lighting along Longacre Street and Chapeltown Street and general skyglow in the background.

## Future baseline description

<b>Construction (2025)</b>	MA08/255 will introduce a new area of residential development within an existing urban area, which will lie adjacent to land required for construction, altering the future baseline that the Proposed Scheme is assessed against. As such, this committed development has been included as part of the construction future baseline and considered within this assessment.
<b>Operation (2038)</b>	There are no committed developments which will change the baseline.

## Visual impact assessment

	Temporary effects during construction	Significance of effect
<b>Construction</b>	Construction activities in the foreground will be limited to the area surrounding the Metrolink light rail as well as gas, water, electrical and telecommunications utilities works along Longacre Street, Chapeltown Street and Fair Street. Construction of the Manchester Piccadilly High Speed station will be perceptible in the background and include the installation of the temporary site compound, movement of materials, tall plant, and demolition of Piccadilly Gate. Construction will gradually obscure the roofline of Manchester Piccadilly Station in the background along narrow framed views. The magnitude of change will be <b>low</b> .	<b>Minor adverse (non-significant)</b>
<b>Construction night-time</b>	Artificial night-time lighting associated with the Manchester Piccadilly High Speed station main compound will contribute to the existing background lighting in this city centre location. Controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider view. The magnitude of change will be <b>negligible</b> .	<b>Negligible (non-significant)</b>
<b>Construction cumulative assessment</b>	There are no developments which will result in construction cumulative effects.	<b>No cumulative effect</b>

		Permanent effects during operation	Significance of effect
<b>Year 1</b>	<b>Winter</b>	In operation, visibility of the Proposed Scheme will be limited to glimpses of the north-eastern façade of the upper portions of Manchester Piccadilly High Speed station in the background with the existing Manchester Piccadilly Station roofline obscured. The foreground will be similar to the baseline. Beyond the changes around the Metrolink, the construction compound will have been removed and levelled but the boundary hoardings will remain in place and be visible in the middle ground. There will be a framed view towards these hoardings, behind which are the returned to suitable development use plots. Trees planted to replace the trees removed as a result of utilities works will be immature at year 1. The magnitude of change will be <b>low</b> .	<b>Minor adverse (non-significant)</b>
	<b>Night-time</b>	Artificial night-time lighting associated with the Manchester Piccadilly High Speed station will contribute to the existing background lighting in this city centre location. The magnitude of change will be <b>negligible</b> .	<b>Negligible (non-significant)</b>
<b>Year 15</b>	<b>Summer</b>	Visibility of the Proposed Scheme will remain limited to glimpses of the north-eastern façade of the upper portions of Manchester Piccadilly High Speed station in the background with the existing Manchester Piccadilly Station obscured. Given the urban context, it is possible that the areas to the middle ground will be developed in some form from year 1. However, there is currently insufficient information on what this future development will comprise to include within the assessment. Therefore, for the purposes of this assessment, the site is assumed to remain undeveloped after year 1. At year 15, the trees planted to replace the trees removed as a result of utilities works will be more established. The magnitude of change will remain <b>low</b> .	<b>Minor adverse (non-significant)</b>
	<b>Night-time</b>	Artificial night-time lighting associated with the Manchester Piccadilly High Speed station will contribute to the existing background lighting in this city centre location. The magnitude of change will be <b>negligible</b> .	<b>Negligible (non-significant)</b>
<b>Year 30</b>	<b>Summer</b>	Visibility of the Proposed Scheme will remain limited to glimpses of the north-eastern façade of the upper portions of Manchester Piccadilly High Speed station in the background with the existing Manchester Piccadilly Station roofline obscured. Given the urban context, it is possible that the areas to the foreground and middle ground will be developed in some form from year 1. However, there is currently insufficient information on what this future development will comprise to include within the assessment. Therefore, for the purposes of this assessment, the site is assumed to remain undeveloped and the effects will remain as reported for year 15. At year 30, the replanted trees will be of a similar stature to those lost due to utilities works. The magnitude of change will remain <b>low</b> .	<b>Minor adverse (non-significant)</b>
	<b>Night-time</b>	Artificial night-time lighting associated with the Manchester Piccadilly High Speed station will contribute to the existing background lighting in this city centre location. The magnitude of change will be <b>negligible</b> .	<b>Negligible (non-significant)</b>
<b>Operation cumulative assessment</b>		There are no developments which will result in operation cumulative effects.	<b>No cumulative effect</b>

# Viewpoint 342-02-006: view south-west from the A665 Great Ancoats Street and Longacre Street

This viewpoint is representative of views experienced by residents living in properties at the A665 Great Ancoats Road and Longacre Street and workers in commercial properties along Chapeltown Street and Longacre Street.

## Current baseline - winter view

Date taken: 03/09/2019 Time taken: 09:40



## Winter verifiable photomontage - construction

Date taken: 03/09/2019 Time taken: 09:40



The viewpoint has been taken approximately 298m away from the Proposed Scheme. Viewpoint location shown on Map LV-01-776. For full details of the visual assessment at viewpoint 342-04-006 refer to Volume 5: Appendix LV-001-0MA08, Part 3.

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

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

<b>Camera:</b>	Canon EOS 6D, Fixed 50mm lens		
<b>Approximate GPS Co-ordinates ref.</b>	385294.246, 398109.353	<b>Direction of View:</b>	228°
<b>Elevation:</b>	48.674m AOD	<b>Height of Camera:</b>	1.675m



<b>Map Number</b>	LV-01-776
<b>Map Name</b>	Verifiable Photomontage Peak Construction Phase - Winter Viewpoint 342-04-006
<b>Community Area :</b>	MA08

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**Date:** Jan 2021

# Viewpoint 342-02-006: view south-west from the A665 Great Ancoats Street and Longacre Street

This viewpoint is representative of views experienced by residents living in properties at the A665 Great Ancoats Road and Longacre Street and workers in commercial properties along Chapeltown Street and Longacre Street.

## Current baseline - winter view

Date taken: 03/09/2019 Time taken: 09:40



## Winter verifiable photomontage - operation year 1

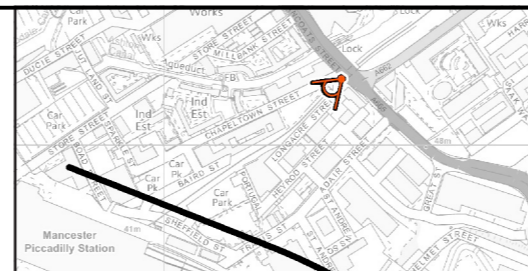


The viewpoint has been taken approximately 298m away from the Proposed Scheme. Viewpoint location shown on Map LV-01-777. For full details of the visual assessment at viewpoint 342-04-006 refer to Volume 5: Appendix LV-001-0MA08, Part 3.

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 (2038) to help inform the visual impact assessment. The design of the Proposed Scheme may be subject to design development in response to consultation. Development of detail design after Hybrid Bill submission will not result in any significant adverse change in the environmental effects reported in the assessment. Where new planting is proposed, it has been shown as 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).

<b>Camera:</b>	Canon EOS 6D, Fixed 50mm lens		
<b>Approximate GPS Co-ordinates ref.</b>	385294.246, 398109.353	<b>Direction of View:</b>	228°
<b>Elevation:</b>	48.674m AOD	<b>Height of Camera:</b>	1.675m



<b>Map Number</b>	LV-01-777
<b>Map Name</b>	Verifiable Photomontage Operation year 1 (2038) - Winter Viewpoint 342-04-006
<b>Community Area :</b>	MA08

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**Date:** Jan 2021

# Viewpoint 342-02-007: view south-west from Ashton Canal bridge and the A665 Great Ancoats Street

This viewpoint is representative of views experienced by residents living in properties off Ashton Canal within Piccadilly Village and residents of properties off A665 Great Ancoats Street and canal users.

## Winter view (baseline)

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



## Summer view (baseline)

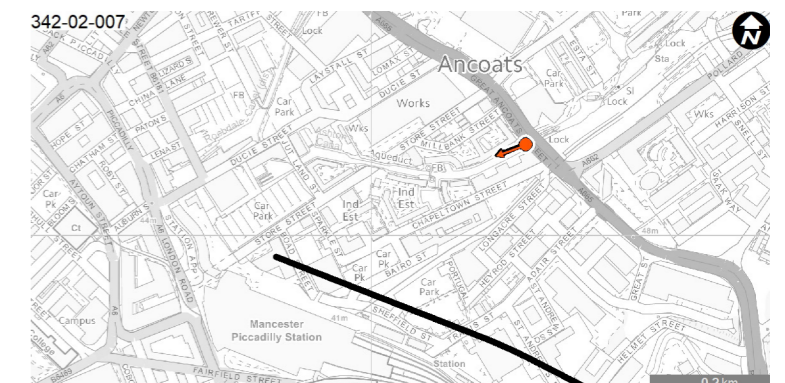
Date taken: 16/09/2019 (stitched panorama)



<b>Camera:</b>	Canon EOS 6D, Fixed 50mm lens
<b>Approximate GPS co-ordinates ref.:</b>	385258, 398152
<b>Value of the viewpoint:</b>	This viewpoint has a <b>medium-high</b> value and includes views along Ashton Canal and the designed Piccadilly Village. Detractor include the A665 Great Ancoats Street and associated infrastructure.
<b>Susceptibility of the receptor to the change arising from the Proposed Scheme:</b>	The susceptibility of these receptors is <b>high</b> . Residents have a strong interest in their visual environment and the attention of canal users is focused on the landscape. They are therefore highly susceptible to visual change arising from construction and operation of the Proposed Scheme.

**Sensitivity of the receptor:**

**High**



# Viewpoint 342-02-007: view south-west from Ashton Canal bridge and the A665 Great Ancoats Street

## Visual baseline description

<b>Winter</b>	The foreground is the pedestrian barrier of Ashton Canal Bridge and the A665 Great Ancoats Street with associated infrastructure, canal side and private garden planting, with Ashton Canal at the centre of the view.
	Continuing along the Ashton Canal, middle distance views consist of the adjacent towpath, residential properties and their associated open areas. The middle ground view is framed by residential properties on both sides that front onto the canal and which gradually diminishes as the canal curves to the south-west, whereby a glimpse of buildings in the background of the view is achieved.
	In the background between and above the residential buildings, views of the Owen Street Buildings and Piccadilly Gate are afforded, with cranes punctuating the skyline.
<b>Summer</b>	In the summer, when vegetation is in leaf the foreground vegetation filters views towards the south-west. Elsewhere vegetation is limited to low lying front garden hedgerow planting.
<b>Night-time</b>	Night time visual baseline is typical of the city centre urban setting which already incorporates artificial lighting from the dwelling along the canal towpath and in particular along the A665 Great Ancoats Street.

## Future baseline description

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

## Visual impact assessment

		Temporary effects during construction	Significance of effect
	<b>Construction</b>	Construction activities will be visible in the background appearing above and beyond the existing residential buildings fronting the Ashton Canal. Construction activities within the view will be limited to the upper portions of tall plant associated with the demolition of Piccadilly Gate. Visibility will be limited to the presence of tall plant against the skyline appearing above the background buildings. Views for receptors will be largely obscured by the built form in the middle ground. For residents on the upper storeys of adjacent buildings, further views of construction activity will be possible through gaps and beyond the built form in the middle ground and buildings beyond. There will be a <b>low</b> magnitude of change.	<b>Minor adverse (non-significant)</b>
	<b>Construction night-time</b>	Artificial night-time lighting associated with the Manchester Piccadilly High Speed station main compound will contribute to the existing background lighting in this city centre location. Controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider view. The magnitude of change will be <b>negligible</b> .	<b>Negligible (non-significant)</b>
	<b>Construction cumulative assessment</b>	There are no developments which will result in construction cumulative effects.	<b>No cumulative effect</b>

			Permanent effects during operation	Significance of effect
<b>Year 1</b>	<b>Winter</b>		The Proposed Scheme will be in the background of the view and will be largely screened by intervening buildings. Views of Manchester Piccadilly High Speed station will replace views of Piccadilly Gate. For residents on the upper floor of buildings, views of the Proposed Scheme will be in the context of existing rail infrastructure. The magnitude of change will be <b>low</b> .	<b>Minor adverse (non-significant)</b>
	<b>Night-time</b>		Artificial night-time lighting associated with the Manchester Piccadilly High Speed station will contribute to the existing background lighting in this city centre location. The magnitude of change will be <b>negligible</b> .	<b>Negligible (non-significant)</b>
<b>Year 15</b>	<b>Summer</b>		The situation will remain as for year 1. The magnitude of change will remain <b>low</b> .	<b>Minor adverse (non-significant)</b>
	<b>Night-time</b>		Artificial night-time lighting associated with the Manchester Piccadilly High Speed station will contribute to the existing background lighting in this city centre location. The magnitude of change will be <b>negligible</b> .	<b>Negligible (non-significant)</b>
<b>Year 30</b>	<b>Summer</b>		The situation will remain as for year 15. The magnitude of change will remain <b>low</b> .	<b>Minor adverse (non-significant)</b>
	<b>Night-time</b>		Artificial night-time lighting associated with the Manchester Piccadilly High Speed station will contribute to the existing background lighting in this city centre location. The magnitude of change will be <b>negligible</b> .	<b>Negligible (non-significant)</b>
<b>Operation cumulative assessment</b>			There are no developments which will result in operation cumulative effects.	<b>No cumulative effect</b>

# Viewpoint 342-02-008: view south-west from Baird Street and Portugal Street East

This viewpoint is representative of views of the residents living in properties off Baird Street and Portugal Street East and views experienced by people travelling towards Manchester Piccadilly station on the tram.

## Winter view (baseline)

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

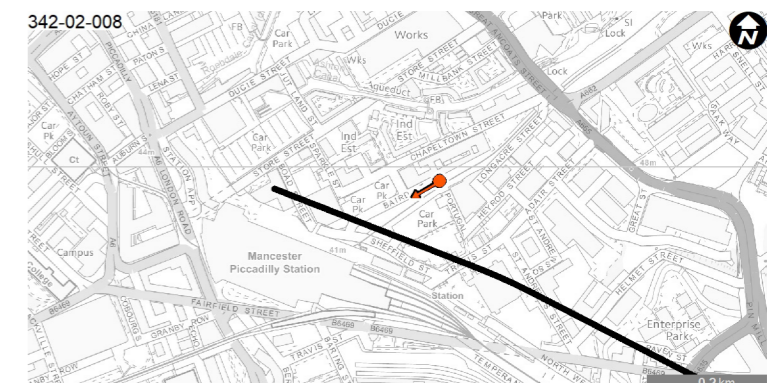


## Summer view (baseline)

Date taken: 16/09/2019 (stitched panorama)



<b>Camera:</b>	Canon EOS 6D, Fixed 50mm lens	
<b>Approximate GPS co-ordinates ref.:</b>	385117, 397978	
<b>Value of the viewpoint:</b>	This viewpoint has a <b>medium</b> value and includes views of the existing Manchester Piccadilly Station but with numerous infrastructure elements and carparking detracting from it.	<b>Sensitivity of the receptor:</b>
<b>Susceptibility of the receptor to the change arising from the Proposed Scheme:</b>	The susceptibility of these receptors is <b>high</b> . Residents have a strong interest in their visual environment. They are therefore highly susceptible to visual change arising from construction and operation of the Proposed Scheme. People travelling on the tram have a lower susceptibility as their attention is less focused on the landscape.	<b>Medium - high</b>



# Viewpoint 342-02-008: view south-west from Baird Street and Portugal Street East

## Visual baseline description

<b>Winter</b>	In the foreground is a construction site hoarding fronting the façade of the former warehouses which now form the residential Crusader development to the north. Across the grass edged Metrolink tram line the surface level Sheffield Street car park is visible. The poles and wires of the overhead line equipment and lighting are notable vertical features in the middle ground to the south-east, the view extends across the car park on Sheffield Street towards the brick railway arches and other rail infrastructure and trackside sheds above. The red brick facades and curved roofline of Manchester Piccadilly Station can be seen in the background with overhead lines extending from the building to the east. The outlines of several more distant taller structures and buildings can be seen against the skyline, most notable is the distinctive Piccadilly Point student accommodation building to the south and Square One to the east. Residents views from upper storeys will be focused more upon Manchester Piccadilly Station, its associated railway infrastructure and the background features beyond.
<b>Summer</b>	In the summer, the trees along Sheffield Street and within the area of open space adjacent to the tram line partially filter views towards Manchester Piccadilly Station.
<b>Night-time</b>	Night-time visual baseline is typical of a city centre urban setting which already incorporates artificial lighting throughout including substantial skyglow. Light spill of note includes that within the car park and along the tram route.

## Future baseline description

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

## Visual impact assessment

		<b>Temporary effects during construction</b>	<b>Significance of effect</b>
<b>Construction</b>		The viewpoint will be within the land required for construction of the Proposed Scheme; therefore, ground level views will not be possible. However, the residents in buildings immediately adjacent to the viewpoint will overlook the construction activities. Construction activities will be seen in the foreground beyond site hoardings immediately adjoining the viewpoint within the Crusader residential development. Construction works to the changes in levels associated with the Metrolink as well as extensive utilities works to gas, sewers, telecommunications, water and electrical assets will be conspicuous in the foreground. Manchester Piccadilly High Speed station main compound will be visible immediately south and south-west. Construction activity, and demolitions associated with Manchester Piccadilly High Speed station will be immediately apparent and highly visible above site hoardings across a wide proportion of the view. The magnitude of change will be <b>high</b> .	<b>Moderate adverse (significant)</b>
<b>Construction night-time</b>		Artificial night-time lighting associated with the Manchester Piccadilly High Speed station main compound will contribute to the existing background lighting in this city centre location. 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 slight increase in the prominence of artificial lighting. The magnitude of change will be <b>low</b> .	<b>Minor adverse (non - significant)</b>
<b>Construction cumulative assessment</b>		There are no developments which will result in construction cumulative effects.	<b>No cumulative effect</b>
		<b>Permanent effects during operation</b>	<b>Significance of effect</b>
<b>Year 1</b>	<b>Winter</b>	Residents will experience noticeable changes to near distance and middle distance views as a result of the Proposed Scheme. Manchester Piccadilly High Speed station will be a prominent new element in the view but in-keeping with the character of a railway station and infrastructure. The realigned Metrolink and new Manchester Piccadilly High Speed station will screen the existing Manchester Piccadilly Station, and dominate the foreground. The station and new public realm along New Sheffield Street will be visible in place of Sheffield Street. The Manchester Piccadilly High Speed station main compound will have been removed and levelled but the boundary hoardings will remain in place and be visible in the foreground in proximity. There will be open views towards these hoardings, behind which are the returned to suitable development use plots. The combination of the above will result in a <b>medium</b> magnitude of visual change.	<b>Minor adverse (non - significant)</b>
	<b>Night-time</b>	Artificial night-time lighting associated with the Manchester Piccadilly High Speed station and new Sheffield Street will contribute to the existing lighting in this city centre location. The extent of the new lighting will result in a slight increase in the prominence of artificial lighting. The magnitude of change will be <b>low</b> .	<b>Minor adverse (non - significant)</b>
<b>Year 15</b>	<b>Summer</b>	Manchester Piccadilly High Speed station will continue to be a prominent element in the view, visible at proximity but in-keeping with the character of a railway station and infrastructure. Given the urban context, it is possible that the areas to the foreground will be developed in some form from year 1. However, there is currently insufficient information on what this future development will comprise to include within the assessment. Therefore, for the purposes of this assessment, the site is assumed to remain undeveloped after year 1. The magnitude of change will remain <b>medium</b> .	<b>Minor adverse (non - significant)</b>
	<b>Night-time</b>	Artificial night-time lighting associated with the Manchester Piccadilly High Speed station and New Sheffield Street will continue to contribute to the existing lighting in this city centre location. The extent of the lighting will continue to result in a slight increase in the prominence of artificial lighting. The magnitude of change will be <b>low</b> .	<b>Minor adverse (non - significant)</b>
<b>Year 30</b>	<b>Summer</b>	Manchester Piccadilly High Speed station will continue to be a prominent new element in the view, visible at proximity but in-keeping with the character of a railway station and infrastructure. Given the urban context, it is likely that the areas to the foreground will be developed in some form from year 1. However, there is currently insufficient information on what this future development will comprise to include within the assessment. Therefore, for the purposes of this assessment, the site is assumed to remain undeveloped after year 1. The magnitude of change will remain <b>medium</b> .	<b>Minor adverse (non - significant)</b>
	<b>Night-time</b>	Artificial night-time lighting associated with the Manchester Piccadilly High Speed station and New Sheffield Street will continue to contribute to the existing lighting in this city centre location. The extent of the lighting will continue to result in a slight increase in the prominence of artificial lighting. The magnitude of change will be <b>low</b> .	<b>Minor adverse (non - significant)</b>
<b>Operation cumulative assessment</b>		There are no developments which will result in operation cumulative effects.	<b>No cumulative effect</b>

# Viewpoint 342-02-009: view south-west from Chapeltown Street

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

## Winter view (baseline)

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

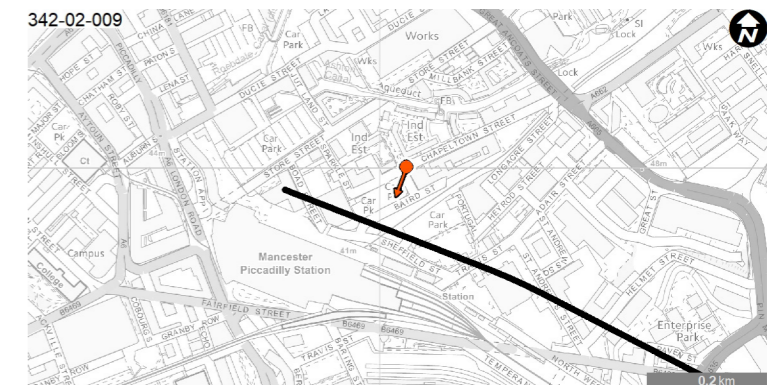


## Summer view (baseline)

Date taken: 16/09/2019 (stitched panorama)



<b>Camera:</b>	Canon EOS 6D, Fixed 50mm lens
<b>Approximate GPS co-ordinates ref.:</b>	385047, 398002
<b>Value of the viewpoint:</b>	This viewpoint has a <b>medium</b> value and includes many features of limited architectural merit
<b>Susceptibility of the receptor to the change arising from the Proposed Scheme:</b>	The susceptibility of these receptors is <b>high</b> . Residents have a strong interest in their visual environment. They are therefore highly susceptible to visual change arising from construction and operation of the Proposed Scheme.
	<b>Sensitivity of the receptor:</b> <b>Medium - high</b>



# Viewpoint 342-02-009: view south-west from Chapeltown Street

## Visual baseline description

<b>Winter</b>	In the foreground is the junction between Chapeltown Street and Congou Street and includes pavement areas and several young street trees. To the south-west, beyond the junction in the middle ground is the temporary Russells construction compound, a white three-storey metal site office enclosed by white site hoarding. At the end of Chapeltown Street the geometric weathered steel façade of Manchester Piccadilly Station car park is visible, above which is the curved roofline of Manchester Piccadilly Station, although largely obscured intervening buildings. To the south, railway infrastructure continues to be a noticeable element along the skyline. Above the curved roofline of Manchester Piccadilly Station, several distant tall buildings punctuate the skyline. Residents views from upper storeys will be focused more upon Manchester Piccadilly Station, its associated railway infrastructure and the background features beyond.
<b>Summer</b>	In the summer, when vegetation is in leaf, street trees become more noticeable within the view. However, as tree planting is limited, no additional filtering of views is provided.
<b>Night-time</b>	Night-time visual baseline is typical of a city centre urban setting which already incorporates artificial lighting, particularly street lighting along Chapeltown Street and Congou Street as well as that associated with the busy Manchester Piccadilly Station.

## Future baseline description

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

## Visual impact assessment

		Temporary effects during construction	Significance of effect
<b>Construction</b>		Construction activities will be seen in the foreground above site hoardings immediately adjacent of the viewpoint to the south. Construction activities will be seen to the south in the foreground. These will be visible above the site hoardings which will be located immediately adjacent the viewpoint. In addition, extensive utilities work will be visible along Chapeltown Street and Congou Street, these works will include electrical, gas, sewers, telecommunications and water assets. Manchester Piccadilly High Speed station main compound will be immediately adjacent to the viewpoint to the south. The construction activity, and demolitions associated with construction of Manchester Piccadilly High Speed station and the realignment of Metrolink will be immediately apparent and prominent above site hoardings across the majority of the view. There will be a <b>high</b> magnitude of change.	<b>Moderate adverse (significant)</b>
<b>Construction night-time</b>		Artificial night-time lighting associated with the Manchester Piccadilly High Speed station main compound will contribute to the existing background lighting in this city centre location. 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 slight increase in the prominence of artificial lighting. The magnitude of change will be <b>low</b> .	<b>Minor adverse (non - significant)</b>
<b>Construction cumulative assessment</b>		There are no developments which will result in construction cumulative effects.	<b>No cumulative effect</b>
		Permanent effects during operation	Significance of effect
<b>Year 1</b>	<b>Winter</b>	Residents will experience noticeable changes to foreground and middle-ground views as a result of the Proposed Scheme. Manchester Piccadilly High Speed station will be a prominent new element in the view, replacing the multi-storey Manchester Piccadilly car park, a development site and ground level car park. The Manchester Piccadilly High Speed station will screen Manchester Piccadilly Station making railway infrastructure appear closer in the view but this will be in keeping with the existing character of the view. The building will be coherent, replacing a number of buildings of disparate appearance, quality and scale. The Manchester Piccadilly High Speed station and new public realm along New Sheffield Street will bring a more orderly and uniform appearance compared to the existing view. The Manchester Piccadilly High Speed station main compound will have been removed and levelled but the boundary hoardings will remain in place enclosing the 'returned to suitable development use' plots. The combination of the above will result in a <b>medium</b> magnitude of visual change.	<b>Minor beneficial (non - significant)</b>
	<b>Night-time</b>	Artificial night-time lighting associated with the Manchester Piccadilly High Speed station and New Sheffield Street will contribute to the existing lighting in this city centre location. The extent of the new lighting will result in a slight increase in the prominence of artificial lighting. The magnitude of change will be <b>low</b> .	<b>Minor adverse (non - significant)</b>
<b>Year 15</b>	<b>Summer</b>	Residents will continue to experience noticeable changes to foreground and middle-ground views as a result of the Proposed Scheme. Manchester Piccadilly High Speed station will remain a prominent feature in the view and the associated public realm along New Sheffield Street will continue to bring a more orderly and uniform appearance to the view than exists at baseline. Given the urban context, it is possible that the areas to the foreground will be developed in some form from year 1. However, there is currently insufficient information on what this future development will comprise to include within the assessment. Therefore, for the purposes of this assessment, the site is assumed to remain undeveloped after year 1. The magnitude of change will remain <b>medium</b> .	<b>Minor beneficial (non - significant)</b>
	<b>Night-time</b>	Artificial night-time lighting associated with the Manchester Piccadilly High Speed station and New Sheffield Street will continue to contribute to the existing lighting in this city centre location. The extent of the lighting will continue to result in a slight increase in the prominence of artificial lighting. The magnitude of change will be <b>low</b> .	<b>Minor adverse (non - significant)</b>
<b>Year 30</b>	<b>Summer</b>	Residents will continue to experience noticeable changes to foreground and middle-ground views as a result of the Proposed Scheme. Given the urban context, it is likely that the areas to the foreground will be developed in some form from year 1. However, there is currently insufficient information on what this future development will comprise to include within the assessment. Therefore, for the purposes of this assessment, the site is assumed to remain undeveloped after year 1. The magnitude of change will remain <b>medium</b> .	<b>Minor beneficial (non - significant)</b>
	<b>Night-time</b>	Artificial night-time lighting associated with the Manchester Piccadilly High Speed station and New Sheffield Street will continue to contribute to the existing lighting in this city centre location. The extent of the lighting will continue to result in a slight increase in the prominence of artificial lighting. The magnitude of change will be <b>low</b> .	<b>Minor adverse (significant)</b>
<b>Operation cumulative assessment</b>		There are no developments which will result in operation cumulative effects.	<b>No cumulative effect</b>

# Viewpoint 342-02-010: view north from the A6 London Road and Fairfield Street

This viewpoint is representative of views experienced by residents off Granby Row and users of the local cycle route and of road users travelling along the A6 London Road and Fairfield Street.

## Winter view (baseline)

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



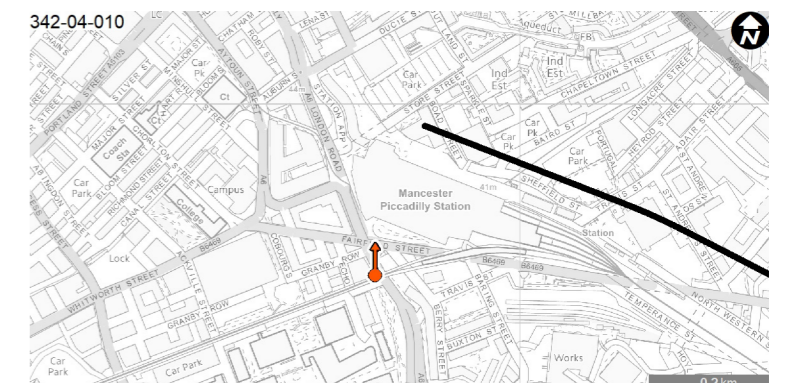
## Summer view (baseline)

Date taken: 16/09/2019 (stitched panorama)



<b>Camera:</b>	Canon EOS 6D, Fixed 50mm lens
<b>Approximate GPS co-ordinates ref.:</b>	384787, 397779
<b>Value of the viewpoint:</b>	This viewpoint has a <b>medium</b> value and includes the designated frontage of Manchester Piccadilly Station and London Road fire station. The existing road and advertising infrastructure detract from the view.
<b>Susceptibility of the receptor to the change arising from the Proposed Scheme:</b>	The susceptibility of these receptors is <b>high</b> . Residents have a strong interest in their visual environment. They are therefore highly susceptible to visual change arising from construction and operation of the Proposed Scheme. Cyclists and road users in the urban area have lower susceptibility as their attention is not always focused on the landscape.

**Sensitivity of the receptor:**  
**Medium - high**



# Viewpoint 342-02-010: view north from the A6 London Road and Fairfield Street

## Visual baseline description

<b>Winter</b>	<p>In the foreground is the A6 London Road, with its pavement and cycle lane. Across the flat landform views are contained to the south by the railway viaduct (Coleford Branch), and to the north-west by the development fronting A6 London Road.</p> <p>In the middle ground, beyond A6 London Road a grassed mound with trees and advertising billboard provides filtered views towards Manchester Piccadilly Station. The façade of Manchester Piccadilly Station and associated tall office block are features on the skyline.</p> <p>As the A6 London Road continues into the background of the view, towards 111 Piccadilly, the roofline of Gateway House and Piccadilly Place pedestrian bridge which crosses the A6 London Road linking people to the Station Approach.</p>
<b>Summer</b>	<p>In the summer, views towards Manchester Piccadilly Station are further filtered by the foliage of trees along the A6 London Road as well as some outside of the station entrance.</p>
<b>Night-time</b>	<p>There is a high presence of artificial lighting associated with the A6 London road and the busy Manchester Piccadilly Train station. The area is well lit as is typical of an urban city centre.</p>

## Future baseline description

<b>Construction (2025)</b>	<p>MA08/160 will introduce a new area of residential development within an existing urban area, which will lie adjacent to land required for construction, altering the future baseline that the Proposed Scheme is assessed against. As such, this committed development has been considered within this assessment.</p>
<b>Operation (2038)</b>	<p>There are no committed developments which will change the baseline.</p>

## Visual impact assessment

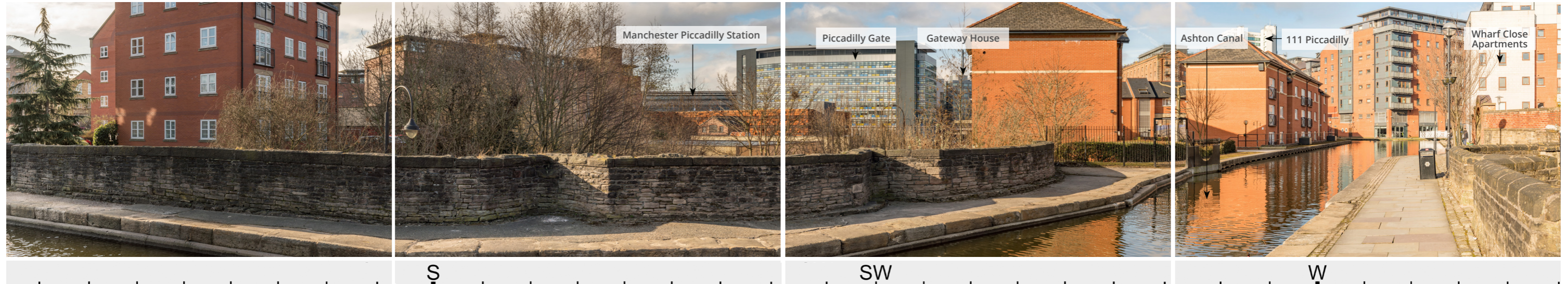
		Temporary effects during construction	Significance of effect
<b>Construction</b>		<p>The A6 London Road will be used as a construction traffic route introducing construction vehicle movements into views of the existing road corridor. There will also be views to extensive utilities works along the road corridor. The main area of construction activity in association with construction of however, will be in the background of the view, with changes to Metrolink alignment and Piccadilly Place pedestrian bridge. Visibility of tall plant associated with the construction of the Piccadilly High Speed station will be possible above the existing Manchester Piccadilly Station roofline. Views of these main works associated with the Manchester Piccadilly High Speed station will be largely obscured by the intervening existing Manchester Piccadilly Station. There will be a <b>low</b> magnitude of change.</p>	<b>Minor adverse (non - significant)</b>
<b>Construction night-time</b>		<p>Artificial night-time lighting associated with the Manchester Piccadilly High Speed station main compound will contribute to the existing background lighting in this city centre location. Controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider view. The magnitude of change will be <b>negligible</b>.</p>	<b>Negligible (non-significant)</b>
<b>Construction cumulative assessment</b>		<p>There are no developments which will result in construction cumulative effects.</p>	<b>No cumulative effect</b>
		Permanent effects during operation	Significance of effect
<b>Year 1</b>	<b>Winter</b>	<p>Operational effects at year 1 will be limited as the Piccadilly High Speed station will be obscured by the existing Manchester Piccadilly Station. The realigned Metrolink and Piccadilly Place pedestrian footbridge will be barely perceptible from this location. Tree planting removed as a result of utilities works will be replaced, however at year 1 this will be immature. The magnitude of change will be <b>negligible</b>.</p>	<b>Negligible (non-significant)</b>
	<b>Night-time</b>	<p>Artificial night-time lighting associated with the Manchester Piccadilly High Speed station will contribute to the existing background lighting in this city centre location. The magnitude of change will be <b>negligible</b>.</p>	<b>Negligible (non-significant)</b>
<b>Year 15</b>	<b>Summer</b>	<p>Piccadilly High Speed station will continue to be obscured by the existing Manchester Piccadilly Station. The realigned Metrolink and Piccadilly Place pedestrian footbridge will continue to be barely perceptible from this location. At year 15, the trees planted to replace the trees removed as a result of utilities works will be more established. The magnitude of change will remain <b>negligible</b>.</p>	<b>Negligible (non-significant)</b>
	<b>Night-time</b>	<p>Artificial night-time lighting associated with the Manchester Piccadilly High Speed station will contribute to the existing background lighting in this city centre location. The magnitude of change will be <b>negligible</b>.</p>	<b>Negligible (non-significant)</b>
<b>Year 30</b>	<b>Summer</b>	<p>The situation will remain as for year 15. At year 30, the replanted trees will be of a similar stature to those lost due to utilities works. The magnitude of change will remain <b>negligible</b>.</p>	<b>Negligible (non-significant)</b>
	<b>Night-time</b>	<p>Artificial night-time lighting associated with the Manchester Piccadilly High Speed station will contribute to the existing background lighting in this city centre location. The magnitude of change will be <b>negligible</b>.</p>	<b>Negligible (non-significant)</b>
<b>Operation cumulative assessment</b>		<p>There are no developments which will result in operation cumulative effects.</p>	<b>No cumulative effect</b>

# Viewpoint 342-02-011: view south-west from Medlock Valley Way and Store Street Aqueduct

This viewpoint is representative of views experienced by residents and recreational users of the Ashton Canal and Medlock Valley Way.

## Winter view (baseline)

Date taken: 25/03/2018 Time taken: 08:53

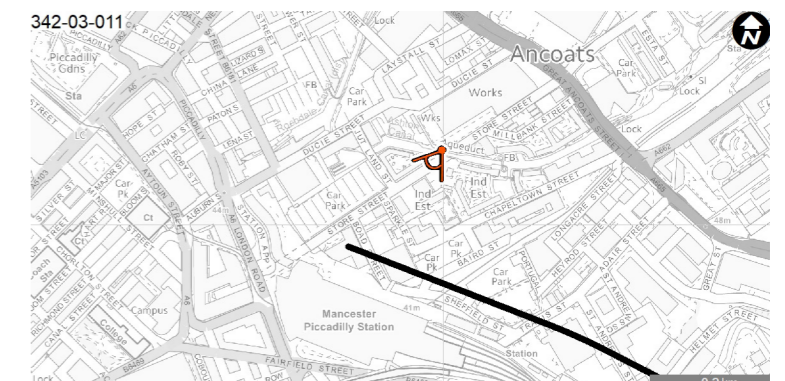


## Summer view (baseline)

Date taken: 08/07/2018 09:00



<b>Camera:</b>	Canon EOS 6D, Fixed 50mm lens	
<b>Approximate GPS co-ordinates ref.:</b>	384998, 398126	
<b>Elevation:</b>	45.352m AOD	
<b>Value of the viewpoint:</b>	This viewpoint has a <b>medium-high</b> value and includes views along Ashton Canal at the Store Street Viaduct where its historic features contribute to the view.	<b>Sensitivity of the receptor:</b>  <b>High</b>
<b>Susceptibility of the receptor to the change arising from the Proposed Scheme:</b>	The susceptibility of these receptors is <b>high</b> . Residents have a strong interest in their visual environment and the attention of recreational users of the canal and towpath is focused on the landscape. They are therefore highly susceptible to visual change arising from construction and operation of the Proposed Scheme.	



# Viewpoint 342-02-011: view south-west from Medlock Valley Way and Store Street Aqueduct

## Visual baseline description

<b>Winter</b>	In the foreground is the Ashton Canal, its stone paved towpath forming part of the Medlock Valley Way, and a low stone wall parapet which forms the boundary of Store Street Aqueduct. The tops of trees and lighting columns located along Store Street form the middle ground, Store Street is set at a lower level than the aqueduct and the features along the street filter views beyond. Several red brick blocks of residential flats to the east and the west are seen against the skyline. Views further south are restricted to above the intervening vegetation and where gaps in built form allow. Several tall buildings surrounding Manchester Piccadilly Station form the background of the view. These include the distinctive 10-storey yellow and blue glass and concrete Piccadilly Gate with the listed curved roofline of Manchester Piccadilly station visible at a lower level. The upper storeys of the geometric Corten steel façade of Piccadilly station car park are visible behind the Insolvency Cashier warehouses.
<b>Summer</b>	In the summer, when the trees along Store Street are in leaf, the Insolvency Cashier warehouses and Manchester Piccadilly Station car park are almost fully obscured.
<b>Night-time</b>	Night-time visual baseline is typical of an urban city centre setting which already incorporates artificial lighting. In particular lighting along the canal as well as street lighting from Store Street below.

## Future baseline description

<b>Construction (2025)</b>	MA08/361 will introduce additional residential accommodation at Store Street, which will lie adjacent to land required for construction, altering the future baseline that the Proposed Scheme is assessed against. As such, this committed development has been considered within this assessment
<b>Operation (2038)</b>	There are no committed developments which will change the baseline.

## Visual impact assessment

		<b>Temporary effects during construction</b>	<b>Significance of effect</b>
<b>Construction</b>		From an elevated position on the aqueduct over Store Street, residents and users of the Medlock Valley Way will experience noticeable changes to views as a result of the Proposed Scheme. The construction of Manchester Piccadilly High Speed station and the demolition of Piccadilly Gate and the existing Manchester Piccadilly station car park will be clearly visible in the background of the view. The removal of Piccadilly Gate will open up views of construction activity and machinery on the Manchester Piccadilly High Speed station main compound and cranes will be prominent across the skyline. The Manchester Piccadilly High Speed station main compound will be partly screened by intervening buildings and vegetation. Recreational users will have clear and direct views of construction above intervening vegetation and built form. Water, gas, electrical, telecommunications utilities works may result in the loss of some trees along Store Street and Sparkle Street which will open up views previously filtered by tree planting. The magnitude of change will be <b>medium</b> .	<b>Moderate adverse (significant)</b>
<b>Construction night-time</b>		Artificial night-time lighting associated with the Manchester Piccadilly High Speed station main compound will contribute to the existing background lighting in this city centre location. 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 slight increase in the prominence of artificial lighting. The magnitude of change will be <b>low</b> .	<b>Minor adverse (non-significant)</b>
<b>Construction cumulative</b>		There are no developments which will result in construction cumulative effects.	<b>No cumulative effect</b>

			<b>Permanent effects during operation</b>	<b>Significance of effect</b>
<b>Year 1</b>	<b>Winter</b>		The Proposed Scheme will be seen in the background in place of Piccadilly Gate, with the new Manchester Piccadilly High Speed station obscuring the existing Manchester Piccadilly Station. Vegetation within the middle ground will filter a proportion of the lower parts of the Proposed Scheme, which will be a new element but characteristic of the existing view. Residents from upper floors will have views over this vegetation. Trees removed during construction as a result of utilities works will be replaced, however, at year 1 these will be immature. The land which was previously occupied by the Corten steel multi-storey car park will become an area to be returned to suitable development. The construction compound will have been removed and levelled but the boundary hoardings will remain. However, this will be viewed in the background and be barely perceptible with the foreground features remaining in place. The magnitude of change will therefore be <b>low</b> .	<b>Minor adverse (non-significant)</b>
	<b>Night-time</b>		Artificial night-time lighting associated with the Manchester Piccadilly High Speed station will contribute to the existing background lighting in this city centre location. The magnitude of change will be <b>low</b> .	<b>Minor adverse (non-significant)</b>
<b>Year 15</b>	<b>Summer</b>		The Proposed Scheme will continue to be seen in the background with Manchester Piccadilly High Speed station obscuring the existing Manchester Piccadilly Station. Vegetation within the middle ground will continue to filter a proportion of the lower parts of the Proposed Scheme, but residents on upper floors will have views of the station over this vegetation. At year 15, the trees planted to replace those removed as a result of utilities works will be sufficiently established to restore the existing views of trees along Store Street. The land previously occupied by the Corten Steel multi-storey car park, between Manchester Piccadilly Station and Store Street, will be developed in some form from Year 1. There is currently insufficient information on what this future development will comprise and therefore for this assessment, the site is assumed to remain undeveloped after Year 1. The magnitude of change will remain <b>low</b> .	<b>Minor adverse (non-significant)</b>
	<b>Night-time</b>		Artificial night-time lighting associated with the Manchester Piccadilly High Speed station will contribute to the existing background lighting in this city centre location. The magnitude of change will be <b>low</b> .	<b>Minor adverse (non-significant)</b>
<b>Year 30</b>	<b>Summer</b>		The situation will remain as for year 15. However, at year 30, the replanted trees will be of a similar stature to those lost due to utilities works. The land previously occupied by the Corten Steel multi-storey car park, between Manchester Piccadilly Station and Store Street, will be developed in some form from Year 1. There is currently insufficient information on what this future development will comprise and therefore for this assessment, the site is assumed to remain undeveloped and effects will remain as reported for year 15. The magnitude of change will remain <b>low</b> .	<b>Minor adverse (non-significant)</b>
	<b>Night-time</b>		Artificial night-time lighting associated with the Manchester Piccadilly High Speed station will contribute to the existing background lighting in this city centre location. The magnitude of change will be <b>low</b> .	<b>Minor adverse (non-significant)</b>
<b>Operation cumulative</b>			There are no developments which will result in operation cumulative effects.	<b>No cumulative effect</b>

# Viewpoint 342-02-011: view south-west from Medlock Valley Way and Store Street Aqueduct

This viewpoint is representative of views experienced by residents and recreational users of the Ashton Canal and Medlock Valley Way.

## Current baseline - winter view

Date taken: 20/03/2018 Time taken: 08:53



## Winter verifiable photomontage - construction



The viewpoint has been taken approximately 203m away from the Proposed Scheme. Viewpoint location shown on Map LV-01-778. For full details of the visual assessment at viewpoint 342-02-011 refer to Volume 5: Appendix LV-001-0MA08, Part 3.

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

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

<b>Camera:</b>	Canon EOS 6D, Fixed 50mm lens		
<b>Approximate GPS Co-ordinates ref.</b>	384997.901, 398123.619	<b>Direction of View:</b>	216°
<b>Elevation:</b>	45.352m AOD	<b>Height of Camera:</b>	1.63m



<b>Map Number</b>	LV-01-778
<b>Map Name</b>	Verifiable Photomontage Peak Construction Phase - Winter Viewpoint 342-02-011
<b>Community Area :</b>	MA08

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**Date:** Jan 2021

# Viewpoint 342-02-011: view south-west from Medlock Valley Way and Store Street Aqueduct

This viewpoint is representative of views experienced by residents and recreational users of the Ashton Canal and Medlock Valley Way.

## Current baseline - winter view

Date taken: 20/03/2018 Time taken: 08:53



## Winter verifiable photomontage - operation year 1



The viewpoint has been taken approximately 203m away from the Proposed Scheme. Viewpoint location shown on Map LV-01-779. For full details of the visual assessment at viewpoint 342-02-011 refer to Volume 5: Appendix LV-001-0MA08, Part 3.

<b>Camera:</b>	Canon EOS 6D, Fixed 50mm lens		
<b>Approximate GPS Co-ordinates ref.</b>	384997.901, 398123.619	<b>Direction of View:</b>	216°
<b>Elevation:</b>	45.352m AOD	<b>Height of Camera:</b>	1.63m

This verifiable photomontage (Type 4 as described in Visual Representation of Development Proposals LI TGN 06/19) provides an illustration of how the Proposed Scheme may look 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 shown 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).



<b>Map Number</b>	LV-01-779
<b>Map Name</b>	Verifiable Photomontage Operation year 1 (2038) - Winter Viewpoint 342-02-011
<b>Community Area :</b>	MA08

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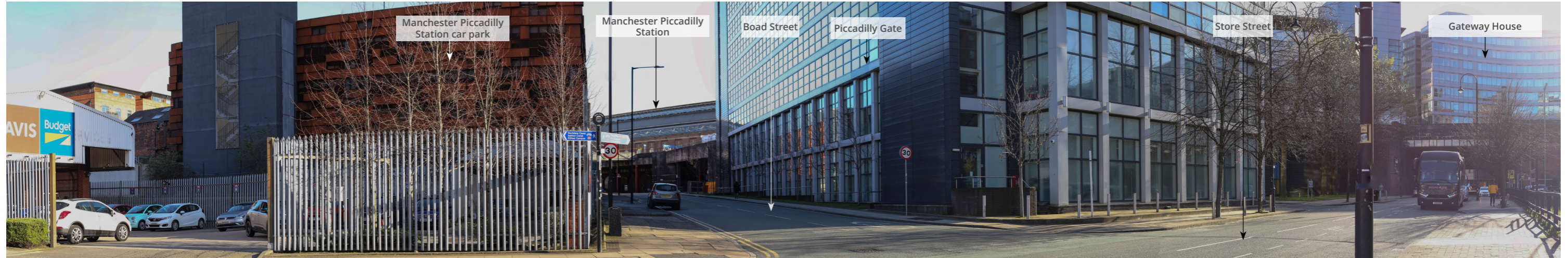
**Date:** Jan 2021

# Viewpoint 342-03-012: view south from Store Street

This viewpoint is representative of views experienced by cyclists travelling along National Cycle Network Route 66 and road users travelling along Store Street. The viewpoint will be within the land required for construction.

## Winter view (baseline)

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



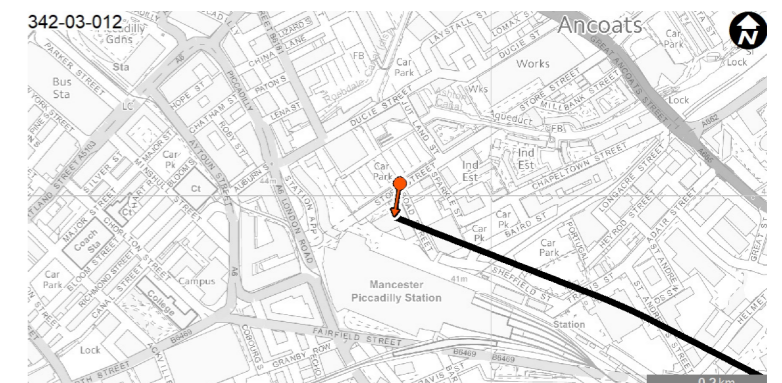
## Summer view (baseline)

Date taken: 16/09/2019 (stitched panorama)



<b>Camera:</b>	Canon EOS 6D, Fixed 50mm lens
<b>Approximate GPS co-ordinates ref.:</b>	384854, 398027
<b>Value of the viewpoint:</b>	This viewpoint has a <b>medium</b> value. The view comprises a number of typical elements of the city centre. Framed views are available towards the designated façade and roofline of Manchester Piccadilly Station.
<b>Susceptibility of the receptor to the change arising from the Proposed Scheme:</b>	The susceptibility of these receptors is <b>medium</b> . The attention of people walking or cycling through urban areas is likely to be focused to a degree on their surroundings. They therefore have a medium susceptibility to visual change arising from construction and operation of the Proposed Scheme.

**Sensitivity of the receptor:**  
**Medium**



# Viewpoint 342-03-012: view south from Store Street

## Visual baseline description

<b>Winter</b>	In the foreground is Store Street, its associated footway and the timber fence on the boundary of Store Street car park to the south-west. The ground is flat, and views are contained by built form, allowing framed views along Store Street and Boad Street. In the middle ground, the blue, grey and yellow façade of the 10-storey Manchester Piccadilly Gate building dominates the view to the south. Boad Street joins Store Street to the south-east and the geometric weathered steel façade with grey stairway of Manchester Piccadilly station car park sits beyond the steel palisade fence around a car rental unit. To the south-west, mature trees line Store Street, whilst lighting columns interrupt the skyline which is otherwise defined by large-scale built form. The background is formed to the south-west by the grey Piccadilly Station building and the curved glass façade of Gateway House. Along Boad Street, views to the red brick wall and listed roofline of Manchester Piccadilly Station are constrained by buildings along Boad Street.
<b>Summer</b>	In summer the vegetation in leaf makes street trees more apparent within the middle ground. The trees along Store Street and within the adjacent car park filter views towards the red brick bridge.
<b>Night-time</b>	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

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

## Visual impact assessment

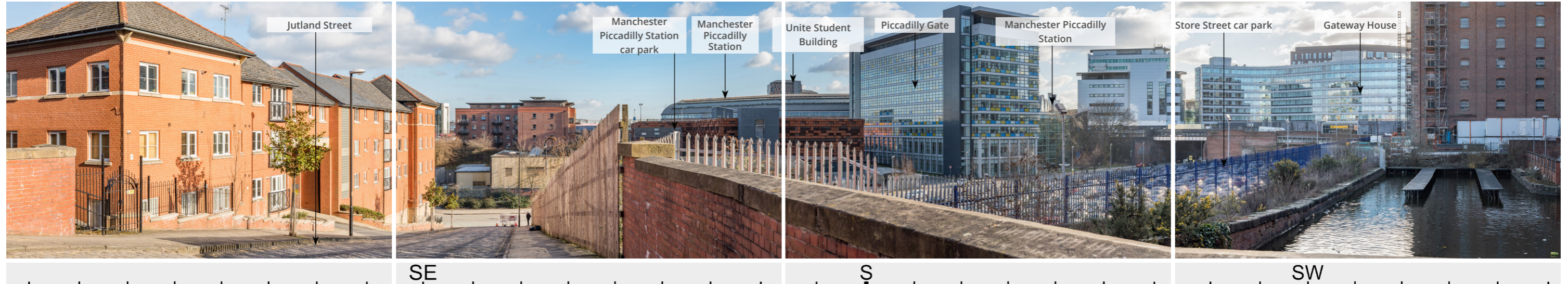
		Temporary effects during construction	Significance of effect
<b>Construction</b>		Not assessed during construction due to being located within consolidated construction boundary and therefore no receptors present.	Not assessed
<b>Construction night-time</b>		Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	Not assessed
<b>Construction cumulative assessment</b>		There are no developments which will result in construction cumulative effects.	No cumulative effect
		Permanent effects during operation	Significance of effect
<b>Year 1</b>	<b>Winter</b>	Existing features in the foreground that will no longer be present include the car rental unit and fenced car park, Piccadilly Gate, Piccadilly Station car park, elements associated with the viaduct at Manchester Piccadilly Station including the red columns and the car park that sits above and Store Street car park. All tree planting within the view will have been removed during construction, opening up views and reducing the softening effect of vegetation against urban features. The construction compound will have been removed and levelled but the boundary hoardings will remain in place and be visible in the foreground. There will be an open view towards these hoardings, behind which are the returned to suitable development use plots as well as a row of new sub-stations. Beyond this will be the north-eastern façade of Manchester Piccadilly High Speed station with the new public realm of New Sheffield Street at street level. The Manchester Piccadilly High Speed station will obscure the existing Manchester Piccadilly Station, appearing in conjunction with the new public realm. Although a lot of change will occur within the view, it will be in-keeping with the existing rail infrastructure character. The magnitude of change will be <b>medium</b> .	Minor adverse (non-significant)
	<b>Night-time</b>	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	Not assessed
<b>Year 15</b>	<b>Summer</b>	Given the urban context, it is possible that the areas to the foreground will be developed in some form from year 1. However, there is currently insufficient information on what this future development will comprise to include within the assessment. Therefore, for the purposes of this assessment, the site is assumed to remain undeveloped after year 1. Views of the sub-stations will remain. The north-eastern façade of Manchester Piccadilly High Speed station and associated public realm of New Sheffield Street at street level will continue to be the prominent elements within the view. The magnitude of change will remain <b>medium</b> .	Minor adverse (non-significant)
	<b>Night-time</b>	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	Not assessed
<b>Year 30</b>	<b>Summer</b>	Given the urban context, it is likely that the areas to the foreground will be developed in some form from year 1. However, there is currently insufficient information on what this future development will comprise to include within the assessment. Therefore, for the purposes of this assessment, the site is assumed to remain undeveloped and the effects will remain as reported for year 15. Views of the sub-station will remain. The north-eastern façade of Manchester Piccadilly High Speed station and associated public realm of New Sheffield Street at street level will continue to be the prominent features within the view. The magnitude of change will remain <b>medium</b> .	Minor adverse (non-significant)
	<b>Night-time</b>	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	Not assessed
<b>Operation cumulative assessment</b>		There are no developments which will result in operation cumulative effects.	No cumulative effect

# Viewpoint 342-02-013: view south from Jutland Street

This viewpoint is representative of views experienced by residents living in properties off Jutland Street and Ducie Street.

## Winter view (baseline)

Date taken: 19/03/2018 Time taken: 16:14

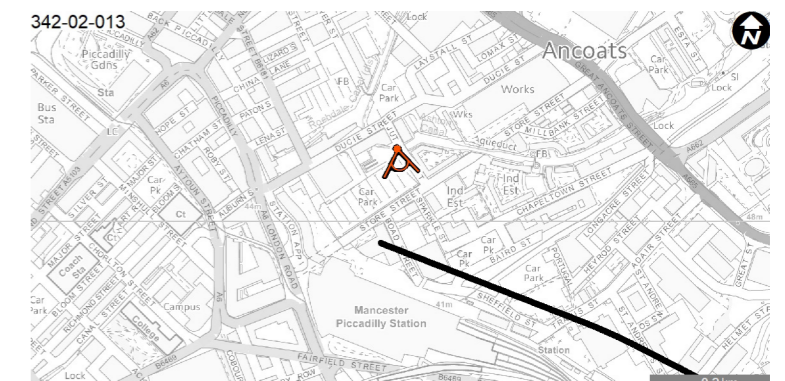


## Summer view (baseline)

Date taken: 08/06/2018 Time taken: 13:56



<b>Camera:</b>	Canon EOS 6D, Fixed 50mm lens	
<b>Approximate GPS Co-ordinates ref.:</b>	384865, 398128	
<b>Elevation:</b>	48.31m AOD	
<b>Value of the viewpoint:</b>	This viewpoint has a <b>medium</b> value and includes views of Ashton Canal docks. The canal is surrounded by typical residential and commercial features, scrub vegetation and a carpark.	<b>Sensitivity of the receptor:</b>  <b>Medium - high</b>
<b>Susceptibility of the receptor to the change arising from the Proposed Scheme:</b>	The susceptibility of these receptors is <b>high</b> . Residents have a strong interest in their visual environment. They are therefore highly susceptible to visual change arising from construction and operation of the Proposed Scheme.	



# Viewpoint 342-02-013: view south from Jutland Street

## Visual baseline description

<b>Winter</b>	In the foreground is a red brick bridge where Jutland Street crosses the Ashton Canal. The canal is edged with brick walling some of which has been colonised by naturally regenerating scrub. In the middle ground the landform falls away allowing partial visibility of the Store Street car park at a lower level behind tall security fencing. Beyond the car park on the opposite side of Store Street to the south-west is Piccadilly Gate, a 10-storey yellow/blue glass and concrete building which is the tallest in the view. Close to this can be seen the upper storeys of the geometric weathering steel façade of Manchester Piccadilly station car park. In the background, beyond Piccadilly Gate the listed train shed roof of Manchester Piccadilly station is visible to the south and south-west. To the south-west the distinctive curved glass building on Station Approach can be seen, blocking views beyond. Residents' views from upper storeys will be focused more upon Manchester Piccadilly Station, its associated railway infrastructure and the background features beyond.
<b>Summer</b>	In the summer, the vegetation in the foreground will be more apparent and will further filter views towards Store Street car park. The small street trees along Jutland Street in the middle ground become more apparent in summer leaf. In the background the mature trees along Store Street screen views towards the Manchester Piccadilly Station.
<b>Night-time</b>	Night-time visual baseline is typical of the urban city centre setting which already incorporates artificial lighting. In particular street lighting along Jutland Street and Store Street as well as lighting from the busy Manchester Piccadilly station.

## Future baseline description

<b>Construction (2025)</b>	MA08/098 will introduce a new area of residential development within an existing urban area, which will lie adjacent to land required for construction, altering the future baseline that the Proposed Scheme is assessed against. As such, this committed development has been considered within this assessment.
<b>Operation (2038)</b>	MA08/098 will introduce a new area of residential development within an existing urban area, which will lie adjacent to land required for construction, altering the future baseline that the Proposed Scheme is assessed against. As such, this committed development has been considered within this assessment.

## Visual impact assessment

		Temporary effects during construction	Significance of effect
<b>Construction</b>		Residents on Jutland Street will see substantial changes to views as a result of the construction of the Proposed Scheme. The demolition of Piccadilly Gate and the existing Manchester Piccadilly Station car park and removal of existing trees along Store Street will open up clear views of the construction of Manchester Piccadilly High Speed station in the middle and far distance. Telecommunications utilities works will take place along Jutland Street and may result in the loss of the small existing street trees. Hoardings around Manchester Piccadilly High Speed station main compound (bordering Jutland Street) will partly screen the lower levels of construction, but where the street rises to cross the Ashton Canal, there will be clear views down into the compound. Cranes will be prominent across the skyline and the construction works will be highly visible across the majority of the view. The magnitude of visual change will be <b>high</b> .	<b>Moderate adverse (significant)</b>
<b>Construction night-time</b>		Artificial night-time lighting associated with the Manchester Piccadilly High Speed station main compound will contribute to the existing background lighting in this city centre location. Controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider view. The magnitude of change will be <b>low</b> .	<b>Minor adverse (non-significant)</b>
<b>Construction cumulative</b>		There are no developments which will result in construction cumulative effects.	<b>No cumulative effect</b>
		Permanent effects during operation	Significance of effect
<b>Year 1</b>	<b>Winter</b>	The built form will change, with buildings demolished in construction replaced by Manchester Piccadilly High Speed station and associated rail infrastructure as well as the newly formed public realm area to the front of the Manchester Piccadilly High Speed station. In addition, the loss of existing mature trees along Store Street will open up visibility beyond, and the Manchester Piccadilly High Speed station will block views of the existing Manchester Piccadilly Station. The Manchester Piccadilly High Speed station main compound will have been removed and levelled but the boundary hoardings will remain in place and be visible in the middle ground in place of the Corten steel multi-storey car park and the Store Street car park. There will be an open view towards these hoardings, behind which are the returned to suitable development use plots and new sub-station units. Tree planting removed as a result of utilities works will be replaced, however at year 1 this will be immature. Whilst the changes resulting from the introduction of the Proposed Scheme remain apparent in this view, the change is in keeping with the existing character of railway infrastructure and this will be in the background. Foreground features will remain as per the baseline. The magnitude of change will be <b>low</b> .	<b>Minor adverse (non - significant)</b>
	<b>Night-time</b>	Artificial night-time lighting associated with the Manchester Piccadilly High Speed station will contribute to the existing background lighting in this city centre location. The magnitude of change will be <b>low</b> .	<b>Minor adverse (non-significant)</b>
<b>Year 15</b>	<b>Summer</b>	Manchester Piccadilly High Speed station and associated rail infrastructure as well as the public realm area to the front of the new Manchester Piccadilly High Speed station will continue to be the main feature within the background of the view. Given the urban context, it is possible that the areas to the middle ground will be developed in some form from year 1. However, there is currently insufficient information on what this future development will comprise to include within the assessment. Therefore, for the purposes of this assessment, the site is assumed to remain undeveloped after year 1. At year 15, the replanted trees will be more established. Whilst the changes resulting from the introduction of the Proposed Scheme remain apparent in this view, the changes are in keeping with the existing character of railway infrastructure in the background. Foreground features will remain as per the baseline. The magnitude of change will remain <b>low</b> .	<b>Minor adverse (non-significant)</b>
	<b>Night-time</b>	Artificial night-time lighting associated with the Manchester Piccadilly High Speed station will contribute to the existing background lighting in this city centre location. The magnitude of change will remain <b>low</b> .	<b>Minor adverse (non-significant)</b>
<b>Year 30</b>	<b>Summer</b>	Manchester Piccadilly High Speed station and associated rail infrastructure as well as the public realm area to the front of the Manchester Piccadilly High Speed station will continue to be the main feature within the background of the view. Given the urban context, it is possible that the areas to the middle ground will be developed in some form from year 1. However, there is currently insufficient information on what this future development will comprise to include within the assessment. Therefore, for the purposes of this assessment, the site is assumed to remain undeveloped and the effects will remain as reported for year 15. At year 30, the replanted trees will be of a similar stature to those lost due to utilities works. Whilst the change resulting from the introduction of the Proposed Scheme remain apparent in this view, the change are in keeping with the existing character of railway infrastructure in the background. Foreground features will remain as per the baseline. The magnitude of change will remain <b>low</b> .	<b>Minor adverse (non-significant)</b>
	<b>Night-time</b>	Artificial night-time lighting associated with the Manchester Piccadilly High Speed station will contribute to the existing background lighting in this city centre location. The magnitude of change will remain <b>low</b> .	<b>Minor adverse (non-significant)</b>
<b>Operation cumulative</b>		There are no developments which will result in operation cumulative effects.	<b>No cumulative effect</b>

# Viewpoint 342-02-013: view south from Jutland Street

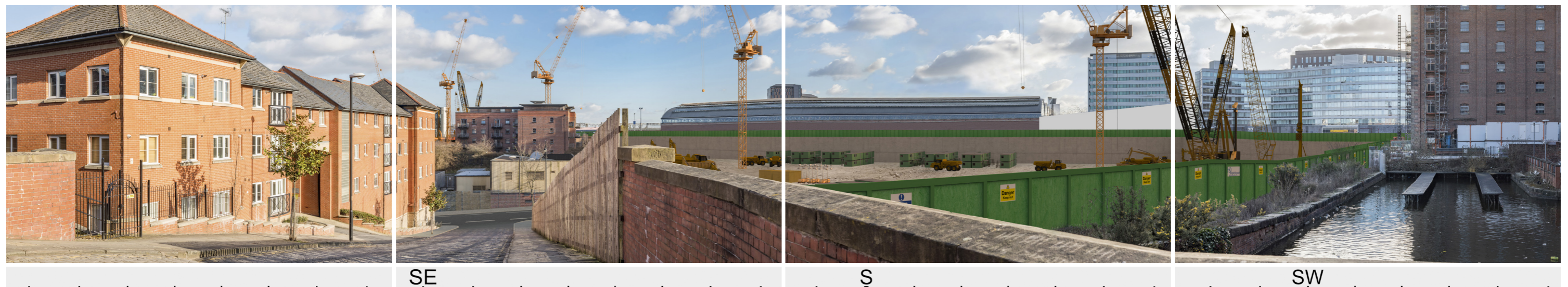
This viewpoint is representative of views experienced by residents living in properties off Jutland Street and Ducie Street.

## Current baseline - winter view

Date taken: 19/03/2018 Time taken: 16:14



## Winter verifiable photomontage - construction

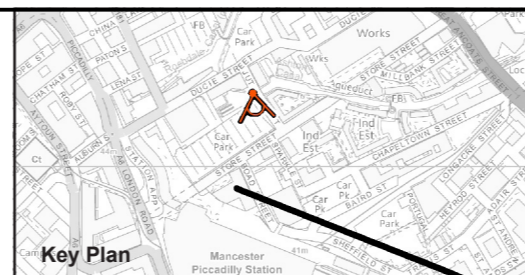


The viewpoint has been taken approximately 157m away from the Proposed Scheme. Viewpoint location shown on Map LV-01-780. For full details of the visual assessment at viewpoint 342-02-013 refer to Volume 5: Appendix LV-001-0MA08, Part 3.

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

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

<b>Camera:</b>	Canon EOS 6D, Fixed 50mm lens		
<b>Approximate GPS Co-ordinates ref.</b>	384870.537, 398120.128	<b>Direction of View:</b>	172°
<b>Elevation:</b>	48.31m AOD	<b>Height of Camera:</b>	1.78m



<b>Map Number</b>	LV-01-780
<b>Map Name</b>	Verifiable Photomontage Peak Construction Phase - Winter Viewpoint 342-02-013
<b>Community Area :</b>	MA08

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# Viewpoint 342-02-013: view south from Jutland Street

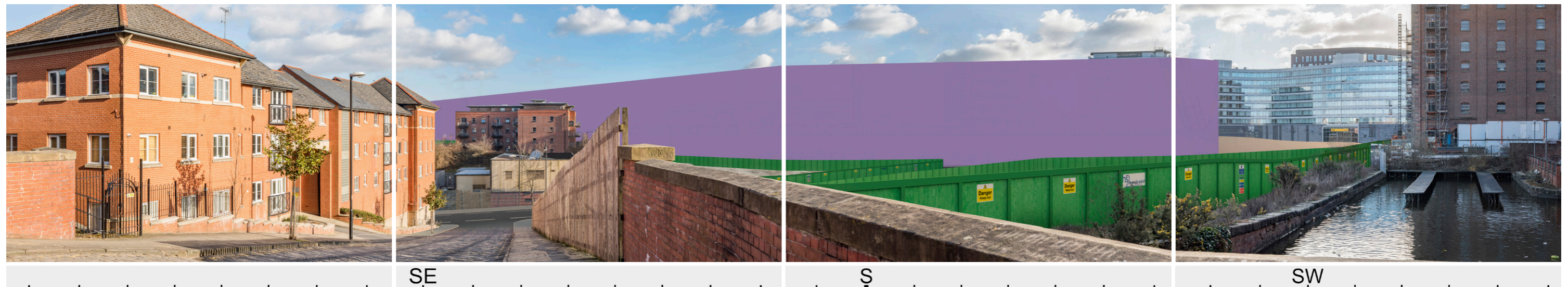
This viewpoint is representative of views experienced by residents living in properties off Jutland Street and Ducie Street.

## Current baseline - winter view

Date taken: 19/03/2018 Time taken: 16.14



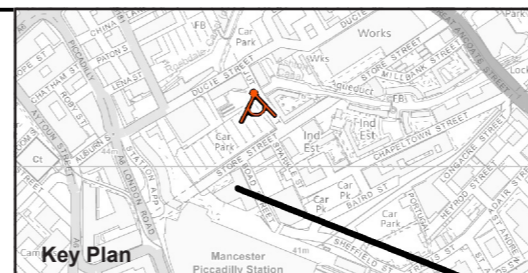
## Winter verifiable photomontage - operation year 1



The viewpoint has been taken approximately 157m away from the Proposed Scheme. Viewpoint location shown on Map LV-01-781. For full details of the visual assessment at viewpoint 342-02-013 refer to Volume 5: Appendix LV-001-0MA08, Part 3.

<b>Camera:</b>	Canon EOS 6D, Fixed 50mm lens		
<b>Approximate GPS Co-ordinates ref.</b>	384870.537, 398120.128	<b>Direction of View:</b>	172°
<b>Elevation:</b>	48.31m AOD	<b>Height of Camera:</b>	1.78m

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 shown 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), refer to the Landscape and visual assessment Technical Note - Approach to verifiable photomontages (SMR Addendum Volume 5: Appendix CT-001-00001), presentation refer to the Landscape and visual assessment Technical Note - Approach to verifiable photomontages (SMR Volume 5: Appendix CT-001-00001).



<b>Map Number</b>	LV-01-781
<b>Map Name</b>	Verifiable Photomontage Operation year 1 (2038) - Winter Viewpoint 342-02-013
<b>Community Area :</b>	MA08

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**Date:** Jan 2021

# Viewpoint 342-03-014: view east from Piccadilly Place pedestrian bridge

This viewpoint is representative of views experienced by people travelling to and from Manchester Piccadilly Station and for workers in buildings at Piccadilly Place.

## Winter view (baseline)

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



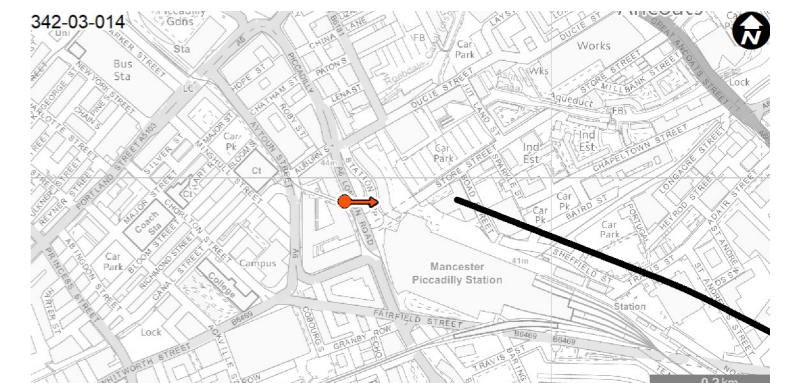
## Summer view (baseline)

Date taken: 16/09/2019 (stitched panorama)



<b>Camera:</b>	Canon EOS 6D, Fixed 50mm lens
<b>Approximate GPS co-ordinates ref.:</b>	384678, 397953
<b>Value of the viewpoint:</b>	This viewpoint has a <b>medium</b> value and includes typical views of buildings of some architectural merit including the designated façade of Manchester Piccadilly Station.
<b>Susceptibility of the receptor to the change arising from the Proposed Scheme:</b>	The susceptibility of these receptors is <b>medium</b> . The attention of people travelling through urban areas is likely to be focused to a degree on their surroundings. They therefore have a medium susceptibility to visual change arising from the construction and operation of the Proposed Scheme. The attention of workers is likely to be less focused on the landscape and their susceptibility is lower.

**Sensitivity of the receptor:**  
**Medium**



# Viewpoint 342-03-014: view east from Piccadilly Place pedestrian bridge

## Visual baseline description

<b>Winter</b>	In the foreground is Piccadilly Place pedestrian bridge with its metal guard rail and arched suspension structure. The footbridge crosses over the A6 London Road and Metrolink on a slight incline towards Station Approach. The 14-storey, No 3 Piccadilly Place encloses views to the south-west with the nine-storey distinctively curved Gateway House to the east. To the south-east, is the multifaceted (red brick, glass and cladding) Grade II listed Manchester Piccadilly Station features on the skyline with the listed frontage of Former Goods Offices to Piccadilly Station visible at a lower level along the A6 London Road. To the south, the edwardian baroque towers of Grade II listed London Road Fire Station are visible along the skyline. The view along the A6 London Road is narrowly framed at a lower level where the glass frontage of the Macdonald Hotel is visible.
<b>Summer</b>	No 3 Piccadilly Place casts shadows along the A6 London Road and Piccadilly Place pedestrian bridge. This draws the eye towards the reflective glass frontages of Gateway House and the post 2002 main entrance and mezzanine of Manchester Piccadilly station. Summer foliage makes the street trees along A6 London Road appear more noticeable, partially filtering views towards the Gateway House and the wall of Station Approach.
<b>Night-time</b>	Night-time visual baseline is typical of the urban city centre setting which already incorporates artificial lighting. In particular street lighting along the busy Station Approach and A6 London Road as well as lighting from the well-lit Manchester Piccadilly station.

## Future baseline description

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

## Visual impact assessment

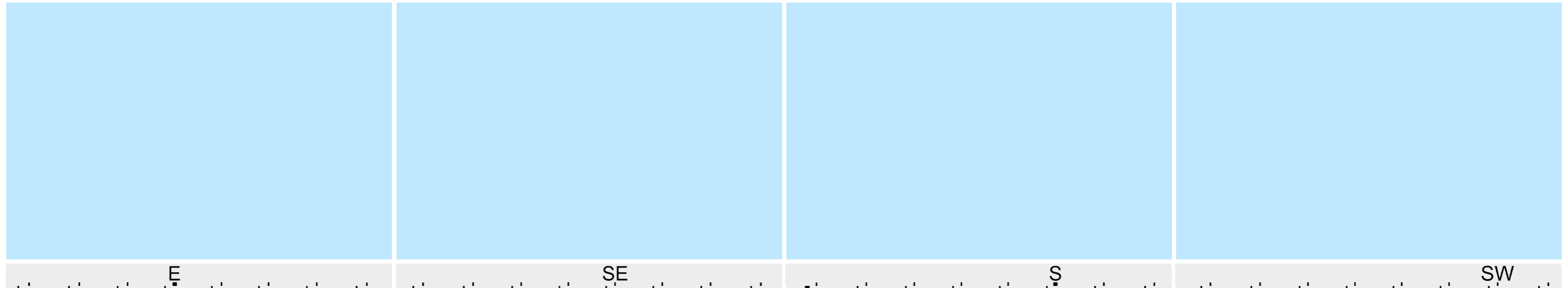
		Temporary effects during construction	Significance of effect
<b>Construction</b>		In the foreground, the removal and re-construction of the relocated bridge including the removal of some existing mature trees on the A6 London Road, will be highly visible. The Station approach beyond will remain as per the baseline. The main construction activities associated with the Manchester Piccadilly High Speed station will be largely obscured by the existing built form along Station Approach including Gateway House and the existing Manchester Piccadilly Station. Views of the tall construction plant will be perceptible on the skyline beyond the existing Manchester Piccadilly Station. Construction works associated with the realigned Metrolink line at the junction with the A6 London Road, to a position north-east of its current alignment, will be visible. Electrical, telecommunications, water and sewers utilities works will also be taking place along the A6 London Road. There will be a <b>medium</b> magnitude of change.	<b>Minor adverse (non-significant)</b>
<b>Construction night-time</b>		Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	<b>Not assessed</b>
<b>Construction cumulative assessment</b>		There are no developments which will result in construction cumulative effects.	<b>No cumulative effect</b>
		Permanent effects during operation	Significance of effect
<b>Year 1</b>	<b>Winter</b>	The new pedestrian bridge will be in keeping with the existing character of the view, which includes a pedestrian bridge, albeit in a new realigned location with some mature tree loss, opening up views of Gateway House which was already highly visible in the baseline view. Tree planting removed as a result of utilities works will be replaced however, at year 1 this will be immature. The Manchester Piccadilly High Speed station will be largely obscured from view by existing built form including the Manchester Piccadilly Station and Gateway House. At the lower level, the realigned Metrolink line at the junction with the A6 London Road will be relocated to a position north-east of its current alignment but will be largely characteristic of the existing view. The magnitude of change will be <b>medium</b> .	<b>Minor adverse (non-significant)</b>
	<b>Night-time</b>	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	<b>Not assessed</b>
<b>Year 15</b>	<b>Summer</b>	The pedestrian bridge will continue to be the main foreground feature. The Proposed Scheme including the Manchester Piccadilly High Speed station will remain obscured from view by existing built form. At the lower level, the realigned Metrolink line will remain visible. At year 15, the trees planted to replace the trees removed as a result of utilities works will be sufficiently established and appear to be similar to their former condition. The magnitude of change will therefore remain <b>medium</b> .	<b>Minor adverse (non-significant)</b>
	<b>Night-time</b>	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	<b>Not assessed</b>
<b>Year 30</b>	<b>Summer</b>	The pedestrian bridge will continue to be the main foreground feature. The Proposed Scheme including the Manchester Piccadilly High Speed station will remain obscured from view by existing built form. At the lower level, the realigned Metrolink line will remain visible. At year 30, the trees planted to replace the trees removed as a result of utilities works will be sufficiently established and appear to be similar to their former condition. The magnitude of change will therefore remain <b>medium</b> .	<b>Minor adverse (non-significant)</b>
	<b>Night-time</b>	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	<b>Not assessed</b>
<b>Operation cumulative assessment</b>		There are no developments which will result in operation cumulative effects.	<b>No cumulative effect</b>

# Viewpoint 342-03-015: view south-east from Ducie Street

This viewpoint is representative of views experienced by recreational users travelling along the on road cycling route along Ducie Street (to connect to the Medlock Valley Way and National Cycling Network Route 66) and hotel guests.

## Winter view (baseline)

It has not been possible to capture winter photography.

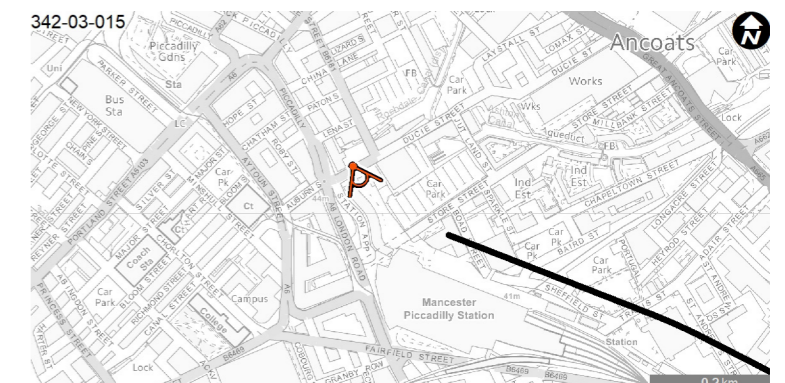


## Summer view (baseline)

Date taken: 30/08/2018 Time taken: 09:28



<b>Camera:</b>	Canon EOS 6D, Fixed 50mm lens	
<b>Approximate GPS co-ordinates ref.:</b>	384685.115, 398078.271	
<b>Elevation:</b>	45.353m AOD	<b>Sensitivity of the receptor:</b>
<b>Value of the viewpoint:</b>	This viewpoint has a <b>medium</b> value and includes views of listed features (Place Aparthotel and the train shed roof of Manchester Piccadilly Station). A number of detracting infrastructure elements are also present.	
<b>Susceptibility of the receptor to the change arising from the Proposed Scheme:</b>	The susceptibility of these receptors is <b>medium</b> . The attention of hotel guests is likely to be focused to a degree on their surroundings. They therefore have a medium susceptibility to visual change arising from the construction and operation of the Proposed Scheme. The attention of people cycling through urban areas is likely to be less focused on the landscape and their susceptibility is lower.	
		Medium



# Viewpoint 342-03-015: view south-east from Ducie Street

## Visual baseline description

<b>Winter</b>	In the foreground is the junction between Ducie Street and the entrance to Manchester Piccadilly Station car park, with extensive areas of hard surfacing and lighting columns. The middle ground is enclosed by the tall buildings which surround the car park. To the south-east, the eight-storey Grade I listed red brick former warehouse fronts the car park and Ducie Street with the crowns of the mature trees from the lower level Store Street appearing adjacent. The view is framed by the curved façade of the nine-storey Gateway House. The ground level within the middle ground gradually rises across the car park towards Manchester Piccadilly Station with its metal and glass entryway and the roof of its listed train shed in the background. To the south-east, is the blue, grey and yellow glass façade of the 10-storey Piccadilly Gate.
<b>Summer</b>	Due to the lack of vegetation within the view in the summer, the view remains largely unaltered with the exception of the crowns of Store Street trees which become more prominent in the middle ground obscuring some of the Manchester Piccadilly Station shed and roofline.
<b>Night-time</b>	Night-time visual baseline is typical of the urban city centre setting which already incorporates artificial lighting. Particularly the street lighting on Ducie Street, A6 London Road junction to the west and the busy well-lit Manchester Piccadilly Station.

## Future baseline description

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

## Visual impact assessment

		Temporary effects during construction	Significance of effect
<b>Construction</b>		Construction traffic will be seen in the foreground passing along Ducie Street. Extensive utilities works associated with water, sewers, electrical and telecommunications will take place along Ducie Street and within the existing Manchester Piccadilly Station car park. In addition, construction of the realignment of the section of Ducie Street between Dale Street and the junction with the A6 London Road to enable connection to New Sheffield Street will be visible. Recreational users of the Medlock Valley Way (along Ducie Street) and hotel guests, will experience substantial changes to near and middle-ground views as a result of the Proposed Scheme. Construction traffic will use Ducie Street, increasing the number of vehicles crossing the foreground. The construction of Manchester Piccadilly High Speed station and the demolition of Piccadilly Gate will be clearly visible in the background through the gap between Gateway House and the former warehouse, above the hoardings of the Manchester Station High Speed station main compound. The construction works will take place in the direct framed view. The combination of the above changes will result in a <b>high</b> magnitude of visual change.	<b>Moderate adverse (significant)</b>
<b>Construction night-time</b>		Artificial night-time lighting associated with the Manchester Piccadilly High Speed station main compound will contribute to the existing lighting in this city centre location. Controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider view. The magnitude of change will be <b>low</b> .	<b>Minor adverse (non-significant)</b>
<b>Construction cumulative assessment</b>		There are no developments which will result in construction cumulative effects.	<b>No cumulative effect</b>
		Permanent effects during operation	Significance of effect
<b>Year 1</b>	<b>Winter</b>	Recreational users of the Medlock Valley Way (along Ducie Street) and hotel guests will see substantial changes to near and middle-distance views as a result of the Proposed Scheme. The realigned Ducie Street and the new junction connecting with New Sheffield Street will be visible. The absence of Piccadilly Gate will result in clear views of Manchester Piccadilly High Speed station. The building will be a prominent new structure in the view and will screen the existing Manchester Piccadilly Station. It will be a building of cohesive architectural design, replacing a number of buildings of disparate appearance, quality and scale. Manchester Piccadilly High Speed station and new public realm along New Sheffield Street and on the ramp on the north side of Gateway House will bring a more orderly and uniform appearance to the view than exists at present. A large proportion of the framed view will be improved, particularly within the foreground, with the area of public realm leading into the middle ground and then beyond at Manchester Piccadilly High Speed station in the background. The combination of the above will result in a <b>high</b> magnitude of visual change.	<b>Moderate beneficial (significant)</b>
	<b>Night-time</b>	Artificial night-time lighting associated with the Manchester Piccadilly High Speed and its new area of public realm will contribute to the existing lighting in this city centre location. The magnitude of change will be <b>low</b> .	<b>Minor adverse (non-significant)</b>
<b>Year 15</b>	<b>Summer</b>	Recreational users of the Medlock Valley Way (along Ducie Street) and hotel guests, will continue to experience the substantial improved changes to a large proportion of the view as a result of the Proposed Scheme. The building will continue to be a prominent structure in the view and will be a building of cohesive architectural design. The Manchester Piccadilly High Speed station and new public realm along New Sheffield Street and on the ramp on the north side of Gateway House will continue to bring an orderly and uniform appearance. The magnitude of change will remain <b>high</b> .	<b>Moderate beneficial (significant)</b>
	<b>Night-time</b>	Artificial night-time lighting associated with the Manchester Piccadilly High Speed and its new area of public realm will contribute to the existing lighting in this city centre location. The magnitude of change will be <b>low</b> .	<b>Minor adverse (non-significant)</b>
<b>Year 30</b>	<b>Summer</b>	Recreational users of the Medlock Valley Way (along Ducie Street) and hotel guests, will continue to experience the substantial improved changes to a large proportion of the view as a result of the Proposed Scheme. The building will continue to be a prominent structure in the view and will be a building of cohesive architectural design. Manchester Piccadilly High Speed station and new public realm including maturing trees along New Sheffield Street and on the ramp on the north side of Gateway House will continue to bring an orderly and uniform appearance. The magnitude of visual change will remain <b>high</b> .	<b>Moderate beneficial (significant)</b>
	<b>Night-time</b>	Artificial night-time lighting associated with the Manchester Piccadilly High Speed and its new area of public realm will contribute to the existing lighting in this city centre location. The magnitude of change will be <b>low</b> .	<b>Minor adverse (non-significant)</b>
<b>Operation cumulative assessment</b>		There are no developments which will result in operation cumulative effects.	<b>No cumulative effect</b>

# Viewpoint 342-03-015: view south-east from Ducie Street

This viewpoint is representative of views experienced by recreational users travelling along the on road cycling route along Ducie Street (to connect to the Medlock Valley Way and National Cycling Network Route 66) and hotel guests.

## Current baseline - summer view

Date taken: 30/08/2018 Time taken: 09:28



## Summer verifiable photomontage - construction

Date taken: 30/08/2018 Time taken: 09:28

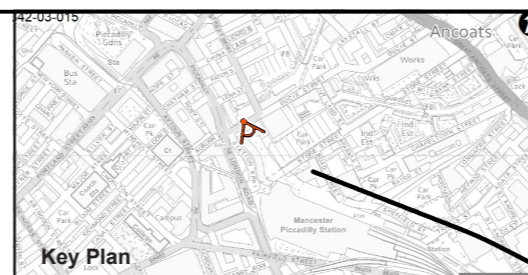


The viewpoint has been taken approximately 193m away from the Proposed Scheme. Viewpoint location shown on Map LV-01-782. For full details of the visual assessment at viewpoint 342-03-015 refer to Volume 5: Appendix LV-001-0MA08, Part 3.

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

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

<b>Camera:</b>	Canon EOS 6D, Fixed 50mm lens		
<b>Approximate GPS Co-ordinates ref.</b>	384685.115, 398078.271	<b>Direction of View:</b>	152°
<b>Elevation:</b>	45.35m AOD	<b>Height of Camera:</b>	1.698m



<b>Map Number</b>	LV-01-782
<b>Map Name</b>	Verifiable Photomontage Peak Construction Phase - Winter Viewpoint 342-03-015
<b>Community Area :</b>	MA08

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**Date:** Jan 2021

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# Viewpoint 342-02-016: view south from Dale Street, Lena Street and Piccadilly Basin

This viewpoint is representative of views experienced by residents living in properties off Dale Street, Lena Street and Piccadilly Basin.

## Winter view (baseline)

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



## Summer view (baseline)

Date taken: 16/09/2019 (stitched panorama)



<b>Camera:</b>	Canon EOS 6D, Fixed 50mm lens
<b>Approximate GPS co-ordinates ref.:</b>	385047, 398002
<b>Value of the viewpoint:</b>	This viewpoint has a <b>medium</b> value and includes a large number of buildings of differing scale and material, lacking in cohesion. The road and billboards further detract from the view. The view is framed by typical large-scale tall buildings.
<b>Susceptibility of the receptor to the change arising from the Proposed Scheme:</b>	The susceptibility of these receptors is <b>high</b> . Residents have a strong interest in their visual environment. They are therefore highly susceptible to visual change arising from construction and operation of the Proposed Scheme.
<b>Sensitivity of the receptor:</b>	
<b>Medium - high</b>	



# Viewpoint 342-02-016: view south from Dale Street, Lena Street and Piccadilly Basin

## Visual baseline description

<b>Winter</b>	In the foreground is a brick wall enclosing Dale Street car park, with parking and traffic dominating the street environment. To the south-west, the middle ground is framed by the 12-storey dark blue engineering brick faced Premier Inn. The south facing framed view is towards the eight-storey Grade II listed red brick former warehouse seen at the end of Dale Street. The landform is relatively flat in the foreground and middle ground, sloping down at the end of Dale Street towards its junction with Ducie Street. The gap between the Premier Inn and the former warehouse on Ducie Street frames a narrow view into a background consisting of the curved glass façade of Gateway House and the side entrance to Manchester Piccadilly Station.
<b>Summer</b>	In the summer the tree planting along Ducie Street is more noticeable in the view and filters low level views towards the background.
<b>Night-time</b>	Night-time visual baseline is typical of the urban city centre setting which already incorporates artificial lighting. Particularly street lighting along Dale Street.

## Future baseline description

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

## Visual impact assessment

		<b>Temporary effects during construction</b>	<b>Significance of effect</b>
<b>Construction</b>		Construction activities will be visible in the background beyond Ducie Street in the gap between the former warehouse and Premier Inn, and in front of Gateway House. The Manchester Piccadilly High Speed station main compound will be seen bordered by site hoardings with construction activities beyond. Construction activities will be limited to the demolition of the side entrance to the existing Manchester Piccadilly Station, the movement of tall plant and the emerging form of the Manchester Piccadilly High Speed station; all framed and largely obscured by the middle ground built form to a narrow view in the background. Some residents viewing from upper stories may be able to see a larger proportion of construction activity than seen at ground level. Where visible this will occupy a small proportion of the view in the background. There will be a <b>low</b> magnitude of change.	<b>Minor adverse (non-significant)</b>
<b>Construction night-time</b>		Artificial night-time lighting associated with the Manchester Piccadilly High Speed station main compound will contribute to the existing background lighting in this city centre location. Controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider view. The magnitude of change will be <b>negligible</b> .	<b>Negligible (non-significant)</b>
<b>Construction cumulative assessment</b>		There are no developments which will result in construction cumulative effects.	<b>No cumulative effect</b>

			<b>Permanent effects during operation</b>	<b>Significance of effect</b>
<b>Year 1</b>	<b>Winter</b>		A small section of Manchester Piccadilly High Speed station will be seen in a narrowly framed view beyond Gateway House, replacing the existing station side entrance. A new area of public realm will be seen next to Gateway House. Some residents viewing from upper stories may be able to see a larger proportion of the Proposed Scheme than seen at ground level. The Manchester Piccadilly High Speed station and new public realm along New Sheffield Street and on the ramp on the north side of Gateway House will bring an orderly and uniform appearance. The magnitude of change will be <b>low</b> .	<b>Minor beneficial (non-significant)</b>
	<b>Night-time</b>		Artificial night-time lighting associated with the Manchester Piccadilly High Speed station and the area of new public realm will contribute to the existing background lighting in this city centre location. The magnitude of change will be <b>negligible</b> .	<b>Negligible (non-significant)</b>
<b>Year 15</b>	<b>Summer</b>		A small section of Manchester Piccadilly High Speed station will continue to be seen in a narrowly framed view beyond Gateway House. Some residents viewing from upper stories may be able to see a larger proportion of the Proposed Scheme than seen at ground level. The Manchester Piccadilly High Speed station and area of public realm along New Sheffield Street and on the ramp on the north side of Gateway House will continue to bring an orderly and uniform appearance. The magnitude of change will remain <b>low</b> .	<b>Minor beneficial (non-significant)</b>
	<b>Night-time</b>		Artificial night-time lighting associated with the Manchester Piccadilly High Speed station and the area of new public realm will contribute to the existing background lighting in this city centre location. The magnitude of change will be <b>negligible</b> .	<b>Negligible (non-significant)</b>
<b>Year 30</b>	<b>Summer</b>		A small section of Manchester Piccadilly High Speed station will continue to be seen in a narrowly framed view beyond Gateway House. Some residents viewing from upper stories may be able to see a larger proportion of the Proposed Scheme than seen at ground level. The Manchester Piccadilly High Speed station and area of public realm along New Sheffield Street and on the ramp on the north side of Gateway House will continue to bring an orderly and uniform appearance. The magnitude of change will remain <b>low</b> .	<b>Minor beneficial (non-significant)</b>
	<b>Night-time</b>		Artificial night-time lighting associated with the Manchester Piccadilly High Speed station and the area of new public realm will contribute to the existing background lighting in this city centre location. The magnitude of change will be <b>negligible</b> .	<b>Negligible (non-significant)</b>
<b>Operation cumulative assessment</b>			There are no developments which will result in operation cumulative effects.	<b>No cumulative effect</b>

# Viewpoint 342-04-017: view north-east from Manchester Piccadilly Station Platform 4

This viewpoint is representative of views experienced by people travelling via Manchester Piccadilly Station.

## Winter view (baseline)

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

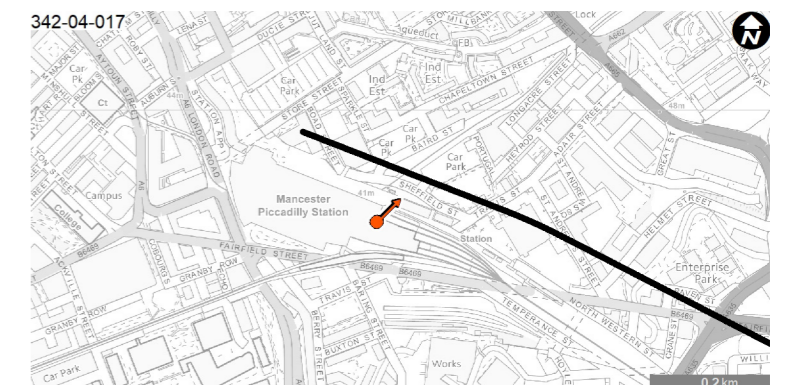


## Summer view (baseline)

Date taken: 16/09/2019 (stitched panorama)



<b>Camera:</b>	Canon EOS 6D, Fixed 50mm lens	
<b>Approximate GPS co-ordinates ref.:</b>	ref.: 384971, 397825	
<b>Value of the viewpoint:</b>	This viewpoint has a <b>medium</b> value. Passengers pulling into the station see views of skyline features which contribute to wayfinding when entering the city. The designated facade of Manchester Piccadilly Station makes a partial contribution with railway infrastructure detracting from the view.	<b>Sensitivity of the receptor:</b>  <b>Medium-low</b>
<b>Susceptibility of the receptor to the change arising from the Proposed Scheme:</b>	The susceptibility of these receptors is <b>medium-low</b> . The attention of people travelling is proportionally less focused on their surroundings. They therefore have a medium-low susceptibility to visual change arising from the construction and operation of the Proposed Scheme. The attention of workers is likely to be less focused on the landscape and their susceptibility is lower.	



# Viewpoint 342-04-017: view north-east from Manchester Piccadilly Station Platform 4

## Visual baseline description

<b>Winter</b>	This viewpoint is taken from the station platform but represents people arriving into the city where they will have fleeting views of the skyline. In the foreground are Platforms 1-4 of Manchester Piccadilly station, with its associated railway tracks, overbridge, overhead line, rail infrastructure and canopy. In the middle ground, the listed north-eastern polychromatic brick elevation of the station train shed is a prominent feature within the view towards the west which supports the distinctive curved roofline. To the east, beyond platform 1, views are available towards the Network Rail car park and associated portacabins and blue clad sheds obscuring views beyond. In the background, some taller buildings are visible including Square One to the east, Crusader Mill and Islington Wharf to the north and Piccadilly Village to the west, providing some wayfinding features when arriving into the city.
<b>Summer</b>	In the summer, there will be limited change in view due to the lack of vegetation.
<b>Night-time</b>	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

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

## Visual impact assessment

		Temporary effects during construction	Significance of effect
<b>Construction</b>		Construction works will be visible in the middle ground above site hoardings. Visible construction activities will include the presence of tall plant and the construction of the Manchester Piccadilly High Speed station. The existing north-eastern façade of Manchester Piccadilly Station will screen views beyond but visibility towards the west will be open and direct. Views of construction works will be prominent within the middle ground and background. Foreground features will remain the same as at baseline. There will be a <b>medium</b> magnitude of change.	<b>Minor adverse (significant)</b>
<b>Construction night-time</b>		Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	<b>Not assessed</b>
<b>Construction cumulative assessment</b>		There are no developments which will result in construction cumulative effects.	<b>No cumulative effect</b>
		Permanent effects during operation	Significance of effect
<b>Year 1</b>	<b>Winter</b>	The foreground including the platforms within the existing Manchester Piccadilly station will remain as the baseline. Views looking north-east from these platforms will experience change within the middle ground and background with what was views of the open sky, and the skyline buildings, becoming enclosed with the southern façade of Manchester Piccadilly High Speed station. The existing north façade adjacent to platform 1 will remain, with the Manchester Piccadilly High Speed Station appearing as an extension to this, along with its platforms and infrastructure elements. The introduction of the Manchester Piccadilly High Speed station will increase the sense of enclosure and will shorten views, however, the features within these views will be in keeping with the railway station context. Some of the detracting features such as, the Network Rail Car Park and portacabins will be replaced by the Proposed Scheme whereas some of the existing features such as the shed will remain. The existing attractive Manchester Piccadilly Station features, including the curved roofline, within the view will remain. The magnitude of change will be <b>medium</b> .	<b>Minor adverse (non-significant)</b>
	<b>Night-time</b>	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	<b>Not assessed</b>
<b>Year 15</b>	<b>Summer</b>	The existing north façade adjacent to platform 1 will remain with the Manchester Piccadilly High Speed Station continuing to appear as an extension to this, along with its platforms and infrastructure elements. The introduction of the Manchester Piccadilly High Speed station will continue to shorten views and increase the sense of enclosure. The existing attractive Manchester Piccadilly Station features, including the curved roofline, within the view will remain. The magnitude of change will remain as <b>medium</b> .	<b>Minor adverse (non-significant)</b>
	<b>Night-time</b>	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	<b>Not assessed</b>
<b>Year 30</b>	<b>Summer</b>	The existing north façade adjacent to platform 1 will remain with the Manchester Piccadilly High Speed Station continuing to appear as an extension to this, along with its platforms and infrastructure elements. The introduction of the Manchester Piccadilly High Speed station will continue to shorten views and increase the sense of enclosure. The existing attractive Manchester Piccadilly Station features, including the curved roofline, within the view will remain. The magnitude of change will remain as <b>medium</b> .	<b>Minor adverse (non-significant)</b>
	<b>Night-time</b>	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	<b>Not assessed</b>
<b>Operation cumulative assessment</b>		There are no developments which will result in operation cumulative effects.	<b>No cumulative effect</b>

# Viewpoint 342-02-018: view south-east from Gore Street, Piccadilly

This viewpoint is representative of views experienced by people staying in the hotel associated with committed development MA08/089

## Winter view (baseline)

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



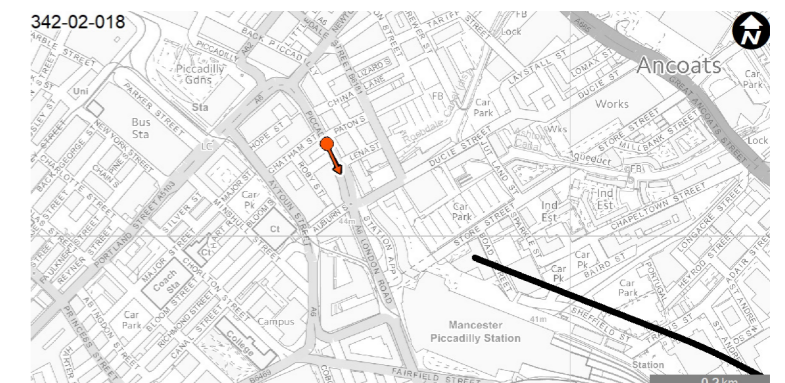
## Summer view (baseline)

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



<b>Camera:</b>	Canon EOS 6D, Fixed 50mm lens
<b>Approximate GPS co-ordinates ref.:</b>	384598, 398153
<b>Value of the viewpoint:</b>	This viewpoint has a <b>medium</b> value and includes a large number of buildings of differing scale and material, lacking in cohesion. The road and billboards further detract from the view. The view is framed by typical large-scale tall buildings.
<b>Susceptibility of the receptor to the change arising from the Proposed Scheme:</b>	The susceptibility of these receptors is <b>medium</b> . The attention of hotel guests is likely to be focused to a degree on their surroundings. They therefore have a medium susceptibility to visual change arising from the construction and operation of the Proposed Scheme.

**Sensitivity of the receptor:**  
**Medium**



# Viewpoint 342-02-018: view south-east from Gore Street, Piccadilly

## Visual baseline description

<b>Winter</b>	<p>In the foreground is the junction between A6 Piccadilly and Gore Street with an area of derelict land to the west which allows views of the tall Malmaison Manchester with a grey and red façade, as well as the lower Waldorf brick public house. A long length of bus stops are located to the west of this busy bus route on the A6.</p> <p>In the middle ground, beyond the A6 to the west, are a row of similar scale buildings including the B Lounge and Abode Manchester hotel which channel views along to the A6 towards the taller white rendered 111 Piccadilly commercial building. The landform in the foreground and middle ground is relatively flat, sloping upwards along Station Approach adjacent to the 's' shaped Gateway House with glass façade. The A6 Piccadilly then continues onto the A6 London road and slopes downwards at a lower level into the background. At this point Piccadilly Place pedestrian bridge can be seen linking to the upper Station Approach.</p> <p>Views of Manchester Piccadilly Station in the background are limited to between gaps in the built form.</p>
<b>Summer</b>	In the summer the tree planting in the middle of the A6 Piccadilly is more noticeable and filters views towards Manchester Piccadilly Station in the background.
<b>Night-time</b>	There is a high presence of artificial lighting associated with the A6 London road and the busy Manchester Piccadilly Train station. The area is well lit as is typical of an urban city centre.

## Future baseline description

<b>Construction (2025)</b>	This viewpoint is representative of views experienced by people staying in the hotel of committed development MA08/089.
<b>Operation (2038)</b>	This viewpoint is representative of views experienced by people staying in the hotel of committed development MA08/089.

## Visual impact assessment

		Temporary effects during construction	Significance of effect
<b>Construction</b>		Construction works will be visible in the background beyond the Gateway House and Manchester Piccadilly Station. Views will also be available beyond 111 Piccadilly. Construction activities will be limited to the movement of tall plant and the emerging form of the Manchester Piccadilly High Speed station. Some residents and visitors viewing from the upper storeys will see a larger proportion of construction activity than seen at ground level. Views will be framed and largely obscured by existing buildings within the middle ground. There will be a <b>low</b> magnitude of change.	<b>Minor adverse (not-significant)</b>
<b>Construction night-time</b>		Artificial night-time lighting associated with Manchester Piccadilly High Speed station main compound will contribute to the existing background lighting in this city centre location. Controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider view. The magnitude of change will be <b>negligible</b> .	<b>Negligible (non-significant)</b>
<b>Construction cumulative assessment</b>		There are no developments which will result in operation cumulative effects.	<b>No Cumulative effect</b>

			Permanent effects during operation	Significance of effect
<b>Year 1</b>	<b>Winter</b>		Operational effects at year 1 will be limited as the Piccadilly High speed station will be located in the background and obscured by the existing intervening buildings. The realigned Piccadilly Place pedestrian footbridge will be barely perceptible from this location. The magnitude of change will be <b>negligible</b> .	<b>Negligible (non-significant)</b>
	<b>Night-time</b>		Artificial night-time lighting associated with the Manchester Piccadilly High Speed station will contribute to the existing background lighting in this city centre location. The magnitude of change will be <b>negligible</b> .	<b>Negligible (non-significant)</b>
<b>Year 15</b>	<b>Summer</b>		Piccadilly High Speed station will continue to be obscured by the existing Manchester Piccadilly Station. The realigned Piccadilly Place pedestrian footbridge will be barely perceptible from this location. The magnitude of change will be <b>negligible</b> .	<b>Negligible (non-significant)</b>
	<b>Night-time</b>		Artificial night-time lighting associated with the Manchester Piccadilly High Speed station will contribute to the existing background lighting in this city centre location. The magnitude of change will be <b>negligible</b> .	<b>Negligible (non-significant)</b>
<b>Year 30</b>	<b>Summer</b>		Piccadilly High Speed station will continue to be obscured by the existing Manchester Station. The realigned Piccadilly Place pedestrian footbridge will be barely perceptible from this location. The magnitude of change will be <b>negligible</b> .	<b>Negligible (non-significant)</b>
	<b>Night-time</b>		Artificial night-time lighting associated with the Manchester Piccadilly High Speed station will contribute to the existing background lighting in this city centre location. The magnitude of change will be <b>negligible</b> .	<b>Negligible (non-significant)</b>
<b>Operation cumulative assessment</b>			There are no developments which will result in operation cumulative effects.	<b>No Cumulative effect</b>

# 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
341-04-004	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 in the context of existing road infrastructure.
341-06-006	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 in the context of existing road and rail infrastructure.
342-02-001	Minor adverse	Negligible	No cumulative effect	Views of construction activity will be in the context of existing road and rail infrastructure. They key features within the foreground will remain the same as existing with construction activity in the background
342-02-002	Minor adverse	Negligible	No cumulative effect	Views of construction activity will be in the context of existing road and rail infrastructure. Features within the foreground will remain the same as existing with construction activity in the background.
342-02-003	Minor adverse	Negligible	No cumulative effect	Views of construction activity in the background will be largely screened by buildings and structures as well as existing vegetation. Views of construction activity will be in the context of existing road infrastructure.
342-02-004	Minor adverse	Negligible	No cumulative effect	Views of construction activity in the background will be largely screened by buildings and structures as well as existing vegetation. Views of construction activity will be in the context of existing road infrastructure
342-02-006	Minor adverse	Negligible	No cumulative effect	Views of construction activity will be partially screened by existing buildings and structures. Views of construction activity will be in the context of existing road and rail infrastructure.
342-02-007	Minor adverse	Negligible	No cumulative effect	Views of construction activities will be largely screened by buildings and within in the background.
342-02-010	Minor adverse	Negligible	No cumulative effect	Views of construction activity will be in the context of existing road and rail infrastructure. They key features within the foreground will remain the same as existing with construction activity in the background beyond existing buildings and structures.
342-03-012	Not assessed	Not assessed	No cumulative effect	Not assessed during construction due to being located within consolidated construction boundary and therefore no receptors present.
342-03-014	Minor adverse	Not assessed	No cumulative effect	Views of construction activity will be in the context of existing road and rail infrastructure.
342-02-016	Minor adverse	Negligible	No cumulative effect	Views of construction activity in the background will be largely screened by buildings. Views of construction activity will be in the context of existing road infrastructure
342-04-017	Minor adverse	Not assessed	No cumulative effect	Views of construction activity will be in the context of existing rail infrastructure.
342-02-018	Minor adverse	Negligible	No cumulative effect	Views of construction activity will be in the context of existing road and rail infrastructure.

# 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		
341-04-004	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 in the context of existing road infrastructure.
341-03-005	Minor adverse	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect	Views of the Proposed Scheme will be in the context of existing road infrastructure.
341-06-006	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 in the context of existing road and rail infrastructure.
342-02-001	Minor adverse	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect	Views of the Proposed Scheme will be in the context of existing road and rail infrastructure. They key features within the foreground will remain the same as existing with the Proposed Scheme in the background.
342-02-002	Minor adverse	Negligible	Minor adverse	Negligible	Minor adverse	Negligible	No cumulative effect	Views of the Proposed Scheme will be in the context of existing road and rail infrastructure. Features within the foreground will remain the same as existing with the Proposed Scheme in the background.
342-02-003	Minor adverse	Negligible	Minor adverse	Negligible	Minor adverse	Negligible	No cumulative effect	Views of the Proposed Scheme in the background will be largely screened by buildings and structures as well as existing vegetation. Views of the Proposed Scheme will be in the context of existing road infrastructure.
342-02-004	Minor adverse	Negligible	Minor adverse	Negligible	Minor adverse	Negligible	No cumulative effect	Views of the Proposed Scheme in the background will be largely screened by buildings and structures as well as existing vegetation. Views of the Proposed Scheme will be in the context of existing road infrastructure.
342-02-005	Minor adverse	Negligible	Minor adverse	Negligible	Minor adverse	Negligible	No cumulative effect	Views of the Proposed Scheme will be in the context of existing road and rail infrastructure.
342-02-006	Minor adverse	Negligible	Minor adverse	Negligible	Minor adverse	Negligible	No cumulative effect	Views of the Proposed Scheme will be partially screened by existing buildings and structures. Views of the Proposed Scheme will be in the context of existing road and rail infrastructure.
342-02-007	Minor adverse	Negligible	Minor adverse	Negligible	Minor adverse	Negligible	No cumulative effect	Views of the Proposed Scheme will be largely screened by buildings and within in the background.
342-02-008	Minor adverse	Minor adverse	Minor adverse	Minor adverse	Minor adverse	Minor adverse	No cumulative effect	Views of the Proposed Scheme will be in the context of existing railway infrastructure.
342-02-009	Minor beneficial	Minor adverse	Minor beneficial	Minor adverse	Minor beneficial	Minor adverse	No cumulative effect	Views of the Proposed Scheme will be in the context of existing railway infrastructure.
342-02-010	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	No cumulative effect	Views of the Proposed Scheme will be in the context of existing road and rail infrastructure. They key features within the foreground will remain the same as existing with the Proposed Scheme in the background beyond existing buildings and structures.
342-02-011	Minor adverse	Minor adverse	Minor adverse	Minor adverse	Minor adverse	Minor adverse	No cumulative effect	Views of the Proposed Scheme will be in the context of existing rail infrastructure. Key features within the foreground will remain the same as existing with the Proposed Scheme in the background.
342-03-012	Minor adverse	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect	Views of the Proposed Scheme will be in the context of existing rail infrastructure.
342-02-013	Minor adverse	Minor adverse	Minor adverse	Minor adverse	Minor adverse	Minor adverse	No cumulative effect	Views of the Proposed Scheme will be in the context of existing rail infrastructure. Features within the foreground will remain the same as existing with the Proposed Scheme in the middle ground and background
342-03-014	Minor adverse	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect	Views of the Proposed Scheme will be similar to the baseline and in the context of existing road and rail infrastructure.
342-02-016	Minor beneficial	Negligible	Minor beneficial	Negligible	Minor beneficial	Negligible	No cumulative effect	Views of the Proposed Scheme will be partially screened by existing buildings and structures. Views of the Proposed Scheme will be in the context of existing road and rail infrastructure.
342-04-017	Minor adverse	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect	Views of the Proposed Scheme will be in the context of existing rail infrastructure.
342-02-018	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	No cumulative effect	Views the Proposed Scheme will be in the context of existing road and rail infrastructure.

# 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 Manchester Piccadilly Station 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: Manchester Piccadilly Station (MA08), Section 11.

**Table 4: Landscape assessment matrix summarising the assessment of significance for all of the LCA identified in the Manchester Piccadilly Station area**

LCA	Construction	Construction cumulative	Operation year 1 (2038)	Operation year 15 (2053)	Operation year 30 (2068)	Operation cumulative
Brunswick and Longsight Mixed Residential	Negligible	No cumulative effect	Negligible	Negligible	Negligible	No cumulative effect
Education Campus and Hospitals: Coarse Grain	Minor adverse	No cumulative effect	Negligible	Negligible	Negligible	No cumulative effect
Piccadilly, Ardwick and West Gorton: Industrial and Infrastructure	Moderate adverse	No cumulative effect	Minor adverse	Minor adverse	Minor adverse	No cumulative effect
City Centre Core, Historic and Commercial Grain	Moderate adverse	No cumulative effect	Minor adverse	Minor adverse	Minor adverse	No cumulative effect
Holt Town, East Brook and Medlock Valley Open Space	Minor adverse	No cumulative effect	Negligible	Negligible	Negligible	No cumulative effect
Ancoats and New Islington Areas of Change along Canal Corridors	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 Manchester Piccadilly Station 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: Manchester Piccadilly Station (MA08), 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 Manchester Piccadilly Station 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	
341-04-004	View west from Chancellor Lane bus stop and the A635 Ashton Old Road	Minor adverse	Not assessed	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	No cumulative effects
341-03-005	View south-west from Ancoats Bridge and the A665 Pin Mill Brow	Moderate adverse	Not assessed	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	No cumulative effects
341-06-006	View north from the A635 Ring Road, Union Street and North Western Street	Minor adverse	Not assessed	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	No cumulative effects
342-02-001	View south from the A665 Great Ancoats Street and Every Street	Minor adverse	Negligible	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	No cumulative effects
342-02-002	View north from Paddock Street and Thirsk Street	Minor adverse	Negligible	Not assessed	Minor adverse	Negligible	Minor adverse	Negligible	Minor adverse	Negligible	No cumulative effects
342-02-003	View south from the A665 Great Ancoats Street and Great Street	Minor adverse	Negligible	Not assessed	Minor adverse	Negligible	Negligible	Negligible	Negligible	Negligible	No cumulative effects
342-02-004	View south-west from A665 Great Ancoats Street and Adair Street	Minor adverse	Negligible	Not assessed	Minor adverse	Negligible	Minor adverse	Negligible	Minor adverse	Negligible	No cumulative effects
342-02-005	View south-west from New Islington Metro link stop and Ashton Canal Lock Number 3	Moderate adverse	Not assessed	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	No cumulative effects
342-02-006	View south-west from the A665 Great Ancoats Street and Longacre Street	Minor adverse	Negligible	Not assessed	Minor adverse	Negligible	Minor adverse	Negligible	Minor adverse	Negligible	No cumulative effects
342-02-007	View south-west from Ashton Canal bridge and the A665 Great Ancoats Street	Minor adverse	Negligible	Not assessed	Minor adverse	Negligible	Minor adverse	Negligible	Minor adverse	Negligible	No cumulative effects
342-02-008	View south-west from Baird Street and Portugal Street East	Moderate adverse	Minor adverse	Not assessed	Minor adverse	Minor adverse	Minor adverse	Moderate adverse	Minor adverse	Minor adverse	No cumulative effects

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	
342-02-009	View south-west from Chapeltown Street	Moderate adverse	Minor adverse	Not assessed	Minor beneficial	Minor adverse	Minor beneficial	Moderate adverse	Minor beneficial	Minor adverse	No cumulative effects
342-04-010	View north from the A6 London Road and Fairfield Street	Minor adverse	Not assessed	Not assessed	Negligible	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effects
342-03-011	View south-west from Medlock Valley Way and Store Street Aqueduct	Moderate adverse	Not assessed	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	No cumulative effects
342-03-012	View south from Store Street	Not assessed	Not assessed	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	No cumulative effects
342-02-013	View south from Jutland Street	Moderate adverse	Minor adverse	Not assessed	Minor adverse	Minor adverse	Minor adverse	Moderate adverse	Minor adverse	Minor adverse	No cumulative effects
342-03-014	View east from Piccadilly Place pedestrian bridge	Minor adverse	Not assessed	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	No cumulative effects
342-03-015	View south-east from Ducie Street	Moderate adverse	Not assessed	Not assessed	Moderate beneficial	Not assessed	Moderate beneficial	Not assessed	Moderate beneficial	Not assessed	No cumulative effects
342-02-016	View south from Dale Street, Lena Street and Piccadilly Basin	Minor adverse	Negligible	Not assessed	Minor beneficial	Negligible	Minor beneficial	Negligible	Minor beneficial	Negligible	No cumulative effects
342-04-017	View north-east from Manchester Piccadilly Station Platform 4	Moderate adverse	Not assessed	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	No cumulative effects
342-02-018	View south-east from Gore Street, Piccadilly	Minor adverse	Negligible	Not assessed	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	No cumulative effects